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"Poems are made by fools like me —
But only God can make a tree!"

A Glimpse of Lake Arrowhead, Adjacent to P. E. Camp

A Man's Creed

I BELIEVE in the stuff I am handing out, in the firm I am working for, and in my ability to get results. I believe that honest stuff can be passed out to honest men by honest methods. I believe in working, not weeping; in boosting, not knocking; and in the pleasure of my job. I believe that a man gets what he goes after, that one deed done today is worth two deeds tomorrow and that no man is down and out until he has lost faith in himself. I believe in today and the work I am doing; in tomorrow and the work I hope to do, and in the sure reward which the future holds. I believe in courtesy, in kindness, in generosity, in good cheer, in friendship and in honest competition. I believe there is something doing, somewhere, for every man ready to do it. I believe I'm ready—RIGHT NOW!

—Elbert Hubbard.

P. E. Vacation Camp Season Begins May 29th

Large Week-end Gathering to Feature Opening. Visitors at Camp Expected to Exceed Any Previous Year. All Plans Ready

ONLY now a matter of weeks until the P. E. Camp is open for the season, construction crews are hastening the programme of improvements that all may be in readiness for the large week-end party scheduled for opening day, Saturday May 29th. With Decoration Day falling on Monday, making possible a three day stay, it is more than likely that the Camp will be taxed to its capacity on its opening.

Except for enlargement of the recreation hall, the improvements for the most part this year, totaling an expenditure of \$5,000, are confined to beautification of the Camp. Extension of trails, new arbors and rustic seats, shrubbery, and improved driveways are the outstanding betterments that will greet visitors this year at the Camp.

Plentiful Rainfall

For the first time in several years a plentiful rainfall has been experienced in Southern California and the mountain districts particularly were deluged in the heavy April rains. Lake Arrowhead is filled for the first time in four years, despite the fact that very little snow was experienced during the winter. Mountain flowers, ferns and shrubbery should give forth their most luxuriant hues.

All of the free amusements heretofore available at the Camp will again be open to visitors and with the addition of Mrs. Bernice Brainard, as Social Hostess, outings, games and entertainments will be regularly featured throughout the season. Free sightseeing auto trips and launch rides around the lake will be daily amusements and scheduled leaving times will be strictly adhered to.

Another improvement that Camp Manager Vickrey has provided is the arrangement to keep the store and delicatessen open throughout the day. Heretofore, the store was open only during stipulated hours during the day, which caused some little inconvenience in the preparation of meals. Following previous year's practice a standard stock of staple groceries and vegetables will be carried at cost prices. Despite the heavy freight expense in getting food-stuffs into the mountains practically everything sold at the Camp

store is to be had at the same or even less cost than city prices, this due to the fact that profit is not sought, only drayage being added to wholesale price, thus equalizing city prices.

While the plans necessary for spending a vacation at our vacation camp have heretofore appeared in the Magazine a review of incidental matters pertaining thereto is in order so that those who have not before visited the resort may be fully informed. From

Pacific Electric Club, 514 East 8th Street, in person whenever possible, or by letter if it is not possible for you to call in person, and make a definite reservation for the accommodations you will need when visiting the camp. This is absolutely necessary in order that the proper accommodations be provided, and employees or their guests will not be received at the camp unless reservation has previously been made with the Manager and the Camp Superintendent notified by him of such reservation.

The cost of accommodations will be found elsewhere in this article, and it will be seen that the cost to employee and wholly dependent members of his family is less than that charged for guests which, it must be conceded, is perfectly right and fair, as this camp is not commercially operated in the strict sense of the word and guests are admitted only as a courtesy to our employees who have first call upon these accommodations.

Transportation

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

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

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

Pacific Electric employees will per-

Vice President Pontius Urges All To Visit Camp During Present Season

ON MAY 30th the Pacific Electric Vacation Camp again opens its doors to employees, their relatives and a limited number of guests. This season is the ninth in the history of the Camp and indications are it will be the best in point of attendance of any previous year.

"The management of this railway in initiating a mountain vacation camp for employees did so with no other motive than to provide a wholesome, restful and beautiful mountain retreat where our employees might enjoy to the fullest their well-earned vacation periods at a cost within reach of all.

"Comparison of prices charged elsewhere will bear me out in the statement that at no mountain resort in this section can lodging, meals and food-stuffs be purchased as cheaply as can be done at our own Camp. In addition, free amusements are offered at no expense whatever to employees.

"It should be borne in mind that the Camp is open but four months each year and there is now an investment approximating \$100,000 in the property, from which no profit was intended nor has ever been derived. Each year has seen the Camp improved and made more attractive and during the past four years more than \$40,000 has been spent in adding to its comforts and attractions.

"Personally, the Camp has been a source of pride to me and I have consistently sponsored it with the firm conviction that it is appreciated and that it is a source of benefit and pleasure to the Pacific Electric family.

"I wish to urge that all who can possibly do so, spend at least a part of their vacation at the P. E. Camp. If you do, you will not regret it."

the following information all that is necessary to know before departure and after arriving at the Camp may be gleaned:

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

If it is your desire to spend a vacation of not to exceed two weeks time at the Pacific Electric Camp for either yourself alone, or yourself and family, or for yourself and a reasonable number of guests. (if accommodations be available for them) you should apply to the Manager of the

If its rest you need—visit P. E. Camp

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

The Motor Transit Co. will handle Pacific Electric employees at lowest fares to and from the Pacific Electric Camp only on Wednesdays and Sunday morning at 10:30 a. m. If you wish to travel at any other time the opportunity also is offered, for a fare of \$3.50 round trip for adults and \$2.00 for children.

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

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

Vacation Periods

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

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

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

Camping Sites

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

Fishing

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

Hunting

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

Accommodation and Meal Charges at P. E. Camp

THE accompanying table below gives details of charges for various accommodations to be had at the P. E. Camp for both employees and their guests; also meals and short orders:

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

Day Rates	
One Person, Dormitory	\$1.00
Two " "	1.50
Two " Tent Cottage	1.50
Two " Single Cabin	2.00
One Guest, Dormitory	1.50
Two " "	2.00
Two " Tent Cottage	2.00
Two " Cabin	2.50

One Guest in Cabin
With Employee 1.50
Employees may double and occupy same quarters and save money as follows:

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

Meals—Employees' Rates	
Breakfast	\$.50
Coffee and Toast20
Coffee and Hot Cakes25
Fruit10
Lunch75
Dinner75

Meals—Guests' Rates	
Breakfast	\$.75
Lunch	1.00
Dinner	1.00

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

Supplies

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

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

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

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

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

Hammocks in shady nooks invite to

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

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

Sending Family Unaccompanied

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

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

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

—Vacation at P. E. Camp—

P. E. RANKS NINTH AS POWER CONSUMER DURING 1925

The Pacific Electric Railway ranked ninth during 1925 in the United States, among all electric railways as a consumer of electrical energy, according to statistics compiled by the Electrical World. This Company's consumption was only exceeded by the Interborough Rapid Transit Company, Chicago Surface Lines, Williamsburg Power Plant Corporation, Philadelphia Rapid Transit Co., Pennsylvania Railroad Company (L. I.), Boston Elevated Railways Company, New York, New Haven and Hartford R. R. and New York Central Railroad Company.

During this 12 months period, the Pacific Electric utilized 183,000,000 kilowatt-hours. The maximum hourly peak was 44,000 kilowatt-hours.

—Vacation at P. E. Camp—

With These Few Remarks

Parson Johnson—"De choir will now sing, 'I'm Glad Salvation's Free,' while Deacon Ketcham passes de hat. De congregation will please 'member, while salvation am free, we hab to pay de choir foh singin' about it. All please contribute accordin' to yo' means an' not yo' meanness."—Boston Transcript.

The Automotovik and Trolleying Public

An Authority Takes Issue With Those Contemplating Retirement of Street Car. Humorously Shows Its Indispensability

The article which follows is reprint of an address over radio by E. F. Wickwire, Vice President of the Ohio Brass Company, and appearing in the O-B Bulletin. Mr. Wickwire, as the reader will perceive, is a wit of rare humor and a staunch believer and booster of the electric car for mass transportation.

WHEN I was asked to give this little talk, my first thought was to decline respectfully. I believe in the wisdom displayed by some of the so-called lower animals, like the Clam, for example. The first thing the Mother CLAM teaches her young is to keep its mouth shut.

However, having consented to violate the Ancient and Honorable Order of Clams, I was anxious to select a subject close to everybody—like UNDERWEAR for instance.

But the Program Committee said they wanted me to talk on a NEWER subject, and pointed out that even the widely advertised One Button Union Suits weren't really new. They claimed they had been wearing Union Suits with One Button for years.

Finally we agreed on the subject that is printed on the program—"The Jolly Trolleying Public".

That was all right because, like most people, I can discuss the other fellow's business better than I can talk about my own, and I am not in the utility business.

I am just one of the five hundred thousand laboringmen who make electric railway supplies.

Of course, anything that effects the electric railway industry has a direct influence on our ability to trot down to the corner grocery on Saturday night and join in the groceryman's cash register chorus.

I am talking to you tonight not only from the standpoint of these five hundred thousand workers who make electric railway supplies, but also having in mind the folks throughout the country who are buying forty three million electric railway rides every day.

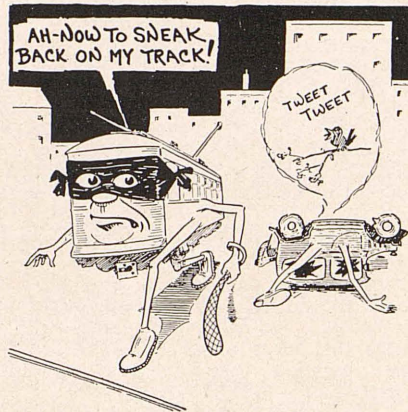
The record shows that this is double the number of trolley rides that were being bought twenty years ago. Yet in those days motor cars "buttoned up the back", and trolley cars had four wheel brakes.

Almost everybody is at least on speaking terms with some electric railway conductor or motorman.

Even the fellow who always rides in his own automobile has probably, at one time or another, come in contact with a street car and had a little talk with the motorman.

Funny, isn't it, how many times a street car sneaks off the track, stealthily creeps up on a motorist, smashes into his auto, then hurries back onto the rails and pretends it was there all the time.

When I speak of the jolly trolleying public, I am referring particularly to that part of the public which has



for the past few years—perhaps without much thought—been jollying the trolley out of existence, in their conversation, but still trolleying to the tune of something like sixteen billion rides a year. They can't "laugh that off".

Have these members of the jollying public stopped to consider that doing away with trolleys would mean an enormous increase in motor traffic?

Why, our streets are so jammed with motor traffic now that the pedestrian is in danger of becoming as extinct as the side bar buggy.

Haven't these jolliers noticed that there are already eighteen million automobiles doing the Charleston on our streets every day? And any professional pedestrian will tell you that it is no easy matter to dodge eighteen million cars, and that the pedestrian industry, at least, has almost reached the "saturation point".

Russia has her Bolsheviks, who want to destroy everything. We have our "AUTOMOTOVIKS"—motor enthusiasts who seem to advocate doing away with all forms of American transportation that don't run on rubber. By some stretch of the imagination, they may have in mind stopping the production of pedestrians, or perhaps "rubberizing" them, thus producing a new race of tougher and more resilient pedestrians.

Try to imagine what would happen if we kicked the trolleys off the streets.

If we substituted buses, that would mean something like two double-deck, or three single-deck buses for every street car now in service.

If we think traffic is bad now, picture what it would be if public transportation had to have double or three times the amount of street space during the rush hours.

The buses would have to move so slowly that a tired snail, with broken arches, would outdistance them in half a block.

Replacing street cars with private cars would be worse. A friend of mine told me the other day he had driven

his car thirty thousand miles in one year—five thousand miles back and forth to work, and twenty-five thousand miles looking for a place to park. And he never had succeeded in parking his car in a place that met with the approval of his wife.

As it is now, there is an automobile for every six and two-third persons in the United States. In other words, every sixth man rides in his own car. The fraction ride in ambulances.

The other five out of the six evidently buy most of the forty-three million trolley rides that are sold every day. But even the chronic motorist expects the trolley car to be hitched up and waiting for him at the corner any morning his own car happens to have an attack of Chilblains.

According to a careful survey made in New York City, it requires seven times as much street space to handle a passenger by taxi or private car as it does by surface street car. If parked automobiles are included, it takes twenty times as much space per passenger.

With these facts in mind, a man would have to be gifted with positively brilliant stupidity to claim that either the bus or the automobile could successfully take the place of the trolley car for mass transportation.

The danger lies in the fact that competitive motor transportation can destroy a transit system which it cannot replace. Fortunately, however, thoughtful people are beginning to realize that the "AUTOMOTOVIK"—the man who says buses can entirely take the place of street cars—has too much tortoise on his glasses and not enough focus in the lenses.

The bus has its place in urban transportation—but it is not in place of the street car. Ask the people of Saginaw, of Toledo, of Des Moines, of Phoenix, of Seattle, and of Akron—the "Rubber City"—where they put buses in the place of street cars. They were mighty glad to get the cars back. But they had to lose them to appreciate them—as the flea said after he had left his old home on a tramp and tried to bite into a raccoon coat.

A study made in St. Louis showed that while street cars carry about 90 per cent of the riders, yet they cause only 10 per cent of the traffic congestion on the streets.

Since it is a well established fact then, that the electric railway is indispensable, the natural question is, "What about the bus?" The answer is, "Yes, there is a sensible, logical way of using the bus." The next question that perhaps comes to mind is, "What relation is the bus to the trolley car—if any?"

I might answer that by saying that the bus bears about the same relationship to the street car that the capon does to the hen. The capon is a luxury and popular with people who are

willing to pay the price. But every morning when you sit down to your breakfast eggs you have it borne in upon you that no substitute has yet been developed to take the place of the hen when it comes to supplying the backbone of the American breakfast.

And no substitute has yet been offered which can take the place of the trolley car—the backbone of mass transportation.

If hens went out of business, capons would soon be extinct. But just as each has its proper place on the menu, so both trolley cars and buses have their functions to perform in the transportation scheme; but they must be properly co-ordinated.

It is quite natural that the casual observer has overlooked this necessity for co-ordination, where the trolley car is carrying the bulk of the mass transportation burden, and the parallel bus line is just "skimming off the cream."

The inability of a bus system to haul all of the people all of the time is not apparent under those conditions, but has been thoroughly demonstrated in Akron and other places where trolley service has been temporarily discontinued. With these examples before us, it should not be necessary to suspend trolley service in order to bring this fact home to the people. Unless they are as gullible as the old man who was watching a ventriloquist with a diminutive dummy. Being highly amused at the wise cracks coming from the little manikin, the old man turned to his wife and said: "That big fellow doesn't amount to much, but, say, ain't that little one great?"

To illustrate the advantage of co-ordination between the bus and trolley car still another way, oftentimes two things which fall short of perfection when standing apart, harmonize perfectly when brought together.

Like the fellow and girl on the beach; she was very bow legged and he was extremely knock kneed, yet when standing together they formed a perfect O. K.

Putting the bus in its proper place and sphere and using the trolley for the work that it can best do makes a well nigh perfect O. K. when it comes to a transportation system. The leaders of the electric railway industry are putting this principle into effect and co-ordinating the bus and the street car with excellent results.

Electric railway men have sometimes been criticised for not rushing into the bus business at its very beginning. In this connection, it is well to remember that a good many independent bus operators who wildly rushed in, quietly passed out.

Most of them started operations at a time when electric railway expenses had increased enormously, while their rates of fare had been held down to the starvation point. It was the "zero" hour in the electric traction history when "wildcat" jitneys and buses began to spring up like mushrooms—not to fill a need, but to grab a chance.

At that time the electric railway business was a sick industry and the "AUTOMOTOVIKS" took advantage of that condition.

Like the sixth class passenger on an ocean lines, who went to the captain and said: "Can I have a berth to sleep in?" The captain asked: "Why, where have you been sleeping all this time?" And the passenger answered: "I was sleeping on a sick man, but he got well and won't stand for it any longer."

And so it is with the electric railways. Now that the industry is rapidly recovering its strength, it naturally objects to the bus continuing to live on it, but is actively working out plans by which the bus can live with it.

Although electric railway men were not always the first to operate buses, they seem to be the first and ONLY ones to endeavor to put into operation a complete, co-ordinated system, which uses the buses as an ADDITION to the existing transportation system, instead of a DRAIN upon it.

This is a fact that many people have failed to recognize, and lack of recognition often leads to serious consequences. For example, you all remember the night the Eighteenth Amendment went into effect. And then the next night—when you went home sober, and your dog bit you.

Electric railway men, who are experienced transportation specialists, should be given an opportunity to work out the problem along sound, sane, economic, unexcited lines.

The shrieks and tirades of the politician with a megaphone voice amount to no more than the whistle on a peanut stand—it makes a lot of noise, but doesn't roast any peanuts.

It is up to the people, who need the best possible transportation service, to discourage the type of public official

done, but when it comes to constructive effort, they are like the fellow who always grabs the stool when there is a piano to be moved.

A few people still seem to be laboring under the delusion that a five-cent bus fare is feasible, in spite of the fact that buses have failed miserably to earn operating expenses on a five cent fare, even when relieved of charges regularly imposed upon electric railways, such as paving costs, taxes, etc.

It has been clearly demonstrated that the bus has about as much chance for success on a five-cent fare as a flea climbing up an elephant's leg with murder in his heart.

The American public, however, which for years has cheerfully paid a dime or two a day to get its own hat back, is beginning to realize that a trolley trip is worth more than a hat tip, and they no longer demand a five cent fare.

After all the bus is subject to the same economic laws as the street car. What we need to do is to look squarely at this question of bus transportation, or we are likely to get as confused as the cross-eyed judge, who had three cross-eyed prisoners before him.

The judge looked at the first prisoner and said: "What's your name?" The second prisoner answered: "Bill Jones." The judge said: "I wasn't speaking to you." And the third prisoner replied: "I didn't say anything."

It's up to us to see that the bus isn't made to answer when the street car is called, but we do want the bus to take its place in the branches of transportation for which it is especially adapted.

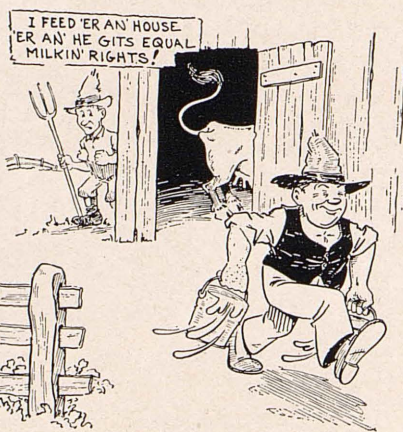
For instance, the bus can provide a luxurious mode of conveyance, at a high rate of fare, for people who are willing to pay for "de luxe" service.

The bus has a very distinct mission supplying transportation in outlying sections of cities and in suburban communities not sufficiently populated to warrant expensive track extensions. Such service is usually not profitable in itself and the independent bus could not survive. But, as auxiliary feeders to the trolley lines, their use is justified.

The bus is also a good means of tying together various railway lines in cross-town or short-cut service, where the amount of traffic does not justify the heavy investment required for street car lines.

There is also plenty of open territory for the bus to connect up cities which are not already served by interurban railway lines, without attempting to set up destructive competition—and unnecessarily add to the wear and tear on the highways paralleling the interurban lines.

And motor traffic is so congested on the highways now that you can hardly stick out your arm without a flivver running up your coat sleeve. And may-



who insists that the street car company shall pay for paving it doesn't use, pay double-jointed taxes, pay exorbitant damage claims, or, in a word, pay to feed and house the "Transportation Cow," and then donate equal "milking" rights to the wildcat bus.

They have seized on the "Traction Issue" as a convenient vehicle for personal publicity and in one respect these politicians are like shoes—the cheaper ones squeak the loudest.

They can do a wonderful job of specifying how things ought not to be

(Continued on Page 18)

A Review of the Past Election

Matter of Union Station Still Remains Unsettled Employees Thanked for Their Efforts

By D. W. PONTIUS
Vice President and General Manager

WHILE the result of the election on the thirtieth of April was unexpected and contrary, not only to the best interests of this Company, but also that of the three steam lines serving Los Angeles, disappointment of the outcome was mellowed to a very great extent by the splendid spirit and hearty support given by our employees.

Of satisfaction, too, is the fact that we conducted a fair campaign, putting the issue fairly and squarely before the public and absolutely adhering to the truth in every statement made. Advertisements put out by the Business Men's Association absolutely stated facts and no one interested on the railroads' side will have anything to regret on this account.

On Proposition No. 8 for a union station in Los Angeles, the location not designated, there was a majority of 42,779 votes.

On Proposition No. 9 for a union station at the northeast corner of Alameda and Aliso Streets, which is referred to as the "Plaza", but approximately 600 feet or more from the Plaza, there was a majority of 4,082 votes.

An analysis of the votes shows that there was a difference in votes for a union station, but not located at the Plaza, of 17,750 votes.

The election was in the nature of a straw vote and the outcome is not final, as it does not bind either the city or the railroads as to the building, or location, of a union depot for the City of Los Angeles.

To put the matter properly before the voters it would have been necessary to place three propositions on the ballot to be voted on, which would have been as follows:

1. Shall there be a union station for the three steam lines at the Plaza?
2. Shall there be a union station for the three steam lines in Los Angeles, south of First Street?
3. Shall the plan of the railroads for providing passenger facilities, which would include elimination of grade crossings of the Pacific Electric Railway, be accepted?

It was not the desire of the railroads that these questions be placed before the people, but when it was determined by the City Council that it would be passed on by the voters, an effort was made by the four railroads concerned to have the three propositions placed on the ballot, but the City Council decided this could not be done and it was necessary for the railroads to accept the same as placed on the ballot and do the best we could under the circumstances in placing the matter before the public.

Unquestionably, the small majority of votes in favor of a union station

for the three steam lines at the Plaza was carried on account of the fact that the public was led to believe that in making effective the plan of the railroads to build 2.9 miles of elevated railroad from the rear of the Pacific Electric Sixth and Main Street Station, nor longitudinally over streets, but on a private rightofway, meant elevated railroads longitudinally over the streets of the City of Los Angeles, both through the metropolitan business district and the residence district, although this was not the plan of the railroads at all.

Furthermore, pictures of wrecks on elevated railroads that have taken place during the past 35 years that were shown in a daily newspaper, led the voters to believe that elevated railroads are dangerous, while on the contrary, this is not the case. As long as there are railroads, there will be wrecks, just the same as the fact that

Lower Taxes and Traffic Relief Greatest Needs of Electric Roads

TAXES and traffic congestion are two of the most serious problems that face the electric railway," says Lucius Storrs, Managing Director of the American Electric Railway Association.

"The average taxes of electric railway, according to the United States Census office, amounts to 55% of their total net earnings. Many of these impositions, especially those for paving, sprinkling and cleaning streets are wholly unjustified.

"Two states and some 50 cities have relieved companies of paving costs, and all should do it. Certainly it is unfair to ask common carrier transportation companies to provide paving for their worst competitors—the private automobiles—to wear out.

"Four out of every five persons who ride in any sort of vehicle travel on electric railway accommodations, yet they are being badly delayed by the vehicles of the one-fifth who travel in other conveyances. This four-fifths majority is entitled to speedy transportation through traffic congestion, and the industry proposes to see that their rights are observed. In some cities police compel autos, trucks and slow moving vehicles to keep off the tracks. It should be done in all cities."

For rest and play—at P. E. Camp stay

as long as there are automobiles there will be wrecks and there is no more danger of mishaps on elevated railroads than there is on railroads at grade or in subways.

The earnest devotion and active support given by employees to this Company's interests is a source of great satisfaction to the management, on behalf of whom I wish to thank you all most cordially.

—Vacation at P. E. Camp—

LINE EXTENSION TO NEW RO NEAR VINELAND UNDERWAY

Solely for freight service and designed to serve the needs of a large rock crushing plant to be built by the Reliance Rock Company in the San Gabriel River wash north-east of Vineland, work was begun last month on a line extension to the plant site. The work undertaken involves the placement of 9,700 lineal feet of single track line beginning at the service trackage at Vineland Station on the San Bernardino line. The cost of the work will approximate \$207,000.

Large storage yards will be provided at Vineland and some 4500 feet of Southern Pacific trackage will be electrified to permit and facilitate the joint operation of the trackage of the two companies to better advantage in handling the increased rock tonnage originating in this section.

The proposed rock plant will be of large capacity, it being expected to originate 24,000 cars of commercial rock products annually.

New 75 lb. C. S. Revised rail, redwood ties, and tie plates are to be used in the main track extension, while the storage yards will be constructed of 70 lb. ACE Sidetrack relaying rail.

—Vacation at P. E. Camp—

NEW LIMITED A.M. TRAIN FOR SAN FERNANDO VALLEY

An early morning limited train, with but two stops between Van Nuys and Cahuenga Pass, a distance of 10½ miles, is an improved service now available to Van Nuys and Owensmouth patrons. The new limited, the first to be scheduled to San Fernando Valley points, was put into service Monday, April 19th, at which time a revision of time schedules, made to properly space departures of other early morning trains, was made effective.

The new fast train leaves Owensmouth at 6:06 a.m., making all regular stops to take on passengers between that city and Van Nuys, from which latter point it runs "limited" to Cahuenga Pass, making but two stops—Lankershim and Wilcox avenue. More than twenty regular stops are eliminated by this train and the run between Van Nuys and the city is being made in 48 minutes, a saving of about 13 minutes over regular schedules. A train leaving Van Nuys at 6:17 a.m. cares for passengers at stops eliminated by the new limited.

To adjust schedules other early morning trains from points in the San Fernando Valley now leave terminals from 1 to 5 minutes earlier than heretofore.

HEALTHFUL PLAYHOUSE ATTRACTS THOUSANDS



Attracting 250,000 persons annually, the Redondo Beach bath house continues to grow in popularity, due largely to its reputation for cleanliness and 60,000-gallon-per-hour circulation.

RATED as the largest hot salt water plunge in the world, the Redondo Beach bath house continues to be one of the leading attractions of this popular beach city, as witnessed by the fact that some 250,000 persons annually partake of its invigorating water. While many of us are familiar with the plunge itself, there are "behind the scenes" workings about which few are acquainted. C. A. McCammond, General Agent of the Real Estate, Tax & Resort Department, furnished the following interesting data in connection with this popular bath house:

The bath house has three swimming pools covering an area of approximately 15,000 square feet, and when filled contains over half a million gallons of pure filtered sea water. The water is taken from the ocean 700 feet from shore through suction pipes, and the waste water is discharged into the ocean about one mile from the intake.

Powerful turbine engines are in operation, daily handling the great volume of water, which passes through giant filters, steam heaters and into the pools at the rate of 60,000 gallons per hour, thus insuring continuous circulation of the filtered sea water. The water in the baby pool is heated to a temperature of 90 degrees, that of the main pool at 87 degrees, while the water in the deep pool is kept at ocean temperature.

The baby pool has an average depth of 2 feet 6 inches, main pool 5 feet 6 inches and deep pool 9 feet. Baby pool is completely emptied daily, main pool semi-weekly and deep pool weekly. Sides and bottom of pools being thoroughly scrubbed, cleaned and disinfected.

The plunge is run under the rules

and regulations prescribed by the State Board of Health. A laboratory is installed where daily purity tests are taken of the chlorinated water in the pools to insure perfect sanitation.

The bath house has its own laundry, equipped with all the latest devices, for washing and drying suits and towels. It also is equipped with ample room and lock accommodations, tub sections, sun parlors, rest rooms, steam-heated hair dryers, hot and cold showers and every other convenience for the comfort of the patrons.

The plunge was opened for business by the Huntington interests in 1909 and was acquired by this Company in 1911.

—Vacation at P. E. Camp—

AUTO UNLOADING PLATFORM PLANNED AT TORRANCE

Plans for the construction of a spur and auto unloading platform at Torrance have been approved and work will be begun at an early date.

The improvement is designed to better unloading facilities and should result in materially increasing auto carload shipments, which previously were limited due to lack of unloading platform, dealers in that section heretofore driving new cars from Los Angeles.

The new platform will be located in triangle just northeast of present station and entails an expenditure of approximately \$3500.

—Vacation at P. E. Camp—

"Judge, yo honour, this wuthless, no 'count husban' of mine drinks."

"Yas, sir, judge, I admits dars some troof in what she says. But judge, yo' honour, dat woman doan' treat me right. Ah pawned de cook stove to git me a little money an' she doan' miss it for two weeks."

WRITE IT LIKE YOU SAY IT

If a friend or acquaintance dropped into our office we wouldn't greet him like this: "Dear Sir. Beg to advise that I am extremely glad to see you. Will you have the goodness to be seated? Wish to state that business is good (or poor). May I ask if you received our communication of recent date? As per your request, wish to say that, in accordance with our letter of recent date, we will be happy to, etc., etc., ad libitum."

How utterly insane he would think us. Yet he probably receives letters every day just as foolish and insane. How hopelessly uninteresting some letters are just because their writers were too mentally lazy to originate new phrases, or too hidebound to depart from the old hackneyed phrase that our fathers and grandfathers used before us.

If you value the good opinion of your readers don't use the following:

In due course

The writer wishes to say

wish to say, to advise

Would say, would state.

as per your request

beg to inform, beg to remain

beg to acknowledge

esteemed favor

enclosed please find

has come to hand

hoping to hear from you soon, etc.

If the good opinion of your readers isn't sufficient to deter you, think of the expense! It costs time and money to use these old phrases.—The Secretary.

—Vacation at P. E. Camp—

"How do you sell this limburger?"

"I often wonder myself, ma'am."—Exchange.

THE PACIFIC ELECTRIC



MAGAZINE



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

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

Vol. 10; No. 12

May 10, 1926

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

TEN YEARS ago this month our Magazine appeared for the first time and each month since has regularly presented itself to employees.

Our publication came about at the suggestion of several persons who felt that there was need for it in the interest, not only of the Company, but primarily for the dissemination of information within our ranks.

The Magazine has endeavored to be the "current event" portrayer so far as our industrial activities are concerned and as years roll in many of the articles carried from month to month, and now of only passing interest, will be referred to and found a helpful historical record.

Contributed to by all departments it has endeavored to reflect truthfully our various activities and to also carry to our fellows news of a personal interest in our industrial family.

Those in charge of the Magazine's actual production are indeed grateful for the never-failing aid given by fellow employees and it is to this loyalty upon their part that the success it has attained is attributable.

The editorial staff solicit the continuance of the support given, and on this, the tenth birthday, renew our pledge to endeavor to make each succeeding issue better and to reflect and aid in progress, service, courtesy and brotherly helpfulness.

—Week-end at P. E. Camp—

ELSEWHERE in the Magazine is a statement of the very worthwhile efforts being put forth by many employees in supplying information leads to prospective passenger and freight business to our own or owning company. From just a few being active in this work several months ago, the list has grown and is growing with each passing month.

The efforts that have been made by these loyal employees has been productive of a very considerable volume

of revenue that might well have been lost to competitive rail and bus carriers. Particularly now, with a slowing down of industry throughout the country, competition is keen and new business desirable. Frequently the movement of one passenger or even a small freight shipment to-day results in permanent future use of our lines, hence another reason for the desirability of establishing new patronage.

Those who have given of their thought and time to attracting business and travel to our company have done so without hope of reward and were inspired solely to be helpful to their employing company. Theirs is a splendid spirit; one worthy of emulation by all of us.

—Vacation at P. E. Camp—

FRIENDS

Ain't it fine when things are going
Topsy-turvy and askew
To discover someone showing
Gold old-fashioned faith in you?

Ain't it good when life seems dreary
And your hopes about to end,
Just to feel the handclasp cheery
Of a fine old loyal friend?

Gosh! one fellow to another
Means a lot from day to day,
Seems we're living for each other
In a friendly sort of way.

When a smile or cheerful greetin'
Means so much to fellows sore,
Seems we ought to keep repeatin'
Smiles an' praises more an' more.
—Edgar A. Guest.

—Week-end at P. E. Camp—

COURTESY

Courtesy is the one medium of exchange which is accepted at par by the best people of every country on the globe.

It is sentiment cloaked in reasonable and business-like expression—the embellishment that adds tone and harmony to matter of fact routine—the oil which lubricates the machine of commercial good-fellowship and promotes the smooth running of the many units in an organization.

—Week-end at P. E. Camp—

300,000 Daily Enter Melbourne Railway Terminal

Melbourne, Australia, claims one of the busiest railway stations in the world in the Flinders street terminal, through which 300,000 persons pass daily.

Believing London stations could show better figures, the British Railway Gazette checked the daily flow of passenger through London's largest stations, Liverpool street and Waterloo, but found the total at the latter was only 244,336.

—Week-end at P. E. Camp—

Old Gentleman (seeing the small colored boy was having some trouble getting away with the large melon he was trying to eat): "Too much melon, isn't it, Rastus?"

Small Colored Boy: "No, sir, boss, not enough niggah."

LA HABRA LINE REPLACED IN RECORD TIME AFTER FIRE

Speedy restoration of service of the La Habra line after the disastrous fire of the Union Oil Company tank farm on April 9th, which destroyed about 4000 feet of overhead and track, was made possible by the efficiency of Engineering and Electrical Department forces. Materials and equipment were rushed to the scene and replacement activities begun on Sunday, May 11th and by noon the following day service was again resumed.

The heat from the flowing oil fire was so intense that it warped rails, melted trolley wires, destroyed fifty poles, transmission and telephone lines. The lens in switch stands were fused until they melted and dripped like candle grease.

Much of the work done was performed in dense smoke clouds making the task all the more arduous, despite which a record-breaking replacement was established.

Mr. Pontius addressed a joint letter to the departments concerned in which he liberally praised the excellent efforts put forth by all engaged in the work.

The section of line that was destroyed was located between Steward and Pillsbury.

—Week-end at P. E. Camp—

FREIGHT RATE REDUCTIONS SAVE PUBLIC BILLIONS

Reductions in freight rates made since 1921 when rates were at their peak have saved the shipping public about \$2,340,000,000 during the last four years, according to information set forth in the Railway Age, national railroad magazine.

The saving to shippers in western territory since 1921 owing to reductions of rates, amounted to \$1,032,976,000 during the last four years.

"The Interstate Commerce Commission's complete traffic statistics of the Class I roads for 1925," according to the statement, "show that last year both the average freight rate and the average passenger rate of the railways were the lowest since 1920, both having declined last year.

"The average revenues per ton mile during the last five years have been as follows: 1921, 1.275 cents; 1922, 1.177; 1923, 1.116; 1925, 1.098. The declines shown in the average rate may seem small, but on the basis of the freight business actually handled, they saved the shipping public the following amounts in the last four years: 1922, \$332,500,000; 1923, \$656,236,000; 1924, \$617,590,000; 1925 \$733,028,000; total in four years, \$2,339,354,000."

—Week-end at P. E. Camp—

Too Much For Maggie

A canvasser for a magazine house walked to the door of a prospect and knocked. A colored maid answered.

Canvasser: "Is the lady of the house in?"

Maid: "She's takin' a bath, suh!"

Canvasser: "I'd like to see her."

Maid (grinning): "I'se speck you would, white man."

TRAVELER'S AID HELPS MANY DURING COURSE OF YEAR

Indicating that a wide range of humanitarian work is being done, the record of the Traveler's Aid Society for 1925 also shows that the needs of distressed travelers are being well cared for by the workers of this organization.

Here are some of the highlights from the annual report of Miss Dorothy Wysor, General Secretary.

Nearly 37,000 travelers helped with information, advice, or assistance.

A total of 4,668 men, women and children given some form of social service; money, railroad ticket, help in locating friends or relatives, medical care or the like.

Of these, 2355 were boys and girls under 16 years of age, runaways, traveling alone, searching for lost relatives.

"This probably does not mean any actual increase in the number of sick, stranded, aged or otherwise handicapped travelers coming to our city," said Miss Wysor. "We think it does mean that the society, which as an independent agency is only three years old, is beginning to cover its particular field of activity more fully and adequately."

Many of the travelers, who are given information, are competent to care for themselves and need merely the answer to a question. However, hundreds of cases require hours of work before the society's responsibility is ended.

During 1925 the Travelers' Aid assisted 473 persons over 60 years of age, many of them stranded and unable to find relatives or friends. The oldest traveler was a woman 101 years old, who said that she came to save Los Angeles from destruction. The youngest independent voyager, aged 2½ years, wandered into the Santa Fe station. His parents were eventually located through a story and picture in *The Examiner*.

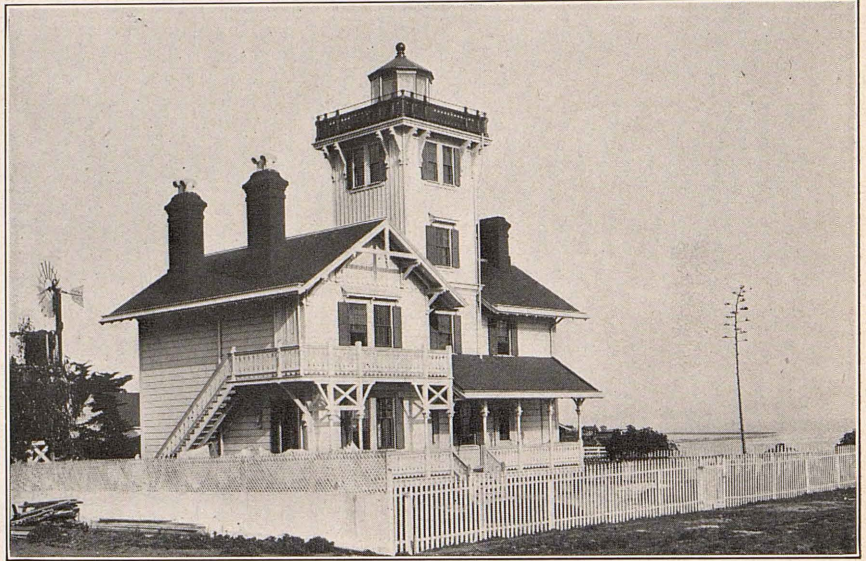
The youngest long-distance traveler of the year was Alan, aged 7, who came all the way from Glasgow, Scotland, to live with an uncle in Los Angeles and was chaperoned by the Travelers' Aid Society of cities along his route.

In 1925 the society took charge of 1040 children traveling alone. Most of these were being sent by one relative to another, but 144 of them were runaways, whose families were located by the society.

At the other end of the scale, the society aided such persons as the 83-year-old man who came looking for the agent of a mythical company who had promised him work after taking his last \$500 for "stocks." The society enlisted the aid of the Masonic Protective Association, which succeeded in getting back the money, and placed the old man in a Masonic home.

Some of the more important problems of the year were: Failure to meet relatives and friends, 1260; unemployment, 437; juvenile delinquency, 105; mental disability, 205; physical disability, 1000; loss of money or ticket, 106.

Passing of Valiant Sentinel



Pt. Fermin lighthouse, which has served humanity for fifty years, is shortly to be abandoned.

THERE is just a touch of pathos in the recent announcement that the old lighthouse at Point Fermin has flickered its last warning rays to approaching mariners.

For many years, fifty-two to be exact, this time-worn landmark, bearing all the indications of its age, is to be discontinued and replaced. It has served its time of usefulness and must bow to the edict of progress and be replaced with the modern and improved development of the age. The new powerful light placed in service late last month at Point Vicente, together with the beacon at the end of the breakwater—make unnecessary its further glow, which, in comparison to its successors, is as a candle to an incandescent light.

Erected in 1874 of pine lumber, from

Courtesy radiates a spirit of good feeling that we are not working entirely for what we get out of work in a material way—but for the pleasure of polite transaction and friendly association as well.

Life is not too short and we are never too busy to be courteous, for courtesy is the outward expression of an inward consideration for others.

—Exchange.

—Week-end at P. E. Camp—

None of the Gang

"Have you a Charles Dickens in your home?" asked the polite book agent.

"No!" she snapt.

"Or a Robert Louis Stevenson?"

"No!"

"Or a Gene Field?"

"No; we ain't, and what's more, we don't run a boarding-house here, either. If you're looking for them fellows, you might try the house across the street."

the northwest, and brick, which due to lack of transportation and manufacturing facilities locally, had to be hauled by mule team from San Bernardino, the old tower retains much of its crude early-day architecture. The two-foot lens for the light was shipped from Washington, D. C., around the Horn. Great difficulty was then experienced in obtaining a wick of necessary thickness, two inches, and when finally obtained a light shown forth that was a marvel of the day and the boast of mariners who made the port.

Point Fermin headland will henceforth stand out darkly in the night to approaching sea-craft, but old-time mariners still making the port and many veterans of the Southland will not soon forget the sturdy old structure and light which served so faithfully "ships that came home."

THE VARSITY WALTZ

The fact that the Club dance classes are taught the very newest dances is shown by the new waltz which is now being taught by Mrs. Rockwell at the Club from 7:30 p. m. to 8:30 p. m. each Thursday evening. This new waltz is the Varsity Waltz and is the latest dance step from New York.

The Varsity Waltz embodies some of the beautiful steps from the Merry Widow Waltz, yet is in itself so distinct and pleasing that it is winning instant approval by both beginners and advanced pupils.

Whatever is new and is being done in the most advanced schools of dancing may be found in the Club dance lessons and our Club members are always welcome to come whenever they can to take as many lessons as desired.

—Vacation at P. E. Camp—

Some people take bichloride of mercury tablets, while others try to beat the train to the crossing.—Buzzer.

PACIFIC ELECTRIC CLUB AFFAIRS

[N. B. VICKREY, ASSOCIATE EDITOR]

EXECUTIVE COMMITTEE MEETING OF P. E. CLUB

The April meeting of the Executive Committee, Pacific Electric Club, was held in the Ball Room of the Dance Pavilion at Redondo Beach, April 7, 1926, at 2:00 P. M. The following were absent: E. L. Young, H. G. Priest, R. S. Peterson, W. E. Booth, H. Gray, A. W. Day, J. Hanselman, R. G. Miller, W. B. Phillips, H. L. Legrand, H. E. Foskett, P. H. Mann, J. W. Anderson, Allen H. Bristow, V. Swartz, M. T. Spencer, Andrew Herskind, T. L. Wagenbach, B. Schermerhorn, J. R. Hamilton, B. F. Manley, Fred Guenette, C. Thorburn, and T. J. Day.

Club Fund

Balance, 3-1-26\$ 78.49
Receipts 1084.50

Total\$1162.99
Disbursements 1084.64

Balance, 3-31-26\$ 78.35

Relief Fund

Balance, 3-1-26\$ 452.23
Receipts 422.50

Total\$ 874.73
Disbursements 630.00

Balance, 3-31-26\$ 244.73

Unfinished Business

Owing to the heavy rains which had been falling over Southern California for several days, many members of the Executive Committee were unable to attend the April meeting. Some of the members by letter and over the telephone acquainted the Manager of their inability to be present at this meeting, while others braved the storm and made a desperate attempt to be present, only to be held up at some place along the line and forced to return home after a long wait and it became assured that they could not reach Redondo Beach in time for this meeting.

Mr. Fox, Committeemen from Pasadena, gave an excellent report on the entertainment held at Mt. Lowe on March 17, 1926. The employees through him expressed their thanks for the pleasant evening and good time. It was the largest crowd which has ever gathered at Mt. Lowe from the employees of Pasadena.

Mr. Lovell, Chairman of the Committee formed to make a report on a revision of the Mortuary rules and regulations, gave a copy of revised rules and regulations concerning the Mortuary Fund to each and every Executive Committeeman with the idea that said Committeeman might have ample time to study over these rules and regulations before the May meeting of the Executive Committee when these may be taken up and thoroughly discussed by the Committeemen. This fund is proving more and more beneficial to dependents of the employees



Cecil Rice, Asst. Foreman, Macy Shop, exhibiting two beauties that didn't "get away" at recent outing to P. E. Camp. Measuring 18 and 17½ inches, respectively, his catch broke the long winning streak of K. L. Oefinger, who for several years has landed first prize for largest trout.

of the Company, and this revision is of vital importance to every one.

New Business

Mr. Vickrey spoke at some length concerning the coming election laying stress on the fact that each Committeeman should make it his duty to explain the various propositions on the ballot scheduled for April 30, to each fellow employee who does not thoroughly understand the underlying facts. Special attention was given to the Union Depot Plan, which is before the voters in propositions eight and nine. This was carefully gone into and each Committeeman willingly accepted the responsibility.

At the close of the meeting, Mr. McCammond led the members of the Committee on a tour of inspection through the various workings of the different departments at the Redondo Resort, carefully explaining the many features in detail. Much of interest was experienced by the Committeemen who had not realized the many sides to the management of such a large and well equipped resort.

The sincere thanks of the Executive Committee were extended to C. H. Burnett, Manager of the Real Estate, Tax, and Resort Department and his assistants W. A. McCammond, General Agent, and H. C. Froude, Superintendent of Redondo Beach Resort.

—Vacation at P. E. Camp—

P. E. MASONIC CLUB NOTES

Next regular meeting May 11, at the Pacific Electric Club.

Another prominent Masonic authority will address the members.

During April, the members of the Club were guests of the Hollywood

The price is small—at P. E. Camp

P. E. CLUB BULLETIN

From May 15, to June 15, 1926

Monday, May 17:

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

Wednesday, May 19:

Trainmen's meeting, all divisions. Notice by letter where to meet will be issued.

Thursday, May 20:

Club Dance in Ball Room at Club, 8:30 P.M., featuring the L. A. Frt. House and all Stations.

Friday, May 21:

General Staff meeting, 10:30 A.M.

Monday, May 24:

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

Thursday, May 27:

Patriotic Ball in honor of Decoration Day in Ball Room at Club, 8:30 P.M.

Friday, May 28:

Vaudeville, Club, 8:00 P.M.

Monday, May 31:

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

Wednesday, June 2:

Executive Committee meeting, 2:00 P.M.

Thursday, June 3:

Club dance in honor of "June Brides" in Ball Room, 8:30 P.M.

Monday, June 7:

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

Tuesday, June 8:

Southern Division Safety Committee meeting, 2:00 P.M. Masonic Club meeting, 7:45 P.M.

Wednesday, June 9:

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

Thursday, June 10:

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

Friday, June 11:

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

Vaudeville at Club, 8:00 P.M.

Car Foremen's Club meeting in the Library at Club, 8:00 P.M.

Saturday, June 12:

Agents' Association meeting, 7:45 P.M.

Monday, June 14:

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

—Vacation at P. E. Camp—

CLUB MEMBERS WIN PRIZES AT REDONDO BEACH

The Merry Widow Waltz, which has been very popular in the Dance Lessons at the Club, has proven of value to some four Club members who recently won the cup at the Merry Widow Waltz Contest held at Redondo Beach.

At the contest held in the Ball Room at Redondo Beach on April 14, the cup was won by Miss Pauline Nelson and Clark Mathews, the latter a popular member of the Accounting Department.

Miss Ann Trombatore and Fordis Bond were the fortunate couple on the occasion of the Merry Widow Waltz Contest held April 21.

This waltz is some twenty-five years old yet it still seems to have a fascination for our young folks.

and Hollenbeck Lodges, and the team conferred the Masters' Degree upon a fellow employee on each occasion.

How Trainmen Are Informed

System in Vogue on P. E. Lines Assures Trainmen's Knowledge of Timetables, Bulletins and Notices

By F. L. Annable,
General Superintendent

ON ANY large railroad system the issuance of instructions to Trainmen, and the proper reception, understanding and observance of such instructions by those to whom they are addressed, is a real problem. On the Pacific Electric Railway after years of varying experience, a scheme has been worked out which seems to fit the conditions and guarantee safety of operation better than any other method which has been used.

The idea of a single bulletin covering only instructions restricting train movements was adopted after an accident due to the failure at an outside terminal to promptly post a notice of change in switch and single-track operation on a line which did not reach that terminal. The clerk considered it a matter of information only, but it happened that the crew of one of the trains operating on the line affected lived at this outside terminal, and on the date it became effective, consulted the bulletin book at that point. Not finding the bulletin posted, they knew nothing of the track changes, and a serious accident resulted. The bulletin was actually posted at that terminal only a few minutes before the accident occurred several miles away. This plainly indicated the necessity for a change in method, and the present system was therefore adopted.

Timetables

Pacific Electric Railway operates more than 1,100 miles of track on 615 miles of lines connecting some fifty cities. This system, radiating in all directions from Los Angeles, is divided into three operating divisions, the Northern Division with twelve interurban lines, the Southern Division with eleven interurban lines, and the Western Division with seven interurban lines. On all divisions street-car service is operated in the more important cities, approximately one-half of the operation being city service.

Because of local conditions it is frequently necessary to make changes in the timetable of an individual interurban line. Therefore, each line has its own timetable, these being assembled for the division in loose-leaf cover. It is possible then for one line to be operated on timetable No. 12, and another line on the same division to be using timetable No. 47.

Each line timetable carries special instructions applicable to the service on the line.

In the division timetable cover are carried special instructions common to many lines, speed restrictions, special signal rules, tonnage rating sheet, etc., which are ordinarily found in working timetables.

Timetable changes are made on the first of the month, as the public time-

table folders are issued bi-monthly, and it is desirable not to make changes during the life of an issue.

Bulletins

Bulletins are printed on sheets the same size as timetables, and fit into the loose-leaf timetable cover and must be carried by Trainmen at all times while on duty, the same requirement covering timetables.

There is but one bulletin in effect on each division at any time. Every timetable issue must be bulletined to the Trainmen at least forty-eight hours in advance, and the bulletin is ordinarily issued to be effective the first of the month. The bulletin contains a list of timetables in effect, all new and current speed restrictions not covered in timetables, and any special instructions restricting train movements or operation. No general instructions or specific instructions not restrictive of train operation are included in a bulletin. The bulletin then, takes the place of many slow orders ordinarily put out by Train Dispatchers and necessarily repeated

Four Deaths Recorded During April

THE inevitable visit of the "grim reaper" was again marked last month with the passing of four of our fellows, to the families of whom we offer such condolence as expressions of sincere sympathy may give in these sorrowful events.

Those whom death called were:

Schuyler S. Shibley, Gateman.
John Fulks, Sub-foreman, Engineering Dept.

Francis B. Wilson, Conductor, Southern Div.

Jas. R. Combella, Stevedore, Freight House.

Group insurance to the extent of \$7,000 and Mortuary Fund payments of \$3800 were made to the relatives of the deceased.

Two additional disability payments submitted by the Company were granted by the insurance company last month. David C. Loudon, Trainman, Western Division, and Wm. C. Phillips, Gateman, 6th & Main St. Station, each being granted a payment of \$86.25 monthly for 30 months, or pending their return to duty. A total of 18 employees are now receiving monthly disability allowances, aggregating \$1,170.20.

many times, as in time of wash-outs, etc.

To insure that all concerned are in possession of current timetables and bulletin, they are signed for by Trainmen, and before going out on his run after a new bulletin is issued, he must report to dispatcher that he has received the bulletin and understands it, a record being kept in the dispatcher's office in convenient form, or such acknowledgements.

Notices

All instructions to trainmen not restrictive of train movements are covered by Notices, issued as required, and kept in a loose-leaf book at each terminal where Trainmen have free access to them. Trainmen are required to read all notices daily before going on duty. This is in line with common practice on many electric railways.

This bulletin system has been in effect about five years and although the printing expense is greater, its continuance is warranted by the good results.

—Week-end at P. E. Camp—

Conductorettes Disappearing

Women conductors are fast disappearing from the street cars of St. Louis, Mo. From a peak of 56 during the days of the World War their number has dwindled to ten. With the close of the war the United Railways adopted a policy of not employing any additional women as conductors, but it retained those in service at that time. The women proved satisfactory, but the company deemed it best to operate the cars with men. For the most part the women work on trail cars. None were used as motormen.—Elec. Ry. Journal.

—Week-end at P. E. Camp—

MT. LOWE TAVERN TO HAVE MORE FIRE PROTECTION

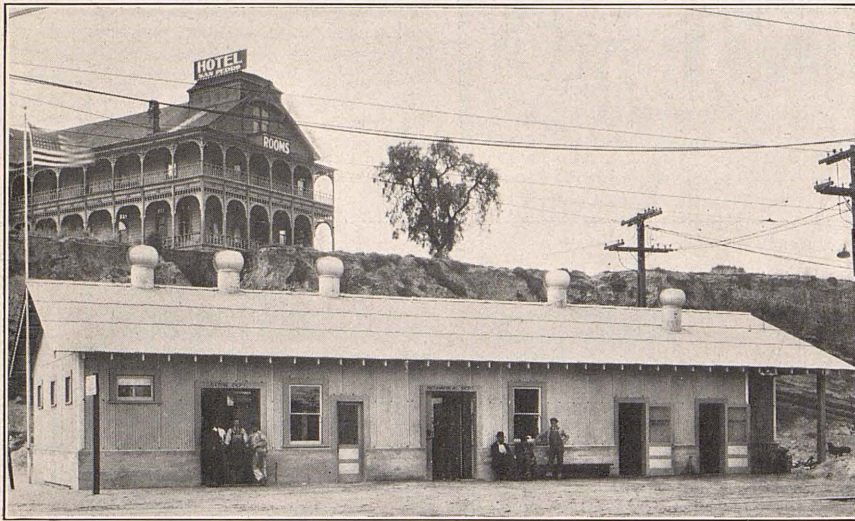
Already well protected by fire-breaks in close proximity, Mt. Lowe Tavern is to be afforded additional means at an early date of resisting mountain fires following decision last month to increase protection in vicinity surrounding our famous resort.

Plans made contemplate the construction of approximately one mile of new fire-break from ridge to ridge across Grand Canyon at some point between Granite Gate and the Tavern. This new break will be 40 feet in width, except at bottom of canyon, where it will be 60 feet wide. This will afford a second line of defense should a fire get past present fire-break at Granite Gate.

Two miles of existing fire trails and fire-breaks are to be cleaned and widened and the Company is to co-operate and aid the United States Forest Service in the construction of a pack trail from Proposal Arbor to Camp Idle Hour, the purpose of which is to afford a means of getting men and supplies into Eaton Canyon in case of fire.

The vicinity of Inspiration Point is to be cleared and grubbed 100 feet in all directions around observation shelter.

New Store and Shop at Harbor



FILLING a need of some years' standing, the month of March witnessed the completion and occupancy of a joint new Storeroom and Mechanical Department work-shop at San Pedro, writes Fred. B. Hopkins, Store Dept., Torrance.

The new structure, which replaces the former wooden building located at the intersection of the P. E. tracks and First Street, is very unique in design and character, being constructed of corrugated "transite", an asbestos wood, and gives the appearance of galvanized iron to the casual observer.

The over-all dimensions are 30x75 feet, of which the Store Dept. occupies the first 25 feet nearest the street, leaving the remaining 50 feet for the Mechanical Dept.; an office is included in each department's section.

At the top there are five revolving ventilators that always insure a good circulation of air and it is equipped with all modern facilities, such as gas heated radiators, hot and cold water plumbing, etc.

In the accompanying illustration are to be seen Storekeeper Fred Dilthey with his Assistant, Robert McLaughlin, giving out material to two "customers" that have called at the "counter" in the door-way for same. In the Mechanical Dept. doorway can dimly be seen Local Foreman Guy McClure of San Pedro.

Mr. Dilthey has been with the Company several years, during which time he has occupied several positions, being appointed as Storekeeper at San Pedro one year ago. His Assistant,

Old Farmer Gulletson of Raspberry Acres, having sold the south forty, took his bride of fifty years before on a trip to Europe.

"Look S'manthy!" he exclaimed as they gazed upon the leaning tower of Pisa; "the fella musta been drunk when he built that silo."—Life.

Robert McLaughlin, recently entered the employ of the Company, having come from Kansas, where he had been employed in the Store Department of the Santa Fe Railway.

Two Assignment Stocks at Long Beach—one at Morgan Avenue and the other at American Avenue, are also under the supervision of Storekeeper Dilthey.

SPECIAL DANCES AT CLUB

The featuring of the various departments of the Company has proven very popular during the past several months. However, the dance of May 27 will end this policy and as there are some five dances left before the first of July, when the dances close for the summer, plans have been made to give special dances for all departments in honor of specified events.

The dance given on May 27 will be the Patriotic dance in honor of Memorial Day and appropriate souvenirs will be given to those present.

As June is the month of Brides, the Club has planned to have a bridal couple appear at the dance on June 3.

—Vacation at P. E. Camp—

Introducing Miss Cornell

Margaret Cornell, six and one half pounds, arrived this planet Saturday, April 24th, gladdening the hearts of Mr. and Mrs. C. W. Cornell. The mother and little stranger are doing nicely, thank you, and hope is entertained that "Dad" may pull through.

Mr. Cornell, who is a ranking member of our legal staff, is now blessed with two of life's greatest gifts, a young son having previously joined the family ranks some four years since. Their good fortune and happiness is a source of pleasure to many friends within the ranks, who extend heartiest congratulations.

Employees Solicitation Efforts Bringing Very Good Results. Many are Active.

LAST month witnessed the largest number of passenger and freight traffic tips yet recorded from employees active in business solicitation. During the month information regarding a total of 46 persons contemplating eastern journeys was received and solicited at the hands of Southern Pacific passenger forces.

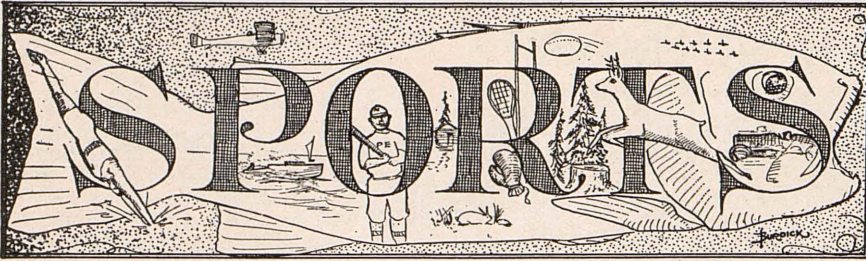
While all the results of solicitation efforts had not been compiled as the Magazine went to press, it is interesting to know that a total of 26 were routed over Southern Pacific lines, with good prospects of more to follow.

The following is a compilation of tickets and destination of those known to have been sold: One round trip to Tampa, Florida; 4 round trips to Minneapolis; four round trips to New York City; twelve round trips to Claremore, Oklahoma; two one way to New Orleans; one one way to Buffalo; one one way to Indianapolis; one one way to Detroit.

The following are those to whom the management express a word of kind appreciation for their good work in supplying "tips:"

Hugo Plummer, Freight Clerk, Glendale.
 Andrew Flekal, Steno., Passenger Dept.
 H. T. Bennett, Conductor, Southern Division. (two citations).
 S. E. Wilson, Asst. Supt., Western Division. (two citations).
 Chas. H. Randolph, Clerk, Ticket Office.
 J. H. Sandman, Ticket Agent, Sawtelle.
 J. E. Newman, Conductor, Northern Division.
 F. T. Allen, Conductor, Western Division.
 J. M. Hill, Motorman, Northern Division.
 N. B. Vickrey, Manager, P. E. Club.
 R. Hunsley, Conductor, Northern Division. (three citations).
 W. E. Gilbert, Agent, El Monte.
 P. H. Lyon, Freight Traffic Dept.
 W. E. Reed, Freight & Passenger Accounts Bureau.

It is the intention to record each month in the Magazine the names of those who are active in this splendid work and heads of departments have been requested to supply the information to the Editor that recognition of their efforts may be made.



'BEST OUTING YET,' VERSION OF P. E. CAMP VISITORS

Did it rain at P. E. Camp on May 1st? It did! But what is a rain-storm in the lives of 23 hardy P. E. Rod & Gun Club sportsmen who venture forth in quest of trout or game?

The unanimous sentiments of the large party who hied themselves to the Camp to welcome in the fishing season was that the outing was the most pleasant one experienced by Rod & Gun Club members in recent years.

Here's the version of the event and what took place as told by our good friend "Burley" Manley:

Twenty-three members of the Rod & Gun Club, all raring to fish, drifted into Camp anywhere from 6:00 p. m. Friday night 'till 6:00 a. m. Saturday morning. Mr. Vickrey was on hand to see that every want was supplied and all hands assigned to beds.

The breakfast gong sounded promptly at 4:00 a. m. and after everyone had partaken of ham, bacon, eggs, hot cakes, coffee, et al, the bunch headed for the boat house, jumped into the boats and the battle was on.

The trout in the lake evidently heard that we were coming, because they were lined up in battle formation, raring to go.

From the first break of dawn until time for dinner everyone was dragging in the finney beauties and hum of reels and the splash of the big boys breaking water was heard on all sides. After six hours of hauling in the fish that gang of eaters again stormed the cook house and the way they devoured grub reminded one of a horde of grasshoppers descending on a Kansas grain field.

After dinner the boys again went to the lake and stuck until a heavy deluge drove them to cover. When

the day's run was finished the number of fish caught was about one hundred, with K. L. Oefinger in the lead with eighteen trout, the largest being 14½ inches long, with several running him a close race.

A big steak dinner was served at 6 p.m., after which everyone gathered around the blazing log fire. Charles Estes was in good form and won high honors for telling the biggest tale of "the large one that got away." All retired to their cabins for a good nights rest and breakfast scheduled for 4:00 a. m.

Sunday morning broke dark and cloudy with a fine drizzling rain, but a Kansas blizzard could not have stopped that gang of fishers. After a breakfast consisting only of grape fruit, oatmeal, ham and eggs, toast, hot cakes, and coffee, all hands again took to the water.

By 7:00 a. m. Cecil Rice had landed the biggest fish of the catch, measuring a full 18 inches in length. Sunday's fishing was a repetition of the day previous, with everyone catching plenty and after again visiting the cook house at noon we all took to our machines and were homeward bound, tired but happy.

To Mr. Vickrey we want to extend thanks for having made this outing possible; to his aides at the camp we express our appreciation of the won-



No, this is not a beauty show, but the beauties of the lake had to have a background. Guess there must be trout at Lake Arrowhead near P. E. Vacation Camp.

derful way we were treated and sincerely hope that we may be able to go again.

—Vacation at P. E. Camp—

WIN BALL GAME, LOSE SHOOT AT LAS VEGAS OUTING

Members of the Rod & Gun Club participated in a blue rock shoot at Las Vegas, Nevada, Sunday, April 25th, leaving here Friday night via special train in order to permit witnessing the Lost City Pageant at St. Thomas, Nevada, Saturday evening.

The Pacific Electric ball team also took advantage of the occasion to stage a contest with the Union Pacific team of Las Vegas, the entire Company contingent totaling some 75 persons, including some of the families.

The special train consisted of eleven Pullmans, one chair car, one diner and a business car occupied by some of the officials of the Union Pacific Co.

Arriving at Las Vegas about 8:00 a. m., the train laid over for an hour or more, departing at 9:30 a. m., and reaching St. Thomas at noon.

Motor stage service was provided between the station and the Lost City, some three miles distant, and the afternoon was given over to visiting the ancient ruins, part of the visitors remaining until the staging of the Pageant in the evening. The train returned to Las Vegas at midnight, reaching there about 5 a. m.

The blue rock shoot between teams representing the Union Pacific and Pacific Electric was staged Sunday morning, the Union Pacific winning by the score of 301 to 299.

The ball game in the afternoon was witnessed by a large crowd, Pacific Electric winning by a two run margin, the final score standing at 5 to 3.

The return trip was begun at 8 p. m. and concluded at 7:30 a. m., Monday, when the train rolled into the Central Station.

—Vacation at P. E. Camp—

THE PRESIDENT'S SALARY

The salary of the President of the United States was the cause of discussion in the first Congress, in view of the fact that the Constitution declared that the President should receive compensation for his services. Washington had notified his fellow citizens that he desired no salary. The limits suggested in Congress ranged from \$15,000 to \$70,000. The salary was finally placed at \$25,000, and this remained the compensation until President Grant's second term (March 3, 1873), when it increased to \$50,000. In the second session of the Sixtieth Congress, the President's salary was fixed at \$75,000 a year.—The World.

—Vacation at P. E. Camp—

Where Is It?

Traffic cop—"Use your noodle, lady, use your noodle."

Fair motorist—"My goodness, where is it? I've pushed and pulled everything in the car."

"Ah, you have a dog. I thought you didn't like dogs."

"Well, I don't. But my wife picked up a lot of dog soap at a bargain sale."

P. E. Vacation Camp As Visitor Saw It

HAVING visited the Camp on May 1st and seen at first hand just what is in store for visitors there this season, we repeat herewith what B. F. Manley, of the Rod & Gun Club, says concerning conditions in the Lake Arrowhead section:

Every employee of the Company should see the Camp this year.

The San Bernardino Mountains will be more glorious than ever before. On every hand is to be seen the results of a bountiful season of rainfall. The magnificent oak trees are just budding forth in leaves and wild flowers and blossoms are everywhere. Arrowhead lake is full to overflowing and simply alive with Rainbow Trout, Cat-fish and Perch.

Plan your vacation early; spend at least a part of it at our Camp and enjoy Nature at her best.

BREEZES FROM MOUNT LOWE

The storm which started on the afternoon of Easter Sunday (Apr. 4) continued throughout the week, over twenty inches of rain falling in six days, writes Tavern Manager Clark. Damage was only nominal; a cloudburst which came at 3:00 a. m. the morning after Easter brought down large rocks and gravel, flooding the boiler room, but the debris was cleaned up by 4:00 o'clock of the same day.

Easter Services were attended by about 350 people and many compliments were heard from those present. Rev. Cornet of Santa Monica conducted the services, Judge Bledsoe officiating as reader. The Los Angeles Oratoric Society furnished the singers.

Miss Hughes of Wichita, Kansas, winner of a beauty contest in that state, accompanied by Miss Mattoon

of Los Angeles, were among the visitors this month. Guy Price and family also spent a week-end at the Tavern.

Two crews of men are working on fire breaks surrounding the Tavern. One gang of fifteen under Ranger Joe Carter of the U. S. Forest Service and another of 30 men under Deputy Roberts of the County Forest Service.

Mrs. Gertrude Hood, Hostess at the Tavern, is taking a trip to Seattle and Vancouver.

Miss May Smith, Superintendent of Service, has purchased a house in La Crescenta and has been the recipient of many useful gifts to help furnish it.

The Long Beach Excursions have become so popular that the Passenger Department has decided to run them twice weekly.

—Vacation at P. E. Camp—

OUR RAILROADS

The railways must be considered the largest concentrated industry in the United States. Our railways employ in the neighborhood of 2,000,000. They spend approximately three billion dollars a year for equipment, material and supplies, and an equal amount per annum in wages. It is said that the railways directly purchase—

28 per cent of the Bituminous Coal mined in the U. S.

20 per cent of the Lumber and Timber.

15 per cent of the Iron and Steel products.

Thus, it is plainly evident that the railroads contribute generously to the economic welfare of the general public, both directly and also in an indirect way, through their gigantic purchasing power.

—Vacation at P. E. Camp—

Son's Naval Wound

"Come here! Where did that cruel boy hit you?"

"Boo-oo-oo! We were having a naval battle, and he torpedoed me in the engine room!"—Whiz Bang.

Never Say Die!

Wife (tearfully)—"You've broken the promise you made me."

Husband—"Never mind, my dear, don't cry. I'll make you another!"

COMPARISON OF ACCIDENTS DURING MARCH, 1925, AND 1926

	Northern Division		Southern Division		Western Division		Motor Coaches	
	1926	1925	1926	1925	1926	1925	1926	1925
Interferences with vehicles	120	127	90	104	283	204	35	33
Collisions and interferences								
with cars	3	4	2	3	5	9		1
Persons struck	5	3	6	7	5	6		
Derailments	5	10	11	19	8	9		
On and off moving cars	7	11	3	11	10	9		3
Miscellaneous	30	21	40	46	44	44	8	6
Total	170	176	152	190	355	281	43	43
	6-D.		38-D.		74-Inc.			
Interferences with vehicles					528	468	12.8%	Inc.
Collisions and interferences with cars					10	17	41.2%	Dec.
Persons struck					16	16		
Derailments					24	38	36.8%	Dec.
On and off moving cars					20	34	41.2%	Dec.
Miscellaneous					122	117	4.3%	Inc.
					720	690	4.3%	Inc.

Rest, Dance, Fish, Play—at P. E. Camp

Loss - Damage Claims Reduced

Carriers of Nation Bring About Continued Big Saving Through Aggressive Effort to Control

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

NUMEROUS articles have been published in this Magazine pertaining to the transportation waste in the payment of freight claims resulting from loss or damage, setting forth causes; means of prevention; effect of loss and damage claims on the carriers' revenues; but particularly the importance of reducing claim payments, and the most effective way in which that can be accomplished is by preventing them.

The Committee on Public Relations of the Eastern Railroads recently published freight claim statistics which indicate quite forcibly the splendid results that can be accomplished by individual and cooperative efforts on the part of employees of the railroads and the shippers. It is stated that—

Loss and damage claims in 1925 were reduced to one third of what they were in 1920.

Net saving, 1925 over 1920, \$83,072,186.

Loss and damage reduced to smallest proportion of gross revenues ever attained.

Number of claims cut in half. Seventy per cent of all claims settled within 30 days.

Eighty per cent of all claims settled within 90 days.

Number of unsettled claims at end of the year reduced from 542,393 in 1920 to 204,962 in 1925.

The following tabulation of loss to the railroads in payment of freight claims for loss and damage further reflects the result of untiring efforts to transport safely and expeditiously the commerce of the nation:

Loss and Damage Claims Paid

1920	\$119,833,127
1921	92,276,319
1922	48,084,955
1923	47,479,195
1924	45,975,675*
1925	36,760,941*

*Exclusive of Canadian railroads and five steamship connections.

The significance of the above tabulation is further accentuated by the following:

Ratio Amount Paid to Gross Freight Revenue

1920	2.78%
1921	2.36
1922	1.20
1923	1.03
1924	1.06
192581

In this connection it is interesting to know that the American Railway Association, Freight Claim Division, determined in a summary of freight claim payments classified by commodities and general causes (loss, damage and delay) that the freight claim payments on fruits and vegetables during the year 1925 were 25%

of the total amount of all claims paid by 203 reporting carriers representing in mileage 95% of the U. S. members and 60% of the Canadian members.

Because fruits and vegetables represent a major portion of the traffic originated by the Pacific Electric Railway the preceding will, no doubt, be of considerable interest and although the losses to the Pacific Electric from that source are comparatively small, nevertheless it is well to put forth every effort to further minimize losses on that traffic.

In order to accomplish that purpose the Perishable Protective Tariff should be carefully studied and fully understood to the end that perishable ship-

ments of the kind referred to will be handled strictly in accordance with the requirements of the tariff. Waybills should also be checked back against the bill of lading in every instance to determine positively that the shipper's instructions have been complied with, particularly as to routing, destination and kind of protective service desired.

The achievement of the railroads of the United States in accomplishing the tremendous reduction in claims for loss and damage is directly attributable to the wholehearted cooperation of its employees to a large extent and undoubtedly the year 1926 will establish a new record.

—Vacation at P. E. Camp—

REDUCED RATE TO EMPLOYEES FOR DANCING AND BATH

Special books of tickets (7 for \$1.35) are issued at the Bath House to employees, good for themselves and dependent members of their families. These tickets are good for one year from date of issue and can be obtained by the employee making application to the head of his or her department, who will issue rate order on Superintendent at Redondo Beach Bath House. These rate orders are exchangeable for tickets at cashier's office in Bath House on payment of \$1.35. This enables employees to have the privilege of the Bath House at less than half the regular rates.

Books of dance tickets (40 for \$100) are also issued in the Ball Room to employees, good for themselves and dependent members of their families. This enables them to dance at half the regular rates. These books of dance tickets can be obtained from Supervisor in Ballroom on presentation of Club membership card or Pacific Electric Railway pass as a means of identification.

For the information of employees the Bath House is open daily from 10 a. m. to 10 p. m., Sundays 8 a. m. to 6 p. m., and there is dancing in the Ballroom every Wednesday, Saturday and Sunday evenings and Sunday afternoons, until May 31st, after which there is dancing every evening, except Monday, throughout the summer.

Owen Fallon's Californians are now playing the dance music in the Redondo Beach Ballroom. The wonderful music these nine high-class artists are producing, which includes many dance novelties, has been quite an attraction to the numerous dancing fans.

—Vacation at P. E. Camp—

The Proof

She—"I showed father the verses you sent me! He was pleased with them!"

He—"Indeed! What did he say?"

She—"He said he was delighted to find that I wasn't going to marry a poet!"—The Continent.

All Fixt

He—"The decree is granted. Now, darling, we can be married at last, just as soon as you have settled the divorce court fees."

She—"Oh, never mind the fees. I have a charge account there."—Toronto Goblin.

Agent Sees Business, Seeks and Lands It

HERE'S an example of splendid spirit and work well done in the successful solicitation of freight traffic by M. E. Gilbert, Agent at El Monte, last month.

Observing a concrete street improvement in course of progress Mr. Gilbert forthwith addressed the following letter to the contractor soliciting the business for P. E. lines, his appeal eliciting an answer stating that "we will see that these shipments are routed over your lines."

"I would like to take this opportunity of soliciting your freight shipments of cement for the new Tyler-Garvey street that you are putting in in this city.

"I feel that we have an ideal location for handling these shipments for you, inasmuch as we are located south of town it would no doubt save you considerable distance in hauling and we have very good team track facilities. Considering that we are located on Tyler, only a short distance from one terminal of your work, I would appreciate it very much if you would investigate our facilities and if they meet with your approval, let us handle this business for you.

"If this cement is shipped from Colton we have direct service, being on the same line, and cement shipped from that point one day is on the track here ready to be unloaded by 7 o'clock the next morning, which I believe is very good service.

"I will appreciate it very much if you will advise if you think you will be able to use our line."

The Railway News Elsewhere

Shoppers Ride Cars

Recently a leading Los Angeles department store told city officials that 90 per cent of its customers came on street cars.

After investigating the forms of transportation used by New York shoppers, a national advertising company reported: "Even the highest class stores could not exist if they depended upon automobile shoppers."

A large Chicago department store made a survey and found that the proportion of customers who came by street car far outnumbered all others, and as a result the proprietor is actively advocating measures that will facilitate street car movement.

These examples are typical of the increasing interest of merchants in street car riders, because they form the vast majority of their customers.

—City Railway News, Des Moines.

—Week-end at P. E. Camp—

Higher Fares Are Sought in Salt Lake City

The Utah Public Service Commission has set April 12 as the date for hearing the fare petition of the Utah Light & Traction Company, Salt Lake City, Utah, filed on March 30, providing for a 10-cent cash rate, three metal tokens for 25 cents and the permanency of the weekly pass at its present prices.

E. A. West, general manager of the

company, in a letter to the City Commission, informed the Council in answer to its demand that the company repair tracks, that the advanced tariffs would be necessary to meet the commission's demand.

In the new tariffs the company does not propose to make any change in the present rate for the weekly pass, that is \$1.25 for the first zone, \$1.75 for the first and second zones and \$2.25 for the system pass. The present tariff provides for a student sale at the rate of 50 tickets in a book at \$2. The new tariff will provide for 40 tickets sold for \$2. The present tariff provides for the sale of regular tickets sixteen for \$1 and under the new tariff three tickets for 25 cents will be sold on the cars. The present cash fare is 7 cents; the new tariff will provide for a cash fare of 10 cents.

—Week-end at P. E. Camp—

Department Store Charters Cars

The Rhodes Brothers department store of Tacoma, Wash., chartered all the cars of the Tacoma Railway & Power Company on March 24 during the hour from 9 to 10 a. m. giving every passenger the privilege of riding free irrespective of his destination. Rhodes Brothers reported the greatest number of persons in the store during its entire history and an excess of business beyond their expectations. During the free transportation hour

the cars carried several times the number of passengers usually riding at that hour.

—Week-end at P. E. Camp—

Transfer Privileges Curtailed on Seattle Railway

Transfer privilege on token fares will be discontinued on the lines of the Seattle & Rainier Valley Railway, Seattle, Wash., on April 25, according to a new tariff filed by the company with the State Department of Public Works. In future, transfers will be issued only on 10-cent fares. The company sets forth that in June, 1923, it began giving transfers on token fares with the understanding that it would be relieved from the franchise tax of 3 per cent on gross earnings, and also that the line would not be required to carry city policemen and firemen free. Pointing out that neither relief materialized and that negotiations which have been under way for some time to sell the line to the city are now deferred by a move to refer the proposition to the voters, the company declares that it can no longer postpone financial relief believed to be obtainable under the new tariff. It is considered likely that the City Council will issue an order that the Seattle Municipal Railway may issue transfers to the valley lines only on cash fares.

—Week-end at P. E. Camp—

Gratitude

We wish to thank the many friends for the expressions of sympathy and their assistance in the death of my husband.—From a "Card of Thanks" in a Kentucky paper.



P. E. Rod & Gun Club members talking it over around fire side at P. E. Camp. Note "The Deacon" telling the length of the one he once landed.

THE AUTOMOTIVIK AND TROLLEYING PUBLIC

(Continued from Page 6)

be back-firing, and blowing the stem off your Adam's apple.

The problem resolves itself, then, into a matter of constructive co-ordination, instead of destructive competition.

This will be a distinct disappointment to people who think it is more fun to throw bricks than to lay them.

The keynote of a well balanced transportation system, using trolley cars and buses—each in its proper place—is recognition of the fundamental principle that public transportation is a natural monopoly—especially since it is subject to the strictest kind of regulation. Sometime, in fact, this regulation has almost amounted to strangulation.

Perhaps some of you have the thought in the back of your heads that competition is a good rule to adhere to. Generally speaking, it is. But there are exceptions to all rules.

For instance, "Start at the bottom" is a good rule to follow—but we should make an exception to that rule—when learning to swim.

The transportation companies which operated horse cars and cable cars in the old days scrapped them when the electric car was developed. And if there was any other system of transportation today that would haul the great masses of people cheaper or better, they would doubtless be discarding the electric cars. But they certainly can't afford to scrap them until there is a better system.

Meantime, the bus and trolley car, both controlled and routed by one responsible transportation agency, is the best means yet discovered for providing quick, convenient and cheap transit for the majority of the people.

So why not let the electric railways, who are transportation specialists, work out the problem, not hampered by too many restrictions?

Some legislators seem to jump out of bed every morning with the idea for a new law about traffic. For example, a bill was recently proposed in a western state providing that night-driven herds of cattle on the highway must be equipped with tail-lights.

I believe it would be better to enact a law compelling all pedestrians to be equipped with reflectors—red lights for females under thirty, violet for grass widows and green for old maids. In that way, a lonely motorist could tell at a glance who to pick up and who to run over.

As a closing thought I would like to say that while it is a good idea to give buses all the backing they deserve, it is certainly a mistake to let them run over the BACKBONE of MASS TRANSPORTATION—the electric street car.

I think I'd better quit right here, or you may think I'm trying to imitate that famous Chinese orator—"ON TOO LONG."

—Vacation at P. E. Camp—

Successful Repartee

"I'm sick of being married."

Hubby—"So's your old man."—Judge.

New Camp Superintendent Has Been Appointed



E. H. Pierce

HERE will be a new, but not unfamiliar face to greet employees at the P. E. Vacation Camp this season and basing judgment upon his previous successful activities and interest always manifested in outdoor sports, club work and recreational pursuits, we predict his success. Reference is had to the appointment of E. H. Pierce, as Camp Superintendent during the coming season, opening May 30th.

Mr. Pierce, who has been employed in the Mechanical Department of the Company for the past twenty-three years, has made many friends within the ranks through the willingness and earnestness that he displayed in furthering employees' activities. He has served in some capacity at every Annual Picnic; baseball teams at the Torrance Shops have been organized and managed by him; for several years he has been a member of the Executive Committee of the Club and has held office in both the P. E. Masonic and Rod and Gun Club. "Harry," as his friends know him, is a "hail fellow well met" and has all the qualities essential to a long and successful reign. He will be assisted by Mrs. Pierce, whose presence will make the Camp supervision complete by supplying the ever-necessary feminine touch.

The Pierces will leave for the Camp about May 15th in ample time to have everything in ship-shape for the large gathering that promises to be present from Saturday to Monday (which is Decoration Day) May 29th to 31st.

"DADDY" BRIGGS NOW ON WAY TO COMPLETE RECOVERY

Still convalescent and far yet from having regained his former vigor, the venerable "Daddy" Briggs, who recently left the Pacific Hospital following a severe case of pneumonia, hastened to write the Magazine expressing his appreciation for flowers and visits from his many friends in the organization.

"Daddy," since his retirement from active service, spends most of his time in visiting and comforting our sick and afflicted and says that soon he will again be able to take up his work with renewed energy.

Writes "Daddy":

"Now that I am rapidly recovering my normal condition, I desire to express my sincere gratitude to my many fellow employees and friends who so kindly showed their affection to me in their many personal visits and flowers I received from them while confined to my bed.

"Truly, such manifestation inspires me to renewed effort to be of greater usefulness in the encouragement of the sick and afflicted in the hospital.

"In my visits to them formerly I had received a faint impression of what their experiences might be, but now having passed under the clouds and near the dark river myself, I feel better equipped for my work than I would have been without the experience."

—Vacation at P. E. Camp—

Poor Dummy!

Percival—"That was the most unkindest cut of all, as the poet says."

Penelope—"What was that?"

"I showed her one of my boyhood pictures with my father holding me on his knee, and she said, 'My, who is the ventriloquist?'" — Youngstown Telegram.

Evidence to the Soak

A man quite tipsy sagged down on the lobby lounge beside a dignified clergyman.

"Thish's fine hotel," he began.

"Yes, I find it very comfortable."

"Whadja say to havin' a drink?" asked the boozy one genially.

The clergyman's face set severely. "No, thank you. I never touch the vile stuff."

"Shay!" exclaimed the other, "what-ja givin me? You gotcha collar on backwards now."—Boston Transcript.

It Lacked Permanency

"Well, my wife has divorced me."

"And I remember the time when she used to wave her hand to you every morning, when you left the house."

"Well, you see, it wasn't a 'permanent wave'."

That's Salesmanship

"But this portrait makes me look so much older," objected Mrs. BJones.

"That's the beauty of it, Madame," replied the artist. "Ten years from now it will be an even better likeness of you than it is to-day."—American Legion Weekly.

DEPARTMENTAL NOTES

NORTHERN DIVISION PASADENA By R. S. Peterson

An English gentleman lost his wallet in an Oak Knoll car and Conductor F. B. Terry found it while car was standing in Main Street Station. As it contained \$133 and tickets for transportation for himself and family back to England, he was so exceedingly pleased to obtain it he insisted on offering a most generous reward.

Conductor I. E. Murphy says his trip to Chicago was an enjoyable one, particularly when radio KFI kept him in touch with home.

A number of young men earning their way through college are employed as Collectors and during the several years this has been done they have rendered high class service. The following men from the California Institute of Technology are now employed; L. Kibort, M. A. Baldwin, D. T. Tarr, M. E. West, W. P. Steward, R. D. Westphal, and also C. M. Winchell from a school of Osteopathy in Los Angeles. Some of these young men have found time to qualify as Conductors and also Operators of local cars and busses.

Keep step to the music, boys! R. S. Smith, the harmonical wizard, is again playing those jazzy tunes.

Motorman J. H. Stowe had an unfortunate accident during his convalescence from an attack of influenza. While helping his wife with the dishes a glass tumbler broke in his hand and he received a severe gash on his wrist, compelling him to remain off duty a considerable period.

A 9½ lb. daughter Christened Nora Lee entered the household of Conductor R. J. Orr on April 20th and he reports both she and the mother are doing fine.

Several days ago Conductor J. M. Ritter on the Lamanda Park Junction line received an old silver dollar dated "1796" from a patron in payment for a six-cent fare. When he paused before its acceptance she explained it had been in her possession so long she did not care for it any longer. Flattering offers have failed to entice it from him.

The Pacific Electric will have little difficulty in entering a float in next New Year's parade if the flower bed Mrs. Florence Engle, our Receiving Cashier, is carefully nurturing, blossoms forth as it promises. Anyway, it improves the appearance of our "back-yard" wonderfully and much credit is due Mrs. Engle for her efforts.

A colored woman boarded a local bus and presented Operator "Fatty"

Wells a five dollar bill and said, "Have you got that many tickets?" Operator Wells is still wondering how she will attempt to dispose of these five-cent tickets.

Motorman D. H. Lockhart, one of our old-timers, is off sick and we hope his health will soon permit him to return.

Conductor Thomas L. Hoag, veteran conductor, and well known as having planted the mile of deodar trees on Santa Rosa Avenue in Altadena, is again with us after off duty over three months due to sickness. We hope that his twenty-nine years of service with this Company will henceforth remain uninterrupted.

NORTHERN DIVISION EASTERN DIST. By Mrs. Mary Surr

Freight Conductors P. J. Moore and O. L. Finley have recently transferred from Macy Street, and are working night freight out of Corona.

Freight Conductor C. T. Nolan is working Los Angeles freight and is stationed at San Bernardino.

Conductors P. J. Francke, L. B. Lord, G. Besoyan and C. G. Young have been in Los Angeles and passed single track examinations.

Conductors A. C. Bowles and R. Nyewening are among those who are staking claims at Kramer in the present gold rush. We wish them good luck.

Conductor E. C. Ericson has recently taken his second degree in Masonry. We shall anticipate his Third, and, no doubt, the Pacific Electric team will put this on.

Motorman J. A. Severance is serving on the Sick Committee of the K. P. and is very busy on Sundays calling on the sick and afflicted.

Conductor C. O. Gardner is enjoying his vacation. Parts unknown.

Conductor J. F. Evans resigned while on 30-day leave-of-absence.

On April 7th Motorman G. W. Woodbury, who is also Relief Dispatcher on Eastern Lines, married Miss Helen Hill of Ponomo. Heartiest congratulations and good wishes are extended to them, and to Motorman J. Millick who also married this month.

A good many trainmen are polishing up their fishing rods and getting flies ready for the opening of the fishing season, May 1st.

The month of April saw several very heavy storms in the San Bernadino

Valley, rain, hail, and thunder and lightning causing more damage than has been experienced for several years. There were washouts on the Highland line, also on the San Bernadino-Redlands line at the Santa Ana River bridge, where passengers had to be transferred for several hours.

The P. E. Club entertainment, held at Pickering Park on April 13th, was voted a highly enjoyable affair, no pains being spared to provide the participants with all the amusement and pleasure possible.

Motorman K. Thompson and R. Jarard and wife, Operator at the Arrowhead sub-station, members of the P. E. Rod & Gun Club, joined the party bound for Las Vegas on April 23rd, and report a fine trip in every respect. The entertainment provided left nothing to be desired. The visit to the Lost City was particularly interesting, and the privilege of seeing it was much appreciated.

MECHANICAL DEPT. By Willis M. Brooks

Mr. Joseph Hughes, Foreman, Tin and Welding Shops, accompanied by Mrs. Hughes, will leave Los Angeles next month for an extended trip to Europe.

Mr. Hughes came from Indiana to California in 1886. Arriving at San Jose, he secured work with the Southern Pacific Coast Railroad, at that time a narrow gauge road. His stay at San Jose was short for in 1887 he came to Los Angeles and went to work for the Los Angeles and San Gabriel Valley Railroad, over which the Santa Fe now operates. Later he transferred to the Los Angeles Cable Co. and from there to the Southern Pacific Co. The years from 1891 to 1902 he spent in Sacramento. Upon his return in 1902, to Los Angeles he joined the Pacific Electric family, of which he has remained a member ever since.

Mr. and Mrs. Hughes plan to sail from New York on June 5th and will be away about 4 months.

We know they are going to have a wonderful trip, for Joe and Mrs. Hughes have hosts of friends whose good wishes will follow them all through their journey.

Sam Whiting, Armature Winder, is going to be a real family man.

The stork, on April 6th, left a fine baby girl with Mr. and Mrs. Whiting. This makes the second stop at Sam's house, for on Dec. 5, 1924, Mr. Stork presented them with a baby boy named Frank and now we have a baby girl named Eileen. Congratulations.

Roy Brucker, of the Blacksmith Shop, is suffering from a painful injury to his foot, caused by a casting falling from the bulldozer.

L. A. Davis, Upholsterer, is spending vacation in Wichita, Kansas.

Granville Strawmatt of the Carpen-

ter shop, has been off sick for nearly a month and his condition is still serious.

On April 30th, Torrance Masonic Lodge presented a program at the Torrance High School featuring the culmination of School Week.

Carl Hyde, for many years a valued and popular member of the P. E. family, presided at master of ceremonies. Mr. Hyde, it will be remembered, left the service to accept the secretaryship of the Torrance Chamber of Commerce.

Dr. G. P. Shidler, Company Physician at Torrance, delivered an address on the relation of the parent to the school.

ACCOUNTING DEPT.

By George Perry

F. H. Gilbert, Payroll Clerk, who has been with the Pacific Electric Railway for 22 years, has retired from the service. He has been active in railroad service for the last 54 years.

Mr. Gilbert was admired by all who knew him, especially by those in this department. A pair of gold cuff links and an order on a local book store for more than \$50.00, as he is a scholar and a lover of books, were gifts of friends. His first move on leaving the service will be to take a trip to the East, visiting New York, Chicago, Washington and various other cities.

George Chrystal is taking the position vacated by Mr. Gilbert.

"Dick" Stibbard and Marie Paulsen, both of the Freight Acct. Bureau, have had the laugh on us for about three months, they having been married for that time and maintaining a Jekyll-Hyde existence. The news leaked out when they were both on vacation at the same time. Upon Mrs. Stibbard's return she found her desk beautifully adorned with flowers, ribbons and a set of initialed silverware. Hearty congratulations to the deceivers.

"Mike" Levin, Chief Clerk Disbursements Bureau, recently purchased a 1926 Buick Sedan, and under the able instruction of "Bill" Hamilton (Ford Specialist) is now driving it like a veteran.

Miss Mila Utkin, Conductors' Accounts Bureau, is no longer one of us, having resigned last month.

Miss Amelia Grenke, Freight Accounts Bureau, has returned from a month and a half leave of absence. She has been at home caring for her mother, who has been very ill. She is much improved now, however, permitting Miss Grenke's return to work.

Two of the (worst) Radio Bugs in this office are "Fred" Vanasek and "Joe" Grilleaux. "Fred" stays up all night to see if he can get Chicago and "Joe" takes his set apart and has enough left to make another.

Mrs. Marvel Workman, Conductors' Accounts Bureau, has left the service. She and her husband have left the state to make their home in Alabama.

Herman Grenke, Special Accountant, is in the Northern part of the State, checking time on the five Northern Roads.

Edythe Hatter, Conductors' Accounts Bureau, has left the service to become the bride of Mr. John Dinsdale. Her friends of the Company extend every good wish.

Vacations for the month are as follows:

Mrs. Louise Kuehner—Long Beach.
Mrs. Fanny Jones—Home.
Mrs. Marie Stibbard—Home.
May Potter—Home.
Dorothy Rivese—San Francisco.
Helen Wegerer—Home.
Albert Eurich—Grand Canyon.
Oliver Radford—Sacramento.
F. H. Gilbert—"East."

7TH ST. WAREHOUSE

By Daniel Sanchez

The recent arrival of baby boys in the respective homes of Mark J. Crellin and Paul C. Unberger, Check Clerks, was the glad tidings we learned last month. Both report all is well.

Our sympathy is extended to the family of James R. Combellack, Stevedore, who, after a short illness, passed away last month.

Spring "feveritis" probably accounts for the early start that has been made on annual vacation from the Freight House, several of the boys are now looking forward to 1927. Among the early ones were: Walter Cooper, Stevedore, and William Turner, Checker, who report their time spent improving the old homestead.

Patrick Keyes, Trucker, journeyed to Boston, while John Zimmer is planning an early visit to relatives in Oklahoma. Edward A. Walker, Watchman, and wife are planning an early trip to Portland, Oegon.

Harry Jordan, Trucker, is again at work after a month of serious illness.

ENGINEERING DEPT.

By Leonard A. Biehler

During the recent storm it was a case of "in again" and "out again," especially on the Del Rey-Redondo Line at Hyperion and the Glendora Line at Duarte Cut.

It was estimated that on, Sunday April 4th, the extra gang, comprising 26 men, handled over 40 cars of sand in seven hours that had washed over the track at Hyperion.

Duarte Cut filled up and was opened so many times that the steam shovel gang did not know if they were coming or going. The storm deposited approximately 4000 sq. yds. of debris in the cut.

The direct cause of trouble at this point can be laid to the water shed to the north being destroyed by forest fire.

It is with deep regret that we record the passing of John Fulks, Sub-Foreman of the B&B Dept.

Mr. Fulks was the victim of small-pox and died on Apr. 4th, 1926. The sincere sympathy of the P. E. Family is extended to Mrs. Fulks and other members of John's family.

Clifford A. Elliott has again resumed his duties in the Engineering Department after an absence of several weeks. Mr. Elliott spent his leave-of-absence on his sister's ranch near Arcadia and is a very good example of what rest and California sunshine will do for one.

Gesford Thompson sprang a surprise on his friends of the Field Department by slipping off very quietly to San Bernardino Saturday where he was married on May 1st to Miss Florence Donnelly.

All of the Washington Street Yard boys received a severe shock Monday a. m., April 26th when Max Schuring passed the cigars, announcing his marriage on Saturday, April 24th. Many congratulations.

LONG BEACH & HARBOR

By V. L. Swart

Will wonders never cease? We have heard of Tom Higgie getting Oakland on a crystal set; of Eric Johnson getting 40 miles to the gallon with "Old Betsy;" of Len Smith dropping two deer at a thousand yards, with a single shot; of Bill Schultz's great production of rattlesnake oil; but, it remained for our snappy foreman, Cherry, to "tie" them all with a tale of diving into the Warrior River, near Birmingham, deftly hooking a knotted rope through the gills of a 200 lb. member of the finny tribe, swimming to the surface, and landing the Big Boy single handed!

Whew! Yes, sir, we have a high-powered bunch on the Southern.

Jack Churchill reports a pleasant two weeks vacation spent at San Francisco and Sacramento.

Beat this one. While watching the boys pull a smoking journal brass, recently, Motorman Blakely, run 84, remarked to our Assistant General Foreman, Boswell: "The plows in Texas used to get that hot."

Jim hasn't recovered yet!

Mrs. Alma Anderson, a member of our P. E. family at Long Beach for the past 10 years, has resigned to enter the restaurant business at Saugus.

Her many friends all join in wishing her success in her new venture.

Iva Clark has returned from a two weeks' vacation spent at Hemet, with her parents.

The gang is eagerly awaiting the announcement of Storekeeper Fred Dilthey's proposed wienie bake and beach party. Let's go, Fred!



Hail the Bride, Mrs. A. E. Stibbard, and the surprise that greeted her one morning last month after friends had discovered her dual life, a secret marriage dating back some three months.



Manly Defiance

Boss—"Did you collect that bill?"
 Jenkins—"No, sir. He kicked me down a flight of stairs."
 Boss—"You go back and get that money. I'll show him he can't scare me."

An Italian, having applied for American citizenship, was being examined in the naturalization court.

"Who is President of the United States?"

"Mr. Coolidge."

"Who is Vice-President?"

"Mr. Daw."

"Could you be President?"

"No."

"Why?"

"Mister, you 'scuse me, please; I vera busy worka da mine."

Street Car Fares

Of cities having a population over 25,000, there are 83 having 10-cent fares in force, three cities having 9-cent fares, 67 cities having 7-cent fares and 38 having 6-cent fares.

As It Looked to Her

The district school inspector wrote upon the blackboard, "LXXX". Then peering over his spectacles at a good looking girl in the front row, he said, "I'd like you to tell me what that means."

"Love and kisses," the girl replied.

A Test

It's a case of genuine love if he keeps his eye on the girl and not on the taximeter.—Bison.

Why do Scotchmen never wear rubber heels?

Because they give.

"Dat baby of you's," said Mrs. Jackson, "am a puffect image of his fathah."
 "Yes," answered Mr. Johnson, "He am a reg'lar carbon copy."

One of the very best safeguards against financial adversity is the practice of economy in time of prosperity.

Customer: "Let me see a muzzle."
 Dealer: "Here is one, sir. I just sold one like this to a woman."

Customer: "But the kind I want is for a dog."—Ex.

Logical

"Use the right verb in this sentence—'The toast was drank in silence.'"
 Pupil—"The toast was ate in silence."

Hospitable Host: Won't you have some more duck, Miss Stommer?

Bashful Guest: No, thank you!

"Oh, do, Here's a nice little leg, just your size."

"So Casey pleaded not guilty to a charge of fightin'?"

"He didnot!" retorted Mrs. Casey proudly. "He pleaded not present."

Dear Dad: "Send me some money, I am broke."
 Dear Son: "So's your old man."

The Maiden's Prayer

"Dear Lord, I ask nothing for myself! Only give mother a son-in-law."
 LeJournal Amusant (Paris).

Misleading Jollity

"Does 'at smile mean you forgive me?"

"Stay away, niggah; I'se just smilin' to rest mah face."—Orange Owl.

Little-Girl-Next-Door: "What's the new baby at your home, Jimmie, a boy or a girl?"

Disgusted-Little-Brother: "Aw, it's a girl. I saw 'em putting powder on it."

"Can you think of anything more utterly useless than silk stockings?" asked the intensely practical man.

"Not unless it's the thing that stands on street corners watching them," answered his wife.

A Woman's Reason

Mother—"What are you crying for, darling?"

Beryl—" 'Cos Dowis won't play with me."

Mother—"Why won't Doris play with you?"

Beryl—" 'Cos I'm crying."

"Are you still engaged to Miss Redwitz?"

"No."

"You lucky man! I pitied you when you were. How did you get out of it?"

"I married her."

"Did you have a local anaesthetic?"
 "No. I went to a hospital in Rochester."

A Little Lesson in Politeness

I freely admit that this is one of an exceedingly ancient vintage, but it is a railroading story, and it has been my observation that railroad men like their stories to be well seasoned with age.

It is a yarn which the late J. T. Hanrahan, president of the Illinois Central system, was fond of telling on himself.

Mr. Hanrahan was sitting in his office at Chicago one day when a burly person entered, without ceremony or knocking.

"Me name's Casey," he said. "I want a pass to St. Louis. I wurrk in the yar—rds."

"That is no way to ask for a pass," said Mr. Hanrahan. "You should introduce yourself politely. Come back in an hour and try again."

At the end of the hour back came the caller. Doffing his hat he inquired:

"Are yez Mr. Hanrahan?"

"I am."

"Me name is Patrick Casey. I've been wurrk in the yar—rds."

"Glad to know you, Mr. Casey. What can I do for you?"

"Ye can go to hell. I've got a job on the Wabash!"—Irvin Cobb in the Boston Globe.

If brevity is the soul of wit a lot of people are going to laugh themselves to death around the bathing beaches this summer!

Presence of Mind

During the World War one of the great steamships that was used as a transport for soldiers was on her way across when a torpedo boat was sighted. In anticipation of the danger they were in all on board were lined up on deck.

There was a deathly hush for an instant when suddenly from down the line a Yiddish voice rang out: "Quick, I've got a gold vatch and chain wot I'll sell cheap."

"What is an opportunist?"

"One who meets the wolf at the door, and appears the next day in a fur coat."—Exchange.

Absent-minded Prof. P. D. Smith had left his berth in the sleeper to find a drink of ice water and was hopelessly lost in the middle of the aisle. It was about midnight, and the train was speeding through the country.

"Don't you remember the number of your berth?" asked the conductor. "I'm—er—afraid not," was the reply.

"Well, haven't you any idea where it was?"

"Why, uh—oh, yes, to be sure."

The professor brightened up perceptibly. "I did notice at one time this afternoon that the windows looked out upon a little lake!"—Judge.

Figure This Out!

Anyone familiar with telegraphy will realize that the letters "t" and "l" are somewhat difficult to distinguish between over the wire. An amusing illustration of this fact is clearly shown by the following incident:

An operator at one station sent this message over the wire to another station:

"Foundation under platform in bad condition. Wire instruction."

The receiving operator, mistaking the "t" for an "l" (in the first word) wired back as follows: "Feed the darn thing and notify the public authorities."—Ex.

Missing Fourth

A man once rented a plot of ground to a negro neighbor, upon which corn was to be planted, and at harvest time the renter was to receive one-fourth of the yield. Meeting the negro during harvest time, he asked:

"Look here, Sam, have you harvested the corn?"

"Yes, sai, boss, long ago!"

"Well, wasn't I to get one-fourth?"

"Yes, boss, that's the truf, but there wasn't no fourth! Der was jes' three loads, and dey was mine."—The Christian Register.

Classic

Teacher: "What are the three Greek Orders?"

Tommy: "Cups skuffy, rroas bif sandwich, and peas cocoanut pie."—Exchange.

They Faded, Too

Man (in search of his wife): "Bridget, do you know anything of my wife's whereabouts?"

Bridget: "Yes, sor, I put them in the wash."—Contributed.

A farmer was trying hard to fill out a railway company claim sheet for a cow that had been killed on the track. He came down to the last item, which was, "Disposition of the carcass." After puzzling over the question for some time he wrote: "Kind and gentle."—Ex.

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The longest coast line of any state in the Union.

The highest elevation (Mt. Whitney).

The lowest (Death Valley and the Salton Sea).

The longest waterfall (Yosemite).
The oldest living things in the world (the Sequoia trees).

The richest agricultural counties.
The greatest irrigation systems.

The most enduring petroleum fields.
The finest year-around climate.

The greatest man-made harbor (Los Angeles).

Cramped Her Style

Mrs. Noise:—"Why did you leave your last place?"

Cook—"They was trying to live within their income."—Life.

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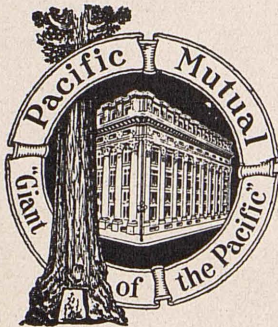
Here's one for ol' Sol to laugh off:
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Summer heat is coming and unless your radiator is cared for NOW, its boiling and volcanic eruptions aren't going to add to the pleasure of your summer vacation and week-ends.
**RADIATOR SHOULD BE CLEANED
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Satisfy yourself by comparing them.

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If you hurry we have a limited number of good values in nickel plated electric percolators, 6 to 8 cup capacity, which are being closed out. Regular prices of from \$5.00 to \$8.00 have been reduced to \$3.50 and \$3.75. They won't remain long at these prices.

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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
Redemptio Fund with U. S. Treasurer	75,000.00
Interest Earned, uncollected	131,726.14
Cash on Hand	\$3,366,809.69
Due from Fedreal 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
Reserved 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 nam-d 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

We Pay Interest on Time Deposits

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

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OF LOS ANGELES

Corner of Fourth and Main Streets

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