



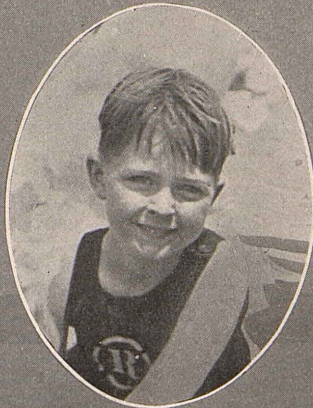
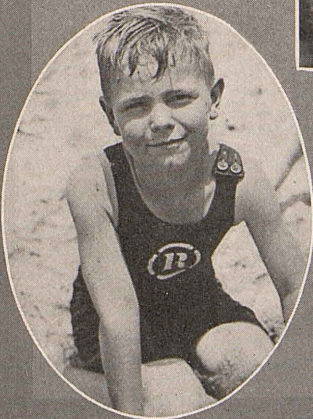
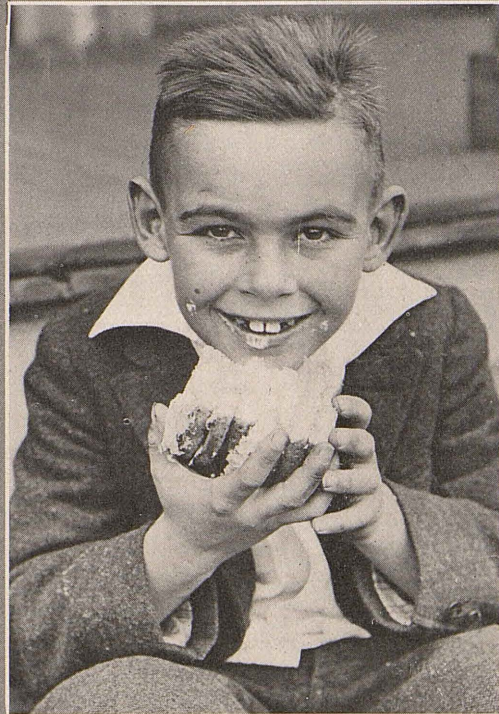
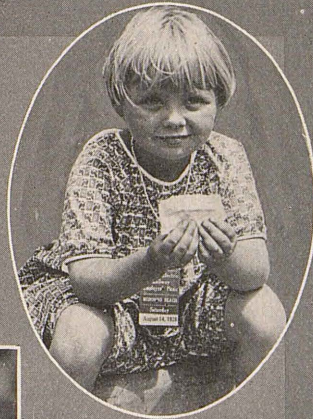
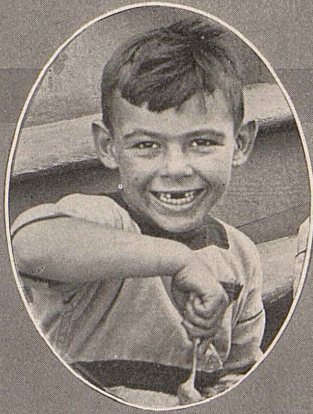
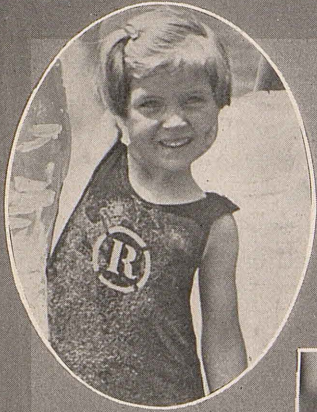
THE PACIFIC ELECTRIC MAGAZINE



Vol. 11

LOS ANGELES, CAL., SEPTEMBER 10, 1926

No. 4



Smiles That Make Annual Picnic Worthwhile

Who Are The Producers?

Without the enterprise exhibited and money invested by far-seeing groups of men, much of the national and individual wealth would never have materialized.

Despite this fact these creators of progress often are characterized as "drones," and "non-producers," yet to the vision of capable, far-seeing men of affairs must be credited the growth and development of the nation and the well-being of the masses.

The above facts were so well exemplified in a recent statement by George Wheeler Hinman, Financial Expert of the Hearst papers, commenting upon the construction of a new electric railway between Milwaukee and Chicago, as to be well worth reproducing at length.

THE writer drove along the line of this new interurban railway. He found a farmer, near the new tracks, who was preparing to move away. He had sold his farm for \$200,000. His farm was worth \$20,000 before the railway came — one hundred acres at \$200 an acre. So the railway, before being opened, has produced \$180,000 net profit for the farmer.

The writer found several other farmers who sold for \$1,500 to \$2,000 an acre the same land they had bought for one-fifth of these prices.

Without doubt, if the writer had interviewed more farmers, he would have more stories of the same sort to tell here. As it is, he has merely suggested the beginning of the new production—the creation of new incomes and values—brought to pass by the new interurban railroad.

What has followed the production of the new fortunes for the farmers in question? In some cases, merely new subdivisions of the real estate. In many cases, however, the production of new homes for Chicago families, who regard the production of homes for themselves as the most desirable sort of production, just now.

Hundreds of these homes are being produced in the form of bungalows, or fair-sized houses, where the new railway stations have been established. The production of thousands more already is planned.

It is a dull mind that cannot foresee the enormous amount of home values and real estate values that is to come as a consequence of the new transportation line, within the next five years.

But is this all real production—production of American wealth, the kind of production that figures in the calculations of a nation's welfare? Of course, it is.

Real estate, improved and unimproved, city and country, is figured as nearly half the wealth that has been piled up in the United States to date. The total value is somewhere around one hundred and fifty billions.

Therefore, whatever has brought to pass the one hundred and fifty billions, whatever is adding to the one hundred and fifty billions, must be counted as productive enterprise in the best sense of the words.

A railroad that makes it possible to produce homes for families, as well as fortunes for farmers, must pass as productive.

But why all this argument to prove something, which seems fairly plain?

Because, in the first place, it is only at the beginning of a business enterprise like this electric railroad, that its real work and accomplishments can be understood.

Once established, the road comes to be regarded as a matter of course, as something that always has been there, and, therefore, as in no way responsible for the creation of the homes, villages, cities, and industries along its line.

Because, in the second place, the men who put in the ten millions in this case, for example, will be denounced, in time, as drones in the hive. Although, without their enterprise, hundreds of millions that will figure in the nation's wealth ten years hence, never would come to pass, these same men will be reproached with being "non-producers" and "parasites."

In some way, the truth should be popularized that the man who hoes beans, or hills potatoes, is not the sole and ONLY producer of the things we live by. There are others.

Last Picnic Gathering Rivals Best Ever Held

Plans, Programs and Weather Measure Last Month's Outing Up to Any Previous One. Most Children Ever Present

IN RECORDING this year's Annual Picnic we won't make the claim that it was "bigger and better" than ever before, because that would be taking in a lot of territory. We can say truthfully, however, that it measured up to any of the many happy "family" outings of previous years, which is saying aplenty.

And the kiddies! Never before were they out in such numbers, a fact plainly evident by the tickets for various free items dispensed to them. Everywhere was in evidence the happy smiling faces of the youngsters, without whom these outings would indeed be dismal affairs. The pictures on the cover tell better than words that their pleasure was genuine and well cared for.

A typical Redondo Beach summer picnic day again greeted us, which has been our good fortune on each of the many occasions of the past, neither fog, rain, cold nor excessive heat ever having contributed to discomfort.

Transportation Ample

By 9:00 a. m. familiar groups began to appear and from that time on each incoming three car train was heavily loaded. Extra service from many points on the system was operated with extra cars added to all Redondo Beach trains. The Information Bureau was again located close at hand that all might secure identification badges, etc., entitling them to the free gifts and privileges.

One of the first events of the day was the ball game between the Mechanical Department and the General Office team, the former again bowing to the office team by the close score of 8 to 7, the issue not being decided until the final inning. Two outs had been registered when the winning run was made. Further details of the game will be found on the page devoted to sports.

The usual "beach appetite" was early in evidence. On all sides one saw delicious looking pies, sandwiches, pies, tempting relishes, mounds of hams and roast beef, heaps of potato chips, dainty salads, more pies, cake and ice cream. My, how good those pies looked! Free coffee and lemonade to the tune of 26,000 cups, were distributed as rapidly as dispensers with pitchers and pails could get through the crowds.

The El Paseo was again the center of athletic events, to the winners of whom, some \$350 was distributed in prizes. Good sportsmanship was exhibited on all sides and there were plenty of entries in each event staged.

Despite the summer day, dancing, afternoon and evening, attracted a capacity crowd, more than 20,000 tickets being given out during the evening hours. A band concert and vaudeville show amused thousands during afternoon and evening. A total of 3577 present took a dip in the plunge.

We wouldn't be equal to recording

Size of Picnic Crowd is Shown by Volume of Tickets Issued

AT TENDANCE of adults at last month's picnic measured up to the records of previous years, while the children seemed to be out in greater number than ever before. The fact of more children being present than at any previous gathering was shown by the number of souvenirs, ice cream and merry-go-round ride tickets dispensed, there being several hundred more of each such tickets given out this year.

Mr. Vickrey furnished the following interesting information regarding the free items dispensed, which gives a good idea of the large crowd present:

20,550 Dance tickets,
(evening only).
3,577 Bath tickets.
4,750 Merry-go-round rides.
4,000 Children's souvenirs.
6,400 Cakes of ice cream.
12,000 Cups of coffee.
14,000 Cups of Orangeade.

the details of all that was arranged for the hosts in attendance, neither would space in this issue permit of it. We can only tell briefly of some of the outstanding pleasures of the day. And if any present couldn't find pleasure aplenty it was only because said such party is hard to amuse. For instance, there was dancing, fishing, tug-of-wars, wrestling, boxing, ball game, shooting, bathing, vaudeville shows, concerts, athletic events, etc. And everything was free.

Four acts of vaudeville and a band concert by the P. E. Band were given afternoon and evening on the music plaza. Some 2,000 persons witnessed the performances. Both were well received, particularly the band concerts, several encores being necessary in response to plaudits. Many expressed the belief that these were the best rendered recitals ever staged by the band.

Responsible for the far-reaching and effective plans made for the day's pleasure was the intensive work of Club Manager Vickrey, W. A. McCammond and the large corps of Committeemen who gave freely of their time and efforts in planning the many incidental features of the big programme. We owe and express to them our sincere thanks.

Like all good things, the end came too quickly. And it's eleven months more until we have another!

The Winners

The winners, as best we could decipher them were:

Event No. 1.—Preliminary Tug-of-War Contests: Mechanical Department won from Engineering Dept.; Transportation Dept. won from P. E. Club.

Event No. 2.—75-yard race for boys over 8 and under 12 years: 1st, Garland Mathews; 2nd, Howard Weber; 3rd, Alfred Bayliss; 4th, Frank Metha; 5th, Emil Vieth; 6th, John McLaughlin.

Event No. 3.—75-yard race for boys over 12 and under 16 years: 1st, G. Neita; 2nd, W. Carter; 3rd, Alfonso Agala.

Event No. 4.—Novelty dressing race for boys, limited to six: 1st, J. Rindone; 2nd, R. Boeoman; 3rd, F. Metha.

Event No. 5.—75-yard race for girls over 8 and under 12 years: 1st, C. M. Potter, 2nd, G. Perri; 3rd, D. Kennedy; 4th, J. Strover; 5th, A. C. Bono; 6th, E. I. Aninson.

Event No. 6.—75-yard race for girls over 12 and under 16 years: 1st, R. Wright; 2nd, E. Wright; 3rd M. Cohmer.

Event No. 7.—75-yard race for ladies over 16 years: 1st, M. Frazier; 2nd, M. Wilson; 3rd, F. Kresge.

Event No. 8.—Human wheelbarrow race, 25 yards: 1st, C. Stuebe and D. Nichols; 2nd, D. Mathelos and E. Dunoj.

Event No. 9.—400-yard relay race, each man to run 100 yards: 1st, B. Martz, M. Jessen, D. Patson, G. Halthaus; 2nd, D. Nuhels, C. Stuebe, C. Fanlker, Norge.

Event No. 10.—Three-legged race for men over 20 years, 75-yards: 1st, D. McKenzie and C. Forsythe; 2nd, G. McFadden, R. Armous.

Event No. 11.—Sack race for men over 20 years, 75-yards: 1st, E. C. Sharkey; 2nd, G. H. Bradley.

Event No. 12.—Sack race for boys under 20 years, 75-yards: 1st, D. Mathews; 2nd, W. Wilson.

Event No. 13.—25-yard potato race for ladies over 16 years: 1st, Mary Wilson; 2nd, M. Frazier; 3rd, Mrs. H. Ayers.

Event No. 14.—25-yard potato race for boys under 20 years: 1st, J. McAllister; 2nd, H. Perri; 3rd, R. Rindone.

Event No. 15.—Free-for-all race for men, 100-yards: 1st, C. E. Bowman; 2nd, M. Jessop.

Event No. 16.—Novelty egg and spoon race for ladies over 16 years: 1st, Mary Wilson; 2nd, E. Bowman; 3rd, B. Roberts.

Event No. 17.—Gold Mine Scramble for boys under 12 years: "Try and find them."

Event No. 18.—Gold Mine Scramble for girls under 12 years: "Try and find them."

Event No. 19.—Final Event—Tug-of-War Contest: Mechanical Dept. won from Transportation Dept.

'WHEN GOOD FELLOWS GET TOGETHER'



Random shots of just a few incidents of last month's picnic gathering at Redondo Beach

Basic Principles of Railway Time Tables

Official Outlines The Problems of Making Schedules and Cites
The Need of Strict Observance by Trainmen

By F. L. ANNABLE,
General Superintendent

HERE is an old story which everyone has heard, about a railroad which was to be built in Russia in the old days. Engineers could not agree on the route to be followed, and finally the question was laid before the Czar himself. He disregarded all the arguments and laying a ruler on the map he drew a straight line between the two termini and said, "That is the line of the railroad."

Theoretically, that is the way schedules should be made; given a certain speed of equipment and a certain distance, the time should be a simple arithmetical calculation. However, it isn't quite so easy as this to build a timetable schedule.

Governing Factors

The character of the service, whether local or through; the number of stops, for passengers or for operating reasons; the speed restrictions, for safety or otherwise; the grades to be overcome; all these influence the schedule which finally is put out to govern the operation of a train.

A striking example of the handicap which may be encountered in our operation was presented in the recently concluded "Union Depot Case" in Los Angeles, when it was brought out in testimony that the average speed between the Main Street Station and Mission Road, where private right-of-way is reached, is but $7\frac{1}{2}$ miles per hour via Main Street, and 11 miles per hour via San Pedro Street. This, of course, is due to the street traffic and the dozen safety stops required by City Ordinance. The proposed elevated line, offering a possible speed of 30 miles per hour, shows an average saving of approximately seven minutes on schedule, plus the delays due to extraordinary street congestion, etc.

Here then, in building a schedule on any of the Northern Division lines we must take an arbitrary slow speed and set it up for the initial portion of the trip on the basis which experience has

The Railway "Handicapper"

IN THE SERIES of articles to follow on the making of timetable schedules, of which the accompanying is the first, the appellation given in the heading above may well apply to the man who drafts the schedules.

In his mind must lie a thorough knowledge of all the conditions of the race against time, obstacles, gradients, hazards, all of which must be taken into consideration as is balanced the schedules of our trains against those of many others using the same line.

Probably the least understood, and next to safety, the most important feature of railway operation is the making and maintaining of timetable schedules. Mr. Annable has given an interesting insight into some of the fundamentals and future articles by himself and others will deal with the maze of details.

shown to be an average, practical running time.

When the San Bernardino Line was first opened a schedule was set up allowing two hours five minutes for the 58 miles, and it was very hard to make under the conditions which then existed. However, as Trainmen became more familiar with the Line and the equipment, and various retarding features were eliminated, it became possible to reduce this to one hour fifty-five minutes for most of the trains, and by the elimination of stops to one hour forty-five minutes for the "Angel City Limited," and the "Orange Belt Limited."

These schedules were the object of

intensive study by the operating staff, hundreds of trips being made and the times recorded as a basis for future changes which were made gradually. The part played by the Conductors and Motormen in these improvements in service was much appreciated and contributed largely to the satisfactory results. The men who are operating the trains day after day make the schedules under varying conditions, and are in position to make suggestions which will help improve service, and such suggestions are always appreciated and utilized whenever it is possible to do so.

How Public Is Affected

After a practical schedule is worked out it is printed in the timetable and given wide distribution to the public through folders which show many time points. The people along the line become familiar with it and depend upon it. The commuter says, as he lingers over his morning coffee and newspaper, "I have six minutes more before the train is due." Then he kisses the baby and departs, knowing that he has time to walk briskly to the Station and step aboard his car. What then, if the train is off schedule—two minutes ahead, or three minutes behind? If the former, he misses it, if the latter, he arrives late at his work, or misses a connection. In either event there is a chance to start his day wrong, and not one man's day only, but perhaps hundreds, as the morning travel is heavy.

In the preparation of timetables, trains of the various lines are timed to arrive at junction points so they will fall in line and not interfere with each other. If one is off schedule, it obstructs and delays others.

Schedules should be made to fit the needs of the people in the district traveled and the operating conditions on the line and then should be religiously followed.

RAILROADS SAVING TIMBER

That the railroads of this country consume approximately one-seventh of all the timber produced in the nation, is one of many interesting facts cited in a recent article published in the Railway Age. It is shown that due to a special treatment of timber used in various railroad construction, much of the nation's limited supply is being conserved. For the past one-quarter century this product of nature has been used at a greater rate than a new supply was being created, which has caused great concern among the railroads of the country and stimulated their activities towards conservation.

After years of study and experimentation, methods of conservation have

been gradually developed. The method most widely used in the treatment of ties and poles is the injection of certain chemicals, principally creosote and zinc chloride. These chemicals sterilize the wood against the agencies of decay and in so doing more than double the life of the timber.

The article stated that timber sufficient to build 100,000 six-room houses of average design, or enough to provide homes for a city of one-half million, is being saved by the railways of this country annually by the process of treatment now in use.

The writer pointed out that there are a great many opportunities for the treatment of lumber in various timber constructions other than railroads, but at the present time fully 90 per cent

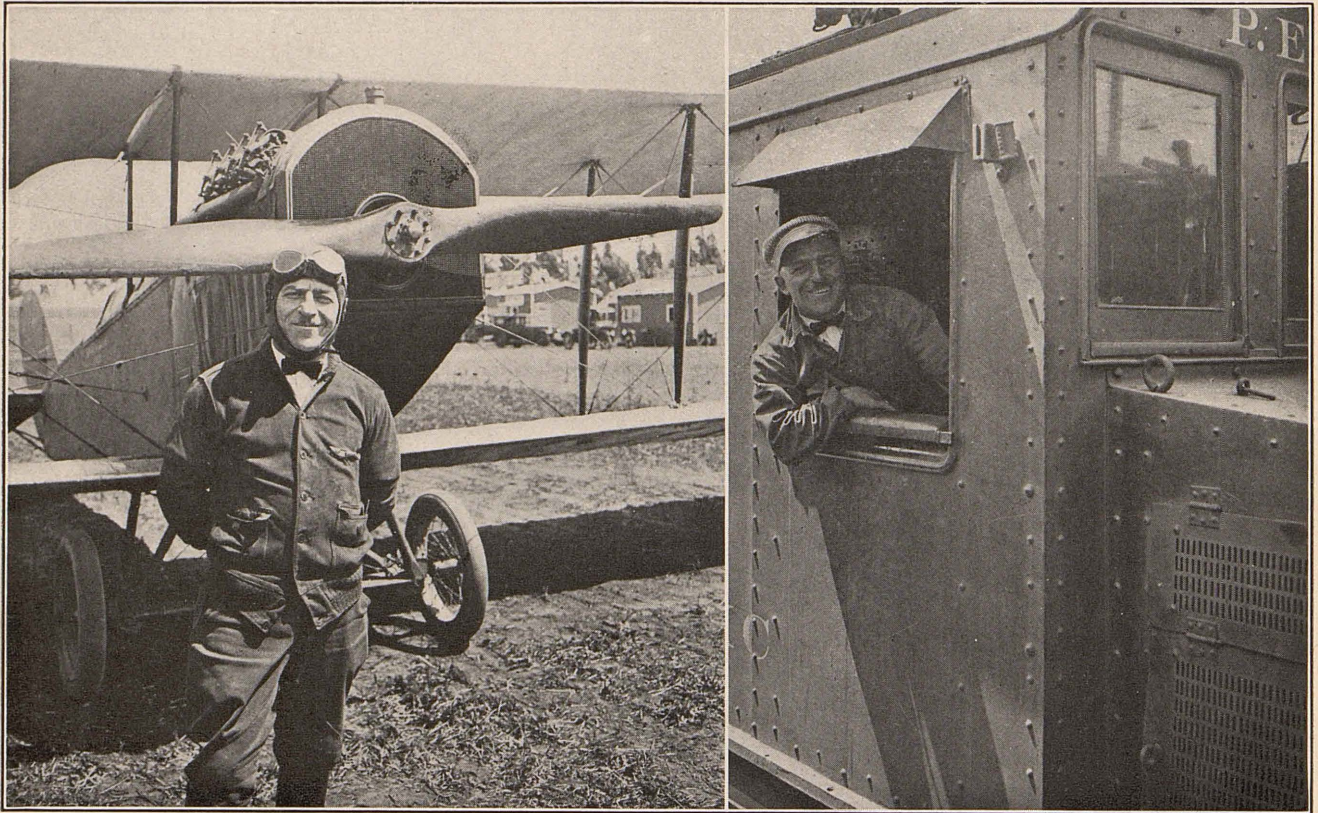
of all lumber so treated goes into railroad service. In other words, the railroads are assuming the leadership in the fundamentally important measure of conserving this country's timber supply.

Down South the old negro cook came to her mistress and gave her the savings of a lifetime to keep just on the eve of her marriage.

"Why, Sally, have you been keeping that money alone all these year? Now that you're going to be married, I should think you would feel it perfectly safe."

"I'se goin' to be married, Missus, and I ain't goin' to keep all this money in de house with that strange nigger 'round."

MOTORMAN AT EASE ON RAIL LINE OR SKYLINE



"Safer in the air than on the job," is the contention of A. W. Callies, Freight Motorman, who is a qualified Aviator, owns his own plane and indulges in it as a sport and possible future vocation.

MOTOR COACH PROPELLED BY CHEAP FUEL INTRODUCED

Motor coaches propelled by a cheap distillate fuel may soon be developed that will come into general use throughout this country, judging by the success attending a trial run of a coach between Duluth and Minneapolis, a distance of 226 miles.

Far reaching economies in operation of motor coaches and heavy duty motors were foreseen by engineers who witnessed the demonstration of the vehicle equipped with a device to burn the fuel, the same having been in course of development for the past four years.

The device is a unit of the motor consisting of an intake and exhaust manifold and carburetor, and according to the designer, can be readily made an integral part of the equipment. Complete combustion of the oil, which is heavier than gasoline and kerosene, is held to be the secret of the invention.

Prof. Rowley, its originator, said that to his knowledge this marks the first time in history that a cheap distillate has been burned successfully in a six-cylinder, high speed, high compression automobile motor.

IT ISN'T often that a Motorman can frequently "get up in the air" and still have his name decorate a railroad's pay check. But there are exceptions to all rules and A. W. Callies, Freight Motorman, employed by this Company, is the only exception of the kind of which there is known record.

But Callies' going up in the air has nothing to do with safe operation, the term being used to herald the fact that as a side line, for pleasure, and future benefits, he is an Aviator.

About a year and a half ago, having experienced a trip in the sky and looking forward to the development of the airplane as a big factor in the transportation field, Callies set about to master the art of flying. Having completed a course he learned of a bargain sale of Government planes at Sacramento. There he secured a plane to his liking, a Curtiss J.N. 4D, and after thoroughly overhauling it made the journey to Los Angeles in seven hours.

In the year and a half that he has been flying, Callies states that he has flown approximately 40,000 miles, has been in the air 375 hours, carried 650 persons and taught four to fly. He states that he is not in the game strictly for commercial purposes, carrying of passengers and teaching being done to aid in defraying expenses. His fly-

AUTO FREIGHT TRUCK LINES ARE TO BE CURTAILED

Any further increase in the number of automobile freight truck lines operating on the public highways will be opposed by the California Highway Commission, it was disclosed last month.

The commission's attitude is evidenced in an objection on file with the Railroad Commission opposing the application of a proposed freight carrying line for a permit to operate its automobile over public highways.

The commission is opposing the application and will oppose all similar applications in the future, it was said, on the ground that public convenience would not be served, that it would add to the already heavy wearing stress on highways surfaces and would restrict further the movement of lighter weight and size traffic.

ing takes in every branch of the art—stunt and acrobatic, photography, cross country and instruction.

Callies has been employed since 1919 and has qualified on all types of equipment and motors, as well as all lines on the system.

His plane is located in a hangar at 94th and Western Avenue.

TRANSIT FACILITIES BASIS OF ALL LAND VALUES

"Land values are the groundwork upon which rests the economic values of our present day civilization.

"Without transportation systems our present civilization would not be possible.

It can be said, therefore, that land values and transit facilities are inseparable, and that the progress of a race or a nation is measured by the degree in which its lands and transportation have been developed."

The foregoing thoughts are the outstanding remarks made by Britton I. Budd, nationally known electric railway official, in an article which appeared in "Aera," of June issue, the purpose of which is to illustrate the relative importance of transportation facilities to land values.

Commenting further on the subject, Mr. Budd said that "transportation is second only to land in sustaining human life, and in the advancement of civilization it occupies first position, citing for example that while primitive man was able to sustain life within a small area, it was not until he had devised some means of traveling that progress was made in civilization.

"Transportation gives a value to land which no other agency could supply in that it makes the land usable to the best economic advantage. Products of a tropical soil are placed at the disposal of the consumer in a temperate or frigid zone. Raw materials are gathered in lands far remote from great centers of population, transported to points where they are transformed into finished products and in the finished state are distributed to the ends of the earth."

To verify his statement as to the effect of transportation on land values, which is more marked in industrial centers than in agricultural lands, Mr. Budd cites two specific instances. He relates:

"Chicago has grown from a frontier trading post to the fourth largest city in the world almost within the memory of its oldest inhabitant. Its phenomenal growth has been due solely to its strategic position as a transportation center.

"Another illustration is seen in the case of the city of New York extending over the period covering the development of its subway system. The total assessed valuation has arisen from about \$3,500,000 at the beginning of the subway construction period to \$12,000,000,000 at the end."

P. E. MASONIC CLUB NOTES

Next regular meeting at the Pacific Electric Club Wednesday, September 14.

A prominent Masonic speaker will address the club on an important subject. Watch for special announcement.

During August, the Pacific Electric Masonic Club visited El Sereno Lodge, Los Angeles, and John Marshall Lodge in Sherman, and conferred the Master's Degree upon two fellow employees.

Traffic Tips Bring Good Volume of Business

By F. E. BILLHARDT,
General Agent, Pass. Traffic Dept.

LISTED in the 14,272 passengers handled in special party movements during the month of August, which is the largest volume of this class of business handled during the present summer, are several movements secured solely through traffic tips supplied by employees.

The following are details of such party business secured and appreciation is expressed for those who kindly interested themselves in thus adding to our passenger volume.

One of the largest movements handled in recent years, the L. A. Gas & Electric Corporation's picnic at Seal Beach on August 21st, was secured through information supplied by R. O. Christiansen of the Bureau of News. A total of 2727 passengers were handled in this party, movement in both directions being "splendid," gas company officials stated. The entire party was moved out of the station in slightly less than an hour.

John McLeod, Bridge & Building, Engineering Department, supplied information which led to the securing of 80 passengers, members of the Olivet Gospel Hall, from Los Angeles to Huntington Beach.

Fifty passengers from Glendale and the same number from San Bernardino, both destined to Long Beach, were routed over our lines due to tip furnished by A. O. Williams, Trainmaster, Long Beach.

A. C. Russell, Motorman, Western Division, again was instrumental in securing business with information supplied us relative to an Elk's outing from Santa Monica to Oxnard. As a result of solicitation, 141 passengers in Southern Pacific cars were routed over our Air Line to Los Angeles and turned over to the steam line for handling to Oxnard.

Information given by W. G. Rich, Trainmaster at San Pedro, added a 21

FUNCTION AND JURISDICTION EMBODIED IN I. C. C.

As a matter of information the functions, jurisdiction and historical features of the Interstate Commerce Commission are of general interest, highlights concerning which are as follows:

This body now consists of eleven Commissioners appointed by the President with the approval of the Senate. The Commission handles various and sundry rate matters, ranging from single products moving in small quantities to rate investigations and decisions governing the entire rate structure of the country on all commodities.

This tribunal was organized in 1887 by an act of Congress "to regulate commerce." For some time after its organization the activities were limited to the railroads engaged in interstate commerce. In 1901 additional powers were placed in its hands by Congress and it became active in the control of many features of railroading. Express, mail and the Pullman Company, as well as privately owned pipe lines, were placed under the Commission's authority in 1906, with many public service corporations added in 1910.

Probably one of the most voluminous tasks ever assigned to a public body was turned over to the Commission in 1913, involving the taking of a physical valuation of all operating property belonging to railroads of this country. The task is yet unfinished and its completion will require years more.

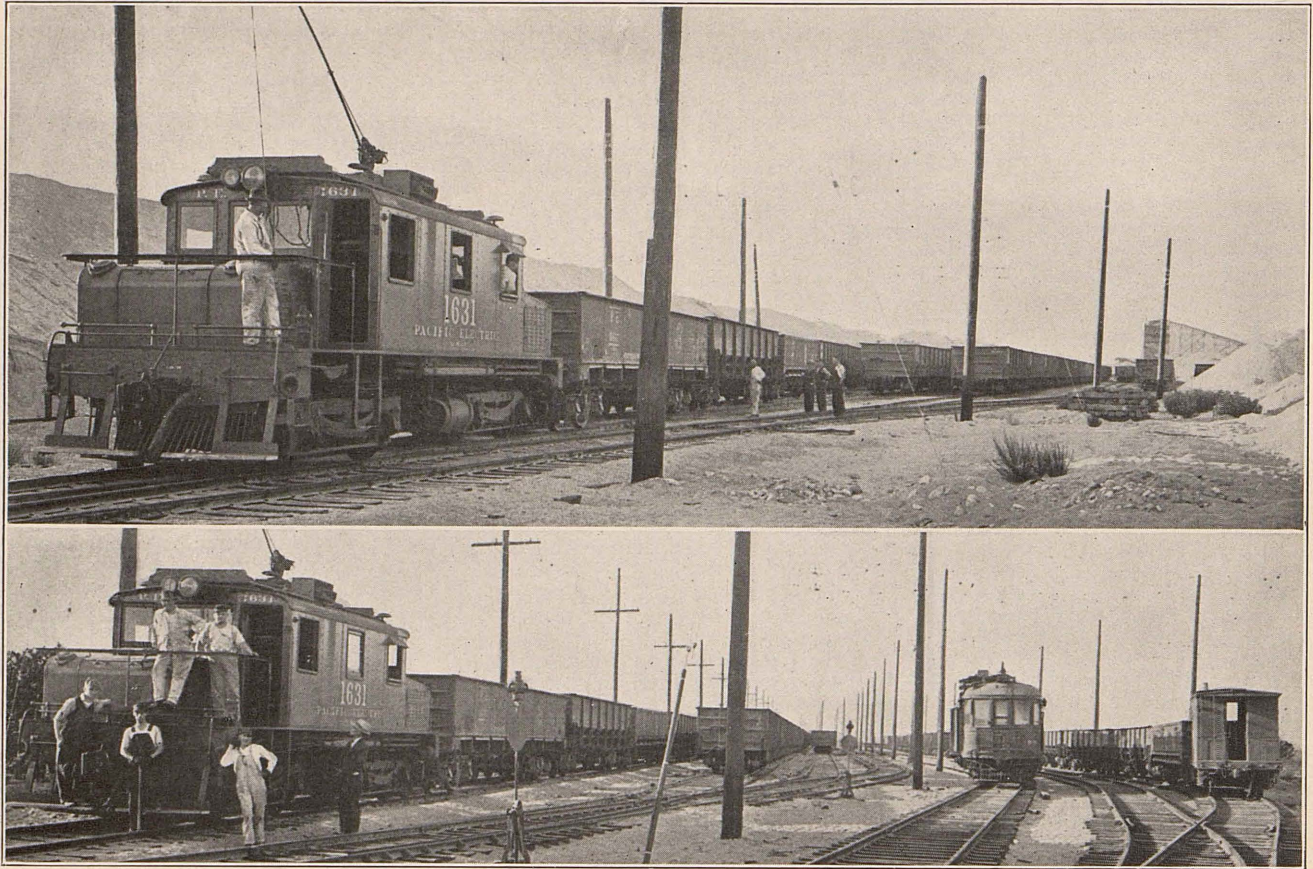
party Y. M. C. A. group from San Pedro to Mt. Lowe.

Without the information obtained from these loyal workers it is likely that the business would have gone to our competitors, the bus companies. With their entry into the local transportation field the securing of party movements often is a question as to whose representative first solicits the business. For this reason information secured well in advance of the event will frequently land it, where otherwise it may go to other carriers.

COMPARISON OF ACCIDENTS DURING JULY, 1925 AND 1925

| | Northern Division | | Southern Division | | Western Division | | Motor Coaches | |
|--|-------------------|-----------|-------------------|-----------|------------------|-----------|---------------|------------|
| | 1926-1925 | 1926-1925 | 1926-1925 | 1926-1925 | 1926-1925 | 1926-1925 | 1926-1925 | 1926-1925 |
| Interference with vehicles... | 89 | 96 | 75 | 69 | 168 | 198 | 34 | 24 |
| Collisions and Interferences with cars | 1 | 6 | 0 | 5 | 6 | 5 | 0 | 0 |
| Persons struck | 1 | 4 | 3 | 0 | 9 | 3 | 0 | 0 |
| Derailments | 8 | 3 | 7 | 14 | 9 | 7 | 0 | 0 |
| On and off moving cars.... | 14 | 9 | 4 | 8 | 8 | 7 | 0 | 0 |
| Miscellaneous | 26 | 25 | 31 | 38 | 40 | 38 | 3 | 9 |
| | 139 | 143 | 120 | 134 | 240 | 258 | 37 | 33 |
| | | D-4 | | D-14 | | D-18 | | Inc-4 |
| | | | | 1926 | | 1925 | | |
| Interferences with vehicles | | | | 366 | | 387 | | 5.4% Dec. |
| Collisions and Interferences with cars | | | | 7 | | 16 | | 56.2% Dec. |
| Persons struck | | | | 13 | | 7 | | 85.7% Inc. |
| Derailments | | | | 24 | | 24 | | None |
| On and off moving cars | | | | 26 | | 24 | | 8.3% Inc. |
| Miscellaneous | | | | 100 | | 110 | | 9.0% Dec. |
| | | | | 536 | | 568 | | 5.6% Dec. |
| | | | | D-32 | | | | |

TWO-MILE EXTENSION FINISHED IN 3½ MONTHS



Built in 3½ months the two mile line extension to the Reliance Rock Company's plant near Azusa was put into service last month. The upper view shows the yards approaching the rock plant; below is seen the Cypress six track interchange yards capable of handling 125 cars.

AUTO ACCIDENTS REDUCED

Progress made in this city in the matter of curtailing deaths caused by automobile accidents is revealed in recent statement emanating from the Automobile Chamber of Commerce. Despite a continually increasing automobile population and other difficult local conditions, such as narrowness of thoroughfares, Los Angeles was the only one of the five leaders in casualties to have shown a decrease over the first six months of the year previous, on which basis the figures were computed.

According to the report the five ranking cities in auto casualties, together with the number killed from January to June inclusive, were as follows:

| | |
|---------------------|-----|
| New York City | 569 |
| Chicago | 391 |
| Detroit | 176 |
| Philadelphia | 122 |
| Los Angeles | 117 |

True politeness is perfect ease and freedom.

It simply consists in treating others as you love to be treated yourself.—Chesterfield.

AFFECTING the securing of a considerable volume of rock product shipments and capable of being welded into future extension plans, service over the 9,700 foot extension to the Reliance Rock Company's plant near Azusa, was inaugurated on August 3rd. The new line, which branches off the Covina line near Bassett, using an electrified section of Southern Pacific Company tracks for a distance of 4500 feet, extends in a northeasterly direction from Bassett.

Construction work on the project, costing approximately \$200,000, was begun on April 17th and but three and one-half months were required to bring it into an operating condition. Seventy-five pound rail was used and catenary type of construction employed in the overhead. Near Crushton an interchange yard of six tracks, capable of storing 125 cars, was constructed. Storage yards adjacent to the rock company's plant also will care for the storage and handling of approximately 100 cars.

At the present time the Reliance Rock Company is the only industry served by the new extension, this company's product being crushed rock, sand and gravel used largely in high-

EMPLOYEES IN HOSPITAL

The Medical Department furnished the following list of employees who are now receiving medical attention as the Magazine goes to press: Harold Oulton, Traffic Officer; Edward Blackwell, Mechanical Dept.; Geo. Kuhn, Mechanical Dept.; W. H. Otto, Motorman, Southern Division; C. T. Haberman, Conductor; Frank Chadburn, Asst. Gardner; Clifford Elliott, Engineering Dept.; M. Cano, Laborer; W. Rossea, Laborer and Victor Hernandez, Laborer.

The friends of the above are urged to call at the Pacific Hospital and cheer the boys up by their visits. The patients are being well cared for, but visitors are always welcome. The Hospital is located at 1329 South Grand Avenue and the visiting hours are 2 to 4 and 7 to 9 p.m. daily.

way construction in this section. The plant, one of the most modern of its type, is capable of a daily output of 5,000 tons.

Considerable industrial development is expected to follow the line's completion, a steel plant being one of many industries shortly planned to be erected in the district adjacent to this new line.

THE PACIFIC ELECTRIC MAGAZINE

Published Monthly by the Bureau of News
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Employees of the Pacific Electric Railway.

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

Vol. 11; No. 4 Sept. 10, 1926

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

‘MAKE our Road a Friendly Road and its Fame Will Travel Far!’

Looking out through the little win-
dow of her ticket office at Oakland
Pier, Miss Jessie A. Wade, Ticket
Clerk for the Southern Pacific, evol-
ved the thought embodied in the above
quotation. For having written it she
won the first prize in the courtesy Es-
say Contest of that road. She has
been practicing the virtue of courtesy
and friendliness during her entire serv-
ice with that company.

She must have been. She could not
possess a discourteous nature, and, on
the spur of a moment, coin a thought
that rings so true.

Her essay that brought first honors
to her, was brief, but overflows with
golden, joyous thought. It reflects a
real personal interest in humanity, as
well as in the welfare of her employ-
ing company.

Elsewhere we reproduce for the
benefit of the folk of our company
her essay. It is all splendid, but get
into your mind and retain these won-
derful gems:

*“There is no mood so ugly, no heart
so hard, no soul so sad that will not
melt under the spell of courtesy.”*

“To make friends, be friendly.”

*“Make our road a friendly road, and
its fame will travel far.”*

*“Be happy to serve and the public
will come again to be served.”*

*“It’s really just fun to smile and see
the ‘thank you’ smile returned.”*

There is the complete decalogue of
courtesy!

You’ll be happier; you’ll make others
happier, and Pacific Electric fame “will
travel far” if each of us strive to make
friends by being at all times friendly.

‘Make Friends by Being Friendly’ Keynote of Prize Essay

*SOME excellent thoughts on
courtesy are contained in the
essay below by Miss Jessie A.
Wade, Ticket Clerk Oakland Pier,
the same having won first honors
in competition with 574 others sub-
mitted by Southern Pacific em-
ployees.*

*“Courtesy costs nothing, yet it
enriches all.*

*“Across the little square of my
ticket window, studies in human
nature pause and pass on, each
going somewhere and eager to
get there. One has but a mo-
ment in which to serve and the
quickest avenue is through cour-
tesy.*

*“Our Oakland Pier is a world
all its own. Here is life—joys,
anticipations, disappointments. A
timid old couple on their way to
their daughter—a foreigner who
doesn’t understand and patiently
meets all trains until he finds his
“Rose Marie”—a grandfather to
meet his first grandchild, just has
to tell some one. And so the
throng passes on.*

*“There is no mood so ugly, no
heart so hard, no soul so sad that
will not melt under the spell of
courtesy. People’s travel diffi-
culties are usually not large.
They only seem large TO
THEM.*

*“To make friends, be friendly.
It’s the individuals who make a
railroad. Make our road a
friendly road and its fame will
travel far. Be happy to serve
and the public will come again to
be served.*

*“But really, it’s fun just to
smile and see the “Thank You”
smile returned.*

*“A pleasant journey to you—
And you’ve made a friend for
your road.*

“Yes! Courtesy costs nothing.”

Daddy’s Here!

I’ve heard the opera singers grand,
The best musicians in the land;
And even finer things than these,
I’ve heard the song-birds in the trees.
But of the sound I love to hear,
This is the sweetest to my ear.

“Oh Mama, Daddy’s here!”

There’s something in the singer’s skill
That has the power to hold and thrill;
And there’s a bit of rapture in
The notes of some fine violin,
But nothing that an artist plays
Can touch me like this simple phrase.

“Oh Mama, Daddy’s here!”

Oh, there’s no finer sound to hear
Than joyous music sweet and clear
Of just a little youngster glad
Who runs to meet a tired Dad.
I’m sorry for the home without
A youngster there to run and shout,
“Oh Mama, Daddy’s here!”

TRAFFIC MANAGEMENT TO BE COURSE AT LOCAL COLLEGE

Planned to prepare men for work in
traffic departments of transportation
companies and industrial enterprises, a
12-week course in “Traffic Manage-
ment” is offered in the Fall Quarter
of Metropolitan College, University of
California, according to the September
schedule just issued.

In charge of Earl W. Hill, Vice
President of the International Institute
of Traffic, the group will meet once a
week on Monday evenings from 7 to
9:20 on the 13th floor of the Trans-
portation Building, Seventh and Los
Angeles Streets.

The Interstate Commerce Act, pro-
cedure before the Interstate Commerce
Commission, and specific consideration
of freight classification, routing claims,
tariffs, traffic regulations of railroads,
demurrage, and rate construction will
be considered and discussed in the
lecture course to open at Metropol-
itan College, the downtown evening
school of U. S. C. next month.

Full information may be obtained
by getting in touch with Mr. Hill at
the P. E. Club or by personal appli-
cation at the Transportation Building,
7th and Los Angeles Streets, anytime
between 8:30 and 9:30 p. m.

In 1890—

The world’s greatest automobile
maker was working in a bicycle shop.
A millionaire hotel man was a “bell
hop.”

America’s steel king was stocking a
blast furnace.

A president of the United States was
turning a printing press.

An international banker was firing a
locomotive.

A great merchant was carrying a
pack on his back.

A railroad president was pounding a
telegraph key.

In 1950—You?

For the rules of success are the
same now as they were hundreds of
years ago—hard, conscientious work.
Brief, simple and easy to say, but ever-
lastingly hard for some of us to per-
form.—Ex.

A young man called at the office of
a famous diagnostician, and asked to
see the doctor. The nurse took his
name, and told him to go into the
next room and remove all his cloth-
ing. The young man protested. The
nurse insisted that it was the doctor’s
absolute rule. A few minutes later
the doctor entered the adjoining room
and found the visitor stark naked.
“Well,” said the doctor, “what seems
to be your trouble?” “Doctor,” said
the young man, “I wanted to see if
you wanted to renew your wife’s sub-
scription to the Ladies’ Home Jour-
nal.”

Consider carefully before you say a
hard word to a man, but never let a
chance to say a good one, go by.—
Lorimer.

PACIFIC ELECTRIC CLUB AFFAIRS

(N. B. VICKREY, ASSOCIATE EDITOR)

EXECUTIVE COMMITTEE MEETING OF P. E. CLUB

The August meeting of the Executive Committee of the Pacific Electric Club was held in the Auditorium of the Club Rooms, August 4, at 2:00 p. m. The following were absent: E. L. Young, J. R. Buster, J. Hanselman, H. L. Legrand, P. H. Mann, O. C. Black, J. W. Anderson, E. A. Stevens, F. E. Mayfield, M. T. Spencer, J. R. Hamilton, Fred Guenette, D. E. Porter, W. A. McCammond, and T. J. Day.

Club Fund

| | |
|-----------------------|-----------|
| Balance, 7-1-26 | \$ 753.99 |
| Receipts | 1092.25 |

| | |
|---------------------|-----------|
| Total | \$1846.24 |
| Disbursements | 1263.79 |

| | |
|------------------------|-----------|
| Balance, 7-31-26 | \$ 582.45 |
|------------------------|-----------|

Relief Fund

| | |
|-----------------------|-----------|
| Balance, 7-1-26 | \$ 239.48 |
| Receipts | 478.50 |

| | |
|---------------------|-----------|
| Total | \$ 717.98 |
| Disbursements | 615.00 |

| | |
|------------------------|-----------|
| Balance, 7-31-26 | \$ 102.98 |
|------------------------|-----------|

Unfinished Business

Mr. Thorburn drew a comparison between the conditions at the P. E. Camp and those where he spent a few days at a much higher rate.

Mr. Vickrey stated that the weather is ideal at the Camp and that fishing was unusually good at the time for several large fish were caught by those enjoying their time in this fascinating sport.

Plans have been made for the picnic which it is thought will be pleasing to all and furnish plenty of amusement to those who are able to attend.

New Business

Mr. Herskind brought up the subject of pay for those taking part in the work at Redondo Beach on the day of the Picnic. The subject was discussed pro and con, but it was decided that to allow pay for those taking part in the picnic had a tendency to kill the spirit of the event and should be discouraged as much as possible.

Mr. Manley discussed at some length the time and preparation put on the Tug-of-War contest by the departments taking part, arguing that to put in much preparation had a tendency to make professionals of those taking part and to make it more of a commercial proposition than what we intend it to be—purely the work of amateurs. The Committee discussed at some length these thoughts and many were of the opinion that Mr. Manley's ideas were well stated.

Mr. Allen suggested that the conductors on the picnic trains arriving in

Redondo on the day of the picnic should call out the Base Ball Ground stop, as in previous years this has not been announced and the consequence was that few attended the ball game.

Mr. Brooks announced that the Torrance base ball team and the Macy Street team had played their game which decided who were to meet the Accounting Department team on the day of the Picnic. The Torrance team came out victorious, thereby giving them the chance of playing with the Accounting Department's team.

Mr. Ross asked that the road leading down to the Repair Shop at Macy Street be filled in as the present condition is such that accidents frequently happen. Mr. Vickrey promised to look into the matter.

The President appointed the following men to act as Election Judges on Wednesday, August 25, 1926, to decide who are to serve as Committeemen for the Club Year of 1926 and 1927: L. D. Bailey, W. M. Brooks, Robert Miller, Howard Ross, H. G. Priest, Harold Kuck, W. J. Drake, B. F. Brown, Fred Eggeman, and F. E. Loucks.

Employee Proves Popular Radio Broadcaster

'DON'T go way folks; 'Pacific Electric Art,' is going to entertain you!

Employee radio fans, listening in on the evening entertainments broadcasted from the Warner Brothers Studio, will be pleased to know that the "Art" referred to in the above frequent announcement is none other than Arthur Pabst, Claim Agent of the General Claim Department.



Arthur Pabst

For many months Mr. Pabst has enjoyed marked success as a radio artist, his singing of both new and old time songs having made him one of the most popular of local broadcasters. His revival of many of the old time songs, request numbers of his phantom audience, have brought many letters from fans expressing their pleasure of his efforts. A feature of his performance is the fact that he plays the piano, banjo, harp or celeste as his accompaniment.

Just at this time Mr. Pabst takes his turn at the microphone of K.H.J., the Times, each Saturday afternoon between 1:30 and 2:00 p. m. and at the Warner Bros. Studio, each evening. Those who tune in on him are assured of a series of pleasantly rendered numbers.

P. E. CLUB BULLETIN

From September 14 to October 15, 1926

Tuesday, Sept. 14:

Masonic Club will meet at 7:45 p.m.

Wednesday, Sept. 15:

Northern Division Safety Committee meeting, 2 p.m.

Friday, Sept. 17:

General Staff Meeting, 10:30 a.m.

Vaudeville at the Club, 8 p.m.

Monday, Sept. 20:

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

Monday, Sept. 27:

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

Thursday, Sept. 30:

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

Friday, Oct. 1:

Vaudeville at the Club, 8 p.m.

Monday, Oct. 4:

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

Wednesday, Oct. 6:

Executive Committee meeting, 2 p.m.

Thursday, Oct. 7:

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

Friday, Oct. 8:

Car Foremen's Club meeting, 7:45 p.m.

Southern Division Safety Committee meeting, 2 p.m.

Saturday, Oct. 9:

Agents' Association meeting, 7:45 p.m.

Monday, Oct. 11:

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

Tuesday, Oct. 12:

Masonic Club meeting, 7:45 p.m.

Western Division Safety Committee meeting, 2 p.m.

Wednesday, Oct. 13:

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

Thursday, Oct. 14:

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

Friday, Oct. 15:

Vaudeville at the Club, 8 p.m.

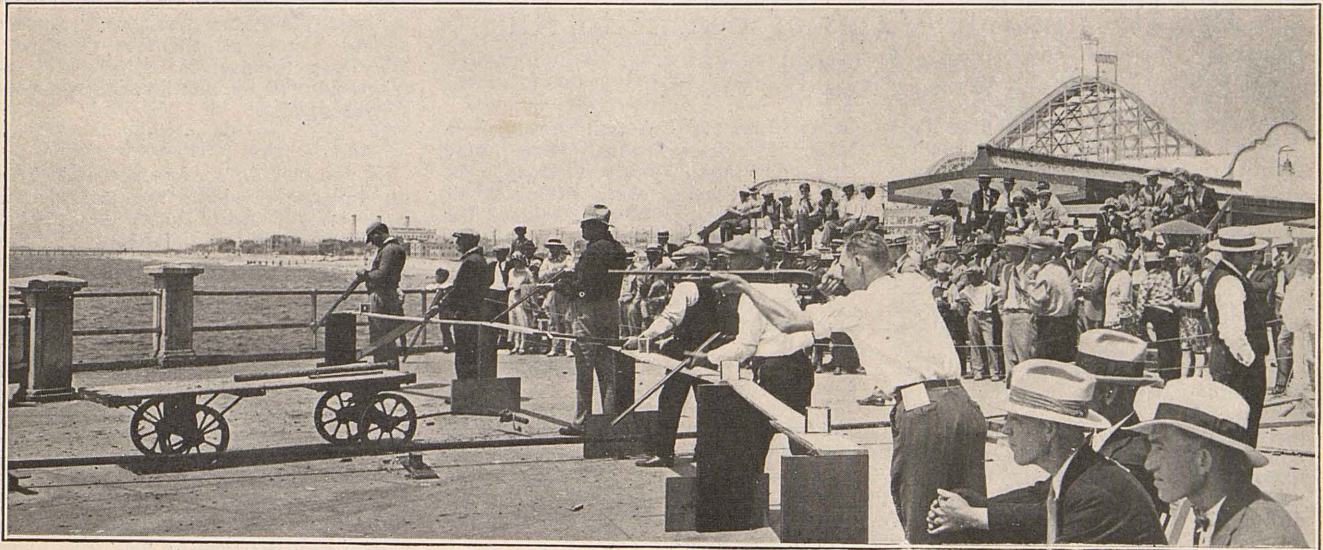
CLUB DANCES BEGIN SEPT. 30

On Thursday evening, September 30, 1926, at 8:30 P. M. the Club Dances for the coming months will again be given to the members. Many carefully laid plans have been made to make this a most successful year for those of our members who enjoy dancing and it is hoped that all will take advantage of this free Club offering. For those who are unable to come regularly it should be understood that they are welcome when it is possible to come.

Mrs. Mabel Rockwell, who is too well known among Club members to need an introduction, will again be the instructor in the classes which are held from 7:30 to 8:30 p. m. each Thursday evening just preceding the evening dance. Every one is invited to join these classes. It should be thoroughly understood that these instructions are without any cost to the Club members and are given for the purpose of teaching those who wish to dance and for those who desire to modernize their dancing.

The jazz orchestra which made such a hit with dancers during the past year, is putting forth special effort to play the newest music in the most artistic manner.

Sportsmen Have Big Day On Redondo Pier



Rod & Gun Club members enjoying their "picnic" on Redondo Municipal Pier at last month's outing. Some 5700 targets were thrown during the day's sport.

THIRTY-FIVE shooters, \$100 distributed in prizes, up-sets in shooting form, and some 5700 targets thrown to the wind, marked the day's sport enjoyed by Rod & Gun Club members on Picnic Day.

Activities were again held on the Municipal Pier, a grandstand for spectators, seating some 200 persons, being a new feature this year.

Shortly after 10 a. m. the festivities began, some thirty odd shooters taking part in the competition for the cash and special prizes offered in the various events. Close scores were recorded in many of the contests, the outstanding one of which was registered in the fifty target main event. When the smoke had settled the score card showed that five shooters were tied seven ways, a situation most unique. In the shoot-off, the following standing resulted:

1st, L. R. Spafford; 2nd, H. Smith; 3rd, J. L. Cowley; 4th, F. L. Manley; 5th, K. L. Oefinger; 6th, B. F. Manley; 7th, K. Thompson; 8th, A. B. McLeod; 9th, W. J. Hodge; 10th, J. M. Geopfert; 11th, E. A. White; 12th, C. J. McDonald, and 13th, D. J. Finley. Prizes ranging from \$10 to \$4.50 were awarded in this event.

L. R. Spafford was the outstanding winner of the day, being in such good form as to win three first prizes, being first in the main event, doubles and special high gun. J. L. Cowley also wielded a wicked gun, being second high winner in prize awards with third place in fifty-target main event and coming second in special high gun doubles.

Among other prize winners in the various events of the day were: F. L. Manley, gold and gold filled medals; K. Thompson, gold filled medal; D. J. McDonald, E. A. White and D. J. Finley, silver medals; B. F. Manley, stick pin; K. Thompson, Rod & Gun Club button.

Sportsmen Plan Week-end Frolic at P. E. Camp

ATENTION Rod & Gun Club members!

A "large" time is scheduled in connection with the Club's outing to P. E. Camp over the week-end, Sept. 25th and 26th. Blue rock shooting and fishing, with cash prizes aggregating more than \$30.00 for the winners, being the attraction.

This outing will mark the last trip of the Club to the Camp this season and a big turn-out is desired. There is sufficient in cash prizes to be awarded to pay the entire expenses of the trip for quite a few members. In addition, special rates for the event at the Camp will be available.

Make your reservations early and secure all details at headquarters.

EXCITING PICNIC BALL GAME WON BY GENERAL OFFICES

Again the General Offices emerged victorious over the Torrance Mechanics in the baseball game played on the annual Picnic at Redondo Beach. But it was by a narrow squeak and Lady Luck gave the nod to the Accountants at the last moment.

Despite it being a loosely played game, it was interesting from the spectators' viewpoint. The Mechanical Department were more than spectators—they were rooters. Even Mr. Geibel, with a handsome sombrero deco-

rating his head, gave a lusty war whoop when his henchmen developed a lead in the early innings of the game—but all in vain.

The hitting of Martz for the Mechanics and Faulkner of the General Offices was one of the features of the game, as was the pitching of Steube after getting off to a bad start. Evans, for the Mechanics, pitched well until hit on the finger by a batted ball.

Below is complete box score of the game:

| General Offices | | | | | |
|-------------------|----|---|---|----|---|
| | AB | R | H | O | A |
| Rachford, lf.... | 2 | 1 | 0 | 0 | 0 |
| Hill, 2b, rf.... | 3 | 1 | 1 | 2 | 2 |
| Rall, 1b..... | 4 | 2 | 0 | 11 | 0 |
| Faulkner, ss.... | 2 | 3 | 2 | 0 | 3 |
| Nordgren, 3b.... | 2 | 0 | 0 | 2 | 1 |
| Cates, cf, 2b.... | 3 | 0 | 0 | 1 | 1 |
| Houston, c..... | 4 | 1 | 1 | 8 | 0 |
| Stuebe, p..... | 4 | 0 | 1 | 0 | 0 |
| Grenke, rf, cf... | 4 | 0 | 0 | 3 | 0 |
| Totals..... | 28 | 8 | 5 | 27 | 7 |

| Mechanical Dept. | | | | | |
|-------------------|----|---|----|----|----|
| | AB | R | H | O | A |
| Fagin, 2b, p.... | 4 | 0 | 0 | 2 | 0 |
| Goins, 1b, c.... | 5 | 0 | 2 | 9 | 1 |
| Frere, 3b..... | 5 | 1 | 0 | 0 | 3 |
| Evans, ss, p.... | 5 | 1 | 2 | 1 | 6 |
| Lallich, rf..... | 5 | 2 | 2 | 2 | 0 |
| Martz, lf..... | 4 | 2 | 3 | 3 | 0 |
| Van Vliet, cf.... | 5 | 0 | 0 | 0 | 0 |
| Vallanave, c.... | 3 | 0 | 1 | 5 | 0 |
| Slater, c, lf.... | 1 | 1 | 0 | 4 | 0 |
| E'ards, p, 2b... | 4 | 0 | 1 | 0 | 1 |
| Totals..... | 41 | 7 | 11 | 26 | 11 |

Two out when winning run was scored.

| Score by Innings | | | | | | | | | | |
|------------------|---|---|---|---|---|---|---|---|------|-----|
| General Offices | 0 | 0 | 0 | 1 | 0 | 3 | 3 | 0 | 1 | — 8 |
| Base hits ... | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | — 5 | |
| Mech. Dept. ... | 0 | 1 | 4 | 0 | 0 | 0 | 2 | 0 | — 7 | |
| Base hits ... | 1 | 2 | 3 | 0 | 0 | 0 | 2 | 1 | — 11 | |

Employees' Tip Activity Praised

Southern Pacific Official Lauds Good Work Done and Returns Some Tips of Benefit to All

By F. E. Watson
General Passenger Agent, So. Pac. Co.

HARDLY a day passes that does not bring at least a few tips on prospective passenger business from our Pacific Electric friends—demonstrating to us in a very material way that we are surely one big family, under two names—yes, but after all, one organization.

To all Pacific Electric employees, we desire to express our appreciation. Our success is ever dependent on the support and cooperation received from our employees—their friends and our friends. Our success and the company's earnings are limited to the extent we have this support. It is comforting to realize and know how fully this condition has been exemplified during the past few months, more so than ever before.

A New Age

There was a time in years gone by when employees were only expected to do the work assigned them—they were not supposed to offer suggestions that might make for greater efficiency or better business. In fact, such action on their part was generally resented. However, things have changed for the better since the age mentioned. Business methods have been improved, modernized and developed, as have also art, literature, government, etc. Great inventions, both for pleasure and convenience in business, have revolutionized our every day life. So it is that today good business and progressive management welcome suggestive thought and other material support of employees. And, after all, why should not the rank and file of employees in subordinate positions, like the executive, give the company they work for their mental as well as physical support?

Don't hesitate to make a suggestion thinking it has already come from someone else; maybe it has, but maybe not. If it has, no harm has been done by its being suggested again; greater importance is given it if coming from different sources. We welcome suggestions, and among the many we receive are some exceptionally good ones that are made use of. It goes without saying that a number of minds are always better than one. I have an idea, and you have an idea; we exchange ideas—and, lo—we each have two. Both are the richer for this exchange—and so it is with business—our business.

You may ask, "What good does it do me?" "What do I get out of it?" First, the pleasure and satisfaction that naturally follows a duty well done. Second, you are making a move toward progress, which, if zealously and ambitiously followed out day after day, will result in your being marked or centered out as an employee who, by virtue of a greater interest in the com-

pany's business and welfare, stands a little more conspicuously than some employees about you. That type of employee is being searched for at all times—workers who are qualified for greater responsibilities.

Opportunity Ever Present

Every person who reads this has an opportunity for greater things. Do you suppose for a minute the great Disraeli, with his racial handicap, would have become premier of England if he, first, had not prepared himself, and, second, had permitted that racial handicap to discourage his ambitions? Your pathway to greater responsibilities is surely not beset with greater obstacles than were his to the premiership of that great country.

It has been truly said, "There is no royal road to success." It comes from long hours of work—loyal and faithful endeavor; doing what seems to always be a little more than is covered by the pay check. However, the man who never does more than he is paid for, will never get paid for any more than he does.

You have, no doubt, often wondered how your officers in responsible positions achieve that distinction, or mark of merit. It would be interesting to hear from the officer who put them in those positions; to hear him say why they were chosen over many others. Those reasons would probably be about as follows: "They knew their business thoroughly—crosswise and upside down; were faithful to every trust, loyal, enthusiastic, could always be counted on in a pinch or emergency and always had the welfare of their superior officers and the company at heart." No doubt, that mental picture will apply from the most newly made junior officer on up the line to your executives.

Serve 'em Service

To the agents who sell Southern Pacific tickets: Learn all you can about them, and about rates and routes. Your ability to handle the customer to your satisfaction and our enjoyment of his patronage is measured by your knowledge of those things and your qualifications to give him full and complete information. Take an interest in his proposition. Let him know you want his patronage and are anxious to serve. Step lively when a patron comes inside your station. Greet him with a smile and treat him as you would if it was at the front door of your home. Handle him as aggressively as though the sale meant a commission to you. It does, if you only realize it—a commission toward a bigger, better and more successful future. Be so posted on your tariffs that a search for the right one is unnecessary. Anticipate his questions and

give him full and complete information, almost without it even being necessary for him to ask questions.

To all employees: Get all the tips you can—send them to my office or turn them over to our office representative in your territory. Agents should handle all the tips they possibly can themselves; others will be taken care of by our district and passenger agents.

Tip Card Tips

If you can do so, be sure and show on tip cards where the prospect is destined and about when he expects to start. This information will enable our representative to call on him fully prepared, with the correct rate, suggested itineraries and any other necessary information. Please don't promise the prospective passenger that you will have someone there to see him at any specified time. Our men are very busy at this season of the year and these appointments can't always be observed. If the party can only be seen at a certain time of the day, you should so state. Be sure and tell us, too, if quick action is necessary, in order that we may give them preference.

Let's go!—for a bigger and better future, for ourselves, families and company.

Children's Safety Slogans

Don't leave the sidewalk until the coast is clear.

You cannot run faster than an automobile or a street car can travel. Don't try to.

Always find a safe place to play. The streets are never safe.

If your ball rolls into traffic let it go until traffic passes. You can get a new ball at any store but you cannot get a new leg any place.

Keep off the back of moving vehicles.

When a motor driver sounds his horn, get out of the way. He isn't joking. You may be hurt if you don't move.

Help the motorman or driver by clearing the way. He doesn't want to hurt you.

Teach the younger children the "Safety first and last way."

A short ride on the outside of a trolley car may mean a long ride on the inside of an ambulance. Don't "grab a ride."

The fellow who takes a dare is the crutch-maker's friend.

Look both ways before you get off the car. It takes a second but it may keep you out of the hospital.

Don't forget what mother tells you about crossing the car track.

Figures don't lie. They don't have a chance with styles what they are at present.

When a woman motorist holds out her hand, then you can be certain that she is either going to turn to the right, turn to the left or stop.

"Was she shy when you asked her age?"

"Yes, I imagine about ten years."

DATA GATHERED FOR MOTOR TRANSIT REGULATION

Testimony governing all phases of passenger and freight motor transportation was brought into the hearings of the Interstate Commerce Commission held in this city last month. Seeking to have first-hand information the Commission in recent months has conducted hearings in various cities throughout the country, its object being to disseminate the facts and make recommendations to Congress for uniform laws regulating motor vehicles engaged in inter-state traffic.

The need of regulation is generally recognized, both by steam line carriers, who have been hard hit by paralleling competition, and automotive transportation companies, who recognize the harm done such legitimate carriers by the entry of irresponsibles.

"Much confusion reigns in the auto-bus transportation business, especially in reference to its interstate phases," said John M. Meighan, Secretary of the American Automobile Assn. "Among the abuses of the system that have come to my attention during surveys made in twenty-four states are especially such as relate to irresponsibles entering the business. Persons with inadequate capital seek to establish bus lines, operate while their resources hold out and then quit, the public being the losers.

"Another abuse relates to the carrying of various commodities, such as fruits, without proper observance by the bus operators of the rules governing such shipments. The whole system needs to be stabilized, with requirements for franchises, rates, fixed running time and other things. Such stabilization can only come through government regulation."

In most instances, however, motor transportation companies were opposed to more than financial responsibility and ability to indemnify losses, contending that fares and rates should not be matters of regulation by legislation.

At the close of the hearing all interested parties were told that they would be permitted to file briefs in Washington until October 10th.

Retires As Associated Oil Head

Public announcement of the retirement of Mr. Paul Shoup as President and Chairman of the Board of Directors of the Associated Oil Company was made last month. Relinquishment of that important post was brought about by increased railroad duties falling to Mr. Shoup upon his recent appointment as Executive Vice President of the Southern Pacific Company.

Further than the election of Axtell J. Byles as President, and William F.

BREEZES FROM MT. LOWE

By Frank Clark, Manager

Business at the Tavern for the month of August has been very good. Reservations for Labor Day and Sunday before are coming in fast and it appears like a full house over this holiday.

George Albright, Engineer at the Tavern, has just returned from a trip to Mt. Lassen, where he explored the crater. Being an engineer, he was anxious to learn how the steam was handled at the volcano.

Miss May Smith, Superintendent of Service, started for Santa Barbara one of those hot days, was partly overcome by the heat, and ended up at Florencita Park on the Watts line, where she spent the night with friends. She has entirely recovered. Gus Zintz, head of the Culinary Department, is passing out cigars, its a boy.

Lights have been installed in the Shelter Station at Inspiration Point.

Louis Steele, Bell-boy at the Tavern, learning the business, has had several things wished on him this summer, such as looking for a wire dish rag, getting a pie check for his dinner, a trip to the summit to find the plunge, a call for the egg opener, etc. He has remained good natured through it all.

Humphrey as Chairman of the Board of Directors, the personnel and policy of the company will be unaffected, Mr. Shoup stated.



Mt. Lowe and its beautiful atmosphere continues to lure film companies in quest of mountain locations, the above being a group from the Universal Film Company. During their stay of three days "shots" were made at the Tavern, on the Incline, and some thrillers in a handcar between Rubio and Altadena. Bill McKee and Charles Puffy, standing next to camera, were the male stars, with Elsie Larron ("supporting" Manager Clark) doing the lead in the feminine role. A party of eight persons from the Lasky Studio also were recent visitors for two days, bringing three horses with them for the picture in which they were engaged.

Schools Offer Study Advantages

Long List of Available Subjects to be Taught
Presented by Educational Advisor

NOW IS THE time that the schools and colleges are opening for the fall term. Vacations are over and we are again settling down to the routine of another year.

What are your plans for self-improvement for the next few months? Will you look back at the end of another year and find yourself as you are today, or will it be with a feeling of satisfaction that you acquired a real knowledge, real progress in the game of life and that you are better fitted to carry on your present duties and are making preparations for the job higher up?

Education is progress founded upon established principles, taking the life experiences of those who have gone before and the contributions of the foremost men of our present generation.

We are allowed to absorb and use these experiences and principles, a donation to the world and to us. Will we accept them? Will we sacrifice a little of that spare time for real self-improvement? It is easy to say yes, but how many will actually do it?

Never in history has there been a greater demand for adult education. In California today there are more adults attending high schools than there are

Educational Director,
P. E. Club,
Los Angeles:

I am interested in taking up the study of
Kindly advise time and location of nearest classes.

Name
Address
Present Work
Phone
Department

minors. In one evening high school of Los Angeles last year there was a registration of over thirteen thousand and eighty-five per cent of these students were over twenty-one years of age.

Below is given a list of the subjects in which instruction may be obtained and which are at the present open to anyone who desires them and by taking the matter up with the Educational Advisor Hill on the coupon that appears on this page, appointment may be made so you may be able to prepare for a class in a school which is

AUTOMOBILE MECHANICS

Automobile Engineering Storage Battery Automobile Electrics

ASSAYING AND CHEMISTRY

General Chemistry Qualitative Analysis

BUSINESS COURSES

Commercial Art Accounting Typewriting
Photography Calculating Machines Penmanship
Arithmetic Business Law of Calif. Salesmanship & Advertising
Bookkeeping Stenography Traffic Management
Professional Law Course

DRAFTING AND DRAWING

Architectural Drawing Blue Print Reading Mechanical Drawing
Structural Drafting

ENGLISH

Beginning Business Journalism & Short Literature—American
English Story Writing
Dramatic Art Public Speaking

ELECTRICITY, PHYSICS AND ENGINEERING

Direct Current Alternating Current Physics
Wiring

LANGUAGES

Spanish French Latin

MATHEMATICS

Shop Mathematics Trigonometry Geometry
Algebra

MECHANICAL

Mechanics & Strength of Material Concrete Construction
Woodwork Carpentry Blacksmith Shop
Machine Shop Oxy-Acetylene Welding

SOCIAL & BIOLOGICAL SCIENCES

Ethics Sociology World History
Current Economics Psychology Civics
Biology

FOR THE LADIES

Sewing Dressmaking Millinery

MUSIC

Orchestra

PHYSICAL TRAINING

Men's Physical Training Women's Physical Training

most convenient for you to attend and which is to give you the instruction desired.

Classes are held in various schools of the city from 7 to 9 p.m., two or three nights of each week and an assignment slip from the Educational Advisor of our club will give you preferential admission into these classes. Do not fail, if you are interested, to clip out the coupon herewith, and mail, through company mail to the Educational Advisor, Pacific Electric Club, 514 E. 8th street, Los Angeles, or the coupon may be sent to same address by U. S. mail.

"CHEAPNESS" OF NEW YORK'S MUNICIPAL FARE SHOWN

Indirect taxation, generally the dark party in the wood pile that paves the way for sponsors to point with pride to the "successful" operation of municipal operated utilities, was recently proven in the case of the much advertised 5-cent fare on certain lines in New York City. The true facts were divulged in a public statement by Comptroller Chas. W. Berry, who explained and proved that the 5-cent fare is really an 8-cent fare.

Failure to collect taxes from the subway and not to receive any return on the money which the city invested in them were shown to have hidden a rightful charge against the 5-cent fare lines amounting to \$13,000,000 annually. Were these charges not paid out of the general tax fund the fare necessary to have operated on an even basis would be 8-cents.

Berry, in his public statement, has pointed out that the loss of \$13,000,000 a year is not the worst part of the situation. The fact that this money is being lost also has acted in a legal way to tie up the several hundred million about to be made available for building new subways.

As a result of Berry's statement, an interesting political situation has arisen. George Olyaney, leader of Tammany Hall, and Mayor Walker both have insisted that under no circumstances will they stand for an increase in car fares. They say that Tammany won last year on a 5-cent fare platform, and that they are going to stand by it regardless of results. Berry does not insist on a higher fare, but he does insist that the people know the truth and decide what they want to do. Governor Smith, sponsor for Mayor Walker and real leader of the Democratic party both in the city and state, has said nothing but has been in conference several times with Berry. There is a distinct impression that he is behind Berry at least in his plan to let the people know the truth.

The facts and figures presented by Berry in his statement were so plain that nobody has questioned them. Even the most rabid 5-cent fare fans, who for years insisted that a nickel was enough for a ride, and that electric railway companies were making "enormous profits" on it now have fallen back in the trenches. Now they are declaring that the 5-cent fare should remain, even if it is necessary to pay several additional cents per passenger out of the public funds.

TRANSPORTATION EMPLOYEES PLAN WEEK-END AT CAMP

Arrangements are being made for the organization of a week-end party consisting of a limited number of Transportation Department employees and dependent members of their families, at the Pacific Electric Camp on Saturday and Sunday, September 18 and 19. This will, at a very nominal cost, afford those employees who have not had an opportunity to visit the Camp, a chance to see the really wonderful recreation center the Company has established in the San Bernardino Mountains.

The Caravan will leave Los Angeles Saturday morning at 10:35 o'clock, and may secure luncheon at San Bernardino. Special stages will leave that point at 2 p.m., arriving at the Camp at approximately 4 p.m. Dinner will be served at the Camp at 5:30. After dinner, a short trip via the Camp Stage will be made to the rim, where a wonderful view may be had of the lights of the cities of San Bernardino Valley below.

After breakfast at the Camp, Sunday morning will be given over to a launch ride around the lake on the "Lady Louise" and the Company's row boats will be at the disposal of the members of the party. Luncheon may be secured at the Camp. Those who desire may also visit the Village. Special stage will leave at 5 o'clock for San Bernardino.

Arrangements have been made to secure for the employees and dependent members of their families, special round-trip rate via stage from San Bernardino to the Pacific Electric Camp, at \$2.50 per person. Lodging at the Pacific Electric Camp will be \$1.00 per person, or where two occupy the same bed, a charge of \$1.50 will be made for the two persons. Dinner at the Camp will be 75c, breakfast 50c and luncheon Sunday, 75c per person. Round-trip pass transportation between Los Angeles and San Bernardino for employees and dependent members of their families will be furnished and this will not be charged against employees' regular allowance.

On account of the large number of employees spending their vacations at the Camp, accommodations for week-end visitors are necessarily limited, and for that reason those who desire to make this trip should notify the General Superintendent's office promptly.

Levi D. Rich Passes

His many friends in the Company extend sympathy to William Rich, Trainmaster, Southern Division, because of the recent death of his father, Levi D. Rich, who passed away on August 27th after an extended illness.

Mr. Rich had been in the employ of the Engineering Department since 1911, and leaves his widow, Marie Rich, and son William to mourn his passing.

All is Pure and Good

By RALPH E. KIDD,
Agent, Van Nuys

JUST a little cabin
Nestled in the wood
Back in God's creation—
All is pure and good.
Just a breath from Heaven
Where Nature doth unfold,
Pouring out its splendor;
Its glory and its gold.
Just a little cabin
Nestled in the wood
Back in God's creation—
All is pure and good.



Just a long train wending
Back to Paradise,
Walled by lofty mountains
Reaching to the skies.
Just a dream at twilight
When the sun sinks low,
And the brush of Nature
Leaves its magic glow.
Just a little cabin
Nestled in the wood
Back in God's creation—
All is pure and good.

Just a soft reflection
From our God above.
Just a sacred moment
When souls open to love.
Now the creeping shadows
In their spectral shrouds
Blanket up the mountains
In a sheen of clouds,
Just a little cabin
Nestled in the wood
Back in God's creation
All is pure and good.

Resting now in slumber
'Neath the shining stars,
Waiting when the dew
drops
Bathe the sleeping
flowers.
Communing now with Nature
Free from mortal strife
Brings me to my Maker—
Fills my soul with life.
Just a little cabin
Nestled in the wood
Back in God's creation—
All is pure and good.

The splendor of the sun rising over Mt. Knawcti, near Clear Lake, furnished the inspiration for the beautiful verse above from the pen of Ralph E. Kidd, Agent at Van Nuys. Mr. Kidd's literary ability was duly recognized recently by the marked success of his novel, "The Phantom Thief," which is to be pictured. Other books he has written with good public reception are "The Golden Circle" and "The Cycle of Life," a scientific work. He also is the author of two successful songs and numerous other poems.

PATRON PRAISES GOOD WORK IN FREIGHT SHIPMENTS

Good service in the delivery of news-print paper to the San Bernardino Sun elicited the following complimentary letter addressed by Mr. Harry S. Webster, Secretary and Treasurer to C. H. Jones, General Agent at San Bernardino.

"In our particular business, when we make some signal accomplishment or render a specific service, it always makes us feel good to get some complimentary expression.

"Just before leaving for my trip north, the thought entered my mind that the Pacific Electric Railway had certainly given us some wonderful service on our car load of paper. In fact, we had one roll left of the particular size which we use the most and had already arranged to borrow some paper from Riverside to get out the following morning's paper. We hardly thought it possible that a car of paper would leave San Pedro 7 o'clock one evening and get into San Bernardino at 6 o'clock the following morning, but such was the case.

"I want, personally, to thank you for the close personal interest which you have taken in our news print shipments and we assure you it is very greatly appreciated."

SURE CURE FOR ALL GRADE CROSSING ACCIDENTS

Prevention of grade crossing accidents is so easy and simple that there is no excuse for them. All that is necessary, is to look in both directions to see whether a train is approaching, stop, and let it go by.

When there is more than one track, wait after a train has passed, to make sure that another train is not approaching on one of the other tracks.

Where a crossing does not afford a good vision, because of the view being obstructed by buildings, trees, curves or embankments, stop, look and listen before crossing.

When signals are in action, crossing gates lowered or flagman is at crossing, train is approaching; and driver should stop, and let it pass.

These are reasonable regulations. If observed, they will prevent grade crossing accidents just as effectively as grade changes. When not observed, the driver's license should be canceled.

In other words, by such regulation, crossing accidents can be averted without loading up municipalities with taxes for grade changes.

He: May I have the last dance with you?

She: You've just had it.

TO RECONSTRUCT A PORTION OF IVANHOE TRESTLE

Clearing the way for what will result in a new gateway to Glendale, Eagle Rock, Pasadena and adjacent territory, the Company last month gave permission to the City to make construction changes in the Ivanhoe timber trestle at Fletcher Drive on the Glendale line.

It is the plan of the city to widen and improve this thoroughfare, construct a bridge across the Los Angeles River and further north connect this new through artery with Glendale Boulevard.

In order to bring about this improvement it will be necessary to make structural changes in a 96-foot portion of the present timber trestle at this point, replacing with a deck plate girder bridge and installing reverse cross-overs, change the light circuit and block signal system. Approximately \$35,000 is the expenditure necessary to complete the work.

With the addition of Fletcher Drive as a main artery in this district's highway system, much, if not all, of the intensive Glendale Boulevard traffic congestion will be relieved and the entire district will be greatly benefited by this new gateway.

The bridge construction will be done under the supervision of the Pacific Electric and following removal of a few property easement obstacles, the work will be started and pushed to conclusion by both the City and this Company.

WM. HOOD, GREAT RAILROAD CONSTRUCTOR, PASSES

William Hood, recognized dean of railroad engineers, for 30 years Chief Engineer of the Southern Pacific Company, passed away suddenly in San Francisco on August 27th. Of unusual robust health for a man of 80 years, his death was a shock to all who knew him.

The passing of this great Engineer brings to light many of the big accomplishments of his life. Rising from an axeman to one of the greatest figures in the history of railroading, he accomplished many feats that had been heralded as impossible.

Some of the outstanding feats of this great man are: The famous Tehachapi loop of the Southern Pacific; the causeway and trestle over Great Salt Lake, the act of bridging a salt-water lake some 30 miles wide; solving the problem of Northern California's Siskiyou Mountains by building an "S" line, which crosses the Sacramento River 18 times and passes through 16 tunnels; and uniting Imperial Valley with San Diego by cutting through Carrise Gorge.

William Hood became identified with the Central Pacific railroad in 1867 and had a part in the construction of the first trans-continental line the following year. In later years he became associated with the Southern Pacific, during which time he was their Chief Engineer. He retired from active service in 1921, but even after his retirement, his counsel was sought.

Motor Coach Musings

By J. A. BIRMINGHAM
Manager, Motor Coach Service

THERE are 101 tricks to most trades and perhaps 1001 to the operation of a motor coach. Any veteran will tell you that you cannot learn them all until you have been at the game for at least a year, and even then you will find there is always something more to learn.

Maintaining schedules is very essential, but two important facts about schedules should always be borne in mind:

1. Schedules are made to govern normal travel, normal traffic and normal weather conditions and when any one of these becomes abnormal, schedules should be disregarded for safety. For example: In case of detour, which increases the mileage or where paving construction work or similar obstruction necessitates reducing speed over that portion of your route, you simply cannot run on time. Doing so would probably cause considerable damage to the equipment and most likely you would be called upon to explain how, under such conditions, you managed to operate on schedule and at the same time avoid violating the speed restriction.

2. If you are scheduled to leave one terminal at 2:00 p. m. and due to ar-

rive at the other terminal at 3:00 p. m., it is not the most important thing to bring your coach into that terminal at 3:00 p. m. It is bringing it in without having had an accident, having handled your passengers in a careful and courteous manner, slowing down to proper speed while turning corners, and making smooth stops and starts all along the trip. Those are the things that count.

No Operator was ever discharged or subjected to discipline for being late. This, of course, does not mean that you are privileged to lay over at the end of lines longer than the schedule permits, or in other words to "lay down" on the job, but you should take it easy until you are absolutely sure of yourself and by so doing, you will be able in a comparatively short time to make your schedule with the best of them.

Watch your record, if you have an accident and investigation proves you are responsible, that fact will show against your record. A good record is like a savings account, something you can always draw upon when necessity demands. If you have an accident and it develops that you were doing something at that moment not in accordance with rules, such as punching transfers and tickets while coach was in motion, carrying on conversation with a passenger sitting behind you or a similar violation of the rules, you cannot expect your witnesses or the Company to stand by you.

Remember this: If an automobile stops suddenly in front of you and you hit it, it is your fault. Or, if you stop suddenly and an automobile runs into you from the rear, it is to a certain extent also your fault. You may feel in such cases that you are getting an unfair break, but you are supposed to be a thoroughly trained and experienced driver, one who should set an example for others and it is up to you to watch out for the driving faults of the others. Human life is in the balance when you fail to do so.

WHO PAYS?

If it were possible to abolish the 250,000 grade crossings in the United States the cost would be \$20,000,000,000. This is a tremendous sum of money. Who would pay it? The railroads, the state and the country. Where would these corporations get the money from? You and your fellow citizens.

All of us know that no business corporation has a dollar that it does not first take away from its patrons. No municipal corporation has a dollar that it does not get from a taxpayer. When the grade crossings are eliminated all the work will be done at the expense of the people, who will pay for it in increased railroad taxation.

The notion that accidents can be prevented by the expenditure of money alone is not soundly conceived. If all the grade crossings in the country were abolished only 10 per cent of the automobile accidents would be prevented, for that is all that occur at grade crossings.—Goshen (N. Y.) Republican.

Big Attendance at Camp Assured During Sept.

WITH three group week-end outings planned for September and reservations much heavier than for the same month of previous years, the present month promises to be a busy one at P. E. Camp.

Elsewhere in the Magazine will be found details of the Transportation Department's outing on the 18th and 19th and indications point to a filled Camp.

On the 25th and 26th the Rod & Gun Club, about 75 strong, will make a two day stay, a big programme of sports being scheduled.

With a three-day stay possible over Labor Day, the entire Camp's accommodations were filled, everything being reserved several days in advance. A large group of Engineering Department employees went enmasse.

This month marks the close of the Camp for the season, and with special rates available in week-end stays, those who may not have had an opportunity to previously visit it should take in one of the caravans. The fall season finds the mountains at their best, trees and shrubs have taken on their gayest hues, the days are balmy and the nights cool with just enough snap to warn of approaching winter.

Time and Payment to Liquidate Debt

WHILE under normal circumstances the terms for re-payment of a debt are usually specified, at times conditions will permit of the person assuming the obligation to dictate the monthly terms.

The following table, compiled by L.

MONTHLY PAYMENT AT

| Amount of Mortgage | 7% Years | | | | 8% Years | | | |
|--------------------|-------------|-------|-------|-------|-------------|-------|-------|-------|
| | 9 | 10 | 11 | 12 | 9 | 10 | 11 | 12 |
| 2500 | 31.27 | 29.03 | 27.21 | 25.71 | 32.55 | 30.33 | 28.54 | 27.06 |
| 2750 | 34.39 | 31.93 | 29.93 | 28.28 | 35.80 | 33.36 | 31.39 | 29.77 |
| 3000 | 37.52 | 34.83 | 32.65 | 30.85 | 39.06 | 36.40 | 34.25 | 32.47 |
| 3250 | 40.65 | 37.74 | 35.37 | 33.42 | 42.31 | 39.43 | 37.10 | 35.18 |
| 3500 | 43.77 | 40.64 | 38.09 | 35.99 | 45.57 | 42.46 | 39.95 | 37.89 |
| 3750 | 46.90 | 43.54 | 40.82 | 38.56 | 48.82 | 45.50 | 42.81 | 40.59 |
| 4000 | 50.03 | 46.44 | 43.54 | 41.14 | 52.07 | 48.53 | 45.66 | 43.30 |
| 4250 | 53.15 | 49.35 | 46.26 | 43.71 | 55.33 | 51.56 | 48.52 | 46.00 |
| 4500 | 56.28 | 52.25 | 48.98 | 46.28 | 58.58 | 54.60 | 51.37 | 48.71 |
| 4750 | 59.40 | 55.15 | 51.70 | 48.85 | 61.84 | 57.63 | 54.22 | 51.42 |
| 5000 | 62.53 | 58.05 | 54.42 | 51.42 | 65.09 | 60.66 | 57.08 | 54.12 |
| 5250 | 65.66 | 60.96 | 57.14 | 53.99 | 68.35 | 63.70 | 59.93 | 56.83 |
| 5500 | 68.78 | 63.86 | 59.86 | 56.56 | 71.60 | 66.73 | 62.78 | 59.53 |
| 5750 | 71.91 | 66.76 | 62.58 | 59.13 | 74.86 | 69.76 | 65.64 | 62.24 |
| 6000 | 75.04 | 69.66 | 65.30 | 61.70 | 78.11 | 72.80 | 68.49 | 64.95 |

GOOD RESULTS AGAIN FROM MANY TRAFFIC TIPS

While somewhat fewer in number, due to no let-up in solicitation efforts of employees, but rather to the advanced summer season, traffic tips supplied the Southern Pacific Company last month resulted in routing a considerable volume of passenger traffic that otherwise would not have been secured.

Efforts in this direction were made by no less than 32 employees, the tabulation of results showing that 28½ tickets were routed over our owning company's lines.

W. C. Houston, Bus Operator, Southern Division, with three tickets sold, and a like number to the credit of Frank A. Anders, General Yardmaster, Southern Division, Frank A. Rulison, Accounting Department, and Paul Lewis, Car Repairer, were the outstanding result-getters for the month.

Others to whom due credit is given for their efforts in solicitation, are:

A. C. Moll, Supervisor, Western Div.; F. B. Lord, Conductor, No. Div.; T. J. Leary, Trans. Dept.; C. E. Robertson, Motorman, No. Div.; H. Dietsch, Chf. Parcel Clerk; Noble Greenstreet, Car Repairer; Thos. R. Hodges, Conductor, So. Div.; L. Klein, Conductor, West. Div.; P. R. Pizani, Helper, Mech. Dept.; E. E. Maps, Conductor, So. Div.; Geo. Redd, Eng. Dept.; W. L. Jenks, Asst. Trainmaster; P. H. Lyons, Frt. Traffic Dept.; A. Hornbuckle, Motorman; J. C. Sams, Ticket Clerk, Glendale; T. J. Curley, Motorman, So. Div.; C. W. Knight, Acct. Dept.; Jewel M. Mills, Conductor; C. W. Harris, Motorman; W. O. Jones, Frt. Claim Dept., and F. W. Nichols, Transportation Dept.

It's all right to let your conscience be your guide if you're sure you have one.

H. Appel, denotes the amount that must be paid monthly to clear a debt, within the limits specified, in a certain given period. Incidentally, it reveals the very considerable difference in an obligation bearing eight as against seven per cent.

PICNIC SUPPER PLANNED

Employees and friends of General Superintendent's Office are planning a Picnic Supper at Brookside Park, Pasadena, Friday, September 10. Mrs. Harold Cox, who was skilled in the culinary art of baking beans while a former resident of Boston, has promised to furnish a large crock of the real "Boston Baked Brown" which has resulted in much enthusiasm over the Picnic.

A good time is anticipated by all, and particularly by Charlie Hill, who says he hopes there will be many happy returns of the day. Rumors have it that he expects by this method to put on some "avoirdupois."

TEN YEARS OF PROGRESS

The improvement in our standard of living is shown rather strikingly by some comparisons of statistics for 1925 with those of ten years ago, says a statistical weekly.

We have, for instance, increased our sales of electrical washing machines from 13,000 a year to 612,000 a year; bathtubs from 500,000 a year to 1,500,000 a year; automobiles with 560,000 to 3,638,000.

Our factories today produce 60 per cent more goods with only 25 per cent more workers; railroads carry 22 per cent more freight with the same number of men; farms produce 12 per cent more produce with fewer farmers; and our steel mills produce 86 per cent more tonnage with only 55 per cent more workers.

His Tragedy

"You, a Scotchman and don't play golf?"

"Na, na! I used to play but gave it up twenty years ago."

"But why?"

"I lost my ball."

CLIFFORD A. ELLIOTT PASSES

The victim of a weakened health condition for the past two years, Clifford A. Elliott, Cost Engineer of the Engineering Department, passed away Monday, September 6th, at the Pacific Hospital. His death cast a gloom over the entire body of general office employees, Mr. Elliott being one of the most widely known and highly regarded of veteran employees. Never of robust health, during the past two years he had had intermittent sickness which caused him to give up his work from time to time. He had been confined at the hospital about a month at the time of his passing.

Mr. Elliott came into the employ of the Company in February, 1911, as a Clerk, later having successfully proven his fitness in the many office routine duties of the department. As Cost Engineer he had charge of computing expenditures and of preparing work orders. His familiarity with details of historical construction was one of his outstanding attributes, "Cliff" being a veritable encyclopedia of information. In addition, he was a regular and valued contributor to the Magazine and his loss will be evident to our readers.

Mr. Elliott was born in Missouri, was 43 years of age and leaves a widow, two daughters, two brothers, a sister and his mother, Mrs. Helen S. Elliott. Funeral services were held from the St. Vincent's Church with burial at Calvary Cemetery on Wednesday, August 8.

"Cliff's" place in our affections will not soon be supplanted and in behalf of the corporate family we extend kindest sympathies to his bereaved family.

LEARN YOUR TOWN

It is a pity residents of Los Angeles are not better posted about manufacturing in their own city than they are. There are a lot of people living here who believe, as most eastern people do, that Los Angeles depends on tourists to keep it going, simply because they follow beaten paths which never take them out of the residential districts and they do not comprehend, when they read the cold figures, the importance of industry in the community. It is important to know something about the principal lines of industry. When a stranger is told that in the Los Angeles metropolitan district there are 6000 industrial establishments which turned out in 1924 more than a billion dollars' worth of products, he wants to know forthwith what they are. In most of the manufacturing cities of the East some particular industry predominates. In one it may be iron and steel, in another farming implements, in another automobiles, in another automobile tires and rubber goods, and so on. When any one of these industries is depressed the town or towns in which it predominates are hard hit. Los Angeles does not have all its eggs in one basket. Manufacturing, like our agriculture, is diversified, which is an insurance against periodical slumps.—S. W. Builder and Contractor.



**NORTHERN DIVISION
PASADENA**
By R. S. Peterson

The installation of the new special work on Raymond Avenue at the east end of the North Fair Oaks Carhouse has just been completed in record time.

The route of the Shorb motor coach line has been slightly changed, operating on Fremont Avenue on the way to Shorb, instead of Marengo Avenue.

On August 25th about 1200 colored people, representing fifteen churches in Los Angeles, made their annual visit to Brookside Park, coming on interurban cars and transferring to local busses.

It was with keen regret that we heard of the decease of former Conductor P. K. Dysinger, who recently resigned due to ill health, at his home in Fullerton.

Motorman J. A. Johnson, due to his alertness and presence of mind, averted what might have been a serious accident, when he saw four freight cars approaching him on outbound track. By skillful maneuvering of the Oak Knoll car he was operating he brought the runaway cars to a stop, his act hardly being noticed by passengers on his car.

Conductor R. T. Bowen still seems to be followed by an unlucky star. This time he is recovering from an injury received when he fell from the side of a Mount Lowe car. He no doubt had visions of many stars when his head struck the pavement, but can feel fortunate in not being injured more seriously.

Conductors L. V. Shove, L. C. Bowers and J. F. Glines found the Pacific Electric Camp a most enjoyable and restful place to spend their vacations.

Conductor E. C. Fox and family are on a visit with relatives in Kansas City.

Conductor W. R. Lummis is in his home town at Fortville, Indiana, due to illness of his mother.

We hear that the new sporty Chevrolet landau, recently acquired by Basil Schnitzer of the Electrical Department at Pasadena, was subject to at least one ill when it caused him to miss the fishing boat on picnic day at Redondo.

Introducing new employees: Clifford G. Green of the Electrical Department, I. C. Crittenden and William Shortt employed at the Garage, Mechanical Department.

We learn from a reliable source that Motorman C. E. Tomkinson recently completed a correspondence course in swimming and wishing to demonstrate his prowess invited a friend to accompany him to Redondo. After donning a bathing suit he carefully lowered himself into the shallow pool and endeavored to stay afloat. Said friend reports that by not doing anything he did we were sure to be successful.

**MECHANICAL DEPT.
Sherman**
By Bill Swartz

Hollywood "Bill White" and family reports a pleasant vacation at Catalina and beaches.

H. E. Mattox and wife departed for Chicago today where they will visit friends of the wife.

We understand that wedding bells will soon ring for Charley Lundgren, Jr. Best wishes Charley.

E. J. Rieber, our pugilistic storekeeper who furnished us with a bit of the science at the picnic, spent his convalescent period in Oregon, and has returned looking for new worlds to conquer.

Jack Hand, our garage foreman, who intended taking fishing lessons from E. R. Daniels has decided not to do so, in view of the fact that Mr. Daniel's sortie at the picnic was not successful.

Louis Wabnitz has returned from his vacation at Catalina where he saw and fed the fishes. Besser gluck das nechste mal, Louie, mein Herr.

7TH ST. WAREHOUSE
By Daniel Sanchez

In gathering reports of the activities among Warehouse employees last month it seemed as though every one had been on a vacation, so necessarily all we have to record is the news of how annual leaves were spent.

G. W. Orr, Asst. Agent, hid himself to the shores of Lake Huntington. "An enjoyable trip, but fishing not so good," reported Mr. Orr.

Cyril Albright, Abstract Clerk & Night Cashier, is the staunchest of many staunch boosters of P. E. Camp. Cyril and his family have spent their annual outing for the past several years at the Company's resort, again visiting there last month.

Mary Fair, Claim Clerk, found her pleasure in showing the beauties of the Southland to friends visiting here from the east.

Laurance Flood, Bill and Expense Clerk, made Hermosa Beach his headquarters, visiting friends during his annual leave.

Jack Walsh, Car Clerk at Butte Street, traveled East in search of vacation pleasure, as did Reinhard Mottaz, Stevedore, who journeyed to his farm in Iowa, and Eddie Heighton, Checker, who visited Canada on an extended leave of absence.

Many of our fellows did not leave the city during their vacations, finding plenty to do around their homesteads. Among those who report such vacations, with short trips to break the spell, were: Max Schmidt, Correspondence Clerk; L. A. Past, Cashier; Jake Anderson, Chief Claim Clerk; Louis Fink, Stationery Clerk; May Stuart, Telephone Operator; Jack Grimond, Checker; John Donnelly, Checker; Raymond Anderson, Checker; Jack Jost, Stevedore; Paul Unberger, Checker; Horace Perry, Stevedore; Wm. C. Diltmar, Stevedore; Frank Contreras, Trucker; Baxter Ryan, Trucker, and Riley C. Harding, Trucker.

MECHANICAL DEPT.
By Willis M. Brooks

The routine of the Mechanical office has been more or less varied due to departure and return of vacationists.

Mr. Walter G. White is vacationing at Alamitos Bay with his family and intends to make a short trip to San Francisco by train before his return.

Miss Clara Doll, who is taking a three weeks' vacation, stepped into the office the other day and told us of her trip to San Francisco. She was more or less undecided as to how she would spend the rest of her time.

Lyle Jackson acquired a deep coat of tan on the tennis courts while away.

Miss Hazel Hammel reports an interesting trip by train to Seattle, where she spent a week with an old chum who used to work for the Company. To vary the trip Miss Hammel returned to Los Angeles by boat.

Miss Marjorie Howard has been resting while vacationing at home.

W. A. Bishop has returned after motoring up the Redwood Highway to Red Mountain Creek, about 300 miles north of San Francisco, where he pitched his tent and lived like a Gypsy, with nothing to do but fish. "Bish" claims the fishing in the Northern woods to be very good. In fact, almost too good. He claims that as a rule the fish would announce early in the day what they proposed to bite on that day, so that fishermen could use the proper flies to entice them. We understand from other sources that Mr. Bishop had a dog that attached itself to his party and whenever Mr. Bishop appeared in the open with his fish pole in his hand the dog would immediately seize a tin can and hunt a moist space and start digging angle worms for him.

The most recent wedding of this office occurred on August 10th, when Miss Florence Lee of Duluth, Minnesota, and Russell H. Duguid of this department, were married at the First Presbyterian Church in Pasadena. The wedding was attended by the bride's family and a few intimate friends of the bride and groom, and was followed by a reception at the home of the bride's parents.

The honeymoon was spent visiting eastern cities, one of the points of interest being Niagara Falls.

Mr. and Mrs. Duguid will reside at 1323 Maycrest Ave., Los Angeles.

Heartiest congratulations!

The many friends and associates of Miss Dorothy V. Morse were saddened by the report of her passing on Sunday, Aug. 29th, after an illness of about three weeks.

**Passing of Three Members
of Our Ranks Recorded**

WE RECORD with sorrow the passing of three members of our ranks during August, relatives of all of whom received Group Insurance and one being a member of the Mortuary Fund. A total of \$5450 was paid to beneficiaries named.

Those whom death called were John E. Hafer, Motorman, Northern Division; Levi D. Rich, Watchman, Engineering Department, and Dorothy V. Morse, Clerk, Mechanical Department.

No additional disability payment claims were added to the list during the month, there now being fifteen employees receiving such monthly payments aggregating \$1050.85.

To the relatives of our co-workers taken by death we extend our kindest sympathy.

Miss Morse had been in this office about nine months, having come up here from the Accounting Department, and had endeared herself to all of her co-workers.

The funeral will take place in Boston, where the family lived before coming to California.

Our deepest sympathy is extended to her family in their loss.

Conductor R. L. Patterson has returned from a 30-day vacation, mostly spent in Philadelphia, where he visited the Exposition. The return trip was made by automobile.

Conductor A. D. McLean, who has enjoyed a 30-day leave of absence, is now at work again. The time was spent at his old home in Canada, and points enroute.

Motorman G. W. Passmore has reported for duty after an extended visit to Colorado Springs. While there the family was increased by the advent of a little daughter.

Freight Agent C. Whiteley has returned to work after his annual vacation. His position was filled by D. S. Coburn, who formerly was employed as Asst. Agent in the San Bernardino Freight House.

The following are taking extended vacations this month:

Conductor J. B. Fox has gone to his old home in Tennessee, accompanied by his family.

Motorman B. W. McCullough and wife are visiting Kansas City.

Asst. Trainmaster W. C. Monroe left on the 29th for Olmstead, Ky. to visit relatives. He will be accompanied on the return trip by Mrs. Monroe who left the early part of August.

L. M. Sinnotte, Ticket Agent at San Bernardino Station, was married August 8th to Dr. Ethel Peterson. We

extend our heartiest congratulations to both, and wish them many years of happiness.

The annual P. E. Picnic, held at Redondo August 14th, was attended by 175 employes from Eastern Lines.

Grape shipments have commenced on Eastern Lines; cars have been shipped from Alta Loma, Etiwanda and Muscat.

Shipments of water from Arrowhead Springs have been unusually heavy this month, 77 cars having left this city for Los Angeles.

ACCOUNTING DEPT.

By George Perry

The General Offices baseball team won a decision over the Torrance Shops baseball team at the P. E. Ry. Annual Picnic at Redondo Beach. The game was a hard fought one and both teams displayed much skill. The score was close, being 8 to 7. The trophy may be seen in the General Superintendent's office, Room 221.

The boxing contest between Bill Hamilton and Eddy Reiber, Store Dept. was better than their bout of the year before. They were evenly matched and their 3-round bout was crowded with action, a draw decision resulting.

E. A. Meyers, Bill Collectible Correspondence Clerk, Miscellaneous Accounts Bureau, left the service Aug. 14th to become Associate Accountant with the Interstate Commerce Commission in the Texas District, with headquarters at Houston. Irene Falconer will fill the vacancy left by Mr. Meyers.

Mary Pontius, formerly of the Stenographic Bureau has been transferred to the Disbursements Bureau to fill the place of Irene Falconer, who has been advanced. Mary upheld the ancient tradition of treating to some mighty tasty home-made candy, as has been done in the past, by new clerks who occupy this position.

The land of gold and cold is the objective of Miss Templeton, Chief Clerk Conductors Accounts Bureau, she now being in Alaska enjoying her vacation. Various cities on the Coast will be visited during her jaunt.

An imported crystal ice tea set left on the desk of Louise Kuehner, Freight Accts. Bureau, on Aug. 28, marked another happy birthday for her. All her associates wished her many happy returns of the day. However, very close questioning failed to reveal just which birthday this was, which, of course, was entirely out of order.

Miss Bessie Lawrence has been transferred from the Conductors Accounts Bureau to the Disbursements Bureau to take the place of Oliver (Red) Radford, who left the service August 14th.

Miss Lillian Taylor, Stenographic Bureau, who was transferred recently to this department from Torrance Store, left the service Sept. 1st. Her intentions are to take a motor trip up the Coast to San Francisco, and then to make her home there.

Miss Frances Jensen is the new addition to the "big family," known as the Stenographic Bureau.

"Mike" Levin, Chief Clerk Disbursements Bureau, and family spent a very pleasant week at the Pacific Electric Camp. The rest seems to have done "Mike" good, as he returned with more pep and snap than ever.

J. P. Hoaglund, Road and Equipment Bureau, who has been at home for the past week with rheumatism and an operation, is somewhat better and we hope to see him with us again soon.

A beautiful diamond adorns the hand of Miss Doris Lakey, Stenographic Bureau. For particulars see Miss Lakey. Try and get it!

Three new checkers have been added to the staff of the Conductors Accounts Bureau, namely Virginia Gray, Etta Beyers and Elizabeth Linsen.

The list of employes in this Department on vacation for the month of July, 1926.

Anna Beseman, various trips in her new Ford; Irene Falconer, Chicago and Omaha; Mrs. Carruthers, Catalina and Southern Calif.; Lorena Hockenberry, Balboa Beach; Gladys Howell, home; Grace Reed, Southern Calif.; Mary Schneider, San Diego and P. E. Camp; Gertrude Hiles, Long Beach; Ester Quast, P. E. Camp; Ester Ross, Big Bear; W. L. Brown, P. E. Camp; Bill Mathieson, home; George Chrystal, Catalina; Herman Grenke, Catalina; John Hubbard, home; Mr. (Sammy) Howe, Yosemite; Albert Eurich, San Francisco; John Cattle, Denver; Bill Hamilton, Hermosa Beach; Milford Loucks, home, and J. C. Lortie, home.

LONG BEACH & HARBOR

By V. L. Swart

Yes, folks, we all had a joyous time at our Annual Picnic. The bunch was out in force lead by our master of ceremonies, Tom Higgle, who knows "Who's Who" with the P. E.

Joe Seubert, of the San Pedro force, after having spent the day at the P. E. picnic had the misfortune to suffer a broken arm while motoring home in the evening, another car side-swiping Joe's car in an attempt to pass in the crowded traffic.

Joe was doing nicely according to last reports.

September vacations are as follows: Fred Allen, Detroit, Mich.; B. S. Weymouth, Long Beach; Night Foreman

Dick; Anraad, San Francisco; V. Swartz, home.

Asst. Foreman Fred Phlaff, San Pedro, has returned from his two weeks' annual vacation. Fred combined business with pleasure by attending the National Guard Summer Encampment.

Conductor Dave Harrison is now driving a new Ford coupe. Dave says he "simply had to have a town car." 'Magine that!

Jimmy Mosey, who has returned from a trip around the Rim of the World, reports that the P. E. Camp is the best equipped resort in the San Bernardino mountains, barring none.

STORES DEPARTMENT

By Fred B. Hopkins

On Saturday, August 21st, General Storekeeper Fenimore, accompanied by his son, Robert, Duard E. Porter of the Torrance Store and Storekeeper George Huntington of the 6th and Los Angeles St. Store, motored to the region of Mono Lake, where for several days they divulged in the sport of catching fish. Many fine specimens of trout were caught, including the "Rainbow" and "Speckled" varieties, one of which measured fourteen inches in length. It is our understanding that his success was due largely to use of primitive methods of fishing, which they learned from the Indians.

Since we last chronicled the news of the Stores Dept. there have been many vacations, among which were the following:

Storekeeper Ward McCall motored to Eureka and Ukiah in Northern California.

Roy Ewing spent his vacation in Yosemite Valley. Traveling Storekeeper, L. C. Bolen with relatives in San Francisco and vicinity. Frank Winterberg visited San Diego, Owens Valley and vicinity.

Roy Confer, San Francisco and Monterey, also Big Trees at Santa Cruz. Edward Rand, Pismo Beach; George Quesenbery, Home-Gardena; Frank Shanahan, at home, Compton; Archie Sharp, at home, Gardena and fishing trip at Balboa; George Lucas, camping at Otay Reservoir. James Livermore and Floyd Gill, at home, Torrance, and Charles Stock, visiting in Orange County.

John Jackson, with family visited Big Creek and Huntington Lake, where he had the opportunity of inspecting several of the plants of the Southern California Edison Co.

John Vander Zee, at home, Athens.

Sherman Storekeeper Edwin Rieber, accompanied by his wife, made a trip to Portland, Oregon, the week following the P. E. Picnic, where they spent a week vacationing.

San Bernardino Storekeeper, Clifford Curle, attended the American Legion

Convention at Susanville during August.

James H. Phillips has accepted the position of Price Clerk in the Stores Accounting Bureau, succeeding Clyde Mundy, resigned.

Jose Torres, is again on the job after a vacation spent at El Paso.

WESTERN DIVISION

By E. C. Brown

Traffic Director E. H. Fay has returned to duty after a vacation spent in New Orleans and Texas.

Conductor Leard of the Venice Short Line is instructing Conductor M. V. Berger to drive his new Dodge. The hardest part seems to be in the convincing Berger that autos do not have trolleys.

Motorman Johnson and family have returned after vacationing at "the Old Home" in Minnesota.

A baby girl arrived last month at the home of Conductor G. J. Malhoit as was also the case with Motorman R. H. Ludvigson.

A vacation spent in touring Southern California, is the report of Motorman H. E. Tooken.

Motorman Caldwell of Venice is in training for the Catalina swim, he having distinguished himself in previous events believes the feat not impossible.

After saying, "Good morning, Judge," on several different occasions at the Police Court, Conductor L. J. Keith says that every time he hears a motorcycle behind him he turns to the curb and starts a conversation with himself.

Another victory for Dan Cupid; Motorman A. H. Richards, just recently became a benedict. Bon voyage!

In a constant endeavor to have this column include all the activities of the Western Division, we solicit your cooperation in reporting items of general interest. Mail reports to E. C. Brown, Hill Street Station. Thank You.

More Famous Enemies

Jiggs and Maggie.
Pickanninies and Watermelons.
Mice and Women.
Locomotives and Cows.
Tacks and Auto Tires.
Barbers and Safety Razors.
Traffic Cops and Jaywalkers.
Wind and Short Skirts.
Sleepers and Alarm Clocks.
Vacations and Bank Accounts.
Lovers and Bright Lights.
Colored Folks and "Possums."
Boarders and Hash.
Clothes and Chorus Girls.

An uncomfortable place to live is just beyond your income.



"Give and Live"

Should the rose hoard its beauty and sweetness,

By keeping its buds tightly sealed
Their colors and fragrance would vanish,

Their beauty would die unrevealed.
We lose whate'er we cling most to,
That dies which we strive to withhold;

But that which we give and give freely,
Comes back clothed with power untold.—Exchange.

Rule for Drivers

An arm protruding from the car ahead means that the driver is:

1. Knocking ashes off a cigarette.
2. Going to turn to the left.
3. Telling a small boy to shut up, he won't buy any red pop.
4. Going to turn to the right.
5. Pointing out a scenic spot.
6. Going to back up.
7. Feeling for rain.
8. Telling his wife, hell, yes, he's sure the kitchen door is locked.
9. Saluting a passing motorist or going to stop.—Life.

One Evened the Other

In a civil service examination recently one of the questions asked was: "If a man buys an article for \$12.25 and sells it for \$9.75, does he gain or lose by the transaction?"

One young flapper, whose good looks were unmarred by brains, after studying for a while, gave the following answer:

"He gains on the cents, but loses on the dollars."—Patton's Monthly.

Passerby, to man who had just landed from a three-story fall: "What did you jump out of the window for?"

Much Shaken-up Man: "A woman lied to me."

Passerby: "That's no reason for jumping out. What did she lie about?"

M. S. M.: "She told me her husband was in San Francisco."—Exchange.

Dog-Gone Umpire

An irate fan who had watched his home team go down in defeat stopped the umpire as he was leaving the field. "Where's your dog?" he demanded.

"Dog?" ejaculated the ump. "Have no dog."

"Well," said the grouchy one, "you're the first blind man I ever saw who didn't have a dog."

The fellow who used to kick about a one-cent advance in car fare now pays 25 cents a day for a place to park his automobile.

"Rastus," said the negro minister, "dis am de fust time I ever saw you in dis here church and ah'm mighty glad to have you all heah."

"Pahson," replied Rastus, "ah just hadda come. Ah needs strength, ah does, cause ah gotta job whitewashing a chicken coop an' building a fence 'round a watermelon patch."

Truthful, at Last

The story is told about two girls discussing the Charleston. One of them hotly declared that it was clumsy, ungraceful, a nuisance to the other dancers and vulgar besides.

"I can't do the darn thing, either," said the other.—Exchange.

"John, dear, I am to be in an amateur theatrical. What would folks say if I were to wear tights?"

"They would probably say that I married you for your money."

Dealer (who has just served a lady without the usual "Thank You" for her purchase—"Excuse me for not saying 'Thank you,' madam. I've got a very sore throat and it's very painful when I speak."

One Never Knows

Who would ever have suspected that the Police Gazette would have been driven out of barber shops by the Ladies' Home Journal?—Tunica (Miss.) Democrat.

Her Fate Certain

"Should I marry a man who lies to me?"

Fortune Teller—"Lady, do you want to be an old maid?"

Economy

Did you hear about the Scotchman who fried his bacon in Lux to keep it from shrinking?—The Congregationalist.

She—The Lord made us beautiful and dumb.

It—How's that?

"Beautiful so the men would love us—and dumb so that we could love them."

Stop Accidents and Trains, Too

A bill has been introduced into one of the legislatures of the Western States that would go far toward eliminating accidents at grade crossings. It was to the effect "that when two trains on different tracks approach a certain crossing they must both stop and neither proceed until the other has passed.

Different Kind

Rastus: "Who was that little peach I saw you with last night?"

Sambo: "Say, boy, that wasn't no peach, that was a grapefruit."

Rastus: "What you all mean, grapefruit?"

Sambo: "Why I gave her a little squeeze and she gave me a soak in the eye."

Side-Splitting

"Was the show any good?"

"My dear, I laughed so hard I had to send my reducing girdle to the garage to be vulcanized."

Customer: That's the third time you've cut my face, barber, where did you learn how to shave?

Barber: I took a correspondence course called 'How to Be a Barber in Twelve Lessons.'

Customer: Well, somebody must have tampered with your mail.

Narrow Escape

"Jack was almost drowned last night."

"No! How come?"

"The pillow slipped, the bed spread, and he fell into the spring."

Bedtime Story

He said in his sleep, "I love you, Grace;"

He sure was one fine fella.
Here lies the body of William Brace;
But his wife's name was Stella.

Corrected

Itinerant—"Please, lady, can you help a poor man?"

Lady: "Can you saw wood?"

Itinerant—"What grammar! You mean 'Can you see wood?'"

A small boy was complaining because he had to go to school.

"My!" he exclaimed, "I wish we was all born educated."

Dear Editor: "Is there any question you cannot answer?"

Answer: "Yes. How to tell when Limburger cheese is spoiled."—Pittsburgh Post.

Teacher (trying to explain the points of the compass)—"When you stand with your face to the north, your right hand is toward the east, your left toward the west, and your back is toward the south. Now tell me the directions. What is in front of you?"

Arthur (after a thoughtful pause)—"My stomach."—Exchange.

Two Irishmen, one accompanied by his wife, met on the street.

Said Pat to Mike: "Let me present my wife to ye."

"No, thank ye," replied Mike, "O! got one of me own."

The Reason Why

She—"I complimented Phyllis once on her voice, and she hasn't spoken to me since."

He—"What did you say?"

She—"I just told her I thought she was a howling success."

Liza: "My man shuah is lazy! Ah bet he's got the softest job in town."
Jane: "What does youall's man do?"
Liza: "He's a testah in de mattress fact'ry."

Young Wife—Oh, I am miserable; my husband has been out all evening, and I haven't the faintest idea where he is.

Experienced Friend—My dear, you musn't worry. You probably would be twice as miserable if you did know.

The Ruling Passion

Ben—"Where's the boy who used to wave a red flag in front of a bull?"
Eben—"Oh, he's running a red roadster in front of express trains now."

An Oklahoma newspaper prints the following advertisement: "Party who took lady's green silk pajamas from clothes line, please return and no embarrassing exposure will be made on my part."

"I asked her if I could see her home."

"And what did she say?"
"Said she would send me a picture of it."

More English by Ear

Teacher—"Give me a sentence with the word 'analyze.'"
Small Boy—"My sister Anna says she never makes love, but oh, how Analyze."

Two Birds With One Stone

Larry—"Do you get a vacation this year?"
Les—"Yes, the wife's going away for a month."

Right

Teacher: "Name the five senses."
Abie: "Nickels."

There are few divorces in homes where there is jelly on the piano keys and a cookie jar on the sideboard.

The best thing about a popular song is that it is not popular very long.

Burke—"Are you learning to play bridge?"
Roth—"No; my wife is teaching me!"

Missionary—"Why do you look at me so intently?"
Cannibal—"I am the food inspector."

"Jack, I love you because you're the sweetest boy in all the world."
"And I love you, dear, because you're so frank and truthful."

Modern girls may not be much at sewing but they certainly know how to cut clothes.

"The 'b' in debt, though silent, is put there to supply the sting."

"A master man is one who is master of himself."

A Sad Mistake

"How come yo' all in jail again, Rastus?"
"A case of mistaken identity."
"Who dye mistake yo' foh?"
"Didn't mistake me for nobody. Ah mistook a prohibition agen' foh a good customer."

George's Handicap

"Children," said a teacher, "be diligent and steadfast and you will succeed. Take the case of George Washington. Do you remember my telling you of the great difficulty George Washington had to contend with?"
"Yes, ma'am," said a little boy. "He couldn't tell a lie."

The Flowing Bowl

Music Critic (to Sweet Young Thing)—"How did you like the barcarolle at the musicale last night?"
Sweet Young Thing—"I didn't stay for the refreshments, Mr. Cleff."—Life.

Evolution

Ambition of 1870—A gig and a gal.
Ambition of 1920—A flivver and a flapper.
Ambition of 1950—A plane and a jane.

Low Visibility

Bray—"I saw you in church last Sunday."
Gray—"I didn't notice you."
Bray—"I suppose not. You see, I took the collection."



PATHFINDER TIRES



NOW you can get a low-priced tire that will stand up and give service.

Built by Goodyear in its Los Angeles factories — the Pathfinder has all the features of many higher-priced tires. Big, oversize, with rugged tread and thick sidewalls, the Pathfinder is built to withstand punishment and deliver long mileage.

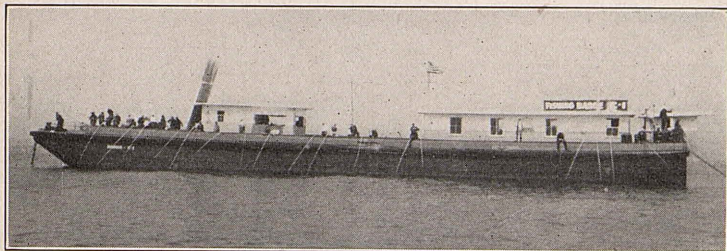
We sell them to you at an unusually low price—much lower, in fact, than many unknown tires of doubtful reputation and quality.

Your P. E. Identification Card entitles you to special prices.

ZINS & CLAWSON SERVICE CO.

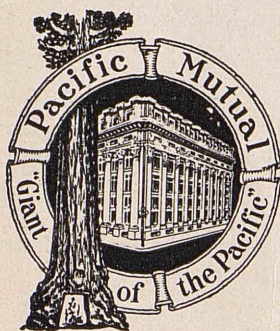
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A ROYAL SPORT For the Whole Family



Fishing from Large Steel Barge "C-1" 42x158 feet, anchored off Venice Pleasure Pier. Launch leaves hourly from end of pier. Launch ride to Barge, including all day Fishing \$1.00. Poles and bait free. Fishing parties arranged, if desired. Lunch, Soft Drinks, Cigars and Cigarettes for sale on barge. Dancing Free. Ladies' lounging and rest room Accommodations for All Night Fishing Parties.

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Pays Accident Indemnity as long as you live for accident that totally disables Pays Illness Indemnity for confining illness as long as you live.

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

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J. J. Hull, Northern and Southern Division

Own a Quality Diamond

Our diamond stock is more complete than ever and prices are reasonable.

You can own one of these gems by paying a small payment down and the balance monthly.

Satisfy yourself by comparing them.

Have You Seen the New 60-hour Bunn Special?

This watch will run 60 hours on one winding. Come in and let us explain the advisability of having a watch like it. Meets all railroad watch inspection requirements and does not cost any more than the original Bunn Special.

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MAin 2492

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CONDENSED STATEMENT
THE FARMERS AND MERCHANTS NATIONAL BANK
OF LOS ANGELES

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

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

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

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

(Signed) G. H. NAEGELE, Cashier

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

We Pay Interest on Time Deposits

This Bank is Authorized, and fully Equipped to do,
and is doing, a Trust Business.

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

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

OFFICERS

J. A. GRAVES
President

H. F. STEWART
Vice-President and
Trust Officer.
V. H. ROSSETTI
Asst. Cashier and Asst.
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