



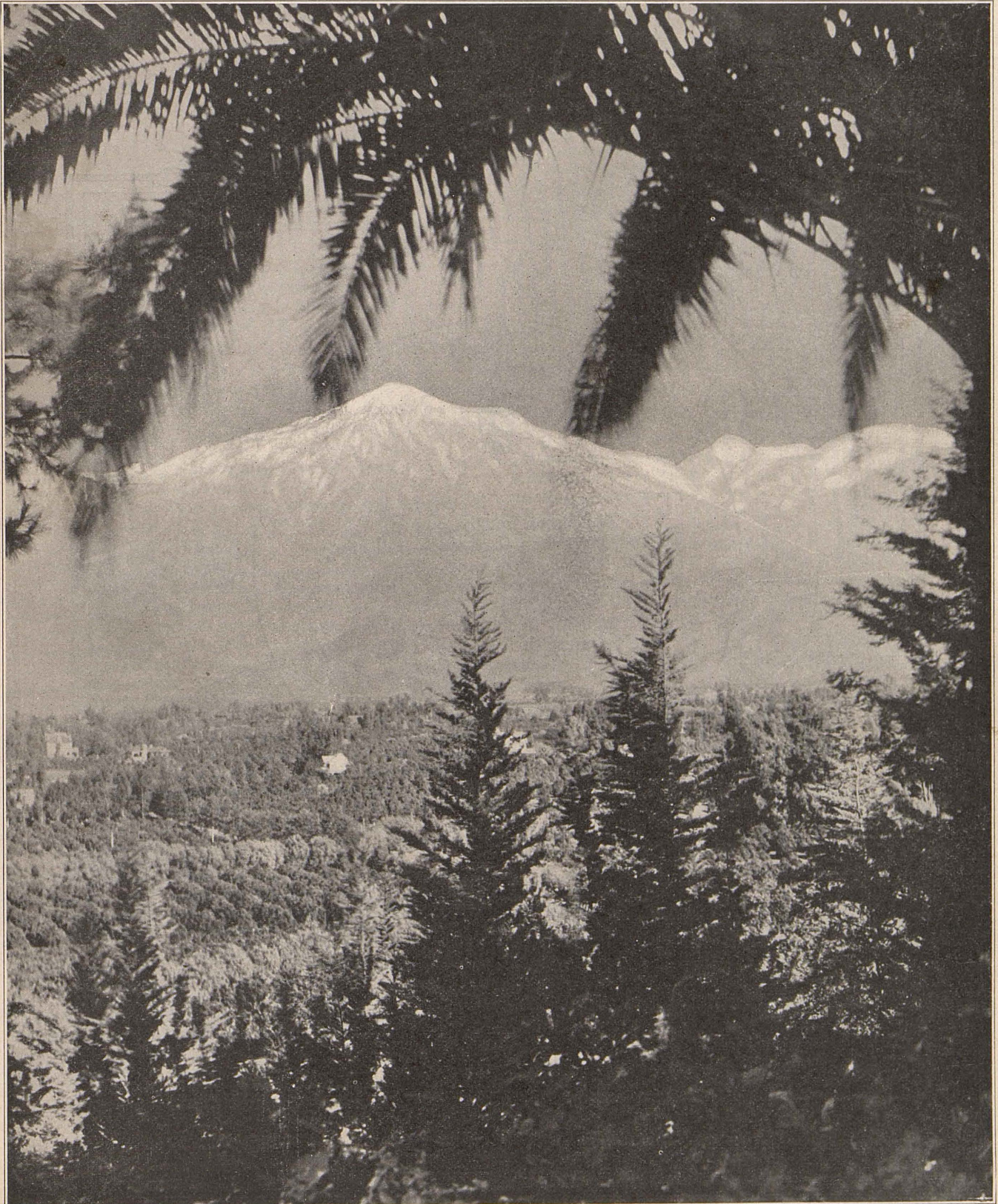
# THE PACIFIC ELECTRIC MAGAZINE



Vol. 11

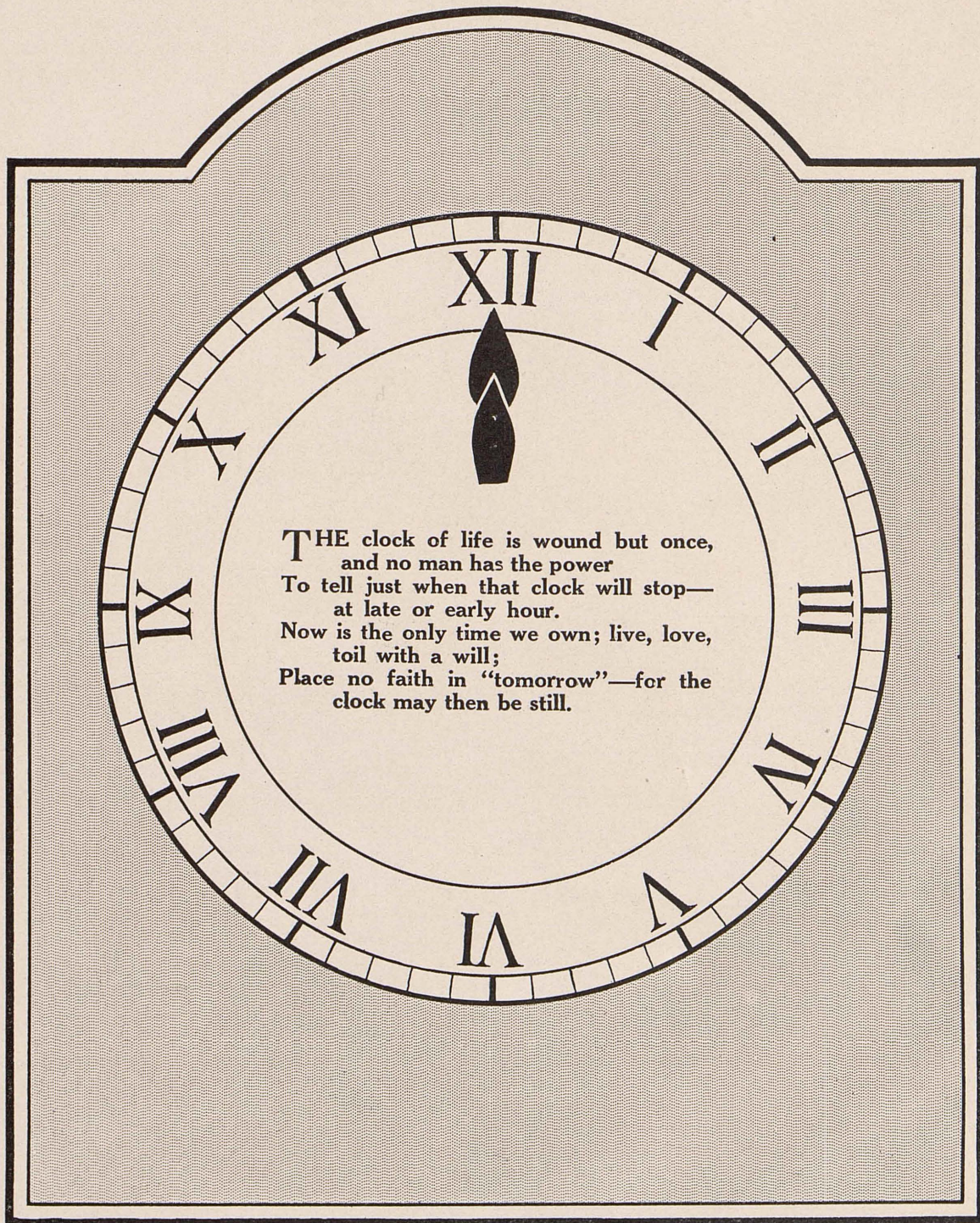
LOS ANGELES, CAL., APRIL 10, 1927

No. 11



Mt. Gorgonia from Smiley Heights, Redlands.

## The Clock of Life



THE clock of life is wound but once,  
and no man has the power  
To tell just when that clock will stop—  
at late or early hour.  
Now is the only time we own; live, love,  
toil with a will;  
Place no faith in "tomorrow"—for the  
clock may then be still.

# Plans for 1927 P. E. Camp Season

To Employees:

EACH YEAR since its inception, the Pacific Electric Camp has been improved and added to until it now represents an investment of approximately \$100,000.00 in vacation accommodations that are the equal of any mountain resort in the west.

For the 1927 season further betterments will be provided and additional arrangements are being made that will vitally interest every employee of Pacific Electric and should make it possible for them to enjoy a thorough rest in a completely equipped camp situated in surroundings similar to Lake Tahoe.

In order to make it possible for employees and their families to avail themselves of these facilities at the least possible expense, a motor coach will be operated by Pacific Electric between San Bernardino and the Camp without cost, thus providing free transportation between the Camp and any point on Pacific Electric system.

This free transportation on the motor coach will be available only to employees and the dependent members of their families, staying one week or longer at the Camp. Occasional visitors, guests or those staying over the week end, will use the regular stages on which they will be required to pay fare. Having our own motor coach will mean a great saving to the employees with large families, as is shown by the fact that a family of five, spending a week or more in the mountains, would heretofore have to pay a minimum of \$12.50 for transportation alone.

Effective with the opening of the 1927 season, employees may arrange to pay the rental charge for accommodations in three installments. One-third is to be paid at the time reservation is made and the remainder will be taken care of through payroll deduction the following two months. This arrangement applies to rental charges only and does not apply to the purchase of supplies, etc.

This year six new cottages, of a different type than those last constructed, will be erected and will be of such a character as to provide a slightly cheaper rental than the present cabins and at a slightly higher cost than tent cottages. This will make three classes of housing accommodations adaptable to the employees' individual needs or desires, and with the dormitories that have been maintained for several years past, will, in fact, provide four distinct classes of accommodations.

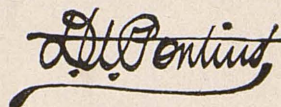
Among other improvements of camp facilities for the coming season will be the matter of further water development and conservation.

Since the camp closed its last season, quite a sum of money has been expended in driving a water tunnel into the mountain side and the establishment of a new catch-basin, which, together with further development of the water plant to be made in advance of this season, will provide the Pacific Electric Camp with the very best, most sanitary and the purest water supply to be found in the Angelus and San Bernardino Forest Reserve. The water supply is being safe-guarded so that no outside contamination can enter it and our engineers are satisfied that with the new improvements we will be ready and capable of passing the most rigid inspection that could be made.

The arrangements for transportation and financing the cost of the vacation should make it possible for everyone to enjoy the benefits of this truly vacation camp as the only expense is that of food, and one must eat whether at home or at the Camp. Food supplies may be obtained at the camp store just as cheaply as they can be secured at a neighborhood grocery. At no place are to be found accommodations at more reasonable rates and none offering so much without expense in the way of entertainment, recreation and real, wholesome enjoyment.

In the May issue of the Pacific Electric Magazine, as well as by folder to be issued, there will be found description and the prices of all accommodations and a summary of the cost of other articles, such as supplies, which enter therein. Employees are requested to compare these with those of other resorts before deciding on their vacation.

If you desire to enjoy real wholesome rest, recreation and pleasure at no extra expense, except a very moderate rental, you will arrange early for a vacation at Pacific Electric Camp this season, which I predict will be filled to capacity.



Vice President and General Manager.

# STEEL GIRDERS PLACED WITH LINE IN SERVICE

**I**N CONNECTION with the major project of important grade crossing eliminations on Pacific Electric lines, the big steel girders were set in place by the Engineering Department's forces last month at Hyperion Street on the Glendale line.

To unload the nine big steel girders, weighing ten to twenty tons each, it was necessary to use the main line tracks with passenger trains operating on 15 minute schedules in both directions over a shoo-fly track—the greatest working time space being about 12 minutes.

The department's 25-ton locomotive crane was brought into play and the work of unloading and placing the girders was accomplished in three days' time. Worthy of mention is the fact that not a passenger train was delayed during this time.

With the placing of the concrete deck this bridge will be ready to receive the tracks and our trains will be operating over this structure by the latter part of the month, or early in May.

In order to construct this bridge with the least delay to service, a pile trestle, approximately 300 feet long, was installed and a single shoo-fly track was laid over which all service was diverted, operation being taken care of by means of a single light circuit.

This bridge when complete will cost

By **B. F. MANLEY,**  
Foreman, Bridges & Buildings

about \$100,000, the expense being jointly borne by the City of Los Angeles and this Company. It represents the first unit of an extensive programme of concrete and steel bridge construction at this location, spanning the Los Angeles river and covering grade separations at Riverside Drive, the Pacific Electric tracks, Glendale Boulevard and Hyperion Streets.

The design was handled by the Structural Division of the Engineering Department, working with City's Engineering Department.

The concrete work was covered by contract and the Bridge & Building Department handled the steel erection.

The steel for this structure was fabricated at the Llewellyn Iron plant and was scheduled for erection during March, but on account of the heavy rains in February, with consequent damage to tracks, it was delayed approximately 30 days.

When this project is completed all north bound

Glendale traffic will pass under our tracks via this bridge.

## PARKING BUT LITTLE HELP

That the elimination of parking privileges in the cities will not prove disastrous to business, as many merchants think it would, is convincingly demonstrated in the following statistics covering three large cities, according to the Ohmer Fare Register.

New York—A count at several big Fifth Avenue stores showed only 414 persons out of 12,473 using private automobiles. That's just 3%.

Chicago—Out of 15,229 persons interviewed at four large department stores only 1,680 came by automobile—11%.

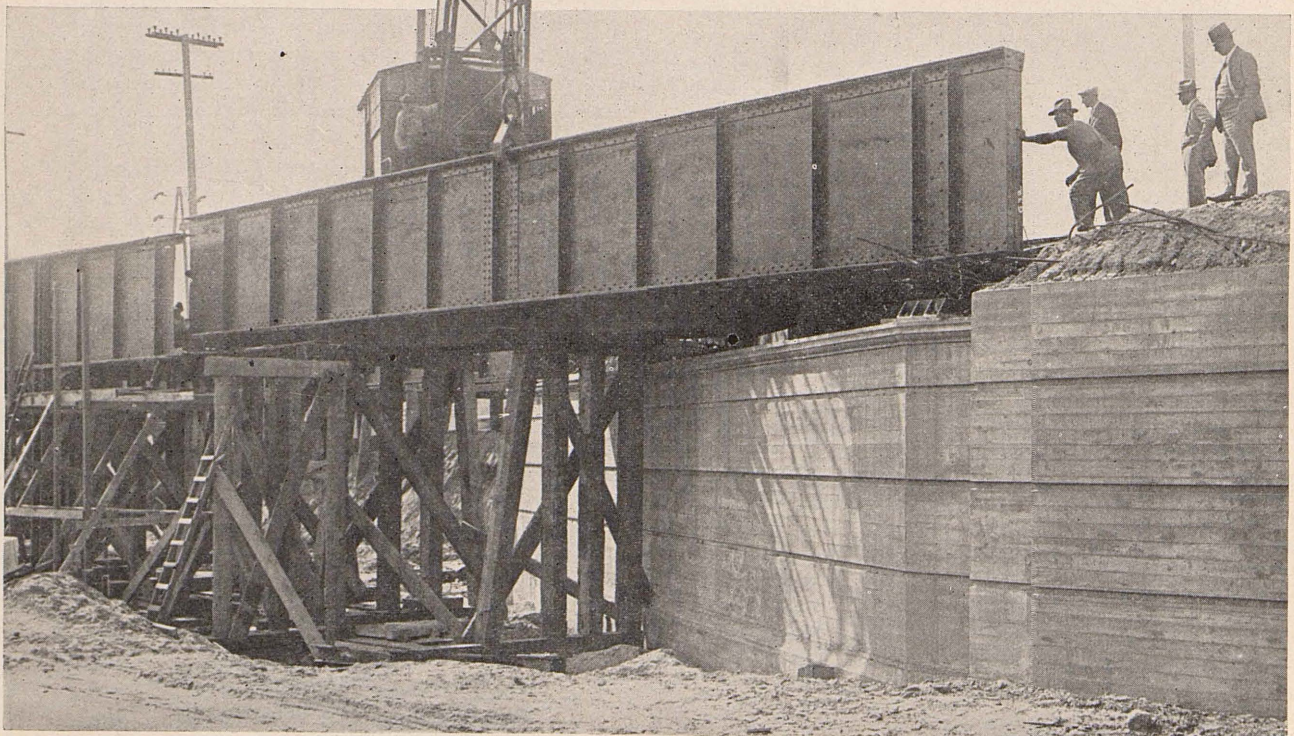
Los Angeles—A count of shoppers indicated 2,058 coming by automobile out of 20,117 customers—10%.

Sooner or later, all parking in downtown streets will be banned. Streets were made to ride in—not for storage purposes.

## What Did We Talk About?

In days before the radio,  
Before the moving picture show,  
Before the auto came along,  
Before the Law made drinking wrong,  
Before the age of problem plays,  
Before the crossword puzzle craze,  
When all these things we were without,

What did we ever talk about?



Record time was made by our Engineering forces in the unloading and placing of nine huge steel girders at Hyperion Street on the Glendale line. The task was made difficult on account of crews having but 12 minutes to work between trains, despite which there was not a single instance of delay to service.

# Legal Aspect of Installments

## Company Attorney Points Out Some Difficulties That Arise Through Lack of Understanding

By R. E. WEDEKIND,  
Attorney, Law Department

WHEN Mr. Bowen concluded his exceedingly humorous article recently, dealing with the trials and tribulations of installment buying, he remarked, "This is all there is. There isn't any more."

From a fiction standpoint, that worthy writer had said about all that could be told, but applied to real life, there is much more to be said. Especially is this true when the buyer on an installment contract finds himself unable to meet a payment, following which his salary is attached. There is then a call on the Law Department for help and the buyer finds himself in difficulty. Often the difficulty is the result of a misunderstanding on the part of the buyer as to just what his obligations are on the contract he has entered into.

Much can be said both ways as to the effect installment contracts are having on the economic situation. It is the purpose of this article, however, not to discuss in any way, nor to express an opinion on, the good or evil of such contracts, but only to endeavor to point out some of the legal rights and obligations of the parties.

The terms of the written contract entered into govern these rights and obligations. The terms may vary. There are, however, similar provisions in practically all, and therefore general conclusions can be drawn.

When goods are sold to a buyer on the installment plan ordinarily the transfer is consummated through what is known in law as a "Conditional Sale." The outstanding feature of such a sale is that the title to the thing sold remains in the seller until the conditions of the contract are fulfilled by the buyer. The conditions usually are no more than that payments are to be made by the buyer to the seller in stated amounts on certain dates. Possession of the articles sold goes to the buyer. Title passes to the buyer only when he has made all payments.

Varying language is used in these contracts. Often the agreement is designated as a "lease." But the courts will hold the transaction to be a conditional sale, whether it is called a "lease" or not in the instrument itself, when payments are to be made in installments and title passes from the seller to the buyer when all installments have been paid.

### Wrong Understanding

A careful examination of the contract usually discloses that the seller has fully protected himself in case of a breach or default by the buyer. The seller ordinarily retains the right to re-possess himself of the goods or to immediately collect all the unpaid installments and sometimes both. The

option to repossess or to collect the balance is always with the seller and the purchaser has no election in this regard. This is a point which generally is misunderstood by our employees. The company attorneys often are asked if the buyer cannot return the goods and forfeit the payments that have been made, but the terms of the agreement govern, and rarely, if ever is such a right given.

The seller in most cases simply files suit for the balance due him under the contract, and does not attempt to repossess the goods. His business is merchandising and once having sold the goods he does not want them back. He wants his money and the profit it represents. When suit is filed it practically always is accompanied by an attachment or garnishment and the buyer finds his pay voucher held by the Company under an order of court. The seller is entirely within his legal rights in pursuing this course and, generally speaking, the buyer has no legitimate complaint against it.

The lawsuit incurs much additional expense to the purchaser, unless there is a defense, and in most cases there is not. The contract entered into almost always provides that in case suit is brought the buyer shall pay attorney's fees to the seller's attorney. In addition the buyer must pay his own attorney and must stand the court costs expended. The accumulated costs resulting from the lawsuit frequently amount to more than the sum sued for.

Another source of trouble and misunderstanding to the purchaser are the oral statements made by the seller's salesman when the goods are being sold. Such statements are not part of the agreement and, generally speak-

ing, the buyer has no right to rely on them as being a part of his contract. The written instrument contains the whole agreement and cannot be gone behind except in rare cases. The salesman who waits on the customer has a right to make so-called "puffing" statements in connection with the goods he is endeavoring to sell. He has a right to "boost" his product, within certain limits. The buyer should have his eyes open and know that he is getting his money's worth before he signs the contract. As a matter of practice, most of these conditional sales contracts contain a provision that no oral statements made by representatives of the seller are binding on the seller. But without such a provision the written instrument cannot generally be altered, modified or changed in any way as to its terms by evidence of oral statements made before, at the time of, or after the execution.

Some contracts provide for payment of installments by an assignment of wages to become due from the purchaser's employer. An assignment in writing of earned wages of an unmarried person is valid. The written consent of a husband or wife is necessary to make an assignment of such wages valid when the assignor is married. The law further provides:

"No assignment of, or order for, wages or salary shall be valid unless at the time of the making thereof, such wages or salary have been earned, except for the necessities of life and then only to the person or persons furnishing such necessities directly and then only for the amount needed to furnish such necessities."

It will be seen from this that the law does not look with favor on the assignment of wages, but places strong restrictions thereon. It may be added here that your Company also frowns on such assignments.

These are some of the general legal principles involved in conditional sales contracts. There are many other elements that might be discussed. Like every other legal question, the par-

### COMPARISON OF ACCIDENTS DURING FEBRUARY 1926 AND 1927

	Northern Division 1927-26		Southern Division 1927-26		Western Division 1927-26		Motor Coaches 1927-26	
Interferences with vehicles .....	111	107	97	88	189	167	35	35
Collisions and Interferences with cars ....	4	5	4	4	2	8	1	0
Persons struck by cars ..	3	5	5	2	1	7	1	1
Derailments .....	9	6	21	16	18	17	0	0
On and off moving cars..	11	7	6	6	7	6	0	0
Miscellaneous .....	18	19	34	26	32	36	7	7
	156	149	167	142	249	241	44	43
	7 Inc.		25 Inc.		8 Inc.		1 Inc.	
			1927	1926			%	
Interferences with vehicles .....			432	397	35 Inc.		8.8 Inc.	
Collisions and interferences with cars...			11	17	6 Dec.		35.3 Dec.	
Persons struck .....			10	15	5 Dec.		33.3 Dec.	
Derailments .....			48	39	9 Inc.		23.1 Inc.	
On and off moving cars .....			24	19	5 Inc.		26.3 Inc.	
Miscellaneous .....			91	88	3 Inc.		7.1 Inc.	
			616	575	41 Inc.		7.1 Inc.	

ticular facts in each individual case, are all-important.

It has been said that buying on the installment plan is simply spending next year's salary now and leads to extravagance. Those who favor the installment plan tell us that it affords the man of small means a method of getting some of the necessities and luxuries of life easily. Both, no doubt, are correct in particular instances. There is the grave danger of a buyer taking on more than he can carry. He is buying too many things at once on this plan, or sickness comes into his family and the additional expense is too much for him.

The answer is that he must be reasonably positive that he is going to be able to make his payments promptly as they fall due before he takes on the contract. He must be certain that he wants the article he is buying and must be willing to carry out his contract when once he enters into it. If the terms of the agreement faithfully are complied with, the buyer will find himself in a sound position. He establishes his credit and his name on a contract means something.

#### CLASS IN ENGLISH OFFERED

Calling attention of employees to one of the study classes now being conducted for those desiring to avail themselves of the opportunity of receiving some first-class tutoring in one of the most essential of life's requirements, Educational Director E. W. Hill last month issued the following bulletin:

Are you a LIVE WIRE? Do you expect to forge ahead—or stay where you are? The people who succeed are those who get ready.

Do you realize that practically all the business of this Corporation is carried on by correspondence?

Consider, therefore, what an advantage it will be to you to be able to write a strong, correctly punctuated letter.

Through the courtesy of the officials of this Company, and without expense to you, a course is now being conducted in Business English, covering all forms of letter writing and punctuation, and including the fundamentals of Advertising and Salesmanship.

Thousands of young people are paying their money to Universities and Correspondence Schools for just such courses and are not in personal contact with the instructor.

For your convenience, the classes are held in Room 711, Pacific Electric Building, on Monday, Wednesday, and Friday, from 4:45 to 5:45 p.m. If you work until 5:00 p.m., you may come at that time.

Do not miss this opportunity. Enroll today. Tomorrow never comes.

#### Squared Up All 'Round

Jones—"Sorry, old man, that my hen got loose and scratched up your garden."

Smith—"That's all right; my dog ate your hen."

Jones—"Fine! I just ran over your dog and killed him."—St. Paul Farmer.

## Petition Asks Return of Former Trainman

IN THE operation of a railway, petitions of various characters from the public are not uncommon. Over a period of months such requests are made for changes in service, additional stops, new stations, wig-wag installations, and countless other requests that the public sees fit to make of a railway. Yet with all this variety, it is rare indeed that a petition is received asking that a trainman, formerly on a certain line, but who had transferred to another branch of the service, be returned, by popular demand, to his old run.



B. M. Gilliam

Such was the case last month when the following petition was received, signed by some fifty commuters of the Whittier line, asking that Motorman B. M. Gilliam return to them:

"We, the undersigned, having missed your smiling countenance on the Whittier line for many months, have been wishing for some opportunity to present itself so that we, by exercising our influence, could bring you back. Now that there is such an opportunity open, we beg you not to overlook it."

The above is a strong testimonial as to the kind of treatment the public received of Mr. Gilliam the four years he served as Motorman on Whittier line. During these years, he not only won the friendship and admiration of those who came in daily contact with him, but he also gave the public an example of the kind of service this Company is endeavoring to render.

It must, indeed, be a keen satisfaction to serve a large group of persons and have manifested toward one such a feeling of regard and kindness. We congratulate Mr. Gilliam most heartily for his rendering a class of service conducive to making many friends both for himself and this Company.

#### WM. SIMKINS COMPLETES 25 YEARS OF SERVICE

William Simkins, on March 31st rounded out his twenty-fifth year of service with the Company, a distinction that few of us can boast of. A small group of employees of the Engineering Department, who have served with him and under him during most of the time, took advantage of the occasion to present him with a sterling silver pencil as a small token of their affection and esteem.

Since its creation, Mr. Simkins has been Engineer in Charge of the Valuation Bureau, where his long and intimate knowledge of all matters connected with the Company's history makes him peculiarly well fitted for that important position.

It is said that eating onions prevents lip rouge from coming off.

#### "25 YEARS AGO TODAY"

"Manager W. H. Smith, announces the names of officials appointed on the electric railway system between Los Angeles and Alpine Tavern as follows: H. F. Gentry, passenger agent; F. H. Jones; superintendent of Pasadena division; J. F. Turner, superintendent of Mount Lowe division; J. B. Rowray, superintendent of Los Angeles division; C. V. Benedict, inspector of all divisions; James B. McPherson, chief dispatcher; A. Z. Clark, night dispatcher, and E. W. Koster, dispatcher for Los Angeles."

A glimpse into the dim past is revealed in the above news item which appeared in the Los Angeles Express on March 14, having been reproduced from its columns of the same date twenty-five years ago.

Inquiry among the older members of our staff makes known the present whereabouts of those mentioned, as follows: H. F. Gentry is a member of our Passenger Traffic Department, he having returned to our service in 1918 after employment elsewhere for a number of years previous. F. H. Jones, has been dead several years; prior to his passing he was employed in the mail department of the Union Pacific Railroad.

J. F. Turner is now engaged in the paint and decorating business in Pasadena, while J. B. Rowray, then Superintendent, is now General Manager of the thriving Sacramento-Northern Ry., with headquarters at our capital city.

C. V. Benedict has for several years been connected with W. A. Brown, Undertaker. Mr. Brown also was a member of our Trainmen staff, he and Mr. Benedict having been crew mates many years ago.

Most of us now in the service fondly remember Jas. B. McPherson, formerly General Superintendent of this Company, but now Superintendent of the East Bay Lines (electric) of the Southern Pacific, with headquarters in Oakland.

A. Z. Clark is still a familiar member of our ranks, he being Agent at Rubio, Rubio.

E. W. Koster died in the service a number of years ago, he being the second of the eight veterans named who have passed beyond.

W. H. Smith, the then General Manager of the Pasadena-Los Angeles, is now retired, having for a number of years past been devoting the major portion of his time to ranching near Monterey.

The Pasadena-Los Angeles Railway of those days, be it known, was considered quite a system. Its Los Angeles station, or headquarters, was located on Fourth Street between Spring and Broadway, its narrow gauge rails having extended up Spring Street to the Plaza, thence via North Broadway to Pasadena Avenue over which it proceeded to Pasadena.

Lady, at bargain counter: "Is my face dirty, or is it imagination?"

Floorwalker: "I don't know about your imagination, lady, but your face is clean."

## MORE TIME SAVING BENEFITS FOR OUR BEACH PATRONS

Another train to the Santa Monica bay district, operating under a new plan which saves 9 minutes time and eliminates 18 stops, was made available to Pacific Electric patrons Monday, Mar. 21st.

Already having proved its popularity to the extent of requiring an additional car on the 5:15 p. m., on which the plan was first used on March 1st, the train leaving Los Angeles at 4:52 p.m. for Santa Monica via Sawtelle is now also being operated under the new plan.

From Vineyard the two front cars operate as a limited to Sawtelle, making only two stops, Beverly Hills and Pontius Avenue, in the eight mile section between Vineyard and Sawtelle. Between Sawtelle and Ocean Park the two limited cars make all regular stops, giving passengers between those points the saving of nine minutes travel time. Leaving Vineyard the rear car makes all regular stops, relieving the two limited cars from making stops at other than the heaviest unloading points.

Further speeding up of the bay district service was made effective on March 21, the Santa Monica limited train via Brentwood being broken up at Sawtelle, the first car proceeding via Brentwood and the last two continuing on via Santa Monica Boulevard, a shorter route to Santa Monica and Ocean Park.

## SAN BERNARDINO FACILITIES SOON TO BE ENLARGED

Designed to relieve the congestion and speed up freight shipments, work will shortly be commenced on the rearranging of present trackage and the construction of 4,355 feet of additional trackage in the San Bernardino yards. The reconstruction program, which will be completed during the summer months, will cost approximately \$30,000 and result in doubling the present freight handling facilities.

The plan includes the relocating of 14 turnouts; installing one No. 7 75-pound split switch turnout and two 175-foot radius 60-pound split switch turnouts; extending tracks, using approximately 7760 feet of 70-pound rails, 450 feet of 60 pound rails, with necessary continuous joints, and 500 feet of 75 pound C. S. rails in turnouts; ballasting new tracks and turnouts with rock waste and making necessary overhead changes and extensions.

The present capacity of the five-track yard is 57 cars. With the additional trackage now proposed the yards will be able to store approximately 115 cars. From the Pacific Electric station, the five tracks of varying lengths will extend to a point just south of Mill Street. Two of the tracks will be approximately 2,000 feet long, while the others will be from 1,300 to 1,600 feet in length.

The San Bernardino freight service schedule includes three through freight trains each day to and from Los Angeles, and from four to five motors are used daily to handle the volume of freight in San Bernardino and the immediate vicinity.

## New Experimental Fares are to be Given Trial on Glendale-Burbank Line

**J**UST what bearing lower one-way and round-trip fares would have toward increasing the volume of travel over our lines seems likely to be determined within the near future, following developments arising in preliminary hearings before the California Railroad Commission last month on our pending fare adjustment application.

As told in the press, just prior to the first hearing a supplemental application was filed with the Commission in which the management sought permission to put into effect for a trial period some temporary experimental rates.

This proposal contemplated the operation of three classes of service, as follows:

1. Local street car service, same as is now operated.
2. Suburban service in the territories approximately 10 to 15 miles from the center of the City of Los Angeles, in which interurban service is now operated.
3. Interurban service to all points beyond the approximate 15-mile limit.

This experiment includes all lines with the exception of the Van Nuys Line, Sierra Madre Line, El Monte-Pomona-San Bernardino Line, Santa Ana Line, Newport Beach Line; these lines being left out for the present on account of certain complications that would interfere with the fare arrangements and operation of the suburban and interurban service.

In the suburban service it is also proposed to do away entirely with the present mileage basis on all classes of fares and substitute therefor, a zone fare arrangement with only two classes of fares, one-way fares at an approximate rate of 2 cents per mile, using 5-cent multiples, and a 30-ride commutation fare, limited to 90 days, to be established in suburban territory at a reduction of 20 per cent less than the one-way fare when such one-way fare is 15, 20 or 25 cents, and a reduction of 25 per cent where such one-way fare is 30 cents or over. This arrangement would, of course, entirely eliminate all other forms of commutation tickets and considering all fares, would result in a decrease in fares.

Of all the cities proposed to be affected, Glendale and Burbank alone have accepted the management's proposal to date, their acceptance being subject to certain modifications to be developed. It is from this inauguration of lower one-way and round trip fares, and slightly increased commutation tickets, that much of bearing will be developed for consideration in connection with the original application for fare increase.

One interesting development last month was the relatively high percentage of one-way and round-trip tickets sold as compared with all other classes of tickets purchased, the percentage being higher than generally thought. On an analysis of all tickets collected for one week during January last, the following are percentages of one-way and round trip tickets compared to all others on the lines indicated:

Long Beach, 65.1; Venice, via Sawtelle, 63.1; Glendale-Burbank, 58.7; Redondo via Gardena, 54.0; San Pedro, via Dominguez, 70.9; Whittier, 51.1; Pasadena via Oak Knoll, 61.9.

## MUNICIPAL RAILWAY PLEADS FOR PAVING RELIEF

Detroit voters are to vote on the proposal to relieve the Municipal Street Railway System of paving costs. The company expended \$542,652.02 for paving between July 1, 1925 and December 31, 1926. Now the management declares that there is no reason why the Municipal lines should pay for paving which it does not wear out.

This is in line with the contention of privately operated companies throughout the country. It is predicted that the day is not far distant when electric railway companies will be relieved of most of their paving costs. Three states and more than fifty cities already have given or pledged to give relief to local transportation companies.

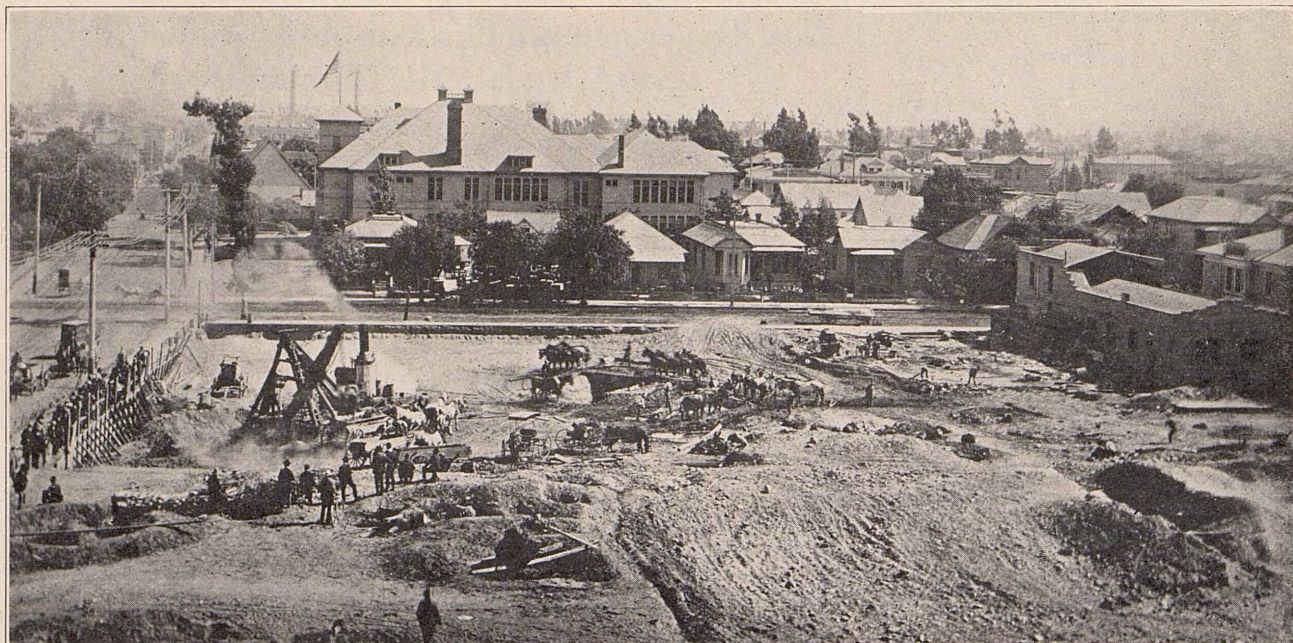
## EMPLOYEES IN HOSPITAL

The Medical Department issued the following list of employees that are under its care at the Pacific Hospital as the Magazine goes to press:

F. B. Terry, Conductor, Northern Division; A. Clark, Station Agent, Rubio; B. Jimenez, Laborer; E. Foster, Motorman; C. Theilan, Janitor; E. Munson, Flagman, Northern Division; A. Paulos, Engineer; T. Cross, Towerman, and C. S. Phillips, Motorman, Southern Division.

Under the good attention of the Company's staff of Doctors and Nurses the above patients are being well cared for, however, a little sunshine brought by a thoughtful visitor will do much to bring about a speedy recovery.

The Pacific Hospital is located at 1329 South Grand Avenue and the visiting hours are from 2 to 4 and 7 to 9 p.m. daily. All are urged to make use of this information.



Looking Back Just a Few Years, when they Began Excavation for our Sixth & Main Station. Looking East from Main Street.

## HOW TO AVOID FORGERIES

Forgeries can and, if common-sense precaution is exercised, will be reduced in number from the alarming total of 400,000 that they reached last year. Speaking before the Hollywood Lions Club recently, Herbert H. Smock, Vice President of the Security Trust & Savings Bank, voiced the above opinion and suggested the observance of the following rules as a step toward the attainment of the desired results:

(1) Never write a check with a pencil. Use pen and ink.

(2) Fill in all blank spaces.

(3) Don't erase. Errors should be corrected by writing a new check and destroying those incorrectly written.

(4) Strangers are not always crooks but crooks are usually strangers. Never give a blank check to a stranger. Cash a stranger's check only upon the indorsement of someone you know to be good or you may take a chance if you feel that you are an expert judge of people.

(5) Make checks payable to "Cash" or "Bearer" only when you personally present them at your bank. Otherwise use the name of the person you intend shall receive payment.

(6) Never place your signature alone as an indorsement on checks you intend to deposit. Write above your signature the words: "Pay to the order of \_\_\_\_\_ Bank."

(7) Never sign blank checks. It is better to authorize an employee or agent if you expect to be away for any length of time.

(8) Guard your canceled vouchers as you would a valid check, leaving none where they can be easily taken.

(9) Keep your check books securely locked up and be careful how and where you sign or exhibit your banking signature.

(10) Beware of the magic word

## MISSIONS OF CALIFORNIA

How many missions comprise the group of California's early landmarks? When and where was the first one built and where are they located? Don't all speak at once.

The founding of California's chain of missions marks one of the most romantic episodes in our State's history, yet few of us have certain knowledge as to their number, age or location.

The tabulation below gives this information, from which we further learn that our own San Gabriel and San Fernando Missions were fifth and eighteenth respectively in the order of their founding:

San Diego de Alcalá, July 16, 1769; San Carlos (Monterey), June 3, 1770; San Carlos del Carmelo, July 10, 1771; San Antonio de Padua (King City), July 14, 1771; San Gabriel Arcangel, Sept. 8, 1771; San Luis Obispo de Tolosa, Sept. 1, 1772; San Francisco d' Assisi (Dolores), Oct. 9, 1776; San Juan Capistrano, Nov. 1, 1776; Santa Clara, Jan. 12, 1777; San Buenaventura (Ventura), Mar. 31, 1782; Santa Barbara, Dec. 4, 1786; La Purísima Concepcion (Lompoc), Dec. 8, 1787; Santa Clara (Santa Cruz), Sept. 25, 1791; San Buenaventura (Soledad), Oct. 9, 1791; Santa Barbara (Irvington), June 11, 1797; Santa Cruz (Sargent), June 24, 1797; San Miguel, July 25, 1797;

"Certified." Ordinarily certification stamps can be duplicated almost as easily as any other rubber stamp.

(11) Watch checks which apparently bear the maker's "O. K." or other form of approval. They may be forged or altered.

(12) Deposit slips incorrectly written should be destroyed or otherwise your signature will be available for fraudulent use.

San Fernando Rey de Espana, Sept. 8, 1797; San Luis Rey de Francia (Oceanside), June 13, 1798; Santa Ynez (Gaviota), Sept. 17, 1804; San Rafael Arcangel, Dec. 14, 1817; San Francisco de Solano (Sonoma), July 4, 1823.

## ORIGINATION OF THE HOUR

Sixty seconds make one minute and sixty minutes makes one hour. Yes—but how come?

In a recent issue of the Los Angeles Examiner, the credit for the inauguration of our present time system was given to the ancient Babylonians and explained thus:

Of the systems of notation which existed in that ancient nation, two stood out—the decimal, which counted by tens and the sexagesimal, which counted by sixties. The choice of sixty as the unit notation was not an accident, but was chosen because no other number has so many divisors.

The Babylonians divided the sun's daily journey into twenty-four periods. Each period, or hour, was sub-divided into sixty minutes, and each minute into sixty seconds. The whole course of the sun during the twenty-four equinoctial hours was fixed at twenty-four parasangs, or 720 stadia, or 360 degrees.

The system was handed on to the Greeks, and thus it was carried down to the middle ages. When the French revolutionized the system of weights, measure, coins and dates, during the revolution, they refrained from interfering with the sexagesimal system of time. Gradually, for purposes of standardization, the system originating in Babylon, spread all over the world—wherever the sun rose and set, an hour was sixty minutes, a minute was sixty seconds.



## NEW HIGH-GEAR ARROWHEAD ROAD SOON TO BE BUILT

Settlement last month of a long waged controversy as to a just proportionment to be paid by the State and County of San Bernardino in the extensive highway plans made for an improved and grade-reducing road to Lake Arrowhead and Big Bear Lake insures an early start on this important undertaking. The Government's appropriation already having been made, the planned all-year paved highway, which eliminates the treacherous "switchbacks" and involves the construction of a tunnel of considerable length, will soon be under way. A portion of the project is scheduled to be finished by early fall.

The government, according to authentic information, will begin work at once reducing grades in Waterman Canyon as far as the Panorama House to a maximum of 8%. From Panorama House, approximately half way up the mountain and at foot of Switchbacks, road is to go directly east, bridging Waterman Canyon and striking the opposite side approximately two-thirds of the way up on the old incline railway, at which point the Government work stops, coming to a dead end. From that point the State highway will continue on east, tunneling through this point and carrying the road along the south side of the mountain and coming in on the original highway at Squirrel Inn, thence on around the point just east of Squirrel Inn, following the south side of the range through to Fredalba.

The Board of Supervisors of San Bernardino County last month appropriated \$50,000 to be used for construction of a highway from the point where the government project ends north to Crestline, this link to be used for temporary connection with present Rim-of-the-World Highway and to serve Los Angeles City Playground Thousand Pines and Skyline.

The Government's estimation of cost and its appropriation for its part of the work is \$360,000. It is expected that the Government work and the County part of the program will be completed by late this coming fall.

The completion of this contemplated road will mean a high-gear highway to both the crest of the San Bernardino Mountains and through to Big Bear Lake.

## TESTING AUTO DRIVERS

From Leipsic, Germany, comes a description of the driving test that is now obligatory there. It is probably the most searching test of fitness yet devised, says the Associated Press.

The driver holds the steering wheel in a detached control section of an automobile provided with all the regulation apparatus he would need to control the car if it was actually in motion. Close in front of him is a screen on which is thrown a motion picture of traffic in a congested thoroughfare, and he is required to manipulate his controls so as to avoid the dangers the traffic presents.

## FEW BUS COMPANIES MAKING THEIR WAY FINANCIALLY

There has been much loose talk about the bus eliminating the street car, W. H. Sawyer, President of the American Electric Railway Association, declares.

"I have in mind particularly the Chicago situation, which is local unto itself, political and chaotic," Sawyer says. "Nothing now, supernatural or mystical has happened within the last few months to warrant those who previously definitely advocated co-ordination completely to reverse their position and now advocate wholesale substitution; that is, there is nothing except selfish, mercenary motives. I have no hesitancy in saying that I do not believe that any thinking man, who is familiar with the situation, believes that the Chicago settlement is going to be on the ridiculous basis of eliminating the electric street cars. That would not be building up a community. Such a thought is not only contrary to all transportation experience, both here and abroad, but is particularly contrary to the experience in Chicago itself, where during 1926, the street cars showed an appreciable increase in passengers while the buses showed an appreciable decrease.

"In St. Louis the bus is not holding its own. Few responsible bus companies anywhere are making money from operation.

## BULLETIN ISSUED MOTORMEN

Calling attention to several delays experienced through brakes going into emergency during coupling and uncoupling of 1100 and 1200 class equipment, a bulletin issued last month by A. C. Bradley, Superintendent, Northern Division, repeated the existing instructions. Investigation proved that in some instances Motormen were not familiar with the proper procedure as regards the correct manipulation of brake valves.

Instructions in effect, as outlined in the bulletin, are as follows:

**Coupling:** The car or cars which is to be coupled to must have a straight air application of brakes made and the brake valve placed on straight air lap position before coupling is made. As soon as coupling is made the brake valve handle must be placed on automatic lap position so that motorman on the other car can make an automatic application and remove brake valve handle.

**Uncoupling:** First make automatic application of brakes and place brake valve handle on automatic lap position then place coupling valve handle in uncoupling position on the car which is going to be moved away and move it away.

## Devoted

"I s'pose you carry a memento of some sort in that locket of yours?"

"Yes, it is a lock of my husband's hair."

"But your husband is still alive."

"Yes, but his hair is gone."

## STANDARD GAUGE HISTORY

An interesting bit of information in connection with the gauge problem which confronted the railroads in the early development of the industry is contained in a foot-note in the Southern Pacific Bulletin in a continued historical story entitled "From Trail to Rail."

Says that worthy publication:

The official gauge of the Central Pacific was, as now, 4 feet 8½ inches. President Lincoln originally fixed it at 5 feet, which was the gauge required by the Central Pacific's state charter.

The first material and equipment for the Central Pacific were ordered on the basis of a 5-foot gauge and the change to the narrower measure involved expense which the builders could ill afford. In fixing the gauge, President Lincoln was carrying out one of the requirements of the Pacific Railroad Act. Congress, however, on representations by the New York Central, Michigan Central, Baltimore & Ohio, Chicago & Northwestern and the Rock Island that they had adopted 4 feet 8½ inches as the standard gauge, adopted early in 1863 a resolution establishing the gauge of the Pacific railroad at 4 feet 8½ inches.

The problem of gauge was not finally settled by the railroads of the United States until 1886. Up to that time established lines were using gauges ranging from 7 feet down. Between May 22 and June 2 of that year more than 12,000 miles of railroad in the United States were changed from wide to standard gauge. The Louis & Nashville, by using a force of 8,763 men, was able to change the gauge of 1806 miles of main line and sidings in a single day.

## EXHAUST NOISE ELIMINATED

As a means of eliminating the exhaust noise of oil electric locomotives, eight large American railroad systems have adopted the Maxim silencer, originally developed to muffle the explosions of firearms, writes the Ohmer Fare Register.

The silencers are placed on the roofs of the locomotives, the exhaust passing through the silencing units without reversals and without encountering obstructions. The noise of the engine exhaust is reflected many times in the silencing unit, the energy of the sound waves being absorbed before it reaches the outlet. Persons standing within a few feet of the locomotive can hear the sound of the exhaust only faintly.

Locomotives so equipped, are practically noiseless, and glide through cities or into terminals without the familiar hissing and rumble.

Economists have calculated that the elimination of noise in industry would save manufacturers millions annually by the increased efficiency of workers. The appearance of the Maxim silencer comes at a time when there is great need of it and when municipal authorities everywhere are investigating ways and means of preventing noise.



### FARE INCREASE AND TRAFFIC TALK MADE BEFORE AGENTS

In keeping with the contention held in many quarters that our passenger fares are too high and because the company is desirous of increasing its passenger revenues if possible without increasing fares, a supplemental application was filed with the Railroad Commission asking for a reduction of one-way and round-trip fares and an increase in commutation rates. The facts relating to the above were told by Passenger Traffic Manager Smith to the Agents at their Association meeting.

Mr. Smith emphasized the fact that the supplemental application would actually reduce the fares on 69 per cent of our passenger business and was offered as a possible solution of the revenue problem. The experiment in the event the application is granted is expected to show whether or not the present schedule of fares is responsible for the decrease in patronage and revenue.

Striving to come in closer contact with the industries served by this Company, it is planned to invite representatives from the various fields of activity to appear before the Association. E. E. Goalder, Traffic Manager of the American Growers, Inc., was the first speaker invited and in his talk he laid particular stress on the fact that good transportation is the most important single item in the successful marketing of food products. Mr. Goalder expressed himself as being highly pleased with the service rendered by this Company, in response to which T. J. Day, Freight Traffic Manager, gave assurance that every endeavor would be made to continue giving the best possible service.

Other speakers of the evening were the following Agents: H. M. Wright, Alta Loma; C. L. Smith, Azusa; J. C. Winterberg, Artesia; C. W. Rutledge; Brea, and G. S. Richardson, Burbank. After a short talk by General Agent Osborn concerning conditions at Long Beach, the meeting adjourned and light refreshments were served.

Geo. W. Orr, Secretary of the Association, submitted the above resume of the last meeting and will give a brief of each of the future gatherings.

### SECRETARY ELEVEN YEARS

A further review of the history of the Agents' Association, told by General Superintendent Annable at the last annual banquet, reveals that to H. L. LeGrand, Agent, Glendale goes the distinction of having served the organization the greatest number of years in an official capacity.

### NEWS FROM THE AGENCIES

*We are indebted to Frank Farnham, Supervisor, Transportation Department, for the news items below concerning Agents throughout the system:*

For the first time in many years H. C. Bedwell, Agent at Whittier, is treating himself to an extended vacation and for several weeks will be missed from accustomed haunts. During his absence the station will be in the capable hands of Relief Agent, G. A. Schmidt.

C. S. Wallace, for the last several years in charge of Southern Pacific ticket sales at our Whittier station, has been transferred to position of Cashier for the Southern Pacific at Long Beach. While we regret losing Mr. Wallace from our ranks we feel that in going to the Southern Pacific he is still in the family and congratulate him upon his well deserved advancement.

The position vacated by Mr. Wallace at Whittier is being very satisfactorily filled by W. R. Moore, formerly Ticket Clerk at Wilmington, Canal St. station. As in checkers, one move calls for another, so with the promotion of Mr. Moore to the vacancy at Whittier, F. M. Brookings was transferred from the Pier A office to the station at Canal St.

G. W. Caldwell, Agent, Ocean Park, has just returned to work after a siege of sickness lasting about two weeks.

A. Z. Clark, Agent, Rubio, had the misfortune to fall and break an arm which, with other complications, will necessitate his being off duty for some weeks. During this time this station is in charge of R. L. McMichael, formerly of East Long Beach.

Another of our members who has had to take the count at the hands of the doctor during the past month is G. S. Richardson, Agent at Burbank. We are glad to report that Mr. Richardson is back on the job after but a few days' "out."

G. L. Fisher, Ticket Clerk at Compton, was missing from his station during the last week of the month and upon his return reported that he had been towed into the hospital for a

Following his term as a temporary Chairman, on the occasion of organization in July, 1915, Mr. LeGrand was elected as Secretary for the year 1916, which post he creditably filled each succeeding year until the close of 1925, when he was elected President for the 1926 term. The Association's records credit Mr. LeGrand with more than 11 years of active endeavor in behalf of the Agents' Association.

### LONG BEACH FUTURE BRIGHT AS ONE OF LEADING PORTS

That Long Beach Harbor is fast approaching the time when it must be recognized as a world port is shown by the business now being handled and the harbor building program now in progress, writes H. P. Clark, Freight Agent, Long Beach. The Pacific Electric alone handled 192 carloads of out-bound business during January, and 220 carloads in February.

The limited dock facilities are at the present time the greatest obstacle to greatly increased business, but it is hoped that the movement now being fostered by the City Government to increase the size of the municipal docks will materialize. If it does, Long Beach will be in a position to make a bid for general cargo.

Long Beach Harbor is fortunate in many respects, principally because of its easy accessibility to the sea. Instead of boats having to travel two or three miles through congested channels, as is the case with so many harbors, the Long Beach turning basin is only about a quarter of a mile from the open sea.

Work has now started on the Ford plant and it is hoped that Long Beach will be turning out "flivvers" within the next few months.

The breakwater which was started two years ago will be completed within the next twelve months and will mark the completion of Long Beach's \$5,000,000 harbor building program. Eventually this rock work will be extended to meet the San Pedro breakwater, if plans to consolidate Long Beach and Los Angeles harbors into a Port District materialize, and will result in one of the world's greatest ports.

general overhauling but aside from finding a few gears loose there seemed to be little the matter. Adjustments have been made and he is back on the job.

Assistant Agent, J. W. Tate has been transferred from El Monte Station to the Western Division where he is employed forenoons at Sawtelle and afternoons at Sherman.

To fill the vacancy at El Monte caused by this change, John Neal was transferred from Monrovia and his position temporarily filled by Fred J. Walton, formerly Conductor on the Northern Division.

Due to a material increase in business at the Santa Monica Freight Station, another employee has been added to the force. This position is being held by Lloyd T. Leary, formerly of Wingfoot Agency.

## PEACHEY PRESIDENT ELECT NATIONAL ORANGE SHOW

Meet the President elect of the National Orange Show.

F. E. Peachey, Assistant Superintendent at San Bernardino, had the above honor conferred upon him last month for the year 1928 at the annual meeting of the Show's Executive Committee. Mr. Peachey's regime will begin after the settling up of all matters concerned with the recent Orange Exhibition and he will direct the plans and preparations for the 1928 display of the famed Southland's product.

Mr. Peachey's selection was made in appreciation of the ability displayed in other positions in connection with the Orange Show and we predict that his enthusiasm and knowledge will be reflected in the coming exhibition.

### Shriving His Soul

"Here's dat fi' bucks I owe ya, Spike," volunteered Second Story Steve.

"Ta'anks, Steve, but dere was no hurry," replied his friend.

"Nah, but it's like dis. I gotta dangerous job on ternight. I gotta con-track to bump off a bloke, an' I wanta go into de job with a clear conscience."  
—American Legion Weekly.

## Car Takes Ride to Movie Plant for Film Use

REGARDLESS of cost, labor, time or what-not, our motion picture production friends, whom we have the pleasure of serving frequently, know what they want and most generally get it. The mere picking up of a street car, weighing 57, 800 pounds, hauling it bodily by trucks to a specially constructed metropolitan city district, is all in a day's work.

"We want a street car in our studio at Fox Hills tomorrow," advised the Location Manager of Fox's West Coast Studio one day last month.

"I'm sorry, but we have no tracks into your studio," replied General Agent Billhardt of our Passenger Department.

"That's a mere trifle," replied the L. M. "You just spot it on your siding at Buenos Ayres; we'll load it gently onto a couple of trucks and haul it over to the studio. It will be back in good condition in just a few days." And it was, without ado.

The moving of this car was done in connection with the screening of "Is Zat So?" in which George O'Brien, star, starts a pugilistic career as a scrappy Motorman. A vicious truck driver takes undue liberties in cross-

ing his path, whereupon O'Brien climbs from his car and hands out a neat lacing to the offending one.

For these shots the director built a huge and magnificent set, 300x250 feet at Fox Hills, the outdoor location of this company near Westwood, in the suburbs of Los Angeles. Tracks were laid, trolley wires were strung, power was turned on, and all was in readiness for the actor motorman. The rest was up to the actors and camera crew.

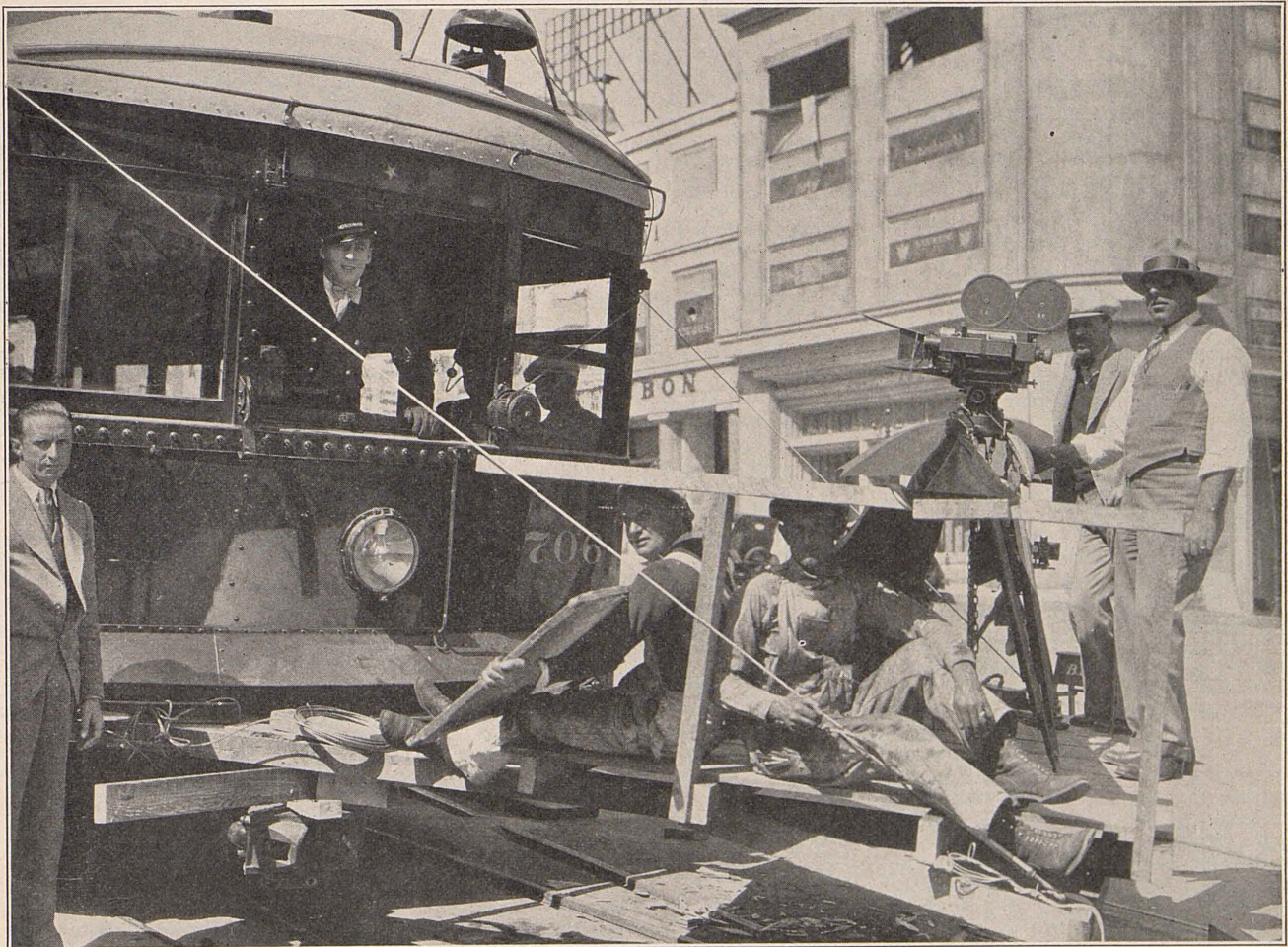
To get the desired results, an extension platform was built on the forward trucks of the car. On this was mounted a camera. With Director Green in command with crouched "grips" and assistants working the reflectors, or sun-shades, the car moved forward under its own power. Thus the cameraman always in front of the car, got his close-up shots of O'Brien as the Motorman.

For the interiors, showing the passengers, the cameras were moved inside the car. To get the more distant views, the photographer rode in a camera-car, in advance, and shot backwards.

### The Reason

Passenger: "Why are we so late?"

The Porter: "Well, sah, de train in front is behind, and we was behind before besides."



George O'Brien, of Fox Film fame, doing a motorman's turn at the throttle. Picture shows camera crew's method of procuring close-ups in picture now being made at the Fox Hills Studio.

# PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

## EXECUTIVE COMMITTEE MEETING AT P. E. CLUB

The March meeting of the Executive Committee was held on Wednesday, March 2, at 2:00 p.m. in the Auditorium of the Club. The following were absent: F. R. Fysh, O. D. Harris, Geo. H. Grace, C. C. Tibbetts, K. Thompson, L. H. Covell, H. Gray, A. C. Russell, H. L. Legrand, V. R. McGinnis, W. W. Robbins, T. L. Wagenbach, B. F. Manley, Earl Haskell, T. J. Day, F. E. Geibel, and L. A. Lovell.

<b>Club Fund</b>	
Balance, 2-1-27 .....	\$ 234.17
Receipts .....	1,104.50
<hr/>	
Total .....	\$1,338.67
Disbursements .....	\$1,262.89
<hr/>	
Balance, 2-28-27 .....	\$ 75.78
<b>Relief Fund</b>	
Balance, 2-1-27 .....	\$ 284.76
Receipts .....	739.86
<hr/>	
Total .....	\$1,024.62
Disbursements .....	760.50
<hr/>	
Balance, 2-28-27 .....	\$ 264.12

### Unfinished Business

Mr. Brown gave an excellent report on the dance and entertainment given for the employees at Pomona on February 8. A large crowd gathered to enjoy the evening. The P. E. Orchestra gave their usual snappy numbers and the special entertainment was very pleasing.

Mr. Vickrey stated that a special article would appear in the next issue of the P. E. Magazine stating the time, place, and other details concerning the Annual Ball.

### New Business

Mr. Hatt brought up the subject of a new top for a table in the Trainmen's Room at Ocean Park. Mr. Vickrey replied that this matter was being attended to and that a report would be made at a later date.

Mr. Drake reported that the road at Macy Street which leads down to the inspection barn has been washed away by the late rains until it is almost impassible. Mr. Stevens will take this matter up and report at next meeting.

Mr. Moesby asked for a few chairs to be placed in the Signal Station at Washington Street so that the Sunday crew may have the use of the same during their watch. This matter will be checked into and reported on at a later meeting of the Committee.

Walter Burgess brought up the subject of smoking in the closed cars while the employees are enroute to their work. This subject has been carefully gone into in years past, but it will again be taken up to see what may be done.

Mr. Vickrey announced the resignation of Frank Wilcox, Committeeman in the Engineering Department, from San Bernardino. However, there was no name suggested to fill the vacancy and the appointment will be made at the April Meeting.

## P. E. CLUB BULLETIN

From April 15, to May 15

- Friday, April 15:**  
Vaudeville show at Club, 8:00 p.m.  
General Staff meeting 10:30 a.m.
- Monday, April 18:**  
P. E. Band rehearsal, 8:00 p.m.
- Wednesday, April 20:**  
Trainmen's meeting, all divisions.  
Will be notified by letter where to meet.
- Thursday, April 21:**  
"Easter Dance" in Ball Room at Club, 8:30 p.m.
- Monday, April 25:**  
P. E. Band rehearsal, 8:00 p.m.
- Thursday, April 28:**  
Club Dance in Ball Room at Club, 8:30 p.m.
- Friday, April 29:**  
Vaudeville at Club, 8:00 p.m.
- Monday, May 2:**  
P. E. Band rehearsal, 8:00 p.m.
- Wednesday, May 4:**  
Executive Committee meeting, 2:00 p.m.
- Thursday, May 5:**  
Club Dance in Ball Room at Club, 8:30 p.m.
- Monday, May 9:**  
P. E. Band rehearsal, 8:00 p.m.
- Tuesday, May 10:**  
Masonic Club meeting, 7:45 p.m.
- Wednesday, May 11:**  
Rod & Gun Club meeting, 8:00 p.m.
- Thursday, May 12:**  
Club Dance in Ball Room at the Club, 8:30 p.m.
- Friday, May 13:**  
Vaudeville at the Club, 8:00 p.m.  
Car Foremen's meeting in the Library at the Club, 8:00 p.m.
- Saturday, May 14:**  
Agent's Association meeting, 7:45 p.m.

## EASTER DANCE AT CLUB

An "Easter Dance" will be given by the Pacific Electric Club to members on Thursday evening, April 21, at 8:30 p.m.

Careful arrangements are being made to give the Club members an unusually good time on this occasion as evidenced by the fact that plans being made for an exhibition dance and the awarding of prizes during the evening.

Each Thursday evening, prior to the dance, a lesson in modern ball room dancing is given to all who desire to modernize their dancing or those who wish to learn this graceful art. There is no expense to our Club members and all are welcome to come.

## JUDGE C. E. HAAS ADDRESSES P. E. MASONIC CLUB

Chas. E. Haas, Judge of the Municipal Court, City of Los Angeles, Division 22, addressed a largely attended meeting on the evening of March 8, his subject being the "Evolution of Freemasonry."

Judge Haas ranks high among the foremost Masonic students and authorities, and it was a great privilege to hear him.

At the next regular meeting to be held April 12, Mr. W. A. Barnhill, also a prominent Masonic authority, will address the club.

During March, the Pacific Electric Masonic Club visited El Sereno, South Park and University Lodges, and conferred the master's degree upon four fellow employees.

The Club will visit Corona Lodge in Pasadena and Evergreen Lodge in Riverside, during the latter part of April.

## SPECIAL LECTURES GIVEN TO CLASS IN TRAFFIC

Going more deeply into the many intricate phases of their subject, the Traffic Class last month was the recipient of two special lectures and participated in considerable round-table discussion.

On March 16, A. E. Blood of the Bureau of Explosives, Washington, D. C., gave the first of a series of three lectures on the subject of Explosives. Many charts were used to illustrate the points brought out in his talk and a foundation was laid for a more comprehensive consideration of the subject in following lectures.

A. E. Norrbom, Chief Clerk, Freight Traffic Department, on March 30th appeared before the class and presented a fund of information on the subject of Railway Regulations. His treatment of the problems that are presented in this phase of the traffic subject was such as to be thoroughly understood by his attentive audience.

The program for the Traffic Class during the coming month, as outlined by Educational Director Hill, is as follows:

April 6th—Speaker: A. E. Blood, Inspector, Bureau of Explosives; Subject: Second of series of illustrated lectures on History and Transportation of Explosives.

April 13th—Class Discussion: Classification and Rates—Local Problems.

April 20th—Speaker: George F. Squires, A.F.T.M.; Subject: Grounds of Proof in Rate Cases and Procedure Before the Commission.

April 27th—Speaker: R. T. Knowlton, Head Clerk, Freight and Passenger Accounts, Auditing Department; Subject: Handling of Freight and Passenger Accounts.

These classes are held each Wednesday evening for the benefit of Pacific Electric employees interested in Traffic.

Visitors from the Industrial Traffic Field are invited to attend.

# THE PACIFIC ELECTRIC MAGAZINE

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Employees of the Pacific Electric Railway.

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

Vol. 11; No. 11 April 10, 1927

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

**H**OW MUCH time have you—net? Off-handedly, the above query may seem a common-place one, but if we reflect a bit, its importance in the lives of each of us soon asserts itself.

Most of us treat too lightly our leisure hours, not realizing that to the extent that we apply them to some form of self-development depends the future progress and happiness of both ourselves and those dependent upon us.

The value of leisure time and the necessity of applying a portion of it to creative use was most interestingly discussed by Herbert N. Casson in a recent issue of Forbes Magazine, from which we quote:

"We all have twenty-four hours a day—gross, but very few of us have even two hours a day of time used creatively.

"We spend eight hours in sleep and eight hours in routine. That leaves only eight hours, gross, for self-development and recreation. This eight hours is usually frittered away in one way or another, or put to some sort of a dog's use. If we manage to save two hours out of the mess, we will do well.

"The fact is that Time fools us. Time is nothing, to speak scientifically. The Future is eternally becoming the Past, and this flow is called Time.

"There is in reality no Future, and no Past, except in Hope and Memory. There is no Time but Now; and Time is nothing except as we use it.

"A young man of twenty-five may have had more Time than an old man of eighty, because he has seized it as it flew past and made it his own.

"Most people are duped either by the Future or the Past. Usually, a young man dreams about the Future for the first half of his life. Then he

## 'That Was Service,' Says Editorial Writer In Praising Ivanhoe Bridge Repairs

**T**RAFFIC over our bridge, which was damaged by the flood, will be started at 10:45 o'clock this morning", said a voice from Pacific Electric headquarters on the phone the other day. "We have driven the necessary piling, straightened the superstructure of the bridge and everything is now in readiness to handle traffic to and from Glendale. Our engineers have made final tests and have pronounced the trestle as entirely safe to handle the trains."

To be frank, I doubted the statement that the bridge had been repaired so speedily. I jumped in a car and drove down to see for myself. Sure enough cars were using the trestle.

That was service. The transportation company had crews of men working day and night repairing the damaged trestle. Before most of us could have even started to plan the work the engineers had the job completed.

The Pacific Electric is also to be thanked and congratulated for the efficient manner in which they handled the heavy Glendale traffic during the time the bridge was impassable. Thirty minutes after car service over the river was suspended, large buses were placed on schedule and passengers carried with a minimum of inconvenience and delay.

If the higher officials don't recognize the worth of those bridge engineers, we do. They gave us an example of what training and efficient organization mean in time of emergency."

In expressing to Mr. Welty, of the Glendale Daily Press, an appreciation of his kind and thoughtful remarks, Mr. Pontius thus wrote him:

"I have read with interest the editorial written by you concerning the Glendale Line bridge that was damaged during the recent flood, and the manner in which the traffic was handled during the time the bridge was out and the efficient work done by the bridge engineers.

"I cannot pass this by without taking the opportunity to express to you my appreciation for the editorial. It is always a great pleasure to the management to read a public acknowledgment of efficient work that our subordinate officers and employees carry out.

"Also wish to assure you that the officers of this Company fully appreciate the excellent work done by the employees of the Transportation and Engineering Departments, not only during the recent flood, when a great number of our lines were out, but at all times, and it is gratifying to have one like you publicly acknowledge that the men doing this work go to make up an efficient organization."

dreams about the Past for the second half of his life. And in this way he loses both halves.

"This can be avoided by living day by day. I do not mean that we should be butterflies, or that we should make large plans. But I do say that we should make every day worth something to us.

"'Act—act in the living Present'—that is the only way to get the best of Time."

### When Ma Is Sick

When ma is sick,  
She pegs away,  
She's quiet though,  
Not much t' say,  
She goes right on  
A doin' things,  
An' sometimes laughs,  
'Er even sings,  
She says she don't  
Feel extra well,  
But then it's just  
A kind o' spell,  
She'll be all right  
Tomorrow sure,  
A good old sleep  
Will be the cure;  
An' pa he sniffs  
An' makes no kick  
For women folks  
Is always sick,  
An' ma she smiles,  
Let's on she's glad—  
When ma is sick,  
It ain't so bad.

### When Pa Is Sick

When pa is sick,  
He's scared to death  
An' ma an' us  
Just hold our breath,  
He crawls in bed,  
An' puffs an' grunts,  
An' does all kinds  
-Of crazy stunts,  
He wants the doctor,  
An' mighty quick,  
For when pa's ill,  
He's awful sick,  
An' sort o' sighs,  
He gasps and groans  
He talks so queer,  
An' rolls his eyes,  
Ma jumps and runs,  
An' all of us,  
An' all the house,  
An' peace an' joy  
Is mighty skeerce—  
When pa is sick,  
It's something fierce.  
—Exchange.

## The Sun Did Its Work

John Wanamaker once wrote a little sketch entitled, "The Sun Did Its Day's Work," which we quote: "The Sun Did Its Day's Work yesterday and went away in the evening with a radiant smile without saying a word. A man not as big as the sun worked eight hours yesterday and potted slowly home grumbling that no one had patted him on the back or praised him to his face.

"The same man stumbled and grumbled into his home and sat in a chair, 'too tired,' he said, 'to wash up.'

"He grumbled at supper to his wife and two boys, and he went to bed grumbling and probably arose this morning to start the grumble-ball a-rolling in his shop.

"What right has any man, woman or child to a foothold on the earth if they cannot do their little part to help along as smilingly as the sun does his part day by day?

"You in your little corner and I in mine, and all of us contented and smiling to have the chance of healthful toil, fair play and a life useful to others.

"Sonny, be sunny!"

## Public Appreciation Expressed

### *Service and Courtesy Bring Their Reward.*

**R**ELECTING most creditably to the Trainmen of our system, the month of March witnessed the highest number of complimentary letters received during any one month for several years. A total of 44 such commendatory communications were made a part of Trainmen's records during the month.

Listed below are names by divisions of those commended for varying degrees and different examples of impressive service, space limitations permitting only brief highlights from the communications. It is the intention to publish in the Magazine a list of those commended each month.

#### Northern Division

I. H. Lundy, Conductor, South Pasadena line, for first aid rendered to passenger who had fainted from heart ailment. Mr. Lundy's treatment restored the passenger to consciousness after treatment of nurses on car had failed to revive him.

L. R. Sanders, Conductor, Alhambra, for aid to an elderly passenger trying to board car with awkward package. Mr. Sanders played package on car and assisted the gentleman aboard.

Conductor I. Holm and Foreman D. B. Van Fleet for assisting lady to regain umbrella left on South Pasadena car.

Conductor W. P. Robinson for courtesy extended elderly lady in helping her to get on and off Pasadena Short Line car.

R. J. Orr, Operator of motor coach on North Orange Grove-Center Street line, for courtesy and consideration shown visitors from India.

Operator I. E. Murphy for assisting an elderly, crippled man to board his car and for courteous conduct toward him.

Conductor G. Foster, Pasadena-Oak Knoll Line, for courtesy extended to lady in seeing that she got off car at proper point.

Conductor L. I. Dennison, Colton, San Bernardino Line, tactful treatment and thoughtfulness toward ladies and children passengers.

Conductor Holmes and Motorman Collins, South Pasadena Line, for special courtesy extended elderly lady during peak hour of travel.

F. H. White, Conductor Sierra Madre Line, for ability to handle children that board his car and his kind courteous treatment to them at all times.

Motorman L. A. Young, San Gabriel Line, for making stop to pick up man who was stranded on the curbing with baggage and bundles and unable to get into loading zone.

Operator J. H. Ream, Lincoln Avenue Line, Pasadena, for kindness to two little children on their way to school, who, being unable to cross street on account of high water in gutter, were carried across by Mr. Ream.

Conductors Schiffler and Mosher, Monrovia Line, for special kindness and extra effort in restoring a package left on car.

Conductor R. Forsythe, Monrovia Line, for courtesy and special effort to accommodate passengers.

Bus Operator D. B. Gardner for his courteous, kindly conduct and the manner in which he operates bus.

Conductor J. F. McIntosh, Pasadena Line, for courtesy in assisting a mother with young baby to board car.

Conductor W. H. Owen, Pasadena-Oak Knoll Line, for explaining to passenger that his car did not pass the Pasadena Hospital and telling her how she could reach her destination.

Conductor Harold K. Riordan, Pomona Line, for assistance given old gentleman, almost blind, in getting off car and onto sidewalk.

Conductor J. I. Campbell, Covina Line, for presence of mind in preventing elderly man from getting off moving car and bringing car to stop so that passenger could alight in safety.

Conductor A. F. Cooper, Temple Line, for special courtesy extended to blind man.

Conductors F. A. Greene and E. H. Heydenreich for courtesy and attentiveness to their duties and to the welfare of their passengers.

Motorman H. D. Clements, Sierra Vista Line, for thoughtfulness in calling attention of prospective passenger to the fact that his car was a local, although, due to repairs being made on local track, it was operating on inter-urban track.

Conductor J. E. Lambert for courtesy extended old lady in assisting her from car to street curb.

J. K. Kennedy, Conductor, South Pasadena Line, for courteous treatment of passengers and remarkable self-control.

Operator McDonald, South Pasadena-Monterey Park bus line, for special consideration shown passengers and his courteous treatment of same.

#### Western Division

Trainmen W. O. Walker and C. W. Brady, Del Rey shuttle service, for highly satisfactory service and courteous treatment at all times.

L. L. Buck, Conductor, Vineyard Line, kindness shown in paying lady's fare when she discovered she had left purse at home.

Conductor J. H. Stanford, Edendale Line, for courtesy and neatness.

Conductors Douglas O'Neil and L. F. Albert, Hollywood Line, for courteous treatment accorded stranger who was not familiar with streets in district he desired to reach.

Conductor A. E. Stowe and Motorman E. A. White, Van Nuys Line, for special courtesy to passengers and the rendering of excellent service in general.

Conductor J. R. Garner, Santa Monica Line, for courtesy accorded a gentleman in helping him catch last train for Pasadena, and for kindness shown two ladies during trip from Ocean Park to Los Angeles.

Conductor S. Torgan, Glendale Line, for courtesy and helpfulness exhibited in assisting man to locate an address in Glendale.

Bus Operator G. J. Malhoit, Glendale, for courteous manner of handling passengers.

Conductor G. R. Stevens, Hollywood Line, for courtesy and general efficiency as a Conductor.

Conductor W. B. Dixon, Hill Street Station, for the uniform kindness and courteous treatment accorded passengers.

Conductor I. Iverson for calling stations and courtesy to passengers, with special attention to strangers and elderly people.

T. A. Marren, Conductor, Hill St. Station, for uniform politeness and courtesy to passengers.

Conductor Myers, Glendale Line, for efficient service and neat appearance.

Motorman R. Honich, Franklin Avenue Line, for patience and courtesy in dealing with passengers.

Conductor W. P. Lynch, Glendale Line, for cheerful, gentlemanly conduct toward passengers.

#### Southern Division

Conductor H. T. Bennett, El Segundo, for special efforts in the matter of handling inquiries and prospects which were turned over to the Southern Pacific Company and resulted in the securing of considerable business for their lines.

Conductor C. W. Copeland, Santa Ana Line, for courteous manner and good judgment used on occasion when it was necessary to put a lady passenger off car.

Conductor L. Goodman, Long Beach Line, for consistent courtesy and efficiency.

Conductor O. C. Holand, Newport-Long Beach Line, for the very courteous and efficient manner in the performance of his duties.

Conductor M. I. Wagner for special kindness, consideration and courtesy shown man with broken arm.

#### MT. LOWE EASTER SERVICES

Sunrise services will be held on Mt. Lowe, Easter Sunday, April 17th.

Dr. Hugh K. Walker, Pastor First Presbyterian Church, Los Angeles, will preside, and musical numbers will be provided by a chorus of selected voices from the Los Angeles Oratorio Society.

These services, which are of a very inspirational character, are held each Easter Sunday morning on a spur of the mountain close to Inspiration Point, which commands a magnificent panoramic view of the beautiful valleys, cities and the broad Pacific.

Guests at Mt. Lowe Tavern and Cottages will be summoned by trumpet calls and special early cars will leave Los Angeles, arriving at Mt. Lowe Tavern in time for the services.

# Woman — Her Place In The Sun

It Is Only When Her Place in the Sun is Out in the Middle of the Ocean That Her Ladyship is all Wet

By Charles K. Bowen

WHENEVER Cla'a Maud—she's the wife—permits a frown to come between her daintily arched eyebrows, it always means just one thing. She's thinking. Ordinarily her brow is calm and unruffled.

At such times it's usually a safe rule to remain in the background and let her mental processes work out their own salvation. Last night, however, I was feeling unusually brash so I boldly rushed in where 'tis said an angel would fear to tread and, with just the correct mixture of tact and chivalrous deference, I said, "Cla'a Maud, what the hell's eatin' you?"

With difficulty Cla'a Maud cut loose her mental parachute and slowly drifted earthward to my level. "I was thinking . . ." dreamily began she, and just then her parachute landed with a bump, and Cla'a Maud awoke to a sense of her surrounding.

"Never mind what I was thinking," snapped Cla'a Maud, "How many times must I remind you not to swear at me? Isn't it enough that I have to put up with your cheap slangy talk without having to suffer the added humiliation of having you curse and swear at me as though you were a King of Babylon and I was a Christian slave? I sometimes wonder," said Cla'a Maud, warming up to her work, "how I ever came to marry you, knowing the sort of family you sprang from—only you didn't spring far enough," said she bitterly.

Sensing the need for drastic measures. I decided at this point to dynamite the bridge and dam the torrent that was threatening to engulf me.

## Diplomacy Plus

"Listen, Honey, you didn't come to marry me. Don't you remember that it was I who came to marry you? Don't you recall how I pulled into the old Grand Central Depot at Houston after an all-day ride behind a Houston East and West Texas wood-burning engine? And that I was wearing a sky-blue cotton shirt with a pink silk bosom, and a smudge on one cheek which was promptly transferred to your own? Jee, Cla'a Maud, I'll never forget how lovely you were and how your eyes danced with joy. Why, say, sweetheart, y'ain't changed a bit, and . . ."

And, believe me or not, it wasn't two

hours later that Cla'a Maud was entirely over her peeve and was telling me the whyfore of the frown.

It seemed that she was down for a paper on "Woman—Her Place in the Sun," to be read before the Briarbank Women's Club the very next afternoon and to date the total tangible evidence of her efforts to enlighten her fellow-sisters on that throbbing subject was covered by Exhibit A: One wood pencil carrying the compliments of the Briarbank National Bank, and whose lower end missed the point, and whose upper end bore convincing evidence that Cla'a Maud's sharp white teeth were all her own.

With the keen perception that ever characterizes your experienced husband, I gathered that Cla'a Maud was a bit hazy as to what was expected of her and would welcome a hint or two from one who'd long ago graduated from the school that believed a Woman's Place is in the Home, and who now believes that all women should be given the degree of A. V. P.—*alis volat propriis*, and if you've forgotten your Latin, ask any Oregonian. He'll know.

## Figuratively Speaking

So I said, "Why not take a concrete example? Take the late Catalina Channel Swim as a sample of how woman has taken her rightful place by the side of man, not only as his equal but, in some instances, actually outstripping him!"

"But," said the little woman, with that adherence to the verities which

has enabled her to associate daily with her husband for years without seeing anything to laugh at. "My subject is 'Woman's Place in the Sun'; not in the Swim."

"I know," I explained, "but, you see, they were in the sun from noon till sunset, at least some of them were, and you can end your article just as the sun goes down."

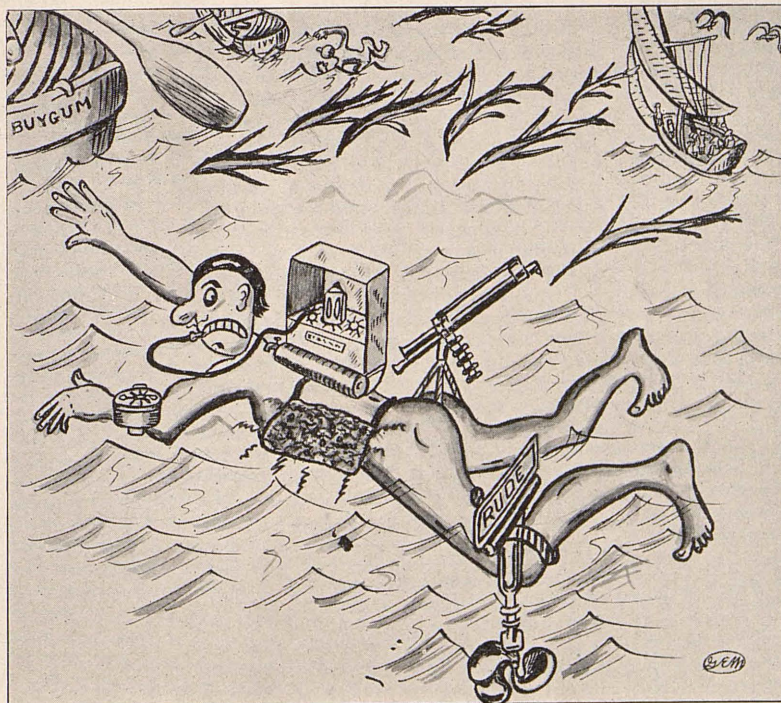
"I didn't read a word the papers printed about it," objected the wife, "and, anyway, I think it something in which our club members would take little, if any, interest. It strikes me that it was a low, cheap affair from start to finish."

By way of rebuttal I offered the following: "Conducted, as it necessarily must needs have been, at sea level, it might be considered a low affair, but cheap, never! Why, Honeybunch, do you know how many sticks of Spearmint Bill Wrigley will have to sell in order to win back the twenty-five grand he hung up as bait to lure one poor fish and one hundred twenty-six suckers into the icy waters that keep Catalina from being a part of San Pedro? Neither do I, but it has been said, if placed end to end they (the packages of chewing gum, not the swimmers) would reach ten times around the Los Angeles City boundary line and leave enough left over to make a belt and one garter for Trixie Friganza."

"And," I added, "each one of the one hundred twenty-six who tried—and tired—at least none of whom came ashore under their own power) but has explained in considerable detail some unselfish reason, noble and inspiring in character, which, for varying distances, served to sustain and buoy them up till an outraged nature demanded the substitution of the gunwale of their conyoing skiff.

"This same unselfish motive likewise they were careful to make plain, also enabled each one to survive the wholly distasteful publicity which was a disagreeable feature of the event.

"And," I went on, "the only one who lacked a really lofty purpose when he slid oleagiously into the chilly waters at Catalina, was, curiously enough, the one who later proved to be the winner.



"As near as I can make out, George Young splashed his leisurely way across for the purpose of assuring Mr. Bishop that never, in Heaven's name, could he have made the grade only for the fact that he nibbled at several bars of Mr. Bishop's celebrated chocolate en route.

"So highly did Mr. Bishop regard the good opinion of his product thus vouchsafed by young Young, that he asked him to confirm the same in writing. When George had done this—in strict confidence—copies of his letter were furnished all the newspapers and were subsequently published, not once, but many times.

#### Such Is Fame

"Is it any wonder," I challenged Cla'a Maud, "that young Young, thus having his trust in a friend violated, should have learned to distrust not only the youth who rode him from Toronto to Catalina on the handle bars of his bicycle but, at a later date, his mother, his aunt and his old trainer?"

"Are you trying to tell me," demanded Cla'a Maud, "that this boy friend of George Young, once having safely delivered that young man at Catalina, hastened to pedal back to Toronto for his mother, and not only that, but that he made two additional trips for the purpose of transporting his aunt and a gentleman friend, via the handle bar route, from Eastern Canada to practically the northern boundary line of Mexico where the same meets the Pacific Ocean?"

"Because," goes on Cla'a Maud, "if such is your purpose, you're a bigger fool than even I think you are . . ."

"Ca'm yourself . . ." I began, but Cla'a Maud wasn't through.

"And furthermore," continues she, heedless of my interpolation, "what I have to tell them about tomorrow concerns woman; not a Canadian bohunk, be he ever so clever with his flappers. Did you," suggests Cla'a Maud, "hint at a lady entrant or two in this swimming event, before you got sidetracked onto the subject of this Chocolate Sailor?"

Thereupon I told her about the self-sacrificing little band of Ruths and Naomis who, between mouthfuls of beef-broth and gin and sody-pop and, or, just plain Pacific Ocean brine, assured each other that "Go here—go there—you find—me too!"

F'rinstance, there was Mrs. Schoemmel, who but lately had swum—or swam, or swimmid—the past tense of swim was ever a mystery to me—anyway, she'd done it from Buffalo to New York, using if I'm not in error, such portions of the Erie Canal as were still usable, and making short portages where the same had been filled in for use as an Auto Speedway. At any rate she reached the big town after a bit and left at once for Catalina.

#### Get Me Right

I wouldn't have her believe, I was careful to explain to Cla'a Maud, that the entire trip was made from the Statue of Liberty to Avalon, using the trudgeon crawl stroke exclusively, nor, indeed, that the lady had not



broken her trip at convenient points. If I'm correctly informed, she was somewhat delayed off Florida by the cyclone which devastated Miami; in fact, it is generally believed that she found it necessary during the height of the storm to seek temporary shelter by treading water for five hours in the lee of a grove of Coco Plumosa palms that reared their heads above the site where Coral Gables had stood the day before.

Likewise a slight delay was occasioned upon her arrival at the Panama Canal where an over-officious official forced her to don a regulation bathing suit before admitting her into the canal.

He explained that the resident Americans, inured as they were to the sights of Coney Island and of Santa Monica, would understand, but that the morals of the native Panamans must be safeguarded.

In due time she appeared at Avalon and stated that, physically, she was in the pink. Having lost some of her coating of heavy Eastern Engine oil, those who witnessed her emergence from the ocean appeared to concur.

Her motivating impulse, I pointed out to Cla'a Maud, was to prove the superiority of a lady swimmer from the effete East over a Mack Sennett bathing beauty.

It was not till after she'd been forced into her accompanying skiff by the too inquisitive investigations of a nosy barracuda, that she learned what any native could have told her before: That while a Mack Sennett bathing beauty undoubtedly did bathe she did it, like any other beauty, in a bath tub on Saturday night, and not in the Pacific Ocean on a swim lasting from Saturday noon till Sunday at an hour too late to permit attendance at church.

I further explained to Cla'a Maud that an item which undoubtedly would prove of interest to her club sisters was the matter of costume effected by the ladies participating. The one most in favor seemed to be what was technically described by the style experts who reported that particular feature to the newspapers, as "ten pounds of axle-grease."

#### Their Smoke Screen

One, glancing at the picture of Mrs. Schoemmel and guessing her tonnage from such visible evidence as, roughly, two hundred and fifty pounds on the hoof, would readily concede that any modest lady of even less displacement, might need every ounce of the ten pounds, not only to provide necessary

protection from the zero waters of the Channel but also from the prying eyes of the spectators who lined the shore when the big splash came. That crowd was governed by no such spirit of self-effacement as caused another assemblage, in other days, to retire into the privacy of its respective bungalows, and to draw down the blinds that time the beautiful lady Godiva took her little ride abroad. While lacking even the protective covering which ten pounds of axle grease affords, she was, nevertheless, more adequately shielded from the gaze of possible Peeping Toms of her own shower of glorious hair, cascading from her head to her feet.

The mind staggers back appalled at the plight of a modern Godiva who might be impelled thus to ride forth, in all the panoply of a boyish bob.

"Stick to the subject," admonished Cla'a Maud, "what has the lady Godiva to do with swimming the Channel? Why pick on her, particularly? Can't you work in something about Psyche at the Bath or about Aphrodite arising from the sea? What about Alice Lloyd—the 'You splash me, and I'll splash you, girlie'? Give me something about Woman's Place in the Sun, or give me quiet," said Cla'a Maud.

"Gimme time," I pleaded, "this subject is one y'can't rush. Some of these mermaids I'm telling you about started out with forty-two strokes to the minute, and kept it up for nineteen hours and twenty-two minutes. At least one of 'em came within one mile, two and one quarter inches of reaching the breakwater at San Pedro before she was forced to give it up."

"At that," I went on, "most of the fair contestants gave up after passing the second line of breakers, and asked to be returned to the Catalina strand. Once there, they were content to stretch out on the shining sands, where, taking Women's uncontested right to a Place in the Sun, they explained to as many admiring friends as could find room to rally round and to assist in removing the now useless coating of Crisco, just how they'd have won had they not been seized with a severe cramp in the starboard dorsal fin."

Rallying to the defense of her sex, Cla'a Maud—forgetting for the time the theme of her club essay saw fit at this point to launch a counter-attack. The same consisting of a heavy smoke screen, followed by a barrage of poison gas.

"I infer," began she, "that all the contestants of your stalwart sex, experienced no difficulty in negotiating this smooth and narrow neck of placid water?"

"Practically all," I admitted, "or at least, they would have finished but for the fact that one prize, **only**, was offered. Naturally, when they saw that George Young had waded ashore first, they saw the futility of further efforts, and consented to be lifted from out the wet by their chagrined escorts; many of these latter having wagered, and lost, as much as a month's supply of Spearmint on the chances of their entrant."



I further pointed out to Cla'a Maud that the male swimmers, so called, showed a greater catholicity in the matter of costuming than did the lady entrants. While some, I conceded, adopted the form-fitting one-piece suits of axle grease so much in favor with their sun-kist sisters, others affected the more conventional habiliments seen at our more popular bathing beaches, and yet again, others appeared in raiment difficult of classification as to style.

For example, there was a certain Sig. Estoppey, a spry youth of some sixty summers, who had the rest of the contestants simply green with envy when he made his appearance clad in a bright red flannel suit of under-clothing, so universally popular when Lee surrendered to Grant.

Some pioneering soul made further inquiry, which elicited the comforting assurance that, under the suit of "undies" so sanguinarily apparent to the nude eye, was another of the same material and hue, and b'gosh, that in turn was draped over yet a third!

Whether it was Mr. Estoppey's laudable desire, by an apparent over-abundance of underwear, to counteract and offset the utter lack of apparel affected by a majority of the candidates, or whether he proceeded upon the theory that if one pair of red flannel drawers would keep a guy warm on land, it was not unreasonable to hope that three pair would answer the same purpose when worn in the Pacific Ocean, will never be definitely known. He staggered into the water when the gun popped—bowed beneath the weight of all that excess baggage, floundered almost to the first line of breakers—and was rescued from a watery grave simply because his chaperone was handy with a boat hook, and then, only at the expense of irreparable injury to the seats of all three enveloping garments.

When tender hands hauled him over the gunwale, and closed the gaping rent in his panties, he whispered through chattering teeth: "It wasn't the heat, boys, it was the humidity!"

#### "Unusual" Fog Figures

The case of Norman Ross, heavy favorite to win the race, was peculiarly disheartening to his backers. Starting off at a clip of one hundred and sixty-nine strokes to the minute, and employing the difficult "One-two" system (so called because of the unique method of throwing first the right arm out and drawing it back with a powerful side thrust, and following it up with a similar motion by the port-side arm, then alternating first one, then the other), he soon was hull down on the horizon. Unfortunately, one of those dense fogs, so rare to Southern California, drifted down the coast from San Francisco and enveloped him. Suddenly a partial lifting of the fog brought into view a line of breakers at the foot of a towering bluff. Had he been more familiar with the nature of Southern California he would have known that that bluff was an integral part of that incomparable land. Stranger that he was, he figured that he'd

lost all sense of direction and had, in effect, been turned directly around and was once again right back where he'd started from. Not at all daunted, he went into reverse, stepped on the accelerator, headed back into the fog—and discovered his mistake only when he'd back-peddled fifteen miles and come face to face with the plodding George Young, then five miles from his home port.

The latter, being equipped with a compass, was heading a true course, and plugging away in low at the same old two and one half strokes per minute. That it took him practically the same time to swim twenty-five miles as was consumed by any given spot on the earth's surface in traveling twenty-five thousand miles, should be sufficient refutation of the insinuation that his further equipment consisted of an Evenrude motor attached to the after-part of his chassis, an electric warming pad, a small portable alcohol stove upon which to prepare a cup of Bishop's celebrated chocolate, and a machine gun mounted upon his poop deck for use in dispersing the swarms of flying fish which rose in such dense clouds as to impede his advance.

#### Love's Labor Lost

Here Cla'a Maud gave me a smile almost dazzling in its radiance. "Do you know, Cha'lie," she said beamingly, "lots of times when you talk and talk and talk as you've been doing all evening, it soothes me, sort of, and while you never say anything worth remembering, your talking does give me an opportunity for uninterrupted thought, and so my time isn't wholly wasted.

"While you've been babbling a lot of nonsense, I've decided on the theme for my paper. I shall write on the literal aspects of Woman's Place in the Sun. I shall tell of the effects of sunburn on the complexion and how best to prevent freckles and to relieve sunburn. I know a perfectly marvelous cold cream which, as, if and when applied just before going into the water will not only protect the most delicate skin from the sun, but also . . ."

"Yeah," I cut in, "I know. I can finish it for you . . . also protects it from the intense cold of the Catalina channel. It comes put up in one-pound tin boxes, reduced rates on ten-pound lots, and it's sold under the trade name of Axle grease."

#### Average Local Fare

The average cash fare on local railways in cities of the United States of more than 25,000 population, as of February 1st of this year, was 7.7827c, according to figures recently released by the American Electric Railway Association. Increased fares throughout the country during the past year raised this average from 7.6470c as of February 1st, 1926.

#### Correct

Teacher—"Do you know what the little mouse does?"

Johnny—"Naw."

Teacher—"That's right."

#### KEEN COMPETITION SHOWN IN WEEKLY BOWLING GAMES

Many employees are not aware of the fact that there is a Pacific Electric Bowling League in full bloom every Friday night at Jensen's Recreation Bowling Alleys, 1706 Sunset Blvd., in which eight department teams are having a battle for supremacy, writes F. B. Patterson, Engineering Department.

The league is composed of the following departments: Macy Street, Southern Division & Western Division, composed mostly of Trainmen, Local Freight, P. E. Club, Rod & Gun Club, Signal Department and last, but not least, is the Ladies Accounting, which is composed of five very good lady bowlers.

At this writing the Signal Department have a little edge on the standing and are leading the league by a few points. These points are distributed in the following manner: Three games constitute a series which are rolled in one evening in which 5 points are distributed. One point for each game won (Total 3) 1 point for high game in series and one point for high total pins in series. It being a handicap affair a poor bowler stands an equal chance with a good one. A few are now in this contest who have never bowled before. Averages are figured weekly and the previous week's score governs the handicap the following week.

Keen interest is taken in all games from the fact that two teams have free bowling each week. The one having high total pins for the series and the team having high game during a series. If one team wins bot high series and high game, the team having next highest game wins this prize.

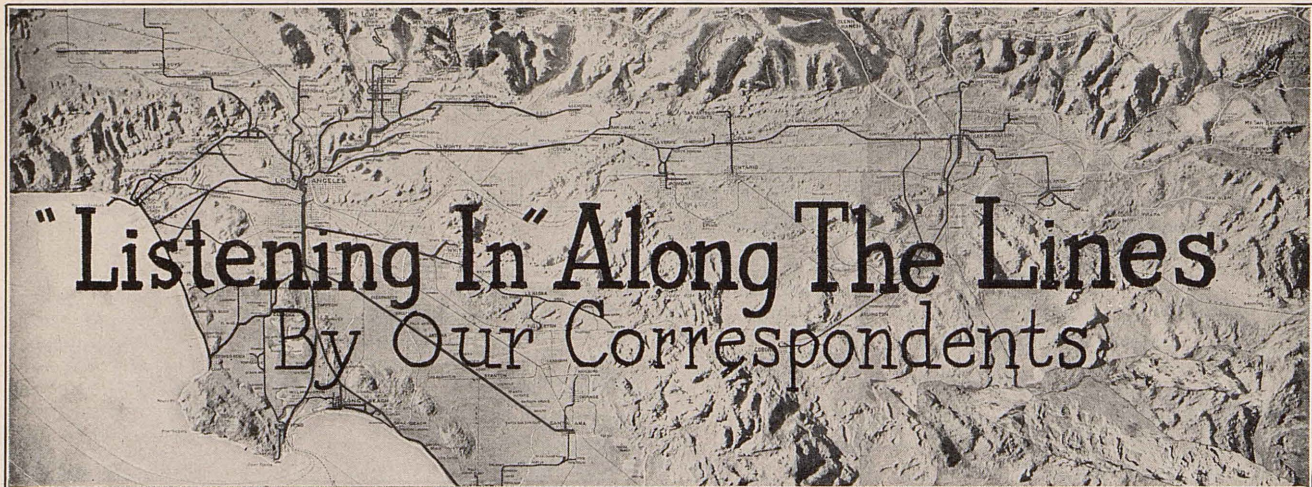
Macy Street have been a little bit "piggish" in this respect for they have had 5 weeks bowling free. The first five high average bowlers seem to be playing leap frog for each week has a new one at the top, although one Arzate has held the lead for three successive weeks. His average is now 166.21. A few of the regular top notch bowlers averaged as follows: Fleckel 165.14, Smith 165.12, Ralph 164.8, Hodge 161.12, Jolly 159.14, Yeager 158.9, Edwards 156.8, and Kesler 151.11. Gonzales seems to have shown the greatest improvement since the start having increased his average from 96.1 to 119.16. He had never bowled a game before the league started.

Several nice prizes are to be given at the end of the season to teams and individuals according to their seasonal standing and improvement. These prizes are well worth while and consist of both money and cups.

Signal Department so far have high game of 885, also high series of 2529, so step on the gas or hold it against the brass you other bowlers for there are only a few weeks left.

"How do we know that Hebrews slept four in a bed?"

"Because Moses slept with his forefathers."—Ex.



**ACCOUNTING DEPT.**  
By George Perry

Reward and recognition of worthy services came last month to a large group of departmental employees. Special Accountant Salmen's transfer to the Los Angeles Union Terminal resulted in R. E. Labbe being selected to assume Mr. Salmen's vacated post. In Mr. Labbe's place, Harold Kuck will henceforth dignify the desk. The foregoing changes resulted in numerous other transfers to the benefit and pleasure of those concerned.

Miss Bettis, Head Clerk, Comptometer Bureau, was a victim of Mr. Sherlock's little April Fool joke. He placed a nice flat wallet on the floor in front of the cashier's window, and as Miss Bettis picked it up he said: "You're No. 16." He reports a record catch of thirty-nine.

Mr. Jones, Miscellaneous Accts. Bureau, is very pleased with his new Nash Sedan. He says no more walking (or running) for him.

Miss Aurelia Morse, of the Calculating Bureau, left on March 26th to go by steamer to Havana, Cuba. There she will be met by the lucky man, and after a honeymoon in Florida, they will drive to Boston, where they will make their home. As the girls of the bureau presented Miss Morse with a little gift and Bon Voyage card, a most touching scene took place, for every one of the twelve wept big salty tears, of mingled joy and sadness. All are hoping she will continue to find happiness in the years that are to follow.

Milford Loucks, Road & Equipment Bureau, who has been on leave for some time, is again at his desk. He has had a good rest and seems very glad to be back.

Austin Peterson, Freight Accts. Bureau, left the service March 26 to handle a service station for the Richfield Gasoline Co. Upon departure he was presented with a pen and pencil set,

a pipe and box of assorted tobaccos by his friends in the Accounting Dept.

Miss Daisy Murphy, Stenographic Bureau, who broke her ankle when she stepped off a curb six weeks ago, is recovering and will return soon.

Mrs. Marvel Workman has re-entered the service and is now employed in the Conductors Accts. Bureau. We are glad to welcome her into the "fold" again.

**Vacations**

H. C. Kuck, home; Mary Pontius, home; E. J. Buehler, Southern California; Mary Snyder, home; Mrs. Lucille Corniea, home; Eleanor Fisher, home; Marie Cain, home, Mary Snowden, Tulare

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

A letter was recently received from a woman passenger on the South Pasadena line commending Conductor I. H. Lundy, for his first aid treatment to a man who fainted on the car.

Among the many hair-raising stunts frequently attributed to "Traveling Conductor" J. G. Sprowl, this one is a literal fact. On his return from Denver after a leave of absence he appeared with a facial adornment on the upper lip and now a contest appears to have been started with J. F. McIntosh, E. E. Frick, R. L. Ellison and J. H. Grunwald as enthusiastic contestants.

Mrs. Florence Engle, Receiving Cashier, at Pasadena, was suddenly called to the bedside of her father in Marionville, Missouri, who is suffering from a paralytic stroke. Hartley L. Smith is relieving her during her absence.

Several new members were added to the Pacific Electric family during the past month. Motorman J. J. Lockshaw is the proud father of a little son; Conductor L. E. Wright, of a baby daughter, and Peter Alig, Mechanical

Department, is also being congratulated on the arrival of a baby daughter.

A. Z. Clark, Agent at Rubio station, Mount Lowe line, in stepping from a Mount Lowe car in front of the carhouse, unfortunately tripped and fell to the street, receiving a compound fracture of the left arm. He was taken to the Pacific Hospital where he is rapidly improving.

Conductor F. B. Terry, who recently transferred to Macy Street, was suddenly stricken with an attack of appendicitis which made an immediate operation necessary. We are glad to hear that he is convalescing satisfactorily at the Pacific Hospital.

Motorman J. M. Barnard, we hope, will soon be able to return to his place on the Oak Knoll line by a rapid recovery to his customary good health.

Conductor W. P. Steward is on duty again following an attack of the measles.

Motorman E. W. Wicker is now with us after an absence of seven months in Houston, Texas, and states he is more than glad to be one of the "family" again.

Conductor J. L. Hazlewood was called to his home in Texas due to the illness of his mother.

Conductor A. Nowlin has joined the roll of benedicts and is on a honeymoon trip to his former home in Texas. We hear that the wedding took place on March 23rd. Conductor Leon Kibort has confirmed the report that he has entered the field of matrimony, but when the event took place no one seems to be able to find out.

The Southern Pacific-Pacific Electric Station, formerly located in the building at Colorado Street and Broadway, which will be torn down due to the widening of Broadway, has been moved temporarily to new quarters several doors east.

## WESTERN DIVISION By E. C. Brown

Again let us be reminded of the next Get-Together meeting. It will be held at Sherman on April 20th at 8:00 p.m. Our old friend, Motorman L. L. Pierce, who always has some interesting news for the boys, will be there. He has an interesting message to deliver, one that every man on the division should hear. We want a full house, won't you help?

It was with regret that we learned of the passing of E. E. Holly on Mar. 19th. Mr. Holly was the flagman stationed on Aliso Street who always waved a merry hello to the boys as their trains went by. The Trainmen extend to the family of Mr. Holly their deepest sympathy.

Those Siamese twins, Motorman Dietz and Conductor Jenkinson, say they expect to work together always. Boys, that's a long time, but we wish you much success.

Motorman R. G. Miller, of the Hill Street Station, is busy preparing for a visit from his folks. He is confident that during their visit here he will be able to convince them of the advantages to be found in Southern California.

The Western Division, as usual, was well represented at the Annual Pacific Electric Dance on the 24th of last month. The boys are all strong in their praise as to the success of this entertainment.

Sheiks, get ready to strut your "stuff"! Motorman Sam Masterson has issued the statement that he is the champion Black Bottom dancer of Sherman. Sam craves some competition.

## MACY STREET TERMINAL D. B. VAN FLEET Terminal Foreman

Saturday, March 5th, marked the formal opening of the Mission Play in the new Playhouse at San Gabriel. This initial performance was before a capacity audience consisting of the donors of the new building.

As in years past there is a matinee performance daily, except Mondays, and on Wednesday and Saturday nights an evening performance. The patronage this year is exceptionally good. Consequently our service has had to be increased to handle the additional number of patrons.

Motorman F. E. Baker spent his vacation at home this year. Mrs. Baker was ill, consequently Mr. Baker had an excellent opportunity to get an insight into the culinary art.

We are glad to welcome back to Macy Street Motorman O. W. French

and H. Ruth, who for several months past have been working out of Pasadena Terminal. French is working run 146, South Pasadena Line, while Ruth is to be seen on 102, Sierra Vista.

Conductor C. M. Steube spent his vacation at Catalina Island, enjoying the fine climate and several boating and fishing trips.

Steube's experience as pitcher for the Pacific Electric baseball team proved helpful to him when he visited the spring training camp of the Chicago Cubs, on the Island. Steube was asked to pitch for batting practice. He pitched in this practice on three consecutive days, so he surely must have had the "stuff" on the ball.

Conductor O. Jensen is back in our midst again after having worked out of San Bernardino for a few weeks. Jensen bid from run 109, Sierra Vista Line and is now working 134, South Pasadena Line. With the change of runs, mandolin concerts in the evening are presented quite frequently with Mr. Jensen as the principal entertainer.

Conductor J. H. Ickes has moved into his new home at Wilmar. In his back yard he has a small poultry business started and soon expects to market eggs on a good scale.

Motorman E. H. Trieschman's new home is nearly ready for occupancy and he expects to move into the new location very soon.

Tuesday night, March 8th, as the merchandise train was passing through the Macy Street Yards, one of the cars was derailed. This car was twenty cars back from the large Southern Pacific engine, and was being dragged along tearing up the ties by the score, when freight Motorman A. E. Kemp bravely boarded the distressed train and broke the airline between two of the cars thus stopping the train immediately.

Though Kemp's action was taken with great risk, commendation is due him for his extraordinary feat in preventing what undoubtedly would have been a far more serious wreck, had the train been permitted to go much farther.

Throughout the first half of March, Supervisor G. H. Peak was extremely busy signing up the trainmen, according to seniority, for their vacations. It was certainly a big job but efficiently taken care of.

Without a doubt the new vacation plan will prove to be most efficient.

Friday, March 25, service was again resumed over the inbound track on the Alhambra Avenue Bridge, South Pasadena Line. Both tracks over the bridge were used for one week to enable the crossovers on each end of the bridge to be reversed.

March 31st, service was discontinued on the outbound track and single track operation was put into effect over the inbound track, operation being governed by a single light circuit.

As the March weather changed from bad to good, likewise the freight business increased accordingly. In fact it increased by leaps and bounds. An additional P.M. freight run and also a P.M. helper crew were ordered out. Even with this additional service, it has been difficult to handle the extremely heavy freight of rock and cement. There is now some talk of adding still another freight run.

March 28th marked the establishing of State Street as the Freightmen's Terminal. Effective that date all freight trains sign on and off at this location. To switch the electric locomotives between State Street and Macy Street Car House, two hostling crews were put on; one for day duty, while the other takes care of the locomotives for night crews. When not actually switching locomotives for freight service, the day crew reports to Terminal Foreman at Macy Street for switching passenger equipment. After the night crew takes care of their locomotive switching, they assume the duties of a helper crew, running out on the road to assist the heavy trains over the grades of the Glendora and San Bernardino Lines.

Heard on a freight motor recently: Trolleyman Taylor: "Toothaker, how many children have you?"

Motorman Toothaker, in an unconcerned tone (who amidst the noise of working pumps misunderstood the word "children" for "empties"): "Oh, fifteen or sixteen."

## LONG BEACH & HARBOR By V. L. Swart

It is with deep regret that we report the serious illness of Trainmaster "Bilby" Rich, San Pedro. His many friends hope that his condition is but temporary and that he will soon be with us again.

During Mr. Rich's absence Asst. Trainmaster Carl Bowers is filling the vacancy at San Pedro, while Asst. Trainmaster S. H. Hand is again at Long Beach.

Introducing Day Foreman Guy McClure, San Pedro, and his "Six Cylinder Love," a Chrysler.

"Swim for Health," is the slogan of a new club being organized at San Pedro and Long Beach. With a membership of twenty or more the plunge owners will furnish a swimming instructor free of charge.

Besides promoting the health of the members, the club will provide other social activities, and new members, both sexes, are cordially invited to join. The club meets every Tuesday and Friday nights and any one interested should get in touch with Miss Susie Wooster of the San Pedro force.

Motorman James Grizzle, Long Beach, recently returned from a two weeks' vacation spent in San Francisco and vicinity.

Asst. Day Foreman, H. B. Cherry, Long Beach, starts his annual two weeks' vacation on the 11th. Henry has a very busy two weeks mapped out with San Diego and environs on his proposed trip.

The following vacationees are absent from the American Ave. force: Bus Mechanic Ray Jones, San Francisco; Inspector Nick Kenzinger, Alhambra.

**SOUTHERN DIVISION**  
Samuel J. Mason,  
Passenger Director

A. R. Noyer, Long Beach, has recently bid in Run 202, Watts Line, and F. E. Cornwell, after two years on the San Pedro-Wilmington Line, has bid in Run 23.

After spending a most delightful vacation in the Imperial Valley, Motorman J. Osterhandt returned recently to resume his duties.

Motorman W. H. Stark has been called upon to suffer the loss of his eight-year-old son, who died recently. Mr. Stark's wife, to add to the discomfort that his home had already been called upon to bear, has been very ill. The boys extend their sympathy to the bereaved family and hope for the early recovery of Mrs. Stark.

Dan Cupid, it is reported, has N. A. Schmidt, Conductor, cornered and on April 23rd said marriage will take place. Good luck, N. A. We will look for the cigars on about the 24th.

C. A. Rost, Conductor, has been using crutches recently due to a sprained ankle that has caused him considerable discomfort.

H. Branmen, Freight Clerk at Torrance, is breaking in as a Conductor on this division. We welcome him to our ranks.

Leslie A. Bix on April first became the proud daddy of a new eight-pound baby boy.

R. E. (Bob) Lowe, of the Los Angeles Street Yards, is on his vacation looking after his oil holdings in Huntington Beach. Don't know whether that caused the cut in the price of gasoline or not.

Extra Conductor W. D. Everhardt is on a leave of absence and is attending the A. & M. of Oregon.

F. T. Blakely, Conductor, has recently sold his home at 103rd Street, Los Angeles, and is contemplating buying a new home at Nadeau.

Old Gentleman (ignorant of nationality of his neighbors)—"A deplorable sign of the times is the way the English language is being polluted by the alarming inroads of American slang. Do you not agree?"

His Neighbor—"You sure slobbered a bibful, sir!"

### BREEZES FROM THE HARBOR

By J. M. McQUIGG,  
Agent, San Pedro

The Los Angeles & San Francisco Navigation Company has commenced operating the old White Flyer Line Ship, Humboldt. The Humboldt will make this port every four days, stopping at Santa Barbara. The same company will also operate the Str. San Juan, which also, was formerly operated by the White Flyer Line. This is good news to the Pacific Electric, particularly to the boys in the San Pedro office for the reason that the White Flyer Line has been operating for a period of about six years and seems to be a part of the Pacific Electric. The Fay boys, Joe and Paul, will be in charge of the San Pedro and Los Angeles office the same as when the White Flyer Line was operating.

The Norway Pacific Str. Theodore Roosevelt made this port March 27th, and discharged 3000 tons of pipe, newsprint, paper and general cargo. This company has improved its service by more frequent sailings, and gives us additional business.

We have just handled another cargo of 8000 tons of Sulphur moving from Sabine, Texas, to the General Chemical Company at El Segundo.

During the month there were a number of foreign ships handled at various parts in the harbor, discharging considerable tonnage of steel, rags and general cargo.

The Government is making good progress in its dredging operations in the main channel, cutting down from the present depth of 30 feet to an average depth of 35 feet at low tide. Practically all of this silt is being pumped and used as a fill on the outside of the breakwater for the new Cabrillo Beach. In a short time San Pedro will have a beach the same as Long Beach, Venice, Redondo and other points in Southern California.

Business on the City Belt Line has shown a big increase for this year over previous years. January and February switching charges paid to

the City exceed the two same months of 1925 by a considerable amount.

The Western Refining Company has started construction of their new loading dock near the North End of the West Basin Slip and expects to have the dock completed and ready for service within three months.

The site of the Ford Plant is practically complete. The Main Channel just East of the bascule bridge has been dredged to a width of 600 feet and this silt has been used to fill in the 24-acre site on which the Ford plant is to be erected.

From all indications, the City is about to construct a new ferry slip landing between Fifth and Sixth streets, San Pedro. After several years of controversy and preliminary work, it now appears that plans have been satisfactorily adopted by the Harbor Department. The plan has been OK'd by Los Angeles and San Pedro Chambers of Commerce but definite details have not been made public as yet. It appears that the Nicholson plan has been adopted and that San Pedro will soon boast of a ferry service equal to other ports on the Coast.

Movement on lumber is getting brisk. A number of lumber boats that have been idle for the last six months are again operating. From the amount of lumber moving by rail out of the Port, indications are that building will be very good for the coming year.

### P. E. ROD & GUN CLUB DOINGS

The Pacific Electric Rod and Gun Club will hold the regular monthly meeting on Wednesday, April 13, at 8 p.m. at the Pacific Electric Club.

At the March meeting a committee was appointed to work up the prizes for fishing and shooting for the 1927 Tournament Season and rules governing same. They will have a complete report on this for the coming meeting.

On account of the February storm washing over the recreation grounds at Los Cerritos, no shoots have been held so far this year. However, a big shoot is scheduled for Sunday, April 10th, at Los Cerritos and a large crowd is expected.

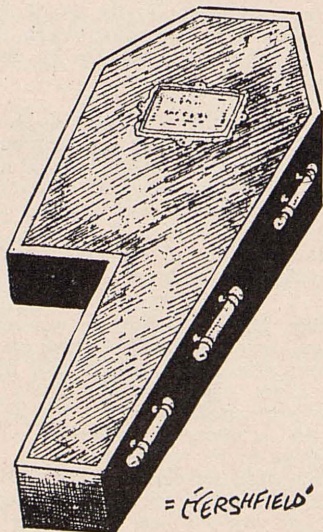
Field Captain Kemp of the Rifle section is lining up a Rifle Team for the season's activities.

Field Captain Estes of the Fishing Section is busy planning several early fishing expeditions and from rumors which are afloat, there will be some mighty fine prizes for the fishermen this year.

The chairman of the Tournament Committee, L. R. Spafford, has not been heard from lately but no doubt has something to tell and when he gets through knocking over nine-pins will make up for lost time.

Yes, our President, Geo. Grace, has promised refreshments for meeting night. Better be on hand.

I wish you enough difficulties to keep you well and make you strong and skillful.—Henry Van Dyke.



The Scotch Undertaker Buries a Man  
With One Leg



#### Fraternity House Problem

"Is this dance formal, or can I wear my own clothes?"—Carnegie Puppet.

Speaking of parental discipline, I heard a girl remark recently that she had been spanked as far back as she could remember.

Smithers (in a rage)—That man is the biggest fool in the world.

His Wife (comfortingly)—Henry, Henry, you are forgetting yourself.

#### Vanishing Miracle

Tillie—"What would you call a man who hid behind a woman's skirts?"

Willie—"A magician."—Awgwan.

#### Ouch!

Teacher: "When I was your age, I could name all the presidents off by heart."

Tommy: "Yeah, but there was only about ten to remember then."

Motor Cop (to fair motorist)—"You were speeding, I've got to pinch you."

Fair Motorist—"Oh, please! If you must, do it where it won't show."

#### Derelicts

Rastus: "What kind of cigars do you all smoke?"

Sambo: "Ah smokes Robinson Cru-soes."

Rastus: "What kind is dem?"

Sambo: "Castaways, dumbell, casta-ways!"

#### Page Gillette!

Dick (nervously): "There's been something trembling on my lips for months and months. Derva."

Derva: "So I see. Why don't you shave it off?"

#### Not in Stock

A customer in one of the local stores asked the lady clerk for an empty box. "We haven't a thing in empty boxes to-day," the clerk explained.

#### Suited Her O. K.

Mrs. Smith: "We lunch at one o'clock on Tuesdays, an on that day we always go for a ride in the car at two."

New Maid: "Oh, that's all right, ma'am. I can leave the ironing until we get back again."

#### Don't Crowd

A little boy in a car kept sniffing and rubbing his nose. A lady sitting beside him asked:

"Have you got a handkerchief, sonny?"

"Yes," was the reply, "but I don't lend it to strangers."

Nature cannot jump from winter to summer without a spring, or from summer to winter without a fall.Tiger.

City Editor—Here boy, your story is too long. Rewrite it so the most ignorant boob will know what you mean.

Cub Reporter—What was there ya' didn't understand, boss?—Ex.

Boy (accompanied by smaller boy): "I want a tooth out, an' I don't want gas. 'cos I'm in a 'urry."

Dentist: "That's a brave young man! Which tooth is it?"

Boy: "Show 'im yer tooth, Albert."

Teacher—"Now, suppose I am leaving the school and a man comes up to me, gives me a blow which knocks me down and my head strikes the pavement with great force and I am killed. What are the consequences?"

Bright pupil—"We would all have a holiday."

#### Objectively Speaking

Minor: "Were you fired with enthusiasm when you tackled your first job after leaving college?"

Ology: "Was I? I never saw a man so glad to get rid of me in my life."

#### The Weaker Sex

There was a young girl from Siam, Who had a rough lover named Priam—

"I don't want to be kissed,

But if you insist

God knows, you are stronger than I am."

#### High Society

Profiteers' Lady: I shall certainly send Fido to the dog show next year. Not of course that he would win anything, but I would like him to meet some really nice dogs.—Punch, London.

#### Isn't It So?

Just as soon as a man begins to think he knows everything, along comes his twelve-year-old boy and asks him a question in geography or arithmetic or English which he cannot answer.

#### Not Enough Water

Teacher asked her class if they could compose a rhyme using the word "Nellie." Johnny Jones, being called upon, rose, much embarrassed.

"There was a pretty little girl named Nellie,

Who fell in the water and wet her little feet."

"Why, Johnny! That doesn't rhyme."

"I know it don't. The water wasn't deep enough."

The worst bankrupt—the soul that has lost its enthusiasm.—Dr. Frank Crane.

He who talks without thinking runs more risk than he who thinks without talking.

#### A Grammatical Error

"Her niece is rather good looking, eh?"

"Don't say 'knees is', say 'knees are'."

#### Grammatically!

"Matrimony is a serious word," says a domestic science lecturer. Wrong matrimony is a sentence.—New York American.

She: "I suppose, having been a sailor for so long, you are accustomed to sea legs?"

He. "Lady, I wasn't even looking!"

#### No Questions Asked

"Ah, ha! I see my friend gave you a black eye."

"Why, you never saw the person who gave me that black eye."

"Well, he's my friend, anyhow."

#### Debts

Customer: "I've brought that last pair of trousers to be reseated. You know I sit a lot."

Tailor: "Yes, and perhaps you've brought the bill to be receipted, too. You know, I've stood a lot."

#### Auto Ownership

California is first, and Iowa second, in the number of automobiles per capita in the United States. There is a car for every 2.6 persons in California, and one for every 3.6 persons in Iowa. Alabama is last with a ratio of 1 to 12 persons. The nation's average is one automobile to every 5.8 persons.

#### Not Fit For Publication

Once in an English class the teacher assigned a composition to be written and it had to contain 250 words. The next morning one little boy was asked to read his. This is what he had written: "My uncle was driving his new car one day and he had a puncture—The other 236 words are not fit for publication."

#### Ole Was Puzzled

Ole Oleson, track-walker, was supposed to be testifying after a bad head-on collision.

"You say," thundered the attorney, "at ten that night you were walking up toward Seven-mile Crossing and saw Number 8 coming down the track at 60 miles an hour?"

"Yah," said Ole.

"And when you looked behind you, you saw Number 5 coming up the track at 60 miles an hour?"

"Yah," said Ole.

"Well, what did you do then?"

"Aye got off the track."

"Well, but, then, what did you do?"

"Vell, aye say to mineself, 'Dis bane h— of a way to run a railroad.'"

—Illinois Central Magazine.

He called her Lily, Violet, Rose,  
And every other flower of Spring.  
She said, "I can't be all of those,  
So you must Lilac everything."

#### Not Color-Blind

Lecturer—What's the color of the human skin?

Ruth—Well, er—about the same color as flesh-colored stockings.—London American.

#### Wireless Telegraphy

First Barber: Nasty cut you've given the old gent, Bill.

Second Barber—Yes, I'm courtin' his 'ousemaid—that's to let 'er know I can see 'er Tuesday night!—Pickup.

#### Will and Won't

A darkey was struggling with a balky mule when a bystander said: "Mose, where's your will power?"

"Mah will power am right wid me—but you oughta see dis yer animal's won't power!"

With breathless interest the class listened to the teacher's story about her encounter with a tramp.

With dramatic gesture she reached the climax of her story, and then concluded by saying, "And then I fainted."

Little Bobbie gazed with awe and admiration at his teacher, and was the first to break the silence.

"With yer left or yer right?" he asked.

#### All Explained

"I got a hunch."  
"Really, I thought you were just round shouldered."—Purple Cow.

#### Good Example

"Surely, Miranda, you're not going to marry again when the Lord just took Smith."

"Yes, I shuah am," replied Miranda. "As long as the Lawd takes 'em, so will I."—Messenger.

"Is she dumb?"

"Dumb?" Why, she's so dumb she thinks a royal flush is a king and queen blushing."

In the old days, if anybody missed a stage coach he was contented to wait two or three days for the next. Now he lets out a squawk if he misses one section of a revolving door.

#### The Dear Old Silver Dollar

How dear to my heart is the old silver dollar, when some kind member present it to view; the Liberty head without necktie or collar, and all the strange things which to us seem so new. The wide-spreading eagle, the arrow below it, the star and the word with the strange things they tell; the coin of our father, we are glad that we know it, for some time or other 'twill come in right well; the spread-eagle dollar, the star-spangled dollar; the old silver dollar we all love so well.—The Enthusiast.

Young Woman—"And whose little boy are you?"

Sophisticated Willie—"Be yourself! Whose sweet mama are you?"

Motherly Old Lady to Small Boy: "My dear, does your mother know you smoke?"

Small Boy (coldly): "Madam, does your husband know you speak to strange men?"

#### Dangerous

Mother—I'm not going to let him take my daughter to the dance.

Father—Why not?

Mother—He just wrote her that he had won a loving cup.

A clothing dealer had to go down to see about his insurance, and he left the shop in charge of his son Joey.

"You understand the price marks, Joe?" he said. "Five dots for \$25, six dots for \$30, and so forth."

"Sure, father, sure," said Joey.

When the man got back his son Joey said:

"I had pretty good luck, Father. I sold three pairs of \$5 pants and six of them \$55 suits."

"But look here, Joey, we ain't got no \$55 suits. Our \$35 suits is the highest."

"Then the marks is wrong, father."

The clothing dealer lifted his eyes and hands solemnly heavenward.

"Joey," he said, "God bless them flies."

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**RECENT CLAIMS PAID**

to the Pacific Electric Employees by Wm. L. Thomas Agency of The Pacific Mutual Life Insurance Co.

Name and Disability	Amount				
Abbott, Clarence E., La Grippe	\$ 18.00	Daniels, Homer J., Rheumatism	50.00	Ogden, George H., La Grippe	30.00
Abbott, Ernest A., Chicken Pox	22.00	Dean, George F., Strained Back	16.00	Pedvin, Arnold, Influenza	16.00
Andurs, John B., La Grippe	24.00	Drake, William J., Lumbago	18.00	Pummill, Ernest S., Pleurisy	43.33
Averill, Horace C., La Grippe	22.00	Ellis, Dennis, Gastritis	56.00	Randall, Scott G., Cold	18.00
Ball, Galen E., Pain in right side	22.00	Favill, Verner W., La Grippe	15.00	Raub, Herman D., La Grippe	16.00
Beck, Julian, Cold	16.00	Hendricks, Merald P., Indigestion	46.66	Risley, Roy, Rheumatism	80.00
Blair, Claude C., Lumbago	20.00	Hinton, William C., Cold	16.00	Shurtz, William H., La Grippe	18.00
Bowers, Wm. B., La Grippe	26.00	Horton, Stuart R., Cold	28.00	Small, Guy, Influenza	24.00
Burdge, Sidney J., Tonsillitis	16.66	Johnson, Marion J., Infection	66.00	Smith, Sanford H., Sprained Ankle	28.00
Buttikafer, Rose, Influenza	60.00	Knowles, Albert V., Biliousness	14.00	Taylor, Harry H., Contusion right foot	32.00
Cain, David A., Cold	22.00	Krejci, Richard, La Grippe	18.00	Thomas, George W., Cold	16.00
Catherman, Robert P., Abscess	52.00	Lowary, Edwin F., Pleurisy	14.00	Thomas, Wm. C., Pleurisy	26.00
Clary, Clyde B., Tonsillitis	20.00	Milburn, Frank M., La Grippe	28.00	Walton, Burlie E., La Grippe	60.00
		Myers, Zirl P., La Grippe	18.00	Wilton, James A., Burned	22.00
				Wilcut, Edward, La Grippe	50.00

**All "Fine" Watches are not Good Timekeepers!**

It has always been the desire of the V. A. Corrigan Company to sell good timekeepers—not mere watches.

We vouch for every watch sold over our counter. Anyone purchasing a watch from us that does not give entire satisfaction and prove to be as represented, we earnestly urge the returning of it to us.

**OUR WATCHES MUST KEEP TIME!**

**V. A. CORRIGAN CO.**

Official P. E. Watch Inspector

631 South Main Street

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  
December 31st, 1926

**ASSETS**

Loans and Discounts .....	\$40,318,903.66	
United States Bonds to Secure Circulation .....	1,500,000.00	
United States Bonds and Treasury Notes.....	3,763,418.36	
Other Bonds, Stocks and Securities .....	1,244,093.93	
Bank Premises .....	508,157.96	
Customers' Liability on Letters of Credit.....	283,101.12	
Customers' Liability on Account of Acceptances.....	110,905.41	
Redemption Fund with U. S. Treasurer .....	75,000.00	
Interest Earned, uncollected .....	152,277.73	
Cash on Hand .....	\$2,401,699.38	
Due from Federal Reserve Bank of S. F.....	3,558,308.88	
Due from banks .....	5,844,992.90	<b>11,805,001.16</b>

**\$59,760,859.33**

**LIABILITIES**

Capital Stock Paid in .....	\$2,000,000.00	
Surplus .....	2,000,000.00	
Undivided Profits .....	545,501.51	\$4,545,501.51
Reserved for Taxes .....		33,313.68
Reserved for Interest .....		21,059.18
Unearned Discount .....		81,502.10
Securities Borrowed .....		1,600,000.00
Letters of Credit .....		289,859.89
Acceptance Based on Imports .....		110,905.41
National Bank Notes Outstanding .....		1,475,500.00
Bills Payable with Federal Reserve Bank.....		3,500,000.00
<b>DEPOSITS .....</b>		<b>48,103,217.56</b>

**\$59,760,859.33**

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, T. E. Newlin, V. H. Rossetti.

**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  
Vice-President.

WM. LACY  
Vice-President

J. M. HUTCHISON  
Vice-President

A. E. ELLIOTT  
Vice-President

G. H. NAEGELE  
Cashier

E. L. POWEL  
Asst. Cashier

C. L. HOGAN  
Asst. Cashier

E. MADER  
Asst. Cashier

FRED. S. HILPERT  
Asst. Cashier

ERNEST GARRETT  
Asst. Cashier

F. B. DICKEY  
Asst. Cashier

H. L. ST. CLAIR  
Asst. Cashier and  
Asst. Trust Officer.

W. J. CROSBY  
Asst. Cashier

W. D. BAKER  
Asst. Cashier

F. B. PUTNAM  
Asst. Cashier

R. C. LEMMON  
Asst. Trust Officer.

P. E. Dental Surgeons

**Dr. Samuel Kaufman**

395 P. E. Building  
Sixth and Main Streets

**Dr. A. L. Foulk**

Santa Monica Blvd. and  
Larabee St.  
Sherman

**Newton Moore**  
**OFFICIAL WATCH**  
**INSPECTOR**

FOR

**Pacific Electric, Southern  
Pacific and Santa Fe  
Lines**

*Very best service offered in Repairing  
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*Watches sold on terms to new  
Employees*

**301-2 O. T. Johnson Bldg.**  
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**OIL COMPANY**

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a century the name "As-  
sociated" on Petroleum  
Products has been syn-  
onymous with highest  
quality.

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