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On the Upward, Winding Trolley Trail ever Climbing to Mt. Lowe.

Kindness

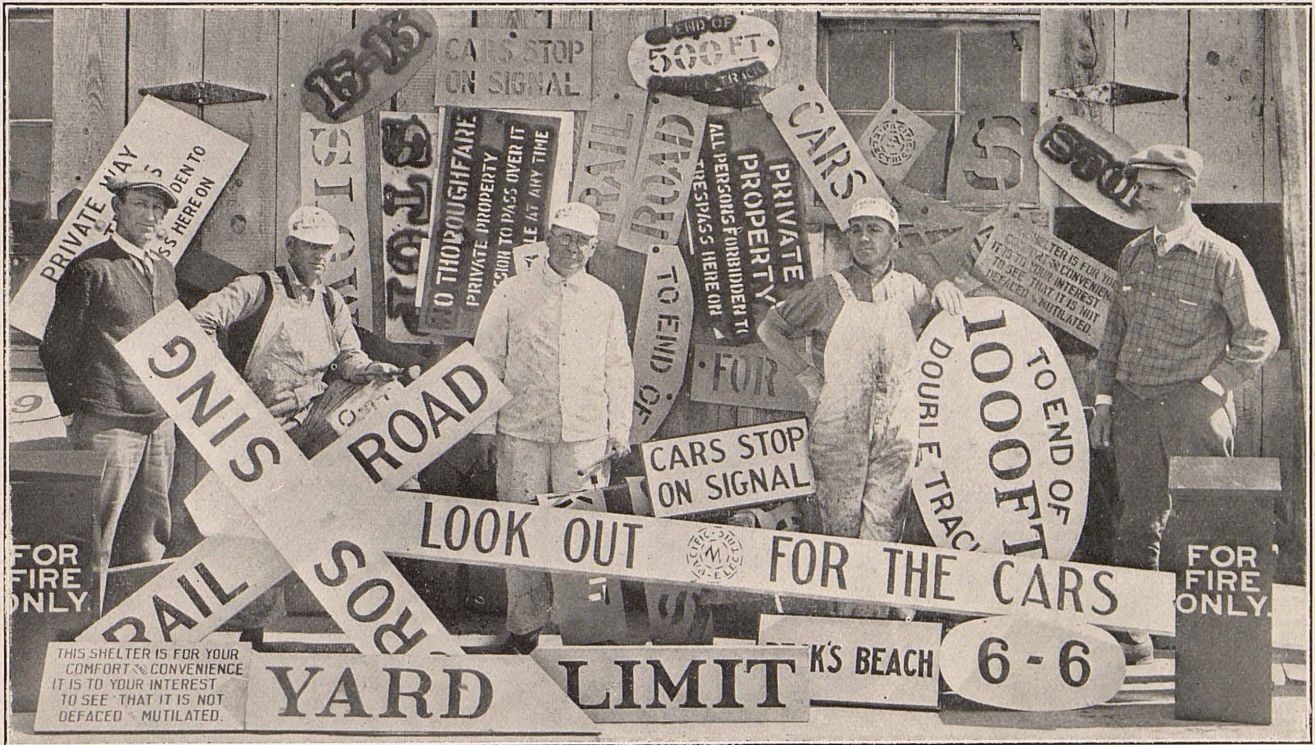
By Edgar A. Guest

One never knows
How far a word of kindness goes;
One never sees
How far a smile of friendship flees.
Down through the years
The deed forgotten reappears.

One kindly word
The souls of many here has stirred.
Man goes his way
And tells with every passing day,
Until life's end:
"Once unto me he played the friend."

We cannot say
What lips are praising us today.
We cannot tell
Whose prayers ask God to guard us well.
But kindness lives
Beyond the memory of him who gives.

MARKING THE WAY FOR SAFETY AND SERVICE



No, not a cross-word puzzle; just a few of the system's signs and the men who make and keep 'em in order.

SIGNS; what are they for! Here on our Pacific Electric System we have a multitude of various types and classes of signs.

We very seldom consider signs in the matter of dollars and cents, but the next time you take a ride over any one of our lines just take notice of the different signs displayed along the way. Then remember that every sign, no matter how small, represents first the origin of necessity; next, time spent on letters between departments requesting that the sign be placed; and then the actual cost of metal and labor spent in making and placing each and every sign.

If you will take notice of the multitude of signs in use, then figure that each one represents a certain investment, a few moments of figuring will show that we have an investment of many thousands of dollars in signs alone.

Crossing Sign

One of the most expensive and important classes of signs is our Standard Railway Crossing board which you will find protecting every road crossing outside of incorporated cities where tracks are located in paved streets.

This sign is always the subject of careful consideration when installed, it being necessary that it be located so as to be clearly visible from every direction, in order that all persons approaching may know that a railway track is there, and is a warning of danger from approaching trains.

At all of the more important high-

By **B. F. MANLEY**,
General Foreman, Engineering Dept.

way crossings and also at many of the lesser important ones we now have an automobile flagman or wig-wag in addition to the crossing signal which also serves as a warning of approaching trains.

Among the more important signs governing train operation, and known as railway signs are the standard oval boards, designating certain speed restrictions and reading "30-20" or any other speed required, the first number always designating the speed at which passenger trains are to operate and the last figure applying to freight trains. On the oval boards we also find 1000 ft. to R. R. Crossing, 1000 ft. to end of double track, R. R. Crossing, Stop, etc.

These boards are placed to warn motormen of operating conditions and it is during foggy and bad weather and at night that they are most needed and appreciated.

Of the various classes of signs the Station Pole signs are the most numerous. At every station where the train is to stop you will find two of these signs located on the trolley poles; these signs designating the name of the station or simply stating that "Cars Stop Here."

X is Defined

How many of us have noted the large X printed on the trolley poles along the line and know that this X

designates a highway crossing 1320 ft. distant and also signifies to the Motorman that the whistle should be sounded for the crossing.

On one of the line poles we also paint a large "S" at a distance of 800 ft. from each station. These signs all perform a certain function and are very necessary to train operation.

What of the maintenance?

Now that the sign is placed it is the duty of some one to see that it stays up and performs its duty.

This means a system for repainting and this work is handled on a regular program. For instance about one-third of all the highway crossing signs are repainted each year and where they become broken or rotted off some are immediately replaced with a new sign. Pole station signs are renewed as needed, this depending somewhat on the location, some lines which traverse the inland territory lasting much longer than those nearer the beaches.

In addition to those signs mentioned, we place many more for the convenience of the traveling public, and at every important station will be found a dozen different signs.

Many of our signs are now hung from span wires and such signs are placed by the line car crews.

A casual estimate of the number of signs on the Santa Ana Line alone is in excess of six hundred, and the total number on the Pacific Electric system will be in excess of ten times that number, and every day sees some more added.

Mayor's Experts Endorse Plan

Proposal of Carriers in Union Station Controversy Found Competent for City's Needs

SUSTAINING the plan of the railroads, and voicing emphatic disagreement with the plan for a union terminal station at the Plaza, the Mayor's Committee, composed of Wm. Gibbs McAdoo, Joseph Scott and Nathan Newby, last month rendered their findings to Mayor Cryer. This report together with a similar one upholding the carrier's plan by the Board of Public utilities, is expected to have far-reaching effect in the ultimate decision in the matter. The proposal of the railroads is further sponsored by resolutions of about sixty city and civic bodies of Southern California.

The following are extracts from the report filed by the Mayor's Committee:

"Since the Plaza site was proposed ten years ago, great changes have occurred. The distribution of population and the development of the City have materially altered the conditions of that time. If a union station is to be built, it is our opinion that a more suitable and advantageous location than the Plaza site can be found.

In Congested District

"As we understand it, the location now proposed does not adjoin the Plaza but faces Alameda Street, one block east. This is one of the most congested parts of the City, and the streets converging upon it from all directions are not broad avenues that make for an easy approach now or in the future. It is our conviction that the concentration of traffic inevitably involved if a union station is built at this point, will cause serious congestion, intensifying with the growth of the City, which will prove a serious disadvantage. In view of the fact that there is little interchange of traffic between the railroads in question and that many of the streets of Los Angeles are already too narrow for existing traffic demands, and because of the increasing congestion in the business districts, we believe that it is better to distribute traffic between the two existing railroad passenger stations than to concentrate it upon one station at or near the Plaza.

"It is argued that passengers are forced to see the most unattractive parts of the City in reaching the passenger stations as now located. While this is a minor consideration the same objection can be raised against the proposed union station. The approach to it, like the approach to the existing stations, must be through the industrial and least attractive portions of the City. But, under the proposed plan of maintaining the present Santa Fe and Southern Pacific Stations, an unusual opportunity is presented for beautifying the approaches to these stations. The railroads occupy both banks of the Los Angeles River, and since the bed of that river can easily be improved to prevent flood menace, a public park can be created between

First and Seventh Streets and made pleasing to the aesthetic taste of travelers entering or leaving the City, while benefitting greatly the resident population. As a condition of acceptance of the railroad plan, the four railroads, namely, Southern Pacific, Union Pacific, Pacific Electric, and Santa Fe, should be required to contribute \$250,000 toward the landscaping, beautification and parking of the bed of the Los Angeles River between First and Seventh Streets as a part of the cost of the terminal improvement.

"We regard the removal of Pacific Electric trains from some of the important streets of the City and the abolition of more than 18,000 grade crossings per day, and the more efficient and rapid transportation of many thousands of local passengers who must use the Pacific Electric trains daily, as a matter of vital importance to be gained thereby far outweigh any importance to the community. The actual benefits to be gained thereby far outweigh any possible advantages that would come from a union passenger station.

"Our opinion is that the best interests of the public will be served by acceptance of the plans submitted by the four railroads, provided:

1. That, in consideration of the granting by the City of Los Angeles of the necessary authority and franchises

so far as the City is concerned, they will pay to the City of Los Angeles the sum of \$250,000, to be expended by the City solely and exclusively for the purpose of improving the bed of the Los Angeles River, as well as the banks thereof, between First and Seventh Streets so as to prevent flood menace and convert the same into a public park through appropriate landscape gardening, planting of trees, shrubbery, etc. (The City of Los Angeles on its part, should agree that any sum in excess of \$250,000 that may be necessary to complete said work shall be provided by the City and that the City will maintain the same for park purposes.)

2. That the Pacific Electric Railroad will extend its proposed elevated structure from Fourteenth street over and along its private right of way to the south side of Jefferson Street and eliminate all grade crossings between said points.

3. That the Santa Fe Railroad will expend not less than \$1,000,000 in the construction of a suitable station and facilities in place of its present station at First Street and Santa Fe Avenue.

4. That the Railroads will carry out, in all respects, the plans submitted by them to the California Railroad Commission and the City of Los Angeles, including any changes therein or modification thereof that may be made by lawful authority.

5. That they will begin work and prosecute the same vigorously to completion within the shortest possible time after the necessary consents have been obtained from the California Railroad Commission, the Interstate Commerce Commission and the City of Los Angeles."

Impressive Facts Concerning Company's Electrical Branch of Service

RATED as the largest individual user of electrical energy in California, this railway consumes in its operations in excess of a half million kilowatt hours per day. It is the seventh largest railway consumer of electrical power in the United States.

Our annual power bill approximates \$1,500,000 and all power used is purchased at 15,000 volts from the Southern California Edison Company.

The following information further testifies to the extensiveness of Pacific Electric activities:

Substation Units		Kw.-Capacity	No.
Manually operated		47855	37
Portable		3200	4
Automatic		16750	14
Total		67805	55
Power			
Average monthly consumption.....	16,000,000	Kilowatt-Hours	
Maximum hourly peak.....	44,000	Kilowatt-Hours	
Overhead Lines			
Overhead Trolley—Direct Suspension.....	973.06	S. T. Miles	
Catenary Suspension	188.08	S. T. Miles	
Total	1161.14	S. T. Miles	
600 volt D. C. Lines	1061.57	S. T. Miles	
1200 volt D. C. Lines	99.57	S. T. Miles	
Total	1161.14	S. T. Miles	
Transmission lines—15000 volt, three phase.....	400	Miles	
Feeders	640	Miles	

What, How, Where and When to Plant

Company's Gardener Gives Some Helpful Hints On Beautifying Our Home Surroundings. Try Them in Your Garden

By FRANK ENGLAND,
Head Gardener

WITH the arrival of spring the call of the soil each year brings to most of us a desire to beautify our home surroundings. Many inquiries from employes in recent weeks as to what, how, where and when to plant prompted the thought of a short article covering such information. While home gardening is a subject of great length, it is possible nevertheless to cover the essentials in a brief manner sufficiently to be helpful in gratifying the urge to surround our homes with the score of beautiful plants and shrubbery which thrive so luxuriantly in Southern California.

It is very essential that plants that need shade should be planted on the north side of the house. Ferns, Begonias and Fuchias do well when planted in this exposure.

There are several kinds of low growing Veronics which are suitable for planting in a southern exposure. These plants have an elongated purple blossom and are quite effective. The *Coprosma*, a shiny leafed shrub with a varnished appearing leaf, also makes a desirable shrub for the south side of the house.

There are a few shrubs that look well in the corners and curves of a lawn, which should be planted about two feet from the walks. For such locations would suggest planting *Veronica Buxifolia*, *Veronica Cupressnoides*, *Cotoneaster Buxifolia*, or dwarf *Golden Arbor Vita*.

A hedge of Japanese Box each side of the walk leading up to the house gives a place a distinctive appearance. A three inch redwood batten, inserted in the ground twelve inches from the walk, makes it possible to cultivate a strip of ground, and prevents grass encroaching on the plants. Japanese Box needs very little trimming, as it is a slow grower, but it should be cut back to a uniform height of eight to ten inches and kept boxed at that height. These are grown and sold in flats containing one hundred plants, and should be planted eight inches apart.

Those that intend to put in lawns should be getting the ground spaded up as the growing season will soon be here. The ground should be spaded up to the depth of the shovel to get the best results, and I would advocate sowing a mixture of clover and blue grass. Each should be sowed separately; that is, go over the ground with clover seed, and then sow the blue grass seed. The practice of mixing the two varieties of seed in a bucket is a bad one, as the clover being the heaviest falls in patches. It requires a pound of clover and a pound of blue grass to sow four hundred square feet.

The best way to get an even sowing

is to run two cords, six feet apart, across the ground, and sow the strip between the lines with clover and blue grass. Then move one cord over six feet from strip already sown and repeat sowing, finishing the process in such manner. A calm day is preferable for doing this.

The ground should be graded and put in shape three to four weeks before sowing, and kept damp by sprinkling just as though the lawn was sown. This will start the weed seeds, and these can be killed off with a hoe and raked off. The ground will then be in shape for sowing and the seed can be raked in lightly.

A few sacks of pulverized sheep manure applied at the rate of a sack for every five hundred square feet will be a great benefit to the soil, and will mulch the ground. The manure should be raked in before sowing.

Sheep manure can be ordered from any packing house, and they are generally willing to deliver this for \$1.00 to \$1.25 a sack per hundred pounds.

Eight Deaths Recorded in Company Ranks

EIGHT of our fellow workers were called last month by death, making a total of 16 for the first two months of this year, and bringing the total to 91 since the inauguration of the Group Insurance Plan.

Those taken from us, and to whose relatives we extend the hand of sympathy in their sadness, were:

James D. Fryer, Car Repairer at Torrance.

Margaret A. Newman, Car Cleaner, Hill St. Station.

John P. Stevenson, Gateman, Hill St. Station.

Edward H. Card, Towerman, Engineering Dept.

LeRoy E. Richardson, Clerk, Terminal Freight House.

Howard E. Pinkham, Checker, San Pedro.

Edgar C. Hadsell, Trainman, Southern Division.

William D. Lithgow, Trainman, Northern Division.

Group Insurance in varying amounts was paid to the beneficiaries of all the forenamed and six were members of the Mortuary Fund, payments of which amounted to \$950 each. A total of \$18,700 was paid to relatives of the deceased.

In order to properly care for trees and shrubs the home gardener should provide himself with a small spray pump. Peach trees should be sprayed with lime and sulphur in order to keep down the curly leaf, and this should be done before the leaves put out. Rosin spray should be used for scale, and "Black Leaf 40" should be used for white and black aphids that depredate on orange trees, rose bushes, and melon vines. Bordeaux Mixture is a good preventative of rust on rose bushes and other plants.

The sprays mentioned above can be obtained at any seed store, though it would be possible to obtain the formulas for preparing these sprays, but for the small amounts required for ordinary lot it is better to buy them already prepared.

Below are noted some of the popular flowers and shrubs which are particularly well adapted for home surroundings in this district:

Hedges

Japanese Box 10 in. to 12 in.—plant 8 in. apart.

Privet small leaf, 18 in. to 3 ft. plant 12 in. apart.

Planting in Lawns

Veronica Buxifolia

Veronica Cupressnoides

Cotoneaster Buxifolia

Planting South Side of Buildings

Coprosma

Pittosporum Tobira

Pittosporum Tobira Variegated

North Side of Buildings

Osmundi on Royal fern, background.

Boston Sword, middle.

Holly Fern, foreground.

Flowering Shrubs

Background; plant 6 ft. apart:

Gevillea Thelemania (red)

Crataegus (red berries)

Cotoneaster (red berries)

Abelia (pink flower)

Laurastina (white)

Acacia Cultriparmis

Foreground; plant 4 ft. apart:

Veronica desuccata

Cronilla

Lonicira Nitida

Callistemons (scarlet)

Berberis illicipolia

Nandina

Abelia, pink

Close to walk:

Hypericum Henri

Cotoneaster Buxifolia

Dwarf Pomegranate

Climbing Vines

Tecoma radicans (red)

Tecoma tweediana (mauve)

Begonia venusta (red)

Public vs Private Ownership

Initiative Lacking and Political Influence Harmful in Publicly Owned Utilities

THE management of a private company operates it as efficiently and economically as good business methods will permit. The management of a public property operates it as economically and efficiently as bad politicians will permit."

The foregoing is the manner in which L. C. Storrs Managing Director of the American Electric Railway Association concluded an address on municipal ownership before students of the Temple University recently. Mr. Storrs charged and proved with statistics that municipal ownership of electric railways had failed in virtually every community in which it has been tried.

The following are highlights from the executive's remarks:

There are only two reasons for municipal ownership and operation of anything which are worthy of consideration. They are: Does it result in saving money for the consumer or in giving better service. If it does, it is a good thing. If it does not, it is a bad thing.

Municipal ownership and operation has had its wildest test in the electrical field. The answer to the question of its efficiency is shown in the fact that more than 860 of these plants have been shut down or sold for junk because they could not render service as cheaply nor as effectively as private companies.

Postal Service Cited

Many of these cities were led into municipal operation and ownership of their lighting plants through the use of the favorite argument that the Federal Postal Service is an outstanding example of what may be done through public operation.

But a private company could handle the mail cheaper—and would handle it more efficiently—despite interest payments and taxes on the equipment and buildings required.

Another stock argument in behalf of municipal ownership is that it has proven successful in the operation of water works. Granting that this is true, there is a vast difference between supplying a community with heat, transportation or telephone service. Water has been water a long time and the chances are that it will not be improved upon much within the next 100 years. There is little to get out of order about it. But the case of light, heat, transportation and telephone service is vastly different. Changes and improvements constantly are being made in these services and they require constant attention to keep them functioning.

There are relatively few municipally operated electric railways in the United States.

Three outstanding examples are found in Detroit, Seattle and San Francisco.

Detroit Raises Fares

The city of Detroit—fifth city in America—offers convincing proof of what politics will do to utilities. Public ownership advocates promised a seat for every passenger at a 5-cent fare. The cars are more crowded than ever before. The cost of conducting the service was found to be so great that in order to meet its street railway bills the city increased the fare to 6 cents, and charged an additional cent for transfers. The efficient executives brought to Detroit from privately owned and operated companies were replaced, when the government changed, by political appointees and the whole system is in a worse mess than ever now.

Seattle purchased its electric railways in 1918 at a referendum which carried four to one. Attempts by the city to continue operation under a 5-cent fare quickly resulted in deficits and the fares were raised until they finally reached 10 cents, or three tickets for 25 cents. They were at that point March 1, 1923, when the nickel fare was restored on the theory that it would increase riding to a point of profit. The experiment the first month cost \$138,000, and when \$700,000 had been lost the city returned to its former high fares.

The practical operating results are shown by the following statistics: In 1918 the system under private ownership carried 90,000,000 passengers. In 1924, under city management, it carried 78,000,000 passengers. The gross revenues in 1918 under a 5-cent fare were \$4,550,000. Last year, with a fare from 66 to 100 per cent higher,

the gross revenues were about \$5,690,000, or less than 25 per cent. increase.

More Employees Required

Total operating expenses the last year of private operation were \$3,465,000, including \$752,000 spent for taxes. The city's operating expenses increased \$2,000,000 in the first year of its ownership—although they had no taxes. In 1918 it required 1685 employees to carry 90,000,000 passengers. In 1925 the city employed 2113 persons to transport 780,000,000 passengers.

In San Francisco they have had a municipally owned electric railway for some years—and also a privately owned one. The municipal venture is a financial failure. Funds which had been intended to take care of depreciated equipment and materials have been diverted to other purposes, and the municipal railway is operating at a loss, while the privately owned enterprise has been successfully conducted.

Another Test of Oil-Electric

It has been announced that the Chicago, Burlington & Quincy Railroad will give a thorough test to an oil-electric engine. The oil-electric engine to be tested by the Burlington weighs 275,000 lbs., is 52 ft. long and 14 feet high. It has 1,000 horse power and the starting power is 52,200 lbs. The standard Burlington steam locomotive which equals in power the oil-electric weighs 467,000 lbs. is 77 feet long and 16 feet high. The cost of one of these steam locomotives is about \$60,000, whereas the oil-electric will probably cost two and one-half times as much. The new oil-electric engine will be tested in freight, through passenger, switching and suburban service.

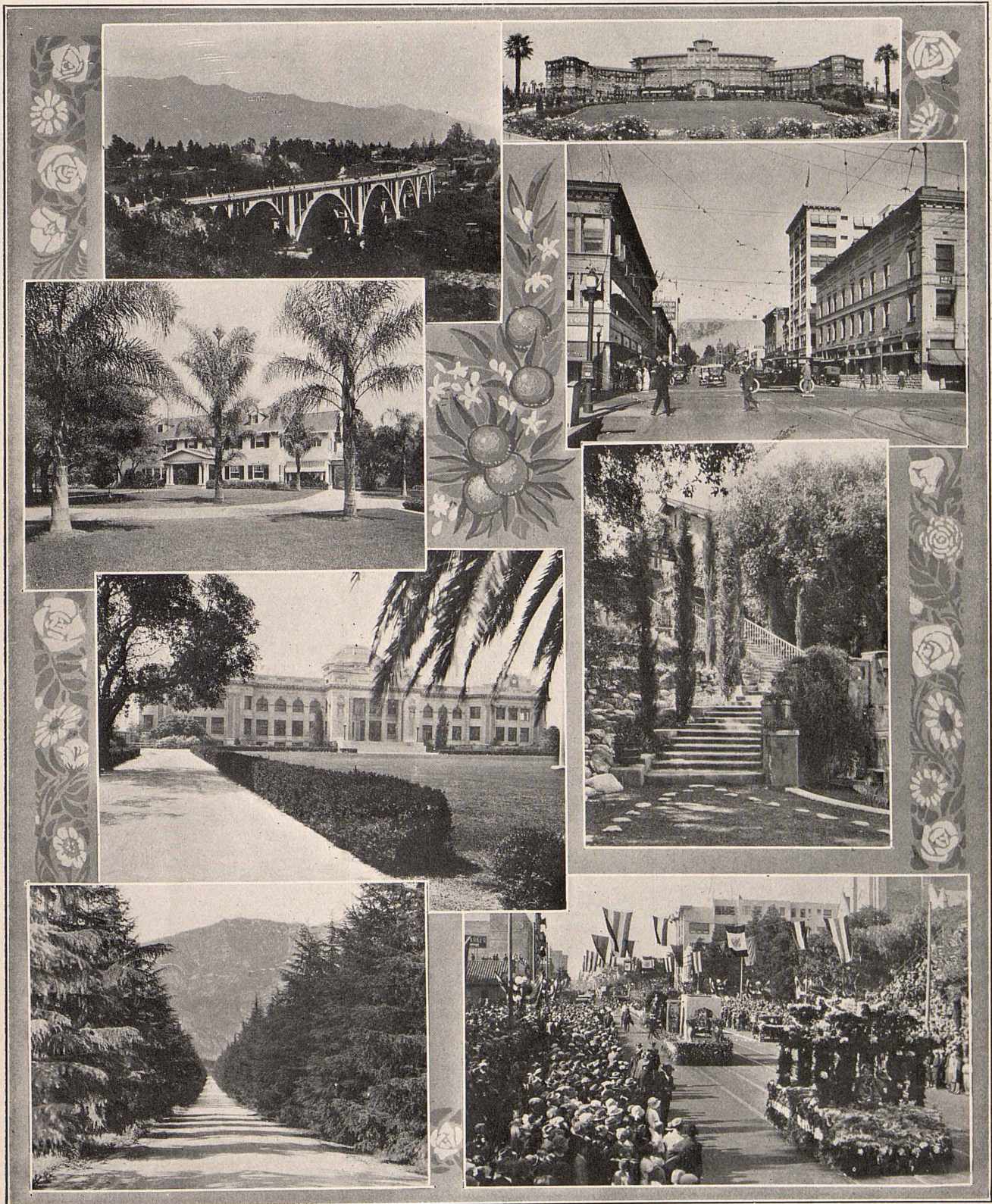
The Chicago & North Western Railroads also will make a test of the oil-electric locomotive about the same time. The Northwestern locomotive, however will be a slightly different type.

—Electric Traction.

COMPARISON OF ACCIDENTS DURING JANUARY, 1925 AND 1926

	Northern Division 1926-1925		Southern Division 1926-1925		Western Division 1926-1925		Motor Coaches 1926-1925	
Interferences with vehicles..	136	127	100	102	191	196	41	42
Collisions & Interferences								
with cars	3	2	2	8	4	7	0	0
Persons struck	8	5	7	5	3	9	1	0
Derailments	7	12	16	16	5	9	0	0
On and off moving cars	6	8	3	11	6	15	0	0
Miscellaneous	27	17	37	54	45	37	10	4
Total	187	171	165	196	254	273	52	46
	16-Inc.		31-D		19-D		6-Inc.	
Interference with vehicles.....	468		467		1 Increase		.21% Increase.	
Interferences & Collisions with cars...	9		17		8 Decrease		47.1 % Decrease	
Persons struck	19		19		0		00.0 %	
Derailments	28		37		9 Decrease		24.3 % Decrease	
On and off moving cars	15		34		19 Decrease		55.9 % Decrease	
Miscellaneous	119		112		7 Increase		6.3 % Increase	
Total	658		686		28 Decrease		4.1 % Decrease	

SCENES THAT ARE MAKING PASADENA FAMOUS



Beauties in architecture, landscaping and flora culture mark Pasadena as the distinctive city of California. Thousands of visitors throughout the United States are attracted annually through its natural beauty and refined atmosphere and because of its progressive interest in fine arts. Culture, wealth and charm are everywhere apparent.

Public Appreciation Expressed

Service and Courtesy Bring Their Reward.

So numerous are letters received from the public commending Trainmen that it would be impossible to publish them all. From time to time the Magazine aims to reprint a few for the dual purpose of giving credit where credit is due and to impress upon the minds of Trainmen that acts of courtesy and good service are observed and appreciated by the traveling public. All commendatory letters are made a part of the permanent record of employee concerned.

TRAINMEN as a whole in the Hollywood service, and particularly Conductor O. B. Glanden, are commended in the following letter by Mrs. Rosa Frances Keppel:

"I am sure you have many letters complaining of your Conductors, but I want to tell you they are very fine men and we of our family use the 'red' cars all the time.

"Conductor No. 2460 (O. B. Glanden) is exceptionally courteous and takes particular care of old people. You should have seen him help an old lady and her load of bundles across the water caused by our recent rains. I told him I hoped he would be there when I grew old.

"I could tell you a lot of lovely things your Motormen and Conductors do on our Hollywood lines, so when complaints come in, please think of the nice things too."

ASSISTANCE rendered in causing a selfish passenger to move bundles and share seat elicited this letter from Miss M. C. Shields calling attention to the good work of Conductor O. E. Roberts, Venice Short Line:

"I wish to report the thoughtfulness of Conductor 2346, (O. E. Roberts) on the Venice Short Line, outbound, last Wednesday, the 3rd inst., in the afternoon, in the hope that it may be of some benefit.

"I got on the front car at 16th and Western Avenue and found the car crowded, but noticed near the rear a seat occupied by a man and his bundles. As politely as I know how, I requested permission to sit down; he grudgingly moved his bundles a little, and gave me a small corner of the seat, which forced me, try as I would to avoid it, to place my feet slightly in the aisle, as he placed his feet near the end of the seat.

"This Conductor noticed the situation (I said nothing, as I did not wish to create a scene) and asked the man to move his bundles and give me a little more room; he made no reply, but did move his bundles slightly, and I had about a third of the seat.

"I did appreciate this slight additional room, and the thoughtfulness of the Conductor in providing it."

THE all-around efficiency of Conductor G. R. Stevens, Vineyard line, drew this praiseworthy letter from Mrs. M. N. Thackaberry:

"A few words of praise to the living are worth more than all we can say of the dead, therefore, I want to express my pleasure at having recently met one Conductor on your Vineyard car who stands out as a shining light among all I have ever had any dealings with. His number was 2900, (Mr. Stevens) on car leaving the Hill Street Station about 6:15 P. M., December 27th, going out on the Venice Short Line.

"He really gave service 'with a smile' and was so courteous to all who boarded the car, so efficient in his handling of the crowd, and so prompt in advising his passengers of arrival at their streets, that he brought forth favorable comment from several people.

POLITE and cheerful treatment of passengers by Conductor C. M. Weeden, Santa Monica Blvd. Line, caused Mr. Geo. E. Bridgeford to thus write:

"Wish to bring to your attention one of your conductors, No. 2398, (C. M. Weeden) on the Santa Monica Boulevard car line who displayed an unusual

Trainmen Commended For Travel Tips

TWO trainmen, on account of their supplying traffic tips last month which, upon solicitation by Southern Pacific representatives, resulted in routing passengers over our owning company's lines, received official commendation by C. L. McFaul, Asst. Passenger Traffic Manager.

W. E. Massingale, Conductor of the Northern Division, Eastern District, working out of San Bernardino, supplied the the data which effected the securing of three and one-half tickets to Allentown, Pa.

C. W. Pringy, Motorman of the Western Division, furnished the information which led to the selling of two tickets to Missouri. His tip was furnished to Agent Mullin at Sherman, who set the solicitation wheels in motion.

These are additional examples of the worthwhile business that can be secured from time to time with little or no effort upon our part and the action of these two worthies is indeed commendable.

amount of courtesy to my wife when she boarded his car a few days ago with no smaller change than a five dollar bill.

"Instead of the customary resentful attitude, he was not only polite but took particular pains to relieve her of any embarrassment. Such conduct is so unusual that we could not refrain from bringing the matter to your attention. His treatment of all passengers on that trip was polite and cheerful, indicating he is above the average."

PERMIT me to report" writes Harry E. Insley, of the Police Department, "that on Sunday the 17th inst., time of car leaving Los Angeles depot 1:00 P. M., car No. 1134, I came in contact with Conductor No. 110 (E. L. Gulden) on train bound for Pasadena.

"Conductor No. 110 was courteous indeed to young and old, assisting when needed people taking or alighting from car.

"He furthermore called all stations so people could hear through the car and yet in such tones not jarring to hearers. Would there were more such conductors."

BIRTHDAY OF TELEPHONE

Just fifty years ago to-day marked the birth of the telephone, it being March 10th, 1876, that the first complete sentence of speech was successfully transmitted over a wire electrically. Seven historic words, spoken without previous rehearsal, solemnized the beginning era of telephonic communication. Unlike the first words transmitted by telegraph, ("What God hath wrought") they lacked the significance by the events to which they led.

From the Westinghouse Electric News we gleaned the following highlights of this historical event:

"Mr. Watson, come here, I want you"—this was the sentence which came to the ears of the young assistant of Alexander Graham Bell on that historic day while the two, in different rooms on the top floor of a workshop in Boston, were patiently experimenting with what was to become the telephone.

"Bell had some months before conceived the principle of the electrical transmission of speech. The twanging of a steel spring, which was used in an experiment on the 'harmonic telegraph'—an apparatus for transmitting several telegraph messages over the same wire simultaneously—had given the inventor a hint as to the method by which he could produce the "undulatory" current which, he was convinced, he must use if speech were to be carried by wire.

"Several different types of apparatus had been designed, but with these Bell had been able to produce, for the most part, only unintelligible sounds or, at best, an isolated word now and then. Now, however, the telephone actually talked. Watson heard Bell's summons and came running into the latter's room shouting, 'I heard you, Mr. Bell, I heard you!'"

proper cleanliness was not practiced many cases were infected, thus causing the symptoms of sepsis to be added to those of vaccination. These are the cases of which we hear of today—but do not see—in which the victim became very sick, some suffering a disfiguring scar on the arm and always retaining memories of the horrors of vaccination, when in truth, the fault lay with a dirty operator.

Every child from the 4th month should be vaccinated, providing the child is well, excepting in the presence of an epidemic, when all should be vaccinated regardless. Re-vaccination should be practiced when the child enters school and at any subsequent time in the presence of an epidemic or exposure to a known case.

An early German writer once said that few escape small pox and love, indicating that at that time small pox was generally accepted as an inevitable thing of life. However, this is no longer so, for small pox need not be accepted as an inevitable thing, for it can be wiped from the earth by vaccination. Statistics prove this absolutely, and I want to urge every one who has not been vaccinated to do so, and it is a moral obligation that rests upon every parent to see to it that his child be protected.

AUTO CRASHES CLAIM LARGE U. S. TOLL IN 1925

Street and highway accidents resulted in more than 24,000 deaths in the United States last year, the statistical committee of the National Conference on street and highway safety reported to Secretary Hoover last month.

"While the annual number of automobile traffic fatalities is still growing year by year, the rate of increase which mounted sharply from 1917 to 1923 declined greatly in 1924 and 1925," the report said. "In 1918 automobile fatalities increased 4 per cent; in 1922 12 per cent and 1923 the increase was 23 per cent. In 1924 the trend of the fatality increase rate dropped back to 6.8 per cent compared with 1923 and the 1925 figures indicate a further recession of about 2.5 per cent."

The committee reported that automobiles are involved in at least 85 per cent of the traffic fatalities occurring on streets and highways. Deaths at steam railway crossings in 1924 decreased 5.2 per cent, due to motorcycles, 18.5 per cent. There were 23,300 deaths in the year due to street and highway accidents, however, an increase of 700 in 12 months.

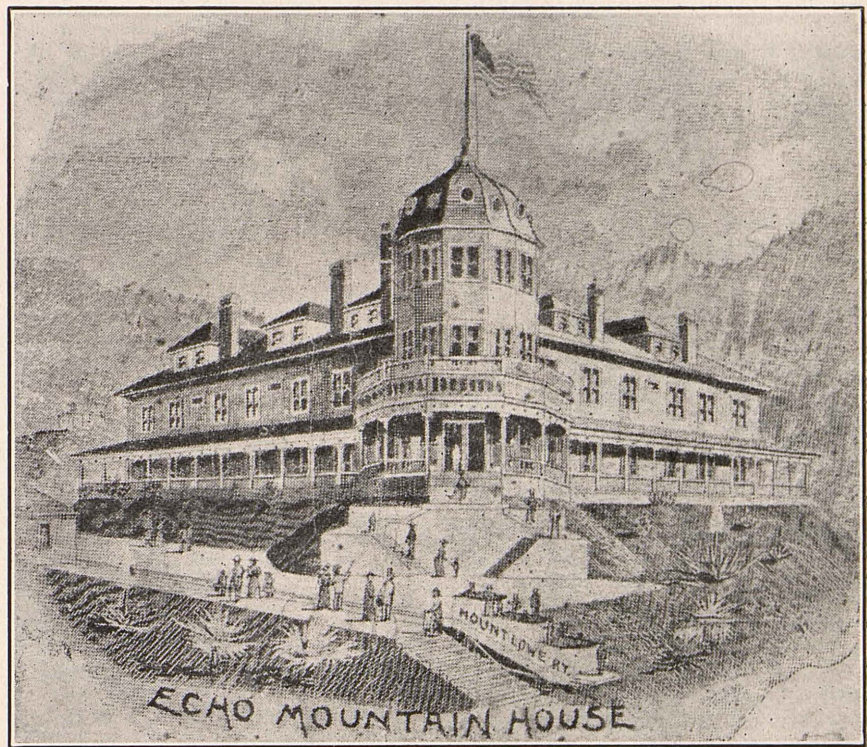
The committee pointed out that Denver and Oakland, among others, showed progressive reduction in automobile fatalities both in 1924 and 1925. Wilmington, Del., was stationary in 1924 but lead all other cities in the reductions reported for 1925.

Well, Well

She: "How do they get the water in the watermelon?"

He: "They plant the seeds in the spring."

A Reminiscence of Mt. Lowe



FEW are there among us who will recall with any degree of vividness the old Echo Mountain House, which from 1894 to 1900 graced the crest of Echo Mountain. Constructed and financed by Professor Lowe, it was razed by a fire in 1900, but the foundations of this then pretentious hostelry still remains adjacent to the landing at top of Mt. Lowe incline.

We are told that this hotel was of pine semi-rustic construction, contained about forty rooms and was superbly furnished. Despite the ideal location and inspiring view of the valley below the undertaking was not a paying venture. Another hotel, known as the "Chalet," was also pioneered by the audacious Professor, it being located in close proximity to the Echo Mountain House. The Chalet catered to a more exclusive set, but it also failed to materialize as a revenue producer.

Imbued with the conviction that the public would liberally patronize comfortable and well equipped mountain hostelries, Professor Lowe daringly financed, not only the two already mentioned, but also a small hotel at Rubio and the initial structure at the line's terminus. All failed to financially survive and the huge expenditures involved hastened the insolvency of the daring Professor.

The picture accompanying, reproduced from an old wood cut, was kindly supplied by General Superintendent Annable.

She gave him the Monkey-wrench when she saw he was a Nut.

PICTURES VIA RADIO LOOM

A combination photo-electric cell and vacuum tube has been invented which it is said will permit the instantaneous broadcasting of scenes by radio in a manner similar to the broadcasting of the voice or music.

This new device will, it is predicted, pick up the light waves which in turn can be transformed into radio waves, making it possible to transmit a scene via radio. Television, or the transmission of scenes via radio, will supplement the present broadcasting of sound, thereby making it possible to view a scene and simultaneously receive the broadcast of the accompanying sound of whatever nature.

The principle of the photo electric cell depends upon the inherent characteristic of center metal to give off electrons when their surface is illuminated. The cell, when combined with the vacuum tube amplifier, provides a device which is extremely sensitive to variations of light and which will send out radio impulses in proportion to the amount of light falling upon it.

Aftermath

"Do you have to see a doctor in this town before you can get booze?"

"No; afterwards."

A Helping Hand

Irate Parent—"I'll teach you to make love to my daughter, sir."

Young Man—"I wish you would, old boy, I'm not making much headway."
—The Humorist (London).

THE PACIFIC ELECTRIC MAGAZINE

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E. C. THOMAS...Gen'l. Agt. Executive Dept.
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tion to the Magazine, to Bureau of News,
Room 664, Pacific Electric Building, Los
Angeles.

AN INBORN desire to get "some-
thing for nothing" is a passion
which frequently prompts people, who
can ill afford to speculate, to place
their savings in questionable invest-
ments.

Luck in speculations seldom smiles
upon the inexperienced investor; every
community is filled with persons who
have learned this lesson through bitter
experiences. Were a close check made
upon those whom fortune apparently
favors, it would be found that luck sel-
dom entered in the final accounting of
their success.

Just as there is good reason for the
success of the individual in whatever
the vocation, so also is there logic and
cause for the consistent winner in
speculative investments. Investigation
would prove that the frequent winners
are those persons who have gained a
broad knowledge, through years of ex-
perience, in the field or activity in
which they invested. Their acquired
knowledge enables them to form
shrewd deductions as to what the fu-
ture holds in the way of aiding or
blocking the success of the venture.

Beware of the glib words of the
promoter who seeks to let you "in on
the ground floor." "Something for
nothing" is a dream seldom realized.

IN RECENT weeks some very de-
sirable business has been secured
both by this Company and the South-
ern Pacific Co. through the thoughtful
and commendable action of employees
in furnishing travel and traffic tips that
came to their attention.

Singly, such tips have little bearing
upon our revenues, but when it is con-
sidered that there are 6,500 of us who
receive pay checks from this Company,
it is not difficult to visualize the tremen-
dous bearing such tips can have

upon our revenues in the course of a
year.

Greater individual activity, produc-
ing a greater volume of business will
result in more opportunities for advan-
cement to all employees, and we
know of no better way to prove inter-
est and initiative than through the fre-
quent supplying of travel and traffic
tips.

While on the subject of solicitation,
let us not lose sight of the fact that
our own Company has much to offer
in the way of service and territory
reached for both passenger and freight
movement.

Your church, lodge or other social
connection doubtless will have an en-
masse outing some time during the
coming summer. These occasions mean
travel and travel over our lines mean
dollars to our Company. Informa-
tion to our Passenger Traffic De-
partment and a little assistance from
you may obtain the movement of a
large group. Special reduced rates
prevail in such instances.

Similarly too, a tip to our Freight
Department may secure valuable
freight business, with the possibility
and likelihood of establishing ourselves
as the permanent routing of such busi-
ness.

The opportunity for all of us to aid
are constantly arising. Will you help?

The Optimist

His horse went dead and his mule went
lame,
And he lost three cows in a poker
game;
Then a cyclone came on a summer's
day,
And carried the home where he lived
away.
Then a tax collector came around
And charged him up with a hole in
the ground;
Then the village marshal hove in view
And made him settle his street tax, too.
Did he grieve when his old friends fail-
ed to call?
When the cyclone came and swallowed
all?
Did he curse the hurricane sweeping
by?
No! No! Not he, but he climbed on
the hill,
Where standing room was left him
still,
And taking his hat from his old, bald
head,
With a poise sublime he gently said:
"The last six months have been bad,
you bet,
But, I'm thankful I haven't the small-
pox yet."

—New York Sun.

P. E. MASONIC CLUB NOTES

Next Regular Meeting—March 9,
1926. A prominent speaker will ad-
dress the Club and the program com-
mittee has arranged for a professional
surprise act, which will make you
"stop, look, and listen."

During February, the Club visited
South Park Lodge and conferred the
Masters' Degree upon two fellow em-
ployees.

EMPLOYEES IN HOSPITAL

The Medical Department furnished
the following list of employees con-
fined at the hospital as the Magazine
went to press:

E. W. Foster, Conductor.
George Dowling, Millman.
Mrs. A. Hughes, Janitress.
G. L. Coweley, Motorman.
Francisco Martinez, Laborer.
Onesimo Cordova, Laborer.

Visiting hours at the Pacific Hospi-
tal, 1329 S. Grand Ave., where the
forenamed are confined, are from 2 to
4 p. m. and 7 to 8 p. m. daily. Their
friends within the ranks are urged to
visit them during their period of ill-
ness.

INSTRUCTOR TO FEATURE NEW DANCES AT P. E. CLUB

It seems that the Charleston which
has been so popular all over the coun-
try is to give way to the Merry
Widow Waltz which has been brought
into favor by Mae Murray's splendid
acting in the screen adaptation of the
stage play by that name. Therefore,
it has been decided to give lessons in
the Merry Widow Waltz beginning on
March 4, and continuing for some five
or six lessons until students are
skilled enough in this popular waltz
to engage in a contest which will be
announced at a later date.

Mrs. Rockwell, Dancing Instructor,
will be glad to welcome all who wish
to learn the Merry Widow Waltz to
her class each Thursday evening at
seven-thirty and will review carefully
from time to time that all may learn
this delightful waltz. Pupils may en-
ter at any time and take as many
lessons as desired at no expense to
themselves.

Fare Increase In Dallas

The Dallas Railway was last month
granted a 7-cent cash local fare, with
five tickets for 30 cents and half fare
for school children.

In granting the increase the Service
Commission stipulated that the railway
should spend \$1,500,000 for improve-
ments. Thirty Peter Witt cars are to
be ordered immediately.

Half an inch, half an inch,
Half an inch onward!
Nearer the bargain counter,
Moved the six hundred.
Theirs not to reason why.
Theirs but have a try,
Remnants galor to buy—
Patient six hundred!

The Favorite Lesson

"Muriel's fiance is teaching her to
drive his car."
"Yes, I know. When I saw them
last evening he was demonstrating the
clutch."—Victoria Buzzer.

A Double Flavor

Housewife: "Here's a nickel for you
—by the way the lady next door wants
someone to beat her rugs."
Tramp: "Thanks for the warning,
lady."

PACIFIC ELECTRIC CLUB AFFAIRS

[N. B. VICKREY, ASSOCIATE EDITOR]

EXECUTIVE COMMITTEE MEETING OF P. E. CLUB

The February meeting of the Executive Committee of the Pacific Electric Club was held in the Auditorium of the Club Rooms, February 3, at 2:00 P. M. The following members were absent: W. E. Booth, L. H. Covell, J. Hanselman, H. L. Legrand, H. E. Foskett, T. L. Wagenbach, B. Schermerhorn, Fred Guenette, and D. E. Porter.

Club Fund

Balance, 1-1-26	\$ 515.63
Receipts	1,109.75
Total	\$1,625.38
Disbursements	1,452.45

Balance, 1-31-26	\$ 172.93
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Relief Fund

Balance, 1-1-26	\$ 272.56
Receipts	377.00
Total	\$ 649.56
Disbursements	525.00

Balance, 1-31-26	\$ 124.56
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Unfinished Business

Considerable discussion arose concerning the advisability of the name of a second beneficiary be given on application to membership in the Mortuary Fund. However, it was decided to let the entire matter rest until the March meeting of the Executive Committee when a complete set of rules and regulations will be prepared by the Committee composed of Messrs. Lovell, Manley, Kuck, Covell and Thorburn.

The subject of the base ball grounds at Torrance was again brought up and it is thought that immediate work will be started so as to get the grounds in good shape while the ground is in suitable condition. The grand stand is being made comfortable by the installation of seats and when the grounds are completed it is felt that it will afford good practice and sport for the shop employees.

Mr. Allen gave a good report on the dance and entertainment given for the employees of the Company and their friends at the Redondo Beach Dance Pavilion on the evening of January 29. While the various other attractions of the week doubtless detracted from the crowd of the evening, it was reported that a good time was had by those attending.

New Business

A request was made for toilet facilities at Echo Mountain, and was answered by Mr. Thorburn who stated that a work order is going through now which calls for the necessary equipment of accommodations for the trainmen at that place.

Many of the departments are looking forward eagerly to the next time when their department will be featured at the weekly Club dances. It is felt that so much effort is being made by all to show each and every department a good time that too much interest cannot be taken to get the crowd out to make these featured dances a complete success.

Mr. Geibel spoke most highly of the featured dance for the Mechanical Departments and much enthusiasm was shown by the older Club members who, when the Mechanical Department is featured, always make a special effort to come. An "Old Fashioned Waltz Contest" proved unusually popular.

P. E. CLUB BULLETIN

From March 10, to April 15, 1926

Wednesday, March 10:

P. E. Rod and Gun Club meeting, 8:00 P. M.

Thursday, March 11:

Club Dance in Ball Room at Club, 8:30 P. M., featuring Engineering Departments.

Friday, March 12:

Western Division Safety Committee meeting, 2:00 P. M. Car Foremen's Club meeting in Auditorium, 8:00 P. M.

Saturday, March 13:

Agent's Association meeting, 7:45 P. M.

Monday, March 15:

P. E. Band rehearsal, 8:00 P. M.

Tuesday, March 16:

Northern Division Safety Committee meeting, 2:00 P. M.

Wednesday, March 17:

Trainmen's meeting, all divisions, who will be notified by letter where to meet.

Thursday, March 18:

St. Patrick Dance will be given at the Club featuring the L. A. Frt. Department and all Stations of the System, 8:30 P. M.

Friday, March 19:

General Staff meeting, 10:30 A. M. Vaudeville at Club, 8:00 P. M.

Monday, March 22:

P. E. Band rehearsal, 8:00 P. M.

Thursday, March 25:

Club dance in Ball Room at Club, 8:30 P. M., featuring following departments: Freight Traffic, Passenger Traffic, Claim, Hospital, Legal, Building, Special Agents and Treasury Departments.

Monday, March 29:

P. E. Band rehearsal, 8:00 P. M.

Thursday, April 1:

Club Dance in the Ball Room at Club, 8:30 P. M. featuring the General Superintendent's Office.

Friday, April 2:

Vaudeville at the Club, 8:30 P. M.

Monday, April 5:

P. E. Band rehearsal, 8:00 P. M.

Wednesday, April 7:

Executive Committee meeting, 2:00 P. M.

Thursday, April 8:

Club Dance in Ball Room at Club, 8:30 P. M. featuring all Mechanical Departments.

Friday, April 9:

Southern Division Safety Committee meeting, 2:00 P. M.

Car Foremen's Club meeting in Auditorium, 8:00 P. M.

Saturday, April 10:

Agent's Association meeting, 7:45 P. M.

Monday, April 12:

P. E. Band rehearsal, 8:00 P. M.

Western Division Safety Committee meeting, 2:00 P. M.

Tuesday, April 13:

Masonic Club meeting, 7:45 P. M.

Wednesday, April 14:

P. E. Rod & Gun Club meeting, 8:00 P. M.

Thursday, April 15:

Club Dance in the Ball Room at Club; 8:30 P. M., featuring the Purchasing, Store and Stationery Departments.

ACCOUNTING DEPT. JINKS

Notwithstanding the rains, which came down in torrents on the evening of February 11, when the Accounting Department was featured at a Valentine Ball at the Pacific Electric Club, a goodly number of the members from this department showed their spirit in braving the weather.

On entering the door of the Ball Room each person was given a sealed envelope which contained the half of a comic valentine which when correctly matched gave each person a partner for the Grand March. Much fun was enjoyed in matching these Valentines. Candy hearts with odd wordings were given as favors.

Little Irma Levin, dressed in a bewitching valentine costume, chose the lucky number from the magic box which decided who won the first and second prizes. Mike Levin of the Accounting Department in charge of the Disbursement Bureau is to be congratulated on the cleverness and personality of his young daughter.

ELECTRICAL DEPT. DANCE

The Electrical Department seems to be awakening to the good time which is in store for them when their department is featured at the popular club dances and made a very good attendance showing on the occasion of their featured dance, February 18.

The Grand March was formed with Mr. and Mrs. Carl Weatherby as the leaders, who conducted the dancers about the Ball Room before pausing in the center to give each person a souvenir Washington hatchet in honor of the Father of His Country.

Johnny's Diagnosis

"Mother," cried little Mary, as she rushed into the farmhouse they were visiting, "Johnny wants the listerine. He's caught the cutest little black and white animal, and he thinks it's got halitosis."—Union Pacific Magazine.

CLUB'S ANNUAL BALL DRAWS CROWD OF EIGHT HUNDRED

With more than 800 persons present the Annual Ball was given at Rutherford's Hall, 1024 So. Grand Avenue on the evening of Thursday, February 25th. The event drew employees from throughout the system and all seemed to thoroughly enjoy the evening's entertainment.

Favors and delicious punch were distributed and served copiously and the music rendered by the P. E. Club Orchestra was exceptionally well rendered. Our Orchestra is fast becoming one of the most proficient in Southern California and many comments were heard complimenting the good quality of its renditions.

Vice President & General Manager Pontius was introduced and extended a few well chosen words of welcome. He closed his remarks with a boost and urge for all to attend the P. E. Camp during the coming season. Our Chief, despite the heavy demands for his time, seldom fails to attend our "family" gatherings and was seen enjoying himself to the utmost.

The Hall was comfortably filled, the floor excellent and arrangements up to the good standard which characterizes all events staged under the supervision of the Club. The strains of "Home Sweet Home" were heard at 11:40 p. m. with hardly any diminishing of the large crowd up to that time, indicating the pleasure of those in attendance.

NORTHERN DIVISION By P. H. Riordan

Motorman L. P. Larson is again seen on front end working Run No. 2 S. L. after a 30-day leave during which he visited relatives in the east.

We are glad to report news of improvement of the condition of Conductor T. L. Hoag, Annandale Line, who has been on the sick list for some time past.

Conductor F. L. Hunt, working the list, met with a painful accident during the last rains. While enroute to his car in front of the North Fair Oak barns, he was struck by an auto and laid up for about three weeks.

The Orange Show attracted two car loads of our citizens on Feb. 27th, Saturday. Also, a special car is being run each Saturday direct to the Mission Play in San Gabriel.

Conductor W. S. Harris, Lincoln and Lamanda Line, recently took unto himself a wife. Good luck, Warren.

Conductor J. H. Cloward has taken a trip east accompanied by his wife whose health he hopes to improve. Motorman L. W. Gray is also in the east on a vacation trip.

After an extended sick leave, Motorman B. C. Chandler is again back on his Echo-Alpine run.

Electric Railways to Reign Supreme as Country's Transportation Medium

ELECTRIC railroads in the United States are proving their capacity for service in times that are trying for traffic. In many of the larger cities, highways are so crowded, especially as the business areas are approached, that automobiles are being left at home or are parked in outlying sections, while their owners take passage on trolley cars to reach the retail and office district. Better that than to walk several blocks after having spent a precious quarter of an hour in search for a vacant stall at the curb.

This return of the electric line to popular favor is established by the most dependable test—the cash receipts. The railways increased their business 1½ per cent in the four months ending with October, according to figures submitted by the American Railway Association.

Notwithstanding the increasing use of the motor bus in interurban service, the electric railway will continue to be a large factor in this field of transportation. One can well imagine, for instance, what the condition would be upon the highways between Long Beach and Los Angeles if passengers now carried by the Pacific Electric trains were transferred to automobiles and motor coaches. Boulevards already overburdened would be hopelessly clogged at peak hours. Of course, more boulevards, and wider, will be constructed, but this progress seems unable to keep pace with normal growth in population. How can one expect public roads also to care for that portion of travel which normally goes by rail?

The same question may be asked with reference to the streets in the business center.

While it may be rash to make forecasts in these days of economic evolution, it is doubtful if the electric railway ever will be wholly displaced by any other form of locomotion. It will continue to be supplemented by motor vehicles to the extent that streets and roads can accommodate these buses and automobiles.—Long Beach Press Telegram.

ONE ACCIDENT IN EVERY SIX OCCUR IN OUR HOUSEHOLDS

A recent accident survey disclosed the startling fact that 17.5 per cent of all accidents occur in the home, an almost unbelievable statement. However, upon recalling the frequent newspaper accounts appearing in the press every day, the statement is not as far removed from accuracy as one might at first surmise.

The Metropolitan Insurance Company in its house organ, "Safe Housekeeping," throws some very enlightening information on the subject, the following being an abstract therefrom.

Every day the newspapers of the country tell some new story, showing the results of unsafe housekeeping measure practiced in the average home. Many hazards exist even in well regulated houses, and most of us at times indulge in some careless practice while at home. There is, for instance the woman who stands on the rocking chair to fix the pictures or curtains, and falls, injuring herself. If she recovers, the doctor's bills are much higher than the cost of a good step-ladder would have been. Then there is the child who slips on the loose rug on the top of the stairs and is badly hurt, when a few tacks and a little time would eliminate the hazard. Or the man who smokes in bed, "just to be comfortable"; and sets the house on fire. Or the small boy who steps on a rusty nail and gets lock-jaw because someone left an upturned nail in a board or because his parents did not teach him to "turn down the nails." Or,

again, the careless housekeeper who leaves the current on in her electric iron while she gossips with her neighbor over the back fence and comes home and finds her kitchen in flames. Or the person who receives an electric shock by turning on the electric light while standing in a bath tub of water. Or the slovenly housewife who leaves a boiler of scalding water unguarded on the laundry floor for a child to toddle into, or the broom on the top cellar step for her laundress to fall over.

Innumerable accidents occur every day because parents and supposed adults are slovenly and negligent about providing the little devices which would save lives and money, or fail to teach their children, from early ages, the most important of all lessons—how to preserve their lives and limbs. The saddest part of it is that small children, who are too young to understand, or who have not been taught the hazards and who should be protected from falls, burns, scalds, etc., are in large numbers the victims. A study recently made by the Metropolitan Life Insurance Company of the Accident experience of its policyholders shows that 26.4 per cent of children's accidental deaths during 1924 were the results of accidents happening in the home, and that 13 per cent of the accidental deaths of adults, during the same year happened in the same place.

One of the most outstanding causes of accidents in the home, as well as outside of it, is fires. The National Safety Council, in a booklet recently issued on safety in the home, gave the figures that 1,500 persons were burn-

MECHANICAL EMPLOYEES DEVELOP TIME SAVER



The saving of about 75% of time previously required is brought about through an improved method of cleaning equipment before painting. In inserts are E. O. Straub, left, and A. E. Fowler, who conceived the new process.

By WILLIS M. BROOKS,
Mechanical Department

ed to death each year and many thousands injured, many of them permanently from this cause. Every minute during the day and night there is a fire in the United States. The principal cause of fires in the home is careless use of matches and cigarettes, according to the National Safety Council figures.

Accidents in the home can be reduced. Carelessness is evidently the main reason for home accidents. A little caution on the part of grown-ups, and the purchase of a few of the simpler safety devices, such as guards for the stairs and good step-ladders, and safety education of children would undoubtedly cut down the number of accidental deaths and injuries in the home.

His Face Would Hang Him

Judge (to prospective juryman)—“So you’ve formed an opinion of the case?”

P. J.—“Yes, your honor, one look at that man convinced me he was guilty.”

Judge—“Heavens! Man, that’s the prosecuting attorney!”—Wabash Caveman.

Patron phoning message: “Make the signature W. N. Dill.

Operator: “Is the first letter B. as in Bill?”

Patron: “No, Dill as in pickle.”

EFFECTING the saving of much arduous labor, as well as material and supplies, a new method for cleaning cars due for repainting was recently introduced at the Torrance shops. The brain-child of E. O. Straub, Shop Superintendent, and A. E. Fowler, Foreman, Paint Shop, the improvement has passed the experimental stage and shown most worthwhile results.

Briefly, the process consists of an iron tank containing washing solution to which a steam pipe is connected for heating the cleansing solution, and an air pipe to create about 10 or 20 pound pressure. From this tank a pipe line is run the full length of the scrubbing room with taps at convenient intervals. Parallel to the solution pipe and adjacent to it, a steam pipe is also run with taps corresponding to those on the solution pipe. From these taps rubber hose conveys the steam and solution to a “jet.” The operator holding the jet adjusts the flow of steam and solution by handy valves into a single high pressure concentrated spray and plays it upon the paint surface to be cleaned.

The method is simple, to be sure, but nevertheless effective.

For varnished surfaces, the varnish is first removed by hand, using a so-

lution of ammonia. Then the washing solution through the jet, is brought into play.

Not only for cleaning car bodies is this method available, but many other parts of the equipment are cleaned. The cane seats in the 600 class cars, for instance, emerge from the spray as white and clean as though brand new. The interior of the car is also thoroughly disinfected by this spray and after using radiates with cleanliness.

Under the old method cars reaching the paint shop for repainting were first thoroughly washed. The “scrubbers,” equipped with buckets of washing solution and scrubbing brushes would painstakingly scrub all the old paint surface and varnish from every square inch of the painted surface. The labor was hard and the job wet and dirty and under most favorable conditions it would take 6 to 8 men a full day to scrub one car. Under the new method 2 men can complete a car in about 3 hours, a saving in brushes, scrubbing solution and an immense saving in man hours accruing.

Though a simple process in the main, its perfection nevertheless required ingenuity and reflects creditably upon the two worthies responsible for its origination.

I can’t place your Face, but Your Knees look Familiar.

SHOOT—SHOOT—SHOOT

On Sunday, March 14th, 1926, a combined Blue Rock and Rifle Shoot will be held at the Los Cerritos Recreation Grounds. This will be the second Blue Rock Shoot of the 1926 Tournament season, and the five men holding the highest average for the year will compose the team who will shoot at Las Vegas.

This shoot will also constitute an elimination of try-outs for the rifle team and the ones poling the five highest scores at this shoot will constitute the rifle team for the Las Vegas shoot.

All members who are interested in rifle shooting should be at this shoot to boost for their favorite sport.

This club is now negotiating for affiliation with the N. R. A. and this matter will be taken up in detail at the next meeting. This affiliation should be a valuable asset to our club and all you rifle men should sit up and take notice.

ANOTHER LAS VEGAS OUTING PLANNED BY SPORTSMEN

The Pacific Electric Rod & Gun Club have two mighty fine trips lined up for the members. The first of these is scheduled for Las Vegas, Nevada, leaving Central Station, Los Angeles, at 5:00 P.M. Friday night, April 23rd. The party will be assigned to special cars and billed to arrive at St. Thomas, Nevada, at 9:00 A.M. Saturday. Here we disembark, have breakfast and take a three mile side trip to Lost City, where we view the ruins which have been recently uncovered of a race of people who have inhabited these parts in times gone by.

Returning to St. Thomas, the party will lunch, board our cars and arrive in Las Vegas in time for dinner Saturday P.M. Special entertainment will be provided for us Saturday night at Las Vegas.

Sunday P.M. will be devoted to Blue Rock and rifle shooting with the team shoots scheduled to start at 10:00 P.M.

Starting at 1:30 P.M. the Pacific Electric Baseball team will play the Union Pacific team a game of baseball which will wind up the sports program, after which we will have dinner, retire to our cars and wake up in Los Angeles Monday morning at 7:00 A.M.

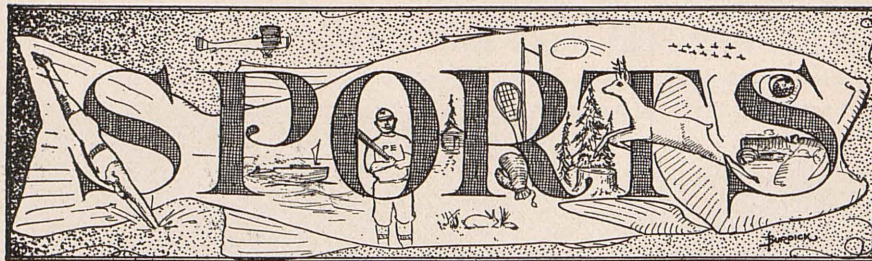
The number to be accommodated on this trip will be limited and preference will be shown to the members who were not able to go on the trip which was held in January. Transportation will be furnished to all members and dependents for this trip and the total cost has been estimated not to exceed \$9.

Elsewhere on this page is told the details of a fishing trip on May 1 to P. E. Camp.

Girls Not in Best Form

First Flapper: "I wouldn't wear a one piece bathing suit, they're too immodest."

Second Ditto: "I haven't much of a shape either."



NEW OFFICERS ARE ELECTED IN ROD & GUN CLUB

The Pacific Electric Rod & Gun Club, having elected a brand new set of officers to govern affairs during the year 1926, everything is now set to witness the biggest year in the existence of the Club.

After the smoke from the February meeting had cleared away we found the boys lined up as follows: President, L. R. Spafford; First Vice President, J. M. Geopfert; Second Vice President, K. Thompson; Recording Secretary, Charles P. Hill; Financial Secretary, Bert Newton; Treasurer, A. B. McLeod; Executive Committee, B. F. Manley, H. L. Wiggin and Harry Pierce. The most spirited contest centered around First Vice President, with a three corner race between J. M. Geopfert, Geo. Grace and J. W. May,

J. M. Geopfert winning, with Grace running a close second and J. W. bringing up the rear.

After taking over the reins, L. R. Spafford filled the appointive office, as follows: Dave Foyle, Field Captain of the shot gun section, with F. L. Manley and John Cowley assistants. J. M. Geopfert, Field Captain of the fishing section, and J. W. May, Field Captain of the rifle section. With these boys at the helm we can look for some lively times during this year.

BLUE ROCK TOURNEY SHOOT

The 1926 Blue Rock Tournament season was ushered in on Sunday, March 14th, 1926, at 10 A.M.

A fine bunch of shooters were on hand, including a large number of visitors. Following are the shooters and their respective scores:

	Pct.
J. L. Cowley—48x50	.96
L. R. Spafford—89x100	.89
E. M. Hill—66x75	.88
K. Thompson—86x100	.86
M. R. Ebersol—21x25	.84
F. L. Manley—61x75	.81.5
A. O. Williams—39x50	.78
L. V. Thompson—55x75	.73.25
H. Pierce—23x50	.46

Visitors:

L. B. Marsh	165x175
Mrs. L. B. Marsh	103x125
Helen Spafford	62x100
J. M. Mills	51x75
J. T. Down	92x100
W. J. Reid	158x175
J. E. Hatch	158x175
H. A. Kettering	76x100
D. Manley	71x75
C. T. Sullerder	8x75
M. Alyea	22x25
C. La Boydeax	62x75
E. A. White	30x75
Glen Weaton	44x75
C. E. Grant	35x50
G. Seafield	14x25

In the doubles program the following scores were recorded:

L. R. Spafford	18x24
F. L. Manley	19x24
K. Thompson	13x24
J. L. Cowley	12x24
L. B. Marsh	18x24
W. J. Reid	21x24
J. E. Hatch	20x24
M. Alyea	12x24

"How do you like your new boss, dearie?" Mabel asked the new stenographer.

"Oh, so-so," was the reply. "But he seems to have a one track mind."

"How come?"

"He thinks there is only one way to spell a word."

Big Sportmen Outing To Be Held at Camp

SPECIAL arrangements have been made for the use of the Pacific Electric Camp on May 1st to open up the trout season. This trip will be a stag affair and will be limited to the number which can be handled at the Camp.

Leaving Los Angeles any time Friday the members will be assigned to sleeping quarters on arrival. There will be no meals prepared at the camp on Friday, but the cottages will be ready for sleeping accommodations and breakfast served early Saturday A.M., after which we journey to the lake and spend Saturday loading up the old fishing boats with trout, catfish and perch. Those desiring to remain out all day will be furnished lunches.

After we have loaded the boats with fish, all will return to camp, where a big feed will be spread and Saturday night the Camp is ours.

After breakfast on Sunday we will again visit the lake and clean up all the fish left over from Saturday. The total camp charges for this trip, including two nights' lodging and five meals, will be about \$4.50. Further information on this trip will be mailed to all members later on.

SPOUSE MUST WAIVE RIGHTS IN NAMING BENEFICIARY

The naming of a beneficiary, other than the husband or wife, as the case may be, in connection with Group Insurance plan of the Company, should be preceded by the securing of a waiver, a recent communication from the Metropolitan Insurance Company to the management advises. Some litigation ensued in a recent case of the kind and in order to forestall legal action after death of the insured the securing of a waiver in such cases is recommended.

The following letter from the insurance company is fully enlightening:

"We are advised by our counsel that, under the recent decision of the Supreme Court of the State of California in the case of Blethen vs. Pacific Mutual Life Insurance Company, the Company is at liberty to pay to the named beneficiaries claims under policies where the beneficiary is not the wife or husband of the insured, provided, before payment is made, the wife or husband, as the case may be, has not preferred an affirmative claim to the proceeds.

"In event of such affirmative claim being made, the Company will have to insist, as heretofore, upon a waiver from the surviving spouse.

"The foregoing, however, does not alter the relations between beneficiary and the husband or wife, as the case may be, and the husband or wife may still follow the proceeds into the hands of the beneficiary. We, therefore, suggest that you continue the practice of recommending that the insured, when naming some other person beneficiary, secure a waiver from the husband or wife."

THE CROSSING TOLL

We have ceased to speculate on what makes a sober, industrious man, one careful and painstaking to the nth degree when ordinary matters are concerned, and the woman who always looks under the bed when she retires for fear of possible burglars, becoming raging jehus as soon as they get their hands on the wheel of a motor car.

One would think that a species of intoxication seized them—that they were, in sooth, possessed of a species of speed madness. The most solemn warnings, the most striking danger signals, the strongest possible adjurations are not of the slightest effect. As a result, the death toll mounts almost every day.

Of all the most senseless forms of lunacy one would think that the mania for driving across a railroad crossing when a train is in plain sight would be the worst. It is the commonest, and scarcely a day passes that there is not a long list of killed and injured in the news of the day. Still it goes on. This is merely the toll of the railroad crossing. There were many others that were not caused by crossings—but all were the product of criminal carelessness.

—Patterson Morning Call.

The Feminine in Engineering



Trio of capable lady members of our drafting force. From left to right: Miss Vine Cahoon, Mrs. Della Talamantes and Miss Suzanne Durnerin.

LADY "draftsman!" Will someone please supply the word which better fits than "draftsmen" where reference is made to the gentle sex engaged in that vocation? Obviously, "draftsmen" does not fill the bill and search of our unabridged fails to properly inform us.

That sex need not and does not necessarily determine the vocations of life is rather well exemplified in our Drafting Room where will be found three ladies doing what is generally accepted as man's work. Each, through years of employment in the department, have proved their fitness and their work is of highly technical character.

The three ladies to whom we refer are:

Mrs. Della Talamantes, who has had wide experience in subdivision work and calculations of land surveys. She also is a capable Draftsman in general railroad construction and maintenance.

Miss Vine Cahoon is the lady who is assigned the important task of drawing up plans of houses purchased by employees under the Torrance housing plan. Planning a home, and fitting the purse, is an art of no small proportion. General drafting room assignments also fall to the lot of Miss Cahoon.

The third lady "draftsman" is Miss Suzanne Durnerin, who is employed as Computer in the Valuation Bureau, comprising many kinds of computations, such as areas, spreading land values, etc. She also is assigned the handling of right-of-way records—making description for deeds, easements and general right-of-way map maintenance.

It is almost as difficult for a man to live up to his ideals as for a woman to live up to her photographs.

P. E. ORANGE SHOW EXHIBIT

As has been the practice since the inception of the National Orange Show held at San Bernardino in February of each year, this company entered a feature exhibit at the 18th National Orange Show held February 18th to 28th.

The display was not entered with the idea of competing for the prizes, but more of an educational nature, to acquaint the visitor with the service offered by the Company.

The main design was an East Indian Temple in blue and gold, outlined with oranges. Screen panoramas of some of the scenic points reached via Pacific Electric lines were set into the sides of the display. These showed views of Mt. Lowe, Avalon Bay, Catalina Island, and a Southern California beach scene. On the three corners, miniature cars, with explanatory cards, were used to show the extent of the passenger, freight and Pacific Fruit Express business handled during the period of a year over the lines of the Pacific Electric.

Considerable favorable comment was heard concerning the display and the Orange Show management awarded it a Special Premium.

"Willie," asked the teacher, "what was it Sir Walter Raleigh said when he placed his cloak on the muddy road for the beautiful queen to walk over?"

Willie, the ultra-modern, gazed about the classroom in dismay, and then, taking a long chance, replied:

"Step on it, kid."

She: "I'm sorry, but I can't return your ring."

He: "Well, then, just give me the ticket."



COMPANY'S LINES SERVING 900 INDUSTRIAL PLANTS

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

FROM all sides one hears of the marvelous development of Southern California.

Being somewhat in the position of the traveler in the midst of a dense forest who could not see the forest because of the trees, we, perhaps, do not observe the development to the extent of the visitor who has been absent for even as short a period of time as five years, and who is amazed at the growth of Los Angeles and its environs, not only residentially, but commercially and industrially as well.

We are, of course, acquainted with the expansion of the residential area of Southern California, but unless our duties take us into and through the industrial districts we have missed the romance of the development of this mighty Southland.

Eliminating the factor of climate, which has been the most compelling force in our development, we next come to the Pacific Electric Railway.

The Pacific Electric Railway, contributing as it has to the wonderful development which has taken place, has in return received the benefits of this development in return for which it is constantly striving to increase its usefulness and augment its present high standard of service.

Not only has this been noticeable from a standpoint of passenger service, but it is likewise noticeable in its freight service, assisting in the upbuilding of a great commercial and industrial backbone so necessary to the happiness and prosperity of its people.

Handling a comparatively small number of cars of freight a decade ago, and similarly serving a comparatively limited number of industries, this company today handles in excess of 175,000 carloads of freight annually and serves over 900 industries.

The strength of a railroad from a freight traffic standpoint is largely determined by the industries it serves, the industries providing a steady source of income, and as the number of industries served by a railroad increase, its earnings proportionately increase. The activities of the Freight Traffic Department are to a large extent directed towards the location of additional industries on our line.

From a rate standpoint the industries on our line are generally as favorably situated as those located on other lines, and the high standard of service rendered by this Company, which is so essential to the needs of the shipping public, makes a location on the Pacific

TRAIN ARRIVAL USED TO SET WHEEL OF TIME IN MOTION

A recent letter received at Southern Pacific headquarters from a member of a large rancho in Texas relates the following amusing happening and incidentally brings home to us the degree of proficiency of modern transportation:

"When our last reliable time-piece failed us recently we did not know for a while what to do since the nearest watch was several miles away.

"One of the boys remembered that your Sunset Express would be along past the place at 11:36 in the morning so we waited around and when she blew by we set all clocks and watches accordingly.

"On my last trip to the city my watch tallied exactly with that of the best jeweler there."

AGENTS' ANNUAL BANQUET

The Agents of our system and many of the Transportation and Traffic officials headed by Vice-President & General Manager Pontius, indulged in the annual Agents' Association banquet at the City Club on the evening of February 13th, the entire assemblage numbering about 100 persons.

The occasion signaled the award for most consistent attendance at regular meetings of the Agents of the Northern Division in competition with those of the Southern and Western Divisions, resulting in the gentlemen from the north being the honor guests.

Addresses were made by Messrs. Pontius, Karr and Annable, all being well received by the audience, and a very inspirational talk was made by Mr. Bruce Baxter, member of the faculty of U. S. C., on the subject "Human Nature 'Round the World."

Music for the occasion was provided by the Pacific Electric Orchestra, under direction of Max Schuring; Bernice Brainard, Pianist; Ina Mitchell Butler, Soprano; Irene McKinney, Musical Soubrette; and J. A. Birmingham, Tenor.

The occasion was most enjoyable in every particular.

Where Indeed!

"Liza didja wear dem flowahs ah sent ya?"

"Ah din' weh nuthin' else but."

"Lawd, gal, wheah didja pin 'em?"

Electric very desirable, this Company interchanging as it does freight with all transcontinental connecting lines at various points on its system, as well as directly serving the great Los Angeles Harbor.

LOS ANGELES HARBOR RANKS NINTH IN FOREIGN TRADE

The port of Los Angeles stands fifth among the nineteen principal ports of the United States in the volume of water-borne foreign commerce in 1925, being led only by New York, New Orleans, Philadelphia and Baltimore.

The foreign commerce of the nation for the fiscal year of 1925, according to statistics made public last month by the United States Shipping Board, exceeded 93,250,000 tons.

Of the entire amount more than 78 per cent was conducted through nineteen ports, each of which handled in excess of 1,000,000 cargo tons of imports and exports.

New York the leading port, brought its total tonnage up to 22,200,000 tons, an increase of 5 per cent over the transactions of that port for the preceding years, the New York total representing nearly 24 per cent of the total volume of foreign trade last year.

Los Angeles, leading all the Pacific Coast ports, handled a total of 3,751,700 cargo tons of imports and exports. San Francisco, the second Pacific port and ninth in the list of nineteen, handled 2,681,188 tons; Seattle, the third Pacific port, and eighteenth in the country, handled 1,036,739 tons, and Portland, Or., the fourth Pacific port and last in the list of nineteen leading national ports, handled 1,009,443 tons.

LARGE OUTLAY APPROPRIATED FOR TRACK IMPROVEMENT

One of the largest individual track improvement jobs in recent years is scheduled for early commencement, following approval last month of expenditure for replacement of 14.7 miles of inbound track between Valley Junction and Baldwin Park.

The work entails an expenditure of \$286,000, and contemplates the substitution of 90-pound for the present 70-pound rail in use.

Garfield Avenue and San Gabriel Boulevard crossings are to be repaved with asphalt macadam and grooved girder rail used at these intersections. All other intersections enroute are also to be improved and about 25 per cent of all ties replaced.

It is from this district that a large part of our heavy rock shipment originate and some track failures have resulted when subjected to the heavy demands of this traffic. Also, being the portion of the main line to San Bernardino, this trackage is subjected to the rapid movement of our heavy 1200-class equipment.

RULES GOVERNING ISSUANCE OF EMPLOYEE PASSES

A bulletin issued by Vice President & General Manager Pontius last month governing the issuance of free and reduced rate transportation over our line to employees and entirely dependent family members, is herewith presented:

1. Employees' half-rate orders may be issued, as requested, to employees and the entirely dependent members of employee's family.

2. During the first year of service, one trip pass per month may be issued each employee, upon request, and for each of his or her dependents.

3. During the second to sixth year of service, two trip passes per month may be issued each employee, upon request, and for each of his or her dependents. After five years of service and until service annuals are issued, dependents may receive four trip passes per month.

4. Upon completion of five years faithful and meritorious service, each employee may receive an annual service pass good over the entire system.

5. Upon completion of eight years faithful and meritorious service, such employee may receive an annual service pass good over the entire system, for the entirely dependent members of such employee's family.

6. Trip passes will be issued as indicated for current month use only, extension of this being considered the same as issuance of new pass, as such transportation is not accumulative.

7. Trip passes should not be requested for Mt. Lowe more often than one every three months. Mt. Lowe trip passes will only be issued from the Pass Bureau in office of Vice President.

If congested conditions warrant, the honoring of either annual or trip passes on the Mt. Lowe line may be restricted, in order to secure the proper handling of pay-passengers.

8. Service annuals may be retained by dependents after death of an employee for the same period as employee had years of service, provided widow and children are legally entitled to same.

9. Transportation privileges are extended to employees as a token of appreciation on the part of the Company of the service rendered and it is expected that male employees riding on passes will reciprocate the courtesy by not occupying seats to the exclusion of pay-passengers.

10. Requests for transportation in variance with the foregoing rules should be referred through proper channels to the Vice President's Office.

Sleep on MacDuff!

Two Irishmen grew conversational over the cup that cheers.

"Do you belave in dhrammes, Riley?"

"Oi do," was Riley's reply.

"Phwats it a sign of, if a married man dhrammes he's a bachelor?"

"It's a sign that he's going to mate with a great disappointment when he wakes up."

Vaccination Advocated by Medical Head

By Dr. W. L. Weber
Chief Surgeon

At the present time there is sweeping the United States an epidemic of small pox of more than ordinary virulence and with a death rate considerably higher than has obtained in the few scattered cases that occur from time to time in communities of some size.

Los Angeles, while usually immune to the ravages of most epidemics, has not been able to escape the small pox scourge, and has suffered from an unusually large number of cases with a death rate of about fifteen percent, possibly more. From the first of January, 1926, to the present there have occurred 528 cases of small pox with 88 deaths.

Small pox, or variola, is a highly contagious infection, easily transmitted from person to person, or by indirect contact; i.e. through infected clothing, toys, dust and even through the air. The disease is contagious at all stages of its development, from the incubation through to the last stage, even until the last evidence of crusts or "cores" have been removed from the hands and feet.

The period of incubation; i. e. the period during which after exposure a person may take the disease, generally runs from ten to fourteen days; it may be as short as five days or as long as fifteen days, and is usually without symptoms.

All human beings, irrespective of age, sex, color, nationality or creed,

are equally susceptible to the disease. Climate plays no part, for there is no part of the world in which small pox is not known.

The onset of the disease may be sudden and severe or it may be mild; so mild that the disease may almost escape recognition. Usually there is headache, severe backache, fever, chilliness and some times stupor and delirium with evidence of marked toxemia. Where the initial symptoms are slight the subsequent course of the disease may also be slight. An early rash appears on the first or second day and disappears in a few hours. This rash may be general, but usually occurs on the abdomen, the inside of the thighs, the sides of chest and sometimes on the knees and elbows. Between the third and fifth days the real rash breaks out and the early symptoms begin to subside, and the patient feels so much better that he may think his troubles are over. The rash may occur only on isolated portions of the body, or it may completely cover the body, even affecting the mouth and tongue. By the eighth or ninth day the rash as a rule is most intense and at this time the secondary rise in fever sets in, and at which time the suffering of the patient is most severe. In favorable cases, the disease now begins to subside and by the third week the patient may be normal. Many cases run a mild course with recovery, but in severe epidemics the confluent and hemorrhagic (Black small pox) types are seen in large numbers with a heavy death rate.

When the disease has once developed there is no known treatment that can cut short the disease or lessen the severity—if the given case is a mild one the victim will recover; if severe he may die, despite any and all treatment. The treatment of small pox can be summed up in one word—**PREVENTION.**

Prevention can be obtained by vaccination, and thanks to vaccination this dread disease, which at one time swept through continents and exacted a frightful death rate, can be prevented and wiped out. This present epidemic is the result of non-vaccination among thousands of persons who, either through carelessness or prejudice, had not been vaccinated.

Vaccination is a simple and harmless procedure and should be universally practiced—in fact, legislation should be passed making it compulsory in all children and adults. After vaccination the arms or leg may show the local symptoms of a typical take; i. e. the member may become swollen and red, the neighboring lymph glands enlarged, and there may be more or less constitutional symptoms, such as fever, headache, backache, chilliness, weakness, etc. However, these symptoms last but a few days and are not followed by any serious results. Immunity after a successful "take" may be said to last from seven to thirteen years, varying with the individual. In many cases, the immunity may last for life, but it is better to take no chances and be vaccinated once in every seven or ten years. In the old days, when

5,000 Vaccinated By Company Medicos

WITHOUT doubt, the busiest spot on the system during the past several weeks has been the headquarters of our Medical Department in the Pacific Electric Building where employees and their families are taking advantage of the vaccination offer of the department.

From February 15th to 28th a total of 3,690 vaccine treatments were made, which only includes those cared for at medical headquarters and Sherman. Physicians throughout the system have also been busy caring for employees and it is likely that the total figure would exceed 5,000 in number. As the Magazine went to press about 250 treatments were being handled each day, and in order to meet the situation Dr. G. L. Snyder was added to the forces at medical headquarters, together with three additional nurses.

No charge is made for either employees or their family members and those desiring to avail themselves of the preventive inoculation are welcome to do so.

Progress of Dentistry From Early Crudity

By DR. SAMUEL KAUFMAN,
Dentist, Medical Dept.

RECENTLY it was my pleasure to go through a motion picture studio where a picture of the revolutionary period was being filmed.

I was especially attracted to the quaint old barber shop with its sign announcing that the barber also did surgery and dentistry. It brought to mind the great advancement in the dental profession. I shall endeavor to explain some of these to you so that you will understand why your modern dentist does not do things that were done even a few years ago.

Dentistry, and its course of dental instruction, requires men that have a proper and sufficient amount of literal education, one year in college after the usual high school course that they may better be able to absorb with proper understanding what is given.

Many and varied subjects are taught, but I shall only mention a few here. Chemistry is very important. Chemicals are studied with ideas in mind that through them more suitable filling materials needed should be evolved. Porcelain and our present silver fillings are the products of dentists who were well grounded in this subject. *Materia Medica*, a science dealing in the making of drugs and studying their action on the human body, knowing by the reactions attained, what the drug will do in certain diseases, is also important.

Bacteriology, the science of such importance and becoming more so daily, the study of germs and the diseases they cause, is another study to be mentioned. In our college laboratories we are required to isolate the different bacteria, not only those that cause dental troubles, but the ones that cause systematic disturbances as well, and study their habits under a powerful microscope.

Anatomy, of course, is thoroughly impressive, in that we in our school dissect the entire body along with the medical college students, each muscle, each ligament, blood vessel and nerve and organ must be found and studied carefully.

Anaesthesia, likewise, is studied thoroughly. Dentists are always eager to find the ideal and the quest has made Novocain so popular as well as block anaesthesia. You may now enjoy dental service harking back to the practitioner, of that sign in the Puritan village.

I have mentioned only a few of the subjects that are on the dental student's curriculum that you might understand really how well he is grounded. Dentistry is now exacting five years in its course of study. Five years dedicated in a young man's life the better to serve humanity physically, as well as dentally.

In 1915, if I remember correctly, the medical and dental worlds were indeed startled by the announcement of the discovery that by use of the X-ray that little areas at the ends of

The Railway News Elsewhere

Eight Car Elevated Trains

Six and eight car trains have been placed in service by the elevated lines during the past month with the addition of 70 new cars. The new cars bring the total number of cars owned by the Chicago Rapid Transit Company up to 1,861. More than 900 cars enter the loop or central business division of the elevated line in a period of one hour. In order to accommodate the longer trains, the elevated platform are being extended. As a few stations outside of the loop district can handle eight-car trains at present, these trains will be cut into two sections upon reaching the portion of the lines where the platforms have not yet been extended. A motor-man will serve in the capacity of train-man where the four-car sections are made up as one train.

—Electric Traction.

Remodeled Cars Given Trial

The first of 24 street cars of the Indianapolis Street Railway, Indianapolis, Ind., being rebuilt and equipped with devices so the cars may be operated by one man has been given a trial run. The cars will be equipped with stop lights in addition to other features. Passengers enter from the front but leave by the rear. When the rush hours come it will be possible for a conductor to stand at the door, collect the fares quickly and then alight and let the car proceed as a one-man car.

Regulating Railroad Earnings

Railroad regulation is on trial in this country. Under the Transportation Act the railroads are entitled to earn

roots of dead teeth were causal factors in rheumatism. Immediately every dentist's office became a laboratory to either prove or disprove what was then only a theory, but now quite a reality. We have discovered that, not only do the bacteria in the mentioned areas cause rheumatism, but many other troubles. So insidious is the bacteria found around these root ends and so debilitating is their action that the list of diseases credited directly to them is constantly mounting. Neuritis, stomach disorders, kidney troubles, disorders of the liver, general debility are, of course, most important. The most peculiar thing about these little infective agents are the fact that you might have a half dozen of these disease producing teeth in your mouth and never have suffered the slightest discomfort from them directly. In my own practice I have many patients who remark that this or that tooth that the Xray discloses as being infected, never bothers. It then becomes necessary to explain the action of the bacteria.

In closing I would advise that teeth which must have a nerve removed and an artificial substance put in its place be removed as a preventative measure, for surely it will do you more harm than any good it could possibly be.

only 5 3-4 per cent. That is not enough to attract new partners with money. For the first nine months of this year only \$3,000,000 worth of new railroad stock was issued. That was only one per cent of the new money the railroads had to raise. The 99 per cent was raised by the sale of bonds. In other words, if the high limit of return is to be 5 3-4 per cent only, why risk stock ownership? The public prefers to take less risk of loss and get the slightly smaller rate of return from bonds.

Are men of brains likely to go into a business where there is no chance of profit beyond a salary and a 5 3-4 per cent return on money invested?

The states in regulating public utilities have done much better than the federal government. The regulatory bodies and court decisions agree pretty well that public utility companies are entitled to make as much as eight per cent. That is much more attractive to money and brains. Against the railroads' \$496,700,000 of bonds and \$3,300,000 of stock, the public utilities sold \$806,000,000 of bonds and \$494,000,000 of stock.

There are, of course, other factors in the picture, but this comparison does indicate that the Transportation Act has a tendency toward drying up the money and brains that ought to flow into the railroads, and on the other hand that state regulation of public utilities has been more generous and more successful. A community can well afford to pay eight per cent to a progressive and well managed public utility. It could well afford to do the same for good service on the railroads. It would be more likely to get a continually improving service if it paid for it.

—World's Work.

They Had Went

A traveler passing through a colored settlement heard cries of anguish, and came upon a black woman who was belaboring a pickaninny.

"Wait!" said the stranger. "What's the boy been doing?"

"He's done a plenty" answered the woman, with upraised hand. "He tuck an' lef' de chicken-coop do' open, an' all de chickens done run away."

"Don't worry," said the stranger. "You know how chickens are. They'll all come back tonight."

"Come back!" Her voice rose to a shriek. "Huh! They'll go back!"—Exchange.

Johnny had been the guest of honor at a party the day before, and his friend, Paul, was regarding him enviously.

"How was it? Have a good time?" he asked.

"Did I?" was the emphatic answer. "I ain't hungry yet!"—American Legion Weekly.

DEPARTMENTAL NOTES

MECHANICAL DEPT.

By Willis M. Brooks

It's funny how one forgets names. Names of those close to us and dear to our hearts often for a time escape our minds. For instance: When Rose Straub, daughter of our Shop Superintendent, E. O. Straub, gathered in a husband, she changed her name to Wilson. Having occasion the other day, she called her dad over the phone. Ed was out so she left word for him to call Mrs. Wilson. When he got the message he looked blank—scratched his head and blurted, "Wilson? Wilson? I don't know any Mrs. Wilson. The only Mrs. Wilson I know works over in the Winding Room! Just then he woke up.

It is with pleasure we announce the marriage of Miss Myrtle Gardetta and Mr. Hobart Harper, the ceremony taking place on Feb. 3rd at the bride's home, Silver Strand, Hermosa Beach, only immediate friends and relatives being present. Mr. Harper is employed in the Air Repair Shop. We welcome Mrs. Harper into the family and trust their married life will be long and happy.

It is reported that Miss Arreen Miller has been out with the "guy with the green gloves". Anyway, she came to work one morning in a pink smock.

W. W. Robbins, after many years in the Paint Shop, got an infection of wanderlust and started out to see the world. After many adventures (which he will relate during the noon hour), he is once more spreading standard P. E. red. We are all glad to have Mr. Robbins again with us, and hope he has been vaccinated against "wanderlust".

Mrs. Gertrude Cochran of Mr. Straub's office is sporting a Chrysler Six runabout. Some class.

Jack McEwing of the Blacksmiths didn't know anything but "vaccination". Every time a smithy lifted a hammer he grunted. They have all had a shot.

Jack, by the way, although happily married, has some of those bathing beauty calendars over his desk. Frank Miller might try and get 'em.

Dan Leonard of the Blacksmith Shop announces the birth of a 6-lb. baby girl on February 11th. All doing nicely. Congratulations and many of them.

Dan Leonard of the Winding Room (Dan, the Blacksmith's, daddy), says, "For the love-o-Pete, when you write up that baby of the boy's, give the initials D. M. Leonard, so they'll understand who's who.

Joe Hughes, foreman tinner, is planning an extensive trip to England, Denmark, Norway and Sweden. He promises to write from time to time with descriptions of street car and bus service "over there".

We have known Charlie Reynolds, master winder, for many years, but never until this morning (3-2-26), did we see him on his knees. However, there he was. No! No! not praying, but gathering iron dust back of Floyd Shultz's boring machine. Iron dust sprinkled around rose bushes is a very fine fertilizer and Charlie is a keen lover of flowers, hence his devout posture.

Elmer C. Groce, after many years' absence, is again in the Upholstering Department.

V. R. McGinnis is back in the Plating Room after a trip to New Orleans.

George Dowling is off on sick leave.

The sympathy of the whole family is extended to Rowland Pollard in the sad death of his wife.

George Carter, genial conductor on the Torrance line, has regained his beloved whistle. It was temporarily lost while George accumulated a new set of teeth.

Congratulate him, boys! Operator Warren Harris of the Lincoln Ave.-Lamanda Park Line (Pasadena) has left the happy state of bachelorhood. Mrs. Harris was Miss Sarah Tibbats, daughter of Mrs. Chas. Tibbats, 975 Worcester Drive, Pasadena.

LONG BEACH & HARBOR

By V. L. Swart

"What are we going to do for our wild game" is the dismal cry of those two popular devotees of the rod and gun, Trainmaster Billy Williams and Instructor Roy Spafford, since the "dense" underbrush has been cleared off the P. E. gun club near Los Ceritos.

Walter Mooney recommends Golf as a diversion.

Foreman D. W. Banks has recovered from a severe siege of the flu and is again on the job.

George Dyer reports a pleasant two weeks vacation spent at home with the folks.

Inspector Fred Enim is now the proud owner of a new five room, modern stucco in the Graham district. Yes, sir, Fred is getting to be some man of affairs down Graham way.

Our high-powered Air Inspector,

Tom Higgle, is back on the job again after a two weeks vacation spent in the wilds of Mt. Wilson.

Tom relates a thrilling experience during a hiking trip. While attempting to "shoo" away a young bull found feasting on the hikers' lunch, the animal butted Tom to the ground. Fortunately for Tom, the young fellow had been dehorned, so our youthful air man had a chance to do a fine piece of bull dogging until rescued by the gang. Some boy!

Iva Clark is with us again after a two weeks absence on the sick list.

Clara Groper has returned from a two weeks vacation spent with her folks.

ACCOUNTING DEPT.

By George Perry

The P. E. Annual Ball held Feb. 25th seems to be getting bigger and better each year. The Accounting Dept. had an unusually large representation, the list being headed by Auditor Lovell. The club orchestra, slightly enlarged, gave a creditable performance of the art of playing dreamy waltzes and snappy fox trots.

We welcome Mrs. H. M. Wallace, Miscellaneous Accounts Bureau, who entered the service Feb. 9th. She is taking the place of William Scholl, who was recently promoted.

Mrs. Charlie Porter, Comptometer Bureau left the service in the early part of February. Her duties are now being performed by Miss Elsie Himelman.

Fred Vanasek, Road and Equipment Bureau, had a slight argument with Judge Joseph F. Chambers the other day. Fred parted with \$15.00 after the judge finally convinced him that it was really unlawful to go 35 miles per in a 15 mile zone.

Miss Arline Bobst, Freight Accounts Bureau, gave her fellow workers quite a surprise when she announced she had been married six months and had been keeping it a secret. With our best wishes, she left the service Feb. 27th and will now be known to us all as Mrs. Fosten.

The P. E. Accountants Baseball team held their dance at the P. E. Club, Feb. 27th. The club orchestra had a peppy line of pieces and the crowd responded readily to the spirit of the dance and a ripping good time was had by all. The dance was ably handled by Bill Collins, Doorman, George Watson at the punch, "Pat" McAsey, Dance Master and the P. E. Club Orchestra by itself.

Leaving at 2 o'clock in the morning Feb. 14th, Valentine's Day, a party from this office made the trip to Lake Arrowhead to frolic in the recent snows at the Lake. They reported 2 ft. of snow and plenty of skiing and

tobogganing. Many snapshots were taken which showed the Arrowhead Village in its winter mantel. The party included Gladys Howell, Bill Hamilton, Fred Vanasek, Clark Matthews and Charles Sein.

The Radio Bug has claimed its latest victim, "Mike" Levin, Chief Clerk Disbursements Bureau, has been bitten. He is the proud but modest owner of a 5-tube, Atwater-Kent, Radio Set. (Hope you hear Cuba "Mike.")

Albert Eurich, Miscellaneous Accounts Bureau, has turned Conductor for a trip in the morning and a trip in the evening on the Long Beach Line. He says that he has not taken any wooden nickels or suspender buttons as currency since he has been on that run.

The vacations have begun for the new year the following names being the vacationees who believe in starting early:

Miss Yates—Riverside.
Edythe Hatter—Home.
Harry Thompson—San Diego.

**NORTHERN DIVISION
EASTERN DIST.
By Mrs. Mary Surr**

The Sixteenth National Orange show was held at San Bernardino Feb. 18th to 28th. This great midwinter event holds forth in its own permanent building, which is 700 feet long and 170 feet wide, and justly ranks as the largest building of its kind on the Pacific Coast.

For once the weather was favorable, neither rain nor wind interfering with attendance, which has been higher than any other previous year. Every day the building was thronged with interested spectators who were enthusiastic in their admiration of the decorations, this year of Oriental splendor. The exhibits were notably handsome; the Pacific Electric feature of illuminated views attracted much attention.

D. W. Pontius, Vice-President, and staff attended the opening of the show. Also, on February 24th, he accompanied the Board of Directors of the Los Angeles Chamber of Commerce from Los Angeles to the Arrowhead Springs Hotel, where luncheon was served. The party later visited the Orange Show and drove around the city to points of interest.

Excursions from Santa Monica, Long Beach, San Gabriel and other towns to the Orange Show were well patronized.

Rock shipments have been very heavy this month, 100 carloads being taken from Porphyry to Harbor City.

We regret to announce the death of Mrs. Mettler, wife of Conductor J. J. Mettler, who succumbed to a long and serious illness. The sympathy of all employees on Eastern Lines has been extended to Mr. Mettler.

Conductors B. F. Moore, R. A.

Arensberg, R. Krejci and Motorman F. E. Lord have all been off duty on account of sickness. Owing to the prevalence of smallpox, of which, however, there are not many cases near San Bernardino, employees and their families are taking advantage of vaccination, which is being done by Company doctors free of charge. No doubt there will be a few among them who will become experts in the use of one arm for a time. But, "better be safe than sorry".

Conductor L. Goodwin has bid in Run No. 47 and will soon be leaving San Bernardino.

Motorman W. E. Miller bid in Run No. 44 and Conductor C. G. Jones, Run No. 30. Both are now stationed out here.

A new cover has been placed on the pool table in the Trainmen's Room, San Bernardino. This is much appreciated by players.

**7TH ST. WAREHOUSE
By Daniel Sanchez**

The horse-shoe pitching team of the Freight Terminal is desirous of getting in combat with any Company team. Games can be scheduled through the writer.

What not to say when "telling it to the judge" will be explained by Glen Christian, Expense Clerk, who contributed \$50.00 fine for a minor traffic violation recently.

Sore arms are quite the rage at the Terminal, many of the boys having been vaccinated at the hands of our Medical Department, whose forces in one week injected serum in 1879 employees and relatives.

LeRoy Richardson, Check Clerk, passed away on February 19th, much to the regret and sorrow of many staunch friends.

The new system used by the four railroads in handling interline freight from and to San Francisco is resulting in a saving of as much as 24 hours to the shipper. The volume is increasing since this speedy service is becoming known to industries.

Pedestrian Note

"My dear, the doctor says a brisk walk before going to bed will cure my insomnia."

"Well," returned his wife, "I'll clear the room so that you can walk! and you may as well take the baby with you."—Western Christian Advocate.

Sweet Young Thing

"Doctor, I think I ought to be vaccinated; but hate to think of the ugly scar showing. Where would you suggest as the best place in my case?"

Doctor—"With the present styles, you had better place the vaccine in a capsule and swallow it."

**ENGINEERING DEPT.
By Leonard A. Biehler**

The Engineering Department held its Annual Wood-chopping Bee at Valyermo, California, Fred Bixenstein's Ranch, February 14th. The following were present: Wm. Baxter, Fred Guennette, Chas. Ester, Jos. Epps, A. B. McLeod, A. B. McLeod, Jr., Ed. Hassenyager, C. G. Gonzales, J. Goepfert, Chas. B. Arter, B. F. Manley, and A. J. Guercio. Mr. Gonzales acted as Chef and prepared the "Mulligan De Luxe" with wild cherries on the side.

The end of a perfect month. After repairing the damage to track at Los Patos, caused by the Pacific being on a rampage and taking care of the cut at Duarte, it remained for an oil well just south of Athens Station to put the finishing touches to the troubles of the Engineering Department. About noon, Saturday, Feb. 20th, an oil well being drilled on the northwest corner of Moneta Avenue and 127th Street, on our Redondo via Gardena Line, just south of Athens Station, struck a pocket of gas and water and the resulting blowout covered our track with a deposit of mud and sand for a distance of about 1,000 feet.

It was necessary to take our tracks out of service until Thursday morning, February 25th. Not only were our own double tracks covered with mud and sand, but a spur track serving the Crescent Oil & Refining Company was also covered.

**WESTERN DIVISION
By E. C. Brown**

Conductor L. S. Jones, after a lengthy residence in Van Nuys, has moved to the city.

Motorman Moore, of Hill Street is very proud, and rightfully so, of his 6-year old daughter, Clella Mae, whose poetic efforts recently appeared in our daily papers.

The introduction of the 600-class cars on the Echo Park line have proved very pleasing to patrons, Conductor W. Standigal reports.

The happy smile of Conductor C. D. Miles is due to the first prize won at a beauty contest by his young son Buster. Mrs. Miles is about to leave for Terre Haute where she will enter Buster in another such contest. Those who have seen the youngster predict he will win further laurels.

The next get-together division meeting will be held at Sherman at 8:00 p. m., Wednesday, March 17th. All Trainmen who can possibly do so are urged to attend.

Latest Song Hits

I call my Sweetie "Bungalow" because there's no Upstairs.



A Big Surprise Ahead

"What are you doing, Mabel?" asked her fond mother.

"I am knitting, mother, dear," replied the young woman. "I heard Jack say the other day he was afraid he'd have to buy a new muffler for his car, and I thought I'd knit him one as a sort of surprise."—*Staley Magazine*.

Johnny (asking for third helping of potatoes): "Mother pass the potatoes." Mother: "Johnny you are a little pig."

Dad: "Johnny you know what a pig is, don't you?"

Johnny: "Sure, a pig is a hog's little boy."—*Success*.

A traveling man named Phipps,
Got married on one of his trips
To a widow named Bloch.

But what was his shock
When he found she had six little chips.

"What did he do when the doctor
told him he would have to give up
smoking?"

"Began smoking the cigars his wife
gave him for Christmas."

Not So Slow

Young City Miss—"There isn't much
pep to the girls out here is there?"

Farmer Jimson—"Pep! Wahl, I dun-
no 'bout that, lady. Now dis mawnin'
our gal Sarah milked fifteen cows be-
foh breakfast."—*Boston Globe*.

Clerk: "My salary is not what it
should be."

Employer: "But do you think you
could live on it if it were?"

Heavy Price for a Present

"The Star still has a supply of 'chest
protectors' for Ford and other makes
of cars which will be supplied to all
car owners who will call at this office
until they are exhausted".

What Indeed!

"What makes your daughter so talk-
ative?"

Old Gent—"I think she and her mo-
ther were both vaccinated with a pho-
nograph needle."

Silent Sufferers

Customer—"Do you really think
sardines are healthy?"

Grocer—"Well, madam, I never
heard one complain."—*Progressive
Grocer*.

One Often Follows the Other

"See here," said the angry visitor to
the reporter, "what do you mean by
inserting the derisive expression 'Ap-
plesauce' in parenthesis in my speech?"

"'Applesauce'? Great Scott, man, I
wrote 'Applause.'"—*Boston Tran-
script*.

A woman who was considerably over
weight, asked the doctor what she
should do to reduce.

"Take a proper kind of exercise," the
doctor replied.

"What kind do you recommend?"
she asked.

"Push yourself away from the table
three times a day," replied the doctor.

Dilapidated looking young man:
"Are you sure it was a marriage license
you gave me last month?"

Marriage license clerk: "Certainly, sir
—Why?"

D. Y. M.: "Because I've lead a dog's
life ever since."

"And now, children, can any one of
you tell me what is a stoic?"

Only one hand went up.

"Does only Abie Glutz know what
a stoic is?"

Silence.

"Well, Abie, tell your classmates
what is a stoic?"

"Please, teacher," said Abie, tri-
umphantly, "A stoic is a boid whot
brings in the babies."

Guest: "Gosh, but I'm thirsty."
Hostess: "Just a minute, I'll get you
some water."

Guest "I said thirsty, not dirty!"

When the new musical comedy came
to town the billboards roared: "Sixty
Beautiful Girls—Forty-five Gorgeous
Costumes."

Three Jelly-Beans were killed and a
dozen Lounge-Lizards mangled in the
rush at the opening performance.

Slang is fruitful, for instance, a peach
had a date with a prune and when she
handed him a lemon he went plum
crazy.

The quickest way for a doctor to
lose a patient is to tell her it was
only a minor operation.

Well Broadcasted

Here lie the remains of a radio fan,
Now mourned by his many relations;

He went to a powder mill, smoking
his pipe,

And was picked up by twenty-one
stations.

Father: "Was the sermon good?"
Son: "Yes."

Father: "What was it about?"
Son: "Sin."

Father: "What did the minster say?"
Son: "He was against it."

Dealing in Futures

"Say, Joe, you're a broker, can't you
give me a tip?"

"I know something that is now
about twenty, and within six months
I can guarantee it to be over ninety."

"Sounds fine! What is it?"

"The temperature."

And Dad Raises the Dough

Son: "Dad, what do they mean when
they say 'college bred'?"

Father: "Four-year loaf."

You must pay for your sins, unless
you can sell them to some confession
magazine and collect for them.

An old Scot put in an appearance
at a fashionable eastern golf course
and presented his guest's card. With
considerable care he selected a caddy,
and the inquired of the successful can-
didate:

"Boy, are ye good a' findin' balls?"

"Yes, siree," replied the youth.

"Weel then," said the Scotchman,
"s'pose ye find one an' we'll start."

Convenient to Business

A good place for a junk dealer's es-
tablishment would be almost any grade
crossing.—*Detroit Motor News*.

Telling Her

Phone Operator: I have your party.
Deposit 10 cents, please.

Souse at pay station: Whazzat?

Operator: Please deposit your
money.

Souse: Listen, girlie, what I want
is conversation from a frien,' not fin-
ancial advice from a (hic) total strang-
er.—*Journal of Commerce*.

Poor Fish!

Consider the fish . . . If he didn't
open his mouth, he wouldn't get
caught.—*Jack-o-Lantern*.

Being Brief

A colored resident of Kentucky had
been sentenced to be hanged. At first
he was not greatly interested, but as
execution day drew near he became
somewhat disturbed. He even went
so far as to mention the matter to
his jailer. The jailer suggested that
he write to the Governor, and offered
to do the actual writing. Mose took
five minutes to consider, and then
the letter he asked to be written was
as follows:

"Dear Marse Gov'nah: They is fix-
ing to hang me Friday, and here it
am Tuesday."—*Ex*.

Irate wife (discovering scofflaw hus-
band on front steps fiddling with
doorknob): "What are you doing
there, Webster?"

Husband (continuing to turn knob):
"Pssh! I'm trying to get Pittsburgh."
—*Ex*.

"I shouldn't have eaten that mission
steak,"

Said the cannibal king with a frown.
"For oft have I heard of the old pro-
verb—

"'You can't keep a good man
down.'"—*Lehigh Burr*.

A Martyr to Truth

When Freddy came home from school he was crying. "Teacher whipt me because I was the only one who could answer a question she asked the class," he wailed.

Freddy's mother was both astounded and angry. "I'll see the teacher about that! What was the question she asked you?"

"She wanted to know who put the glue in her ink bottle."—Current School Topics.

Cures for Insomnia?

FOR RENT—Three Rooms; one double bed and two single beds; cold and hot water in each. Inquire 1166 Palm Street. Phone 1090-W.

Consolation

A western lawyer entered a condemned client's cell. "Well," he said cheerfully, "good news at last."

"A reprieve?" exclaimed the prisoner eagerly.

"No, but your uncle has died leaving you \$5,000, and you can go to your fate with the satisfying feeling that the noble efforts of your lawyer in your behalf will not go unrewarded."—Boston Transcript.

A Safe Place

Fugitive: "Quick! Where can I hide? The police are after me."

Office Employee: "In the filing cabinet. Nobody can ever find anything there."

Such a Waste

"Ikey, vot is dot book you vos readin'?"

"About Chulius Caesar, fader."

"Und vot business vas he in?"

"He was a soldier, und ven he von a great battle he sent de message home, 'Veni, vidi, vici'."

"Only three vords? Oy, vot extravagance! He could have sent seven more vords for de same money."

Have a Heart, Auntie!

"Will you let me kiss you if I give you a penny?" asked the little boy's aunt.

"A penny!" he exclaimed. "Why I get more than that for taking castor oil."—Union Pacific Magazine.

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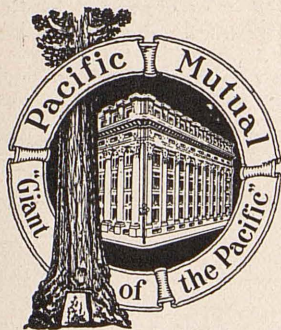
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CONDENSED STATEMENT
THE FARMERS AND MERCHANTS NATIONAL BANK
OF LOS ANGELES

As Made to the Comptroller of the Currency
at Close of Business
December 31st, 1925

ASSETS	
Loans and Discounts	\$36,152,038.39
United States Bonds to Secure Circulation	1,500,000.00
United States Bonds and Treasury Notes	3,229,607.13
Other Bonds, Stocks and Securities	1,317,187.88
Bank Premises	477,765.71
Customers' Liability on Letters of Credit	471,476.81
Customers' Liability on Account of Acceptances	51,684.64
Redemptino Fund with U. S. Treasurer	75,000.00
Interest Earned, uncollected	131,726.14
Cash on Hand	\$3,366,809.69
Due from Federal Reserve Bank of S. F.	3,374,801.38
Due from Banks	4,917,045.88
	11,658,656.95

LIABILITIES	
Capital Stock Paid in	\$2,000,000.00
Surplus	1,500,000.00
Undivided Profits	903,247.20
Reserved for Taxes	42,663.20
Reseved for Interest	25,518.42
Unearned Discount	64,144.71
Securities Borrowed	1,040,000.00
Letters of Credit	485,403.53
Acceptance Based on Imports	51,686.64
National Bank Notes Outstanding	1,500,000.00
Bills Payable with Federal Resreve Bank	900,000.00
DEPOSITS	46,552,479.95
	\$55,065,143.65

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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