



THE PACIFIC ELECTRIC MAGAZINE



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No. 9



Our Western Subway Entrance to Metropolitan Los Angeles.

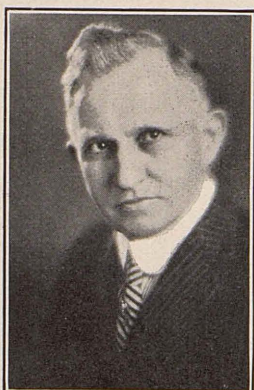
The Highway To Achievement

A few weeks ago Mr. Pontius was called upon by the Editor of "The Triangle," L. A. Transfer Company magazine, to express his views on what a man should do to best insure his own personal success, as well as the success of his employing company.

We reproduce below Mr. Pontius' response as it appeared in that publication, and in which he outlined eight cardinal points. His excellent thoughts on the subject, applicable in all lines of endeavor, may well be studiously considered and religiously practiced.

LOVE of the work in which engaged, knowing that the utility by which one is employed is an essential public servant and that by our efforts we render a benefit to mankind.

Unswerving loyalty to the Company and its officers, both officially and personally.



D. W. Pontius

Courteous, considerate and helpful to subordinates, so that when they in time advance to greater authority and usefulness in the affairs of the Company, they may be schooled to govern wisely and serve well.

Respectful, obedient and willing toward superior officers, and constantly endeavoring to become more useful to them and valuable alike to both Company and patrons, so that in due time you will be found worthy and qualified for advancement.

Cultivate the faculty of seeing things to be done in advance of being told, and of doing what lies at hand well.

Performing accurately all of the details of service so that the aggregate may be as nearly perfect as possible.

Exercise Vision. Look beyond the immediate confines of your job, in an endeavor to discover some new method of doing things, some new field of usefulness to develop in the interest of the Company and patrons, ever bearing in mind that daily, new business must come to the Company if it is to survive, for time and change, which are constant—remove patrons as well.

Know that the business is in a large measure your own; that its prosperity means your prosperity and pays you the dividend, represented by your salary, upon the labor you invest; and that your activity, mental and physical, is your best "job insurance."

Fare Re-Adjustment Application is Made

Failure of Passenger Traffic to Keep Pace with Community Growth Responsible. Auto Increase a Large Factor

A PPLICATION for a readjustment of passenger fares was filed by the Company on January 11th with the California State Railroad Commission, in which body is vested the legal power to grant or reject the plea after a determination of the facts involved.

A seven and twelve cent cash local fare; the one way interurban increased from 2¾ to 3-cents per mile; round trip interurban raised from 2¼ to 2½-cents per mile; with an increase of 20% in all commutation fares, except the 30-ride book, are the outstanding features of the increased fares requested. No change in the present Pasadena and Redlands local fares is asked, nor in existing fare to Mt. Lowe.

The conditions which brought about the necessity for increased revenue were clearly outlined in a statement by Vice President & General Manager Pontius coincident with the filing of the application.

Mr. Pontius' Statement

"The necessity for this application," said Mr. Pontius, "is because of continued decrease in revenue due to the ever increasing number of privately owned automobiles in the four counties served by this Company; failure of our traffic to keep pace with the general growth of the communities; competition of motor vehicles for hire, both common and contract carriers; and the continued high cost of items entering into maintenance and operation, all of which have resulted in making our receipts insufficient to defray expenses and totally inadequate to pay a just or reasonable return upon an investment in excess of \$85,000,000.00. "No dividends on the capital stock of the Company have ever been earned or declared.

"The operating income for the first nine months of 1926 was \$495,318.40 less than that for the first nine months of 1925.

"During the first eleven months of the year 1926 the Company's income, over and above operating expenses and taxes, was approximately only 2.12% upon the \$85,000,000.00 valuation of the Company. In other words, during such eleven months the Company was \$856,493.00 short of meeting

its operating expenses and fixed charges.

"The last adjustment of fares made by the Railroad Commission went into effect January 1, 1921, and it did not at that time, and has not since, provided a fair return upon the value of the property. The Company has continued upon such unsatisfactory return without requesting an increase in fares with the hope that either the cost of operation would drop or that addi-

application, "that in order to secure the necessary new money to be invested in the public service, the interest charges and taxes should be earned on the new investment, as well as on the money already expended. It is therefore proper, and the request is reasonable, that the passenger rates should be so increased as within a reasonable time to yield such revenues as will meet operating expenses, annual fixed charges and make a fair and reasonable return to the applicant upon the value of its railroad property and investment engaged in the railroad service."

Patronage Insufficient

"The applicant's passenger traffic has not increased or kept pace with the growth of the communities served," cites the application, sustaining which the number of regular fare passengers, including motor coach passengers for the period 1920 to 1925 inclusive, was given as follows:

1920	84,492,579
1921	88,639,486
1922	88,124,305
1923	100,073,544
1924	100,907,063
1925	94,752,809

The 1926 volume of passenger traffic was less than that of 1925.

As showing the decrease in operating income, after deducting operating expenses (but not taking into consideration bond interest and other fixed charges) the application shows such income to be as follows:

1921	\$3,192,424.24
1922	3,542,207.43
1923	4,463,751.94
1924	3,714,350.87
1925	2,356,581.53
*1925	1,906,170.97
*1926	1,410,852.57

*—First nine months.

Facts on Fare Application

THE FARE adjustment application now pending before the California State Railroad Commission was made only after every possible effort to reduce operating costs in the hope that we might continue on present fares.

The high cost of everything entering into operation, together with the constantly increasing inroads made into traffic by competitive carriers, both private and public, has kept passenger traffic from increasing. Traffic growth has not been in any way proportionate to that of the territory served and the great increase in motor vehicle use has congested traffic, adding to cost of operation.

Other pertinent facts in connection with the fare application made are:

Our passenger rates are very low for equivalent distances when compared with any other interurban system in the United States.

The business is returning less than 3 per cent on a fair value of the railroad property used in public service. Present returns are insufficient to pay expenses—fixed charges and operating expenses—labor, material, power, etc.

The matter of enabling this Company to earn enough to render good service does not concern it alone, but is a question in which every community and individual of this district is vitally interested. Prosperity is linked with the matter of permanent, reliable transportation.

When discussed before the Railroad Commission, representation by the various communities is to be desired in the hope that from these may come suggestions valuable in the solving of our problem. It is a subject that should be approached open-mindedly and with a real desire to be helpful in arriving at a solution.

After all, the users of any service should pay the cost thereof. We are sure the users of the very necessary Pacific Electric passenger service are willing to pay what such services reasonably cost.

tional traffic would bring about the necessary result. This result has never been attained, although diligent effort has been made in effecting reasonable operation economies, which, though helpful, have not been sufficient."

The application filed with the Commission cited the increased amount of property and additional facilities acquired since December, 1920. In excess of \$20,000,000 is the value placed on new facilities and property acquired since the last far readjustment, despite the fact there has been a steady decrease in operating income, instead of an increase as could logically be expected. "It is essential," states the

SAN GABRIEL SUBSTATION

Construction of the San Gabriel substation to serve the San Gabriel and Temple extension is well under way and it is expected that it will be in operation during the latter part of April.

The substation, which will be of fire-proof construction in every detail, is located on the site at the southeast corner of Las Tunas and Acacia Sts., San Gabriel. A 1500 kilowatt automatically operated synchronous converter of the latest type will be installed.

POPULATION OF LOS ANGELES NOW FIFTH IN U. S. RANK

Population figures broadcast last month dealing with growth of the larger cities in the United States since 1920 show that Los Angeles' residents have increased 120% in the past six years. This phenomenal percentage of growth is greater by far than any city of this country whose population exceeds 200,000, Houston with 83%; Detroit showing 44% and Louisville with 40% being next in order of increase.

The surveys made are proclaimed to be most accurate, inasmuch as they are based upon school registrations, domestic water service, excess of births over deaths and other authentic information.

Of local interest is the fact that Los Angeles, whose population as of Dec. 31st, 1926, was placed at 1,268,680, now ranks fifth among the largest cities of this country, being outranked only by New York, Chicago, Philadelphia and Detroit. The first ten cities in population and their growth since the national census in 1920 is given below:

	1927 Pop.	Gain
New York	6,322,554	12.5
Chicago	3,151,989	16.7
Philadelphia	2,051,751	12.5
Detroit	1,430,896	44.0
Los Angeles	1,268,680	120.0
Cleveland	996,051	25.0
Boston	860,269	15.0
St. Louis	834,729	8.0
Baltimore	825,554	12.5
San Francisco	708,774	40.0

The same dispatch quoted the population increase of numerous smaller cities, among them being Glendale with 70,387, or a capita increase of 420% since 1920. Other Southern California cities having experienced remarkable growth are:

Santa Monica	45,756	200%
Long Beach	144,541	160%
Santa Ana	32,518	110%
San Bernardino	37,442	100%
Ponoma	24,309	80%
Pasadena	77,102	70%
Riverside	31,302	62%

EMPLOYEES IN HOSPITAL

The following members of the Pacific Electric family are confined to the Pacific Hospital, 1318 South Grand Avenue, as the Magazine goes to press:

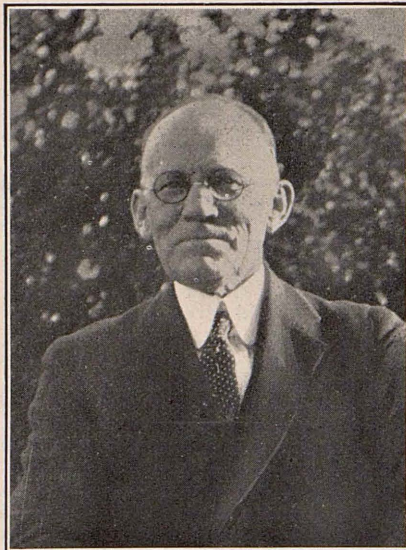
Edward Foster, Motorman; G. Mvas-hita, Car Cleaner; H. B. Riley, Towerman, Eng. Dept.; M. J. Edwards, Machinist; A. E. Norrbom, Chief Clerk, Freight Traffic Dept., and Mrs. Emily Hogue, Car Cleaner.

Let's not assume that some one else will visit them for many may think likewise. Visiting and cheering our stricken co-workers is a duty, one that pays well in terms of satisfaction. The visiting hours are from 2 to 4 and 7 to 9 p.m. daily and the address is given above. Are you going to make use of this information?

"Pardon me, sir, but could you tell me where I could get a drink?"

"Mister, I'm a street car motorman. You're the third man this morning who has mistaken me for a policeman."

W. C. White Passes



W. C. White

THE passing last month of William Calhoun White, Superintendent of the Western Division, cast a shadow of sadness and regret among his legion of friends in this Company. His death occurred on Jan. 4th at his residence, 1534 Formosa Avenue, Hollywood.

Words seem inadequate to portray the esteem in which this loved and respected character was held by all who had the pleasure of knowing and associating with him. The mass of floral tribute at his obsequies revealed better than words the high regard of his comrades and fellow workers in this organization. Staunch, true, lovable, he was "just one of us" and part of us. He held a place all his very own, and while others may assume his official duties, none can succeed him in our hearts.

Mr. White was born in Illinois April 12, 1864, and at the time of his death was in his 63rd year.

His railway activities dated from July, 1886, from which time until June, 1893, he was operator and agent over the Illinois Central Railway.

He entered the service of the Santa Fe in May, 1894, and in July of the same year was given the assignment of operator and relief agent.

He came to Los Angeles and entered the employ of the Los Angeles Railway in November, 1894, remaining with that company as conductor until April, 1897, at which time he entered the service of the Los Angeles Pacific Railway, the pioneer interurban railway of Los Angeles, serving as motorman from 1897 to 1899; as trainmaster 1899 to 1907, as assistant superintendent from 1907 to January, 1908, at which time he was appointed Superintendent of the Western Division, which position he held until the time of his death.

Mr. White was a member of the Hollywood Lodge, F. & A. M., and had

advanced to the thirty-second degree in Masonry.

During his lifetime he had taken a very active part in the development of transportation facilities and community interests throughout the western section of Los Angeles known as Hollywood, in the western beach territory and in the San Fernando Valley.

He was a man of very sterling intellect, very active in all affairs concerning his chosen line of work and in the development of the communities with which he came in contact.

Interment was held at Forest Lawn Cemetery on January 7th in the presence of a very large concourse of his relatives and friends.

To the bereaved family most heartfelt sympathy is extended.

R.R. OPERATIONS PER MINUTE

Although transacting more financial business every minute than most large business concerns transact in a day, the railroads are just as sensitive to economic factors as the farm, the corner grocery store or any other small business and consequently just as much care must be taken in handling each of the numerous phases of railroad operation as is exercised in smaller enterprises, states T. O. Edwards, General Auditor for the Southern Pacific Company.

"Every minute of the day last year," Edwards said, "Southern Pacific hauled 27,742 tons of freight one mile and carried 3,786 passengers one mile. Every minute also called for an operating expenditure of \$410.21, of which \$265.19 went for wages. Sixty times every hour the Company expended \$40.48 for taxes; paid out for equipment, extensions and betterments \$158.08 and had other miscellaneous liabilities totaling \$31.18.

"Because railway figures are so huge the average citizen experiences difficulty in comprehending railroad problems. Reduced to minutes, of which there are 525,000 in the year, these figures are placed on a scale anyone can understand," continued Mr. Edwards.

JAN. INSURANCE PAYMENTS

Four deaths was the toll among employees during the month of January to the relatives of whom approximately \$13,000 was distributed through provisions the deceased made in the way of Group and Mortuary Fund insurance.

Those called by death and to whose relatives we extend the hand of sympathy, were:

William McCracken, Crossing Flagman, Vernon and Long Beach; William C. White, Superintendent, Western Division; Emmet R. Rains, Conductor, Northern Division and Andres Moreno, Rodent Exterminator, Engineering Dept.

The death of Mr. Rains reduced the number of employees receiving monthly disability payments to 15 in number, to whom the sum of \$945.95 was paid.

Doubt whom you will, but never yourself—Bovee.

Sum of \$109,000 Paid to Beneficiaries Through Company Insurance During Year 1926

GROUP insurance and Mortuary protection brought a comforting relief to no less than 45 families whose wage-earners were taken by deaths last year. The sum of \$96,636.39 was disbursed to wives, mothers and other dependents in the hour of their greatest sorrow and need, that amount representing the combined Group and Mortuary payments made for deaths occurring during 1926, or an average per death of \$2147.48.

The following are some other high lights from the report of the Auditor for the period stated:

Group insurance payments, excluding disability claims, amounted to \$64,074.74

During the three years that this form of insurance has been in effect a total of \$203,636.39 has been paid to relatives of 117 deceased employees.

In addition to death payments the sum of \$12,992.97 was disbursed to incapacitated employees through disability allowance claims made by this Company. These payments amounted, in most cases, to either \$51.25 or \$86.25 per month.

Of the 45 deaths occurring last year, 32 were members of the Mortuary Fund, from which was dispensed the sum of \$32,561.65, or an average of \$1017.55 per death. On the basis of 25 cents per death per employee member the cost for the year averaged only 67 cents per month.

There are now 5644 Group Insurance policies with a total insurance in force of \$9,864,922.

Prompt payment of death claims again were made in practically every instance; in several cases payments were made in less than 48 hours.

HOW TO AVOID RIPE OLD AGE

Dodging old age is so easy that none need worry about beauty doctors or miraculous fountains of youth, according to Sam Bones, 82, retired Southern Pacific conductor, who offers the following rules for those who do not want to grow old.

Never slow up at grade crossings. Step on the gas! You may merely lose an arm or a leg the first time; but persevere and you will dodge old age, if not the train.

Whenever possible try to board moving trains. Freight trains are unusually effective. Heaven, and possibly the other place, is liberally populated with persons who avoided old age in this way.

Always take short-cuts where it says "No Trespassing." This a sure winner, especially if the sign hangs over railroad tracks.

Never miss a chance to stick your head out of a car window. You may damage a bit of concrete at a tunnel entrance; but the railroad can sue your estate for any damage to company property.

"If these rules fail to work," Bones said, "there are others discovered by me during 46 years of railroading which I shall be pleased to supply upon request."

"Hey, mister, gimme a nickel to go on the merry-go-round?" requested Tommy of the inebriated one.

Save money, boy—hic—and climb up here—hic—on my shoulders."

"Just think of it!" exclaimed Flora, the romantic. "A few words mumbled over your head and you're married."

"Yes," agreed Dora, the cynical. "And a few words mumbled in your sleep and you're divorced."

SUCH IS FAME

Several years ago, Firestone, Ford, Edison and Burroughs were touring through West Virginia, writes the Engine Builder. A light on their car went bad, and they stopped at a little cross-roads store in the Buckhannon section. Mr. Ford went into the store to make the purchase.

"What kind of automobile lights do you have?" said Ford.

"Edison," replied the merchant.

"I'll take one," said Ford, "and by the way, you may be interested to know that Mr. Edison is out in my car."

"So?" said the merchant.

When the light was put in it was found that a new tire was needed, so Ford went back into the store and asked what kind of tires the merchant had.

"Firestone," was the reply.

"By the way, you may be interested to know that Mr. Firestone is out there in my car, and that I am Mr. Ford—Henry Ford."

"So," said the merchant, and let drive a long squirt of tobacco juice against the wall.

While the merchant was putting on the tire, Burroughs, who had white whiskers, leaned out of the car and said, "Good morning, sir."

The merchant looked up at him with a grin full of sarcasm and said:

"If you try to tell me that you are Santa Claus, I'll be damned if I don't crown you with this wrench."

Pugilistic Note

Visitor: "If your mother gave you a large apple and a small one, and told you to divide with your brother, which apple would you give him?"

Johnny: "D'ye mean my big brother or my little one?"—The Continent.

TIPS BRING MORE BUSINESS

An even 150 passengers were secured through the medium of three traffic tips supplied the Passenger Traffic Department during the past month, indicating that despite the reduced excursion travel during the winter months there is still opportunity for desirable business to be secured in this manner.

Those to whom appreciation is due for their commendable activity in business-getting are:

Art Smith, Trainmaster, Northern Division, Pasadena High School members; 50 in number, Pasadena to San Pedro and return.

S. E. Wilson, Asst. Supt., Western Division, L. A. Gas & Electric Masonic Club; 92 passengers, Los Angeles to Seal Beach and return.

In addition to the above, Alfred, 14 year old son of Henry Bell, Car Repairer, Torrance, added himself to the honor roll by supplying information which led to the securing of 58 round trip tickets to Sierra Madre, the excursionists being boys of the Shopping News District No. 5.

Here it may be again explained that the season of heavy westward travel is on and employees having relatives or friends California-bound may possibly divert such business to our owning company, Southern Pacific, by advising the local Passenger Department. Upon receipt of the prospective traveler the eastern agent is advised by wire and forthwith he visits the traveler in an effort to secure the business.

NOW IT'S "HELLO, LONDON!"

An achievement that has long been dreamed of, the connecting of New York and London by telephone, became a reality on January 7 when the American Telephone & Telegraph Company in co-operation with the British General Post Office placed at the disposal of the public a direct telephone service between these two continents.

At exactly 8:30 a.m. on the date set, the line was officially opened when Walter S. Gifford, President of the American Telephone & Telegraph Company, and Sir G. E. P. Murray, Secretary of the British General Post Office, exchanged greetings. This unique service has since that time been open to the public, with a minimum charge of \$75 for the first three minutes and \$25 for each minute thereafter.

The hook-up is along a land wire from New York to Rock Point, L. I., by radio to Wroughton Receiving Station, England, by land wire to London. England's response goes out by land wire to Rugby Radio Transmitting Station, thence across the Atlantic northwest to Houlton, Me., and by land wire to New York.

The service, which closes daily at 1 p.m., New York time (6 p.m. London time), has been put to capacity use by business heads, actresses, opera stars and people in practically every other walk of life seeking to establish a direct connection with the "Old World".

DISTANCE, GRADE AND OTHER FACTS ON MT. LOWE TRAILS

Inquiries are made from time to time regarding distances, topography and time required to negotiate the various trails leading to and from Mt. Lowe Tavern. There are numerous highly scenic hiking trails radiating from the Tavern, maintained both by private interests and the government, the following being a brief survey of them: (All distances quoted are from Mt. Lowe Tavern.)

Inspiration Point— $\frac{1}{2}$ Mile

This is an easy walk of 10 to 15 minutes over an oiled road with no heavy grades. The view from this point is unequalled and there are many charming picnic places along the way. Just beyond Inspiration Point is "Easter Rock" where Easter sunrise services are held annually.

Upper Eaton Canyon— $1\frac{3}{4}$ Miles

A charming place to picnic, along a stream of sparkling cold water. Trail branches from Inspiration Point trail at Proposal Arbor. Thirty minutes to walk down and about one hour to return. Not a through trail.

Summit of Mt. Lowe— $2\frac{1}{2}$ Miles

The trail goes up one side of the mountain and comes down the other. A good climb for those desiring a somewhat strenuous trip. The round trip can be made on horseback in two hours or on foot in from two to three hours. The view from the Summit is magnificent.

Echo Mountain (Sunset Point Trail)— $3\frac{1}{4}$ Miles

Trail branches from Inspiration Point trail at Proposal Arbor. A level shady walk as far as Sunset Point (1 mile), and then descending quite rapidly, with fine views. Passengers returning to Los Angeles frequently follow this trail as far as Echo Mountain and take car from there. Allow one to one and one-half hours, Mt. Lowe Tavern to Echo Mountain.

Echo Mountain (Castle Canyon Trail)— $3\frac{3}{4}$ Miles

A somewhat steep trail starting from Inspiration Point and zig-zagging down Castle Canyon, with magnificent views of rugged grandeur. A fine tramp from Mt. Lowe Tavern is to go down this trail and return via Sunset Trail, or vice versa. Round trip, nearly seven miles.

San Gabriel Peak (Government Trail)—3 Miles

Trail branches from east Summit trail a short distance below the summit of Mount Lowe. A somewhat rugged climb. Beautiful sunrises may be seen from this peak.

Picture Rock— $1\frac{1}{2}$ Miles

Picturesque point on the mule train right of way, about a mile from Inspiration Point. Affords excellent outlook over Eaton's Canyon, and unusual setting for taking pictures.

Morning Glory Point— $2\frac{1}{2}$ Miles

Reached from Inspiration Point by way of Picture Rock, along mule train right of way. Return trip may be made by Lone Tree Trail. Commands sweeping panorama of valley and sea from the islands off Santa Barbara to the highlands above San Diego.

Rubio Canyon (Lone Tree Trail)—

6 Miles

Trail starts from Inspiration Point. Fine tramp and beautiful views. Comes out in Rubio Canyon about one-half mile below foot of Incline. A rather hard trip.

Arroyo Seco (Government Trail)—6 Miles

Trail branches from east summit trail a short distance below the summit, winds up San Gabriel Peak and thence down to Junction of Trails at head of Arroyo Seco. A rather strenuous trip.

West Fork (Opid's Camp)—5 Miles

Same as Arroyo Seco trail to Government Fire Box, then turn to right. Good trout fishing in season.

Mount Wilson (Government Trail)—6 Miles

Two to three hours' walk from Mt. Lowe Tavern over good trail. Take east Summit trail to government trail junction; thence $\frac{1}{2}$ mile over San Gabriel Peak trail to where trail starts to climb San Gabriel; then turn to right into head of Eaton Canyon and follow trail to Mt. Wilson. Signs at all junctions. Twenty-five cents toll to enter.

Mr. and Mrs. Fred Stone are exceedingly proud of their three lovely daughters. An admirer of the comedian was talking about their family "back stage" a few days ago.

"Have you nothing but girls?" the man inquired.

"Nothing but girls?" replied Stone. "Why, man alive, we have everything but boys!"

His Unlucky Day

Rubenstein was found dyino on the pavement with his skull crushed and his throat cut by a passer-by a few moments after the accident.—Washington Star.

IMPROVE MONROVIA SERVICE

Two additional trains each Saturday around the midday will be an added convenience to Monrovia commuters beginning Saturday, February 5th.

Under the improved Saturday schedule the leaving time of the two new trains will be 12:30 and 1:30 p. m. These times of departure were the result of votes taken on trains in which patrons were asked to express themselves as to the time that would best suit their convenience. The adding of these trains also came as a result of a poll taken among regular commuters.

The Saturday schedule as now in effect to Monrovia provides five trains outbound from Los Angeles between 12 noon and 2:05 p. m. which will furnish ample service to the large number of Monrovia commuters who cease their work around the noon hours.

FIRST THERE—FIRST SERVED

The problem of having people rush pell-mell into French street cars and buses seems to have been solved, at least partially, through the use of a new ticketing arrangement. Under a plan now being used, tickets numerically numbered are placed at the regular stops and as the passengers arrive each takes a ticket—the first there securing the ticket with the lowest number. In boarding cars the passenger having the ticket with the lowest number is admitted first and thereby given the first opportunity to secure a seat.

Transportation officials of several countries have been visiting France to study this unique system and, providing the plan proves successful, it will probably be tried by transportation companies elsewhere.

Some people grow old gracefully; others attempt the new dances.—Life.



The above picture tells at a glance the construction difficulties and crude engineering equipment used in connection with the building of the Mt. Lowe incline in the early nineties. All materials and supplies were drawn to top of incline by means of the hoisting spindle shown, it requiring two hours to negotiate the grade, six horses being used as motive power.

Construction was performed under the direction of D. J. MacPherson, Civil Engineer, retired and now a resident of Altadena, who is also credited with having designed much of the entire line, as well as the safety equipment on incline which has so well withstood the test of time. The initial public operation of the incline was on July 4th, 1893.

'BACK STAGE' WITH DINING CAR SERVICE OF S. P.

Realizing that whatever benefit a railroad can derive from its dining car service must come from the advertising value of well-pleased patrons, American carriers have long vied with each other to excel in this feature of their operations. T. O. Edward, General Auditor, Southern Pacific Company, recently related some enlightening information on this most fascinating feature of railroading in which he revealed the cost of the service together with the tremendous outlay involved in appeasing the travel-whetted appetites of passengers.

"It is evident that the cost of this elaborate supply service must be accounted for either in the checks paid by dining patrons, or as a loss in the Company's profit and loss accounts," said Mr. Edwards.

"As no one ever heard of a dining car service earning profits, it would appear that the patron always receives far more than one hundred cents in value for every dollar expended.

"Due to limited space, short hours of useful operation, and numerous other factors, overhead is high in dining car operation. On each meal served on the Company's dining cars there is a loss of approximately 52 cents. The average check is approximately 93 cents."

The modern Southern Pacific dining cars, of which there are 125, each cost approximately \$50,000. To equip each car 837 pieces of silverware, 506 pieces of chinaware, together with 2,400 table napkins and 670 tablecloths are required. Altogether, the cost of equipping a dining car from soup kettles to finger bowls approximates \$7,500.

Six main commissaries are required to provision this fleet of dining cars, together with 25 all-day lunch cars, 37 club cars, dining rooms on 21 ferry steamers and 13 restaurants. These commissaries are located at San Francisco, Oakland, Los Angeles, Portland, Houston and El Paso, being completely equipped for the hauling of supplies to dining cars.

The Commissary Department has its own smoke houses for the preparation of smoked meats and sausages, is equipped with machines for blending accurately the ingredients used in making all varieties of rolls and hot cakes served on dining cars, and have special storage facilities to meet the temperature and humidity requirements of every article of food that appears on dining car menus.

An idea as to the volume of business carried on through the Commissary Department in serving six million meals annually is gained from the fact that the 6,500 head of prime beef cattle, required to provide choice cuts of meat, are used yearly. Ham and eggs are still the popular breakfast dish. Last year 3,359,352 eggs and 266,922 pounds of ham were served at dining car breakfast tables. Other items last year included; 237,251 chickens, 1,045,341 pounds of potatoes

Automatic Train Stops To Insure Subway Safety

SUPPLEMENTING the most modern block signal system employed for safety of operation in the new subway, work is shortly to be begun on an installation of automatic train stops. The equipment, of proven merit in operation on eastern subway and elevated properties, has been ordered and upon delivery, will be installed forthwith.

While our block signal system un-failingly transmits to train crews the track conditions ahead, and authority to continue, the frequency and nature of service through the subway dictated the wisdom of providing against the failure to observe and act upon such signals. The automatic train stops to be installed will insure, regardless of the action or even presence of Motorman, the bringing of train or car to a dead stop before it reaches an obstacle or forbidden point ahead.

The system consists of an attachment to each end of the car (opposite corners) and arranged to engage a stop arm located alongside of tracks opposite block signals. With a signal showing red the arm is in position to trip the attachment on car, the tripping of which will drain air from the train line resulting in an emergency application of the brakes.

The equipment to be employed requires the installation of devices on each of the 210 cars used in service to various districts operating out of the subway, as well as accessories to thirteen of the block signals in the subway.

The type of equipment selected is manufactured by the Union Switch & Signal Company and has been in successful use on New York subways and Boston elevateds since 1904. The installation, involving a heavy capital expenditure, is made with the approval of the California State Railroad Commission, which body thoroughly investigated the merits of the proposed type of device.

Most Powerful Searchlight

A two billion candle power searchlight, the largest in the world, with a light intensity eighty times as great as all the lights on all New York City's Great White Way combined, was shown to the public for the first time during the 1926 Electrical and Industrial Exposition which covered three floors of Grand Central Palace. So powerful is this searchlight that a man forty miles away could see to read his newspaper by it and those operating the light can clearly discern objects at a distance of five or six miles.

188,381 gallons of milk and 70,870 gallons of cream, 307,000 gallons of coffee and 23,783 gallons of ice cream. The fresh fruit bill alone last year amounted to \$162,120.

PLAN EARLY TRACK WORK ON 15 MILES OF ROADBED

More than \$650,000 worth of roadbed improvement was approved last month for attention by Engineering Department forces at various points on the system. The work, for the most part, involves replacement of worn trackage to the amount of approximately 15 miles, with 90- and 128-lb. rail and fittings.

In addition, the work of constructing temporary shoofly track is now under way, preparatory to the construction of the Pico Boulevard grade separation on the West 16th Street Line at Vineyard Junction.

Pico Boulevard is one of the main highways from Los Angeles to the West Coast beaches, the separation of grades will expedite train movements, relieve highway traffic conditions and reduce hazard of accidents.

The following is list of principal work orders approved during month of January on which work will soon be undertaken:

Long Beach Line: Reconstruct approximately 21907 lineal feet of out-bound track from Dominguez Junction to North Long Beach, renewing 60-lb. Tee with 90-lb. A. R. A. rail, fastenings and special work.

Long Beach Line, 182nd Street, Prairie Avenue to Hawthorne Line—Relocate and lower the tracks. Reconstruct approximately 2582 feet of track, replacing 60-lb. and 70-lb. with 75-lb. and 128-lb. rail and fittings. Replace oil macadam with asphalt concrete pavement at five crossings. Shift track to 13-foot centers.

Sentous, Santa Monica Air Line: Install two additional side tracks, comprising approximately 3527 lineal feet of track, using 70-lb. rail and 75-lb. special work. Additional track necessary to handle increased volume of traffic moving to this district.

Hollywood Boulevard: Vine to Normandie reconstruct approximately 7710 feet of double track, replacing 72-lb. with 128-lb. grooved girder rail and fittings, installing tie plates and tile drain, and repave with asphalt concrete pavement.

Hollywood Boulevard: Vine Street to Whitley Avenue: Reconstruct approximately 3300 feet, equivalent single track, renewing 72-lb. with 128-lb. grooved girder rail and fittings, replacing redwood with treated ties, and repave with asphalt concrete pavement.

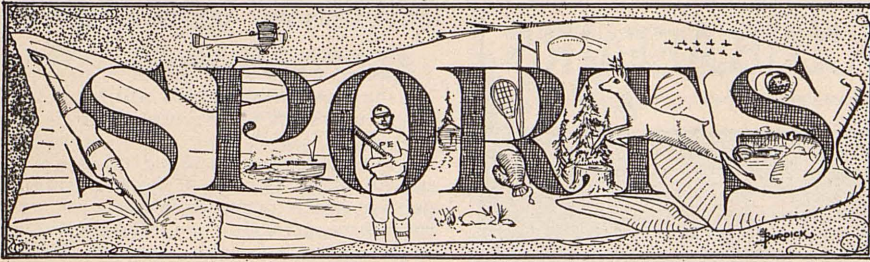
Hollywood, Western Avenue-Franklin Avenue Line: from Fountain Avenue to Franklin Avenue: Reconstruct approximately 8038 feet of single track, renewing 50-, 60- and 72lb. with 93- and 128-lb. rail fastenings, renewing redwood with treated ties, replacing oil macadam with asphalt concrete pavement, and installing tie plates and tile drain.

San Pedro Main Line, from Anaheim Street to Dominguez Junction: Reconstruct approximately 32,271 feet, inbound Main Line, renewing 60-, 70-, 72- and 75-lb. with 90-lb. A. R. A. rail and fittings. Install tie plates and rail anti-creepers. Make necessary signal changes and renew 10% of ties.

NEW TERMINAL RANKS WITH NATION'S BEST



Familiar Views in New Subway Terminal Station Where Facility is Provided for Rapid and Comfortable Handling of Patrons Destined to Points on Western Division. Note High Class of Architecture Employed.



LAS VEGAS SCENE OF LARGE OUTING OF SPORTSMEN

The big trip to Las Vegas last month is still the topic of much discussion among the members of the Club who were fortunate enough to participate in this outing.

Early in the evening of Jan. 14th the clan began to gather at the Central Station and when the count was taken some 200 were on hand to board the special train provided by the Union Pacific to convey the party to the Nevada city.

Secretary Chas. P. Hill was among the first arrivals and proceeded with the assigning of transportation and berths, while President Spafford was a busy man in taking care of last-minute wants. Everything was handled with dispatch and order which merits credit to those in charge.

Promptly at 7:15 p. m. the train, composed of two standard and three tourist sleepers, with baggage car and coach, pulled out of the station. Behavior, or rather lack of it, very early indicated that the gang were out for roaring time and our train had hardly cleared the station when the fun began.

Formalities were tabooed and all mingled in good fellowship, each partaking of his favored form of diversion. The excellent U. P. Orchestra alternated from car to car, furnishing some snappy music which prompted several couples to convert the train aisle into a dance floor.

After an early breakfast at Las Vegas most of the crowd were taken in motor cars to the site of the future Boulder Dam, while Saturday afternoon shooters lined up for a fifty bird practice preparatory to the big shoot scheduled for the following day.

Sunday morning broke fine and clear and a check showed ten 5-man teams on hand representing the states of California, Utah and Nevada. The Rod & Gun Club had two teams entered in the contest and in the toss for shooting order Team No. 1 drew second place, team No. 2 landing sixth place.

The program was for a 100 bird shoot and four traps were installed to handle the targets. The opening gun sounded at 10 a. m. and when the 5000 targets had been thrown the results registered as follows:

- Redondo Beach Team No. 1—1st place.
- Pacific Electric Team No. 1—2nd place.
- U. P. Las Vegas Team No. 1—3rd place.
- Pacific Electric Team No. 2 and

Cedar City Team No. 1—tied for 4th place.

Redondo Beach Elks Team—6th place.

Redondo Beach Team No. 2—7th place.

U. P. Los Angeles Team and U. P. Las Vegas Team No. 2—tied for 8th place.

Cedar City Team No. 2—10th place.

Loving cups were awarded the three high teams in the contest.

The afternoon was devoted to random single shooting and a 50 bird double contest.

The individual honors were won by O. J. Potthoff of the Union Pacific team at Las Vegas, he having captured high gun in singles, banging 98x100, also doubles high gun with a score of 47x50, and taking long run with 71 straight targets. A handsome gold medal was his award for each of these wins.

E. R. Smith of the P. E. Team No. 2 was in a three-cornered tie with R. B. Hebden and T. Gibbons of Redondo Beach for second place in singles with a score of 96x100, Gibbons winning the shoot-off.

K. L. Oefinger, of P. E. Team No. 1, O. Anderson of Cedar City and Dr. W. S. Park of Las Vegas each had 95x100, with Oefinger capturing the shoot-off. T. Gibbons was awarded a bronze medal and Oefinger drew four boxes of trap loads.

In the doubles event B. F. Manley drew second honors with a score of 43x50 and W. J. Hodge, third place, score 40x50. L. R. Spafford and Oefinger tied for fourth place with a score of 39x50, with Oefinger again capturing the shoot-off. Awards were, Manley a handsome bronze medal; Hodge four boxes of trap loads and Oefinger two boxes shells.

The two Pacific Electric teams, with Redondo Beach Team No. 1 and Las Vegas Team No. 1 were given a big spread Sunday evening at the expense of the four losing teams, this affair terminating just in time to board the homebound train at 8 p. m.

Thus ended as pleasant an outing as has ever been enjoyed by Rod & Gun Club members.

BLUE ROCK SHOOT FEB. 13TH

The regular monthly Blue Rock Shoot will be staged over the traps at Los Cerritos Recreation Field on Sunday, February 13, 1927. Shooting will start at 9:30 a.m. On account of the trip to Las Vegas in January, no shoot was scheduled at Los Cerritos, therefore the February shoot will mark the beginning of the 1927 "Tournament Season".

TRANSPORTATION TEAM SURE INDOOR LEAGUE WINNER

Help! Wanted an indoor baseball team that can stop the Transportation team, a stunt that has yet to be performed in any games played to date. Eight straight wins is their record, which, with the league closing date only a few weeks hence, eliminates their chance of being displaced from their lofty throne of leadership.

On Saturday, January 22, the two leading teams of the Indoor Baseball League crossed bats in the crucial game of the league season. The standings before the game started found the Transportation Department leading with a 6 games won, and no defeats, while the Passenger Department was in second place with 5 games won and only one defeat. A win for the Passenger Department would have tied the two teams for first place.

However, Transportation Department team proved to be the superior one in all parts of the game, twenty-eight put-outs and nine assists being handled without an error, only one opponent reaching second base. With this record, and with the superlative pitching of Warren Smith, who allowed only 28 men to face him in the nine innings, and two hits, a victory for the Passenger Department was impossible.

For the Passenger Department Leslie looked good on the mound, but the hitting of "Smokeo" McGraw, who collected 3 for 3, and whose average up to this time was 724%, and the remainder of the Transportation Department team in general, which has an average of 463%, he was unable to hold them down, and when the game ended the score was 7-0.

"Burley" Manley's much-abused Rod & Gun Club team sprung the surprise of the season when on January 29th they defeated the Passenger Department ten by a score of 20 to 3. Generally conceded as being the second best club in the league, (at least their standing so indicated) the Passenger boys were looked upon as certain winners. Defeat of the Freight Department on Saturday, Feb. 5th will remove the Rod & Gun club from the cellar position held by it throughout the season.

Following is the standing of teams as of Feb. 4th:

	Won	Lost
Transportation	8	0
Passenger	5	3
Engineering	4	4
Accounting	3	5
Freight	2	6
Rod & Gun Club	2	6

Call the Sea Cook!

The sweet girl graduate was being shown through the locomotive shop.

"What is that enormous thing?" she asked.

"That," explained the guide, "is a locomotive boiler."

"And why do they boil locomotives?" she insisted.

"To make the engine tender," the guide said.—Paper Wads.

PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

EXECUTIVE COMMITTEE MEETING AT P. E. CLUB

The first meeting of the New Year was held on January 5, at 2:00 P. M. in the Club Rooms. The following were absent: C. C. Tibbetts, L. H. Newport, A. C. Russell, D. G. Gerlack, H. L. Legrand, M. T. Spencer, Harold Kuck, J. W. May, T. L. Waggenbach, Wm. Moesby, Earl Haskell, F. E. Geibel, and L. A. Lovell.

Club Fund

Balance, 12-1-26	\$ 352.34
Receipts	1111.25
Total	\$1463.59
Disbursements	1045.65

Balance, 12-31-26	\$ 417.94
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Relief Fund

Balance, 12-1-26	\$ 322.38
Receipts	582.00
Total	\$ 904.38
Disbursements	820.00

Balance, 12-31-26	\$ 84.38
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Unfinished Business

L. A. Lovell, Club President was unable to attend on account of a previous engagement, and the chair was filled by C. Thorburn.

F. E. Mayfield gave an excellent report concerning the dance and entertainment given for the employees at Torrance on December 3. The music furnished by the Pacific Electric Club Orchestra was splendid and all present enjoyed themselves in dancing and card playing. Refreshments and favors were given.

The Mortuary Fund is now again in the neighborhood of one thousand dollars and it is hoped that all those interested will get behind this most excellent fund and help to push it over the goal. The fact that this money is paid to the beneficiary in from twenty-four to thirty-six hours after the death of employee places it in the proper hands when most needed. Only those closely connected with the handling of this fund can know the immense amount of relief it has given.

Committeeman Glen Hatt stated that wash-room facilities at Ocean Park have been satisfactorily installed. Mr. Vickrey replied that the supplying of soap and towels is up to the Terminal Foreman who should order them on a requisition.

New Business

Mr. Manley reminded the Committeemen of the Annual meeting of the Rod & Gun Club on Wednesday, January 12, at 8:00 P. M. He briefly reviewed the activities of the Rod & Gun Club in the way of sports, saying that almost everything in the way of sports is indulged in by the Rod and Gun Club for the benefit of its members. Mr. Manley complimented the

Club on the most excellent instruction given by the Dancing Instructor on each Thursday evening.

The death of W. C. White, Superintendent of the Western Division, and that of H. C. Ward, Trainmaster on the Southern Division, were announced to the Executive Committee. Both of these men are well known through the Company and Mr. Ward has held the position as Executive Committeeman from his department.

Mr. Day gave a brief outline of the work and aims of the Freight Traffic Department. The outlook for 1927 is good and all in his department are working for an increase of business during the present year.

In response to a question by W. A. McCammond, Mr. Vickrey stated that the Annual Ball would be held the latter part of February and that a date would appear in the February issue of the Magazine.

Mr. Vickrey briefly reported the Club activities connected with the sending out of Christmas Cheer and spoke of the good work done by the Nurses in the Engineering Department.

P. E. CLUB BULLETIN

February 15, to March 15, 1927

Wednesday, February 16:

Trainmen's meeting all divisions. Will be notified by letter where to meet.

Thursday, February 17:

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

Friday, February 18:

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

Monday, February 21:

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

Thursday, February 24:

"George Washington Dance" at Club, 8:30 P. M.

Monday, February 28:

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

Wednesday, March 2:

Executive Committee meeting, 2:00 P. M.

Thursday, March 3:

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

Friday, March 4:

Vaudeville at Club, 8:00 P. M.

Monday, March 7:

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

Tuesday, March 8:

Masonic Club meeting, 7:45 P. M.

Wednesday, March 9:

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

Thursday, March 10:

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

Friday, March 11:

Car Foremen's Club meeting in Auditorium at Club, 7:45 P. M.

Saturday, March 12:

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

Monday, March 14:

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

WASHINGTON DANCE AT CLUB

The featured dance for the month of February at the Club will be a George Washington Dance which will be given to members on the evening of February 24, at 8:30 P. M.

Club members are urged to make a special effort to attend these featured dances which occur once a month as careful preparations are always made to make the evening's program most entertaining.

Mrs. Mabel Rockwell, the Hostess at the Club Dances and Dancing Instructor, is now giving lessons in the waltz and will continue in the lessons in modern ball room dancing. All Club members who wish to modernize their dancing or wish to learn these delightful steps are cordially invited to attend these classes which are held from 7:30 to 8:30 p. m. every Thursday evening. There is no expense to Club members.

AGENTS ADOPT RESOLUTION ON PASSING OF MR. WHITE

The following resolution of sympathy, passed by the Agents' Association and extended to relatives of Mr. W. C. White, is indicative of the esteem in which this venerable associate was held by all who had the good fortune to know him:

WHEREAS, death has removed from our midst William Calhoun White, for many years Superintendent of Western Division; and

WHEREAS, during his association with us, as an officer and fellow-employee, his simplicity of manner, broad sympathy and timely counsel have helped immeasurably to promote loyalty and good fellowship within our ranks, affording a worthy example for us who remain to carry on; therefore,

Be It Resolved, that this Association, in regular meeting assembled, extend its sincere sympathy to the bereaved family and relatives in this hour of sorrow;

That this resolution be spread upon the minutes of the meeting and a copy transmitted to the family; and in addition, that the resolution be published in the next issue of the Pacific Electric Magazine.

P. E. MASONIC CLUB NOTES

The next regular meeting will be held Tuesday Evening Feb. 8th, at the Pacific Electric Club, 514 E. 8th St.

During January the Masonic Club visited Florence Lodge, Los Angeles; Sea Side Lodge, Long Beach; and A. E. F. Irwin Lodge at Wilmington, and conferred the Master's Degree upon three fellow employees.

The visit to Florence Lodge was the occasion of conferring the Master's Degree upon their 100th candidate, by the Pacific Electric Degree Team.

Bald-headed Man—You say this hair restorer is very good, do you?

Barber—Yes, sir; I know a man who took the cork out of a bottle of this stuff with his teeth and had a moustache the next day.—Answers.

Maintaining Schedules Maintains Patronage

By F. L. ANNABLE
General Superintendent

THE recent establishment of a 63-hour schedule between Los Angeles and Chicago for the Golden State Limited and other high class trains has brought to public attention the efficiency of the railroad service on trans-continental lines.

To travel 2281 miles in 63 hours, over mountains, desert and prairies, not for one trip only, but day in day out through sunshine or storm, means much more than the average citizen understands and the "on time" records that are being made are a credit to the men and the railroads involved.

The average speed of the Golden State Limited between Los Angeles and Chicago is 36.2 miles per hour. This is interesting to Pacific Electric employees because of the coincidence that the schedule of the Angel City Limited between San Bernardino and Valley Jct. averages exactly the same speed. Of course there are many more stops proportionately on the electric line, but the necessity for snappy handling of the trains and the careful observance of schedule is the same in both cases.

Train schedules are based on experience and exact knowledge of conditions which affect the running time of trains and represent what can reasonably be expected to be the average performance under ordinary circumstances.

Train crews by team work and the avoidance of unnecessary delays, can comply with the schedules and there is no better way to win popularity with the patrons of our service.

Recently a complimentary letter was received from a man who, after riding Pacific Electric lines for more than eleven years said that the outstanding features of the service were its regularity and dependability and the uniform courtesy of the employees. Such commendation means much to all who by conscientious effort are contributing to the good result.

AUTOMOBILE FUMES DEADLY

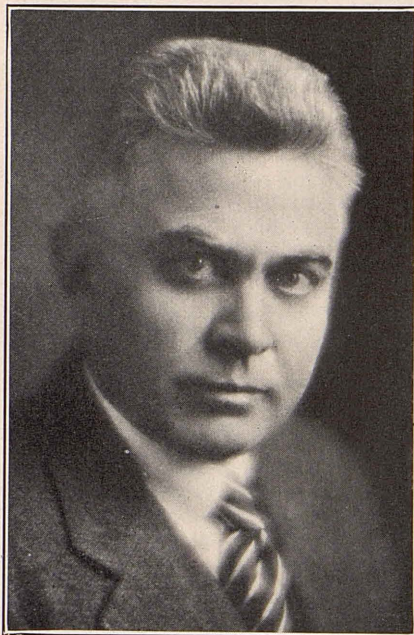
It is dangerous to run an automobile engine in a closed or partly closed garage. Carbon monoxide, a deadly though colorless and odorless gas, is exhausted by gasoline and internal combustion engines. The air in a closed garage or room may seem perfectly pure and yet may contain enough carbon monoxide to prove deadly.

This gas is formed by burning almost any kind of fuel without enough oxygen. A small percentage of the gas will cause headache, then unconsciousness and death. The blood has a great affinity for carbon monoxide and absorbs it from the lungs instead of the oxygen which is needed to sustain life.

What makes the Scotch so witty?

I don't know, but it certainly must be a gift.

Promotions Reward For Merit Shown



Edwin Clark

DUE TO THE demise of W. C. White, late Superintendent of the Western Division, and H. C. Ward, Trainmaster, Southern Division, numerous changes in the staff of the Transportation Department were made last month.

Outstanding among these was the transfer of O. P. Davis, Superintendent of the Southern Division since 1913, to the Western Division post vacated by the death of Mr. White. Mr. Davis' long experience as an operating officer, together with his excellent qualifications, assure a sound and capable supervision of the highly intricate problems peculiar to the Western Division.

Edwin Clark, formerly Asst. Superintendent of the Southern Division, was selected to fill the important post vacated in the transfer of Mr. Davis. Mr. Clark began service with this Company as a Conductor in June, 1903, and successively was promoted and served as Switchman, Dispatcher, Chief Dispatcher, Car House Foreman, Trainmaster, and Asst. Superintendent of the Northern, Western and Southern Divisions. The scope of his experience, together with the marked qualifications displayed in each of the positions he has filled, fit him to take over and capably supervise the expansive op-

(Continued on next Page)

WINDOWS TO BE INSTALLED IN 1000 CLASS CARS

Following the completion of applying windows to open section in fourteen 1000 class cars last year, the same improvement will be made in 26 additional cars of the same class during the current year. In addition, a folding door will be added to each of these cars on stepway opposite motorman's cab.

Favorable comments of patrons were expressed concerning the cars so equipped last year, greater comfort being afforded through the protection from unfavorable weather conditions. While involving a considerable outlay, more than \$400 per car, the closing in of these open sections will affect a heavy saving in expenditures annually made for curtains and reduce maintenance on car body and seats through protection from the elements.

MORE SERVICE IS PROVIDED

Service to the Santa Monica bay district via Sawtelle was greatly increased on February 1st, together with the doubling of motor coach service on Wilshire Boulevard to Beverly Hills.

Trains on the Santa Monica via Sawtelle line now operate at 15 minute frequency in both directions instead of 20 minutes as heretofore. Under the new schedule nine additional trains are available to patrons, making a total of sixty daily operating to Santa Monica via Sawtelle.

The new schedule also provides for through service to Santa Monica via Brentwood during the daylight hours, eliminating the necessity of patrons living in the Brentwood district making transfer at Sawtelle.

A fifteen minute service, replacing thirty minute schedule, is now effective on the Wilshire motor coach line operating between Fairfax Avenue and the Beverly Hills Hotel, this doubling of previous service being effective from 6:30 a.m. to 7:00 p.m.

Commuter's Life

Alarum's tintinabulation
Ends his drowsy relaxation.
Yawns, and mutters, "Botheration!"
Minutes fly in fast rotation;
Jumps from bed in consternation.
Lists to wifely conversation
Conductive to exasperation.
Swallows food in agitation;
Suburban whistles in the station,
Commuter now shows perturbation,
Flees the house in desperation
Quickly works up perspiration
Flying madly to the station.
Pulls out watch—ejaculation!
Catching train a speculation;
Train still waiting; high elation!
Feels for monthly commutation.
Wild, barbaric exclamation!!!
Train glides out—gone transportation!
Commuter consigns all creation
To infernal consarnation!!
Shakes his head in meditation.
Returneth to his habitation
For that!!! %% etc! commutation!
—Exchange.



S. H. Cox



S. H. Hand

AUTHORITY REVIEWS 1926 RAILWAY ACTIVITIES

An interesting account of the activities of electric railways during the past year is contained in the following statement by Lucius S. Storrs, Managing Director of the American Electric Railway Association:

"There was a gradual increase in traffic in the industry as a whole," the statement said. "This stood out in marked contrast to every other year since the war. They have been characterized by traffic slumps and peaks. Traffic on 217 properties, comprising 85 per cent of the country's total mileage, for the first eleven months of 1926 showed an increase of 1.21 per cent over a similar period for 1925. By far the greater portion of this increase is of course, found in the metropolitan districts and the large cities.

"Other outstanding achievements were miles of track constructed and re constructed, cars purchased, new bus lines opened, receiverships lifted, and increased advertising and selling activities.

"Co-ordination of electric railway and bus services under the management of traction companies progressed rapidly. Experience having proven this kind of operation renders better service and is more economical, public officials and company managements generally are striving to bring it about to the fullest possible extent. One great advantage of such operation is that transfer facilities can be arranged.

"As a result of this co-ordination movement more than 7,000 busses are now being operated by approximately 275 electric railway companies over more than 15,000 miles of route. Buses generally are being used in extending transportation routes with but little service paralleling the main rail lines. Independent competition is growing less because buses cannot operate profitably at electric railway fares and also because it is no longer possible to purchase efficient buses except upon reasonable financial terms.

"Almost 2,000 new city and inter-urban cars were purchased during the year, this marking an increase over 1925. It is estimated that a total of \$263,830,000 will be spent for equipment and supplies during the coming year. This is an increase of about 13 per cent over expenditures for last year.

"Receiverships continued to decrease, there now being only 55 companies out of a total of more than 800 in receivership. The total mileage of companies involved in receivership in 1926 was 1,230, but the 590 miles belonging to the Chicago Railways presents an unusual situation.

"Electric railway fares increased substantially during the year and are now at their peak for all time. The average cash fare of companies operating in cities of 25,000 population and over is now 7.74 cents compared with 7.60 cents a year ago. Incidentally, motor bus fares have also trended upward during the year, the average cash fare of 203 companies being 8.50 cents now, compared with 8.46 cents at this time last year.

PROMOTIONS REWARD FOR MERIT SHOWN

(Continued from Page 11)

erations involved on the Southern Division.

Several other changes incident to the passing of Messrs White and Ward brought recognition and reward to worthy members of the transportation staff, all of whom have most creditably served in their respective posts and are well fitted to take over the broader field of activity assigned them. The changes announced by official bulletin of General Superintendent Annable, with the approval of Vice President and General Manager Pontius, are:

S. H. Cox, previously Asst. Trainmaster, succeeds Mr. Ward as Trainmaster, Southern Division. Mr. Cox entered the service of the Company as passenger Conductor in December, 1913, later serving as Motorman, Freight Switching Foreman, Dispatcher and Asst. Trainmaster.

S. H. Hand, formerly Supervisor, was appointed to succeed Mr. Cox as Asst. Trainmaster. Entering the service in Aug. 1912, as Motorman, Southern Division, in 1920 Mr. Hand was appointed Supervisor, which post he held until his present selection as Asst. Trainmaster.

Terminal Trainmaster, Southern Division, is a newly-created position



Jas. G. Blake

for which E. B. Whiteside was selected, the new post involving jurisdiction over the division's freight service and within the switching limits of the Santa Monica Air Line. Mr. Whiteside entered the service of the L. A. & Redondo Railway as Timekeeper in Aug., 1906, serving successively as Asst. Agent, Redondo, Wharfmaster, Asst. Trainmaster and Trainmaster (freight).

J. G. Blake was named as the successor of Mr. Whiteside, formerly Trainmaster, Southern Division. Mr. Blake also is a veteran in our ranks,

"No doubt remains as to the future of electric railway transportation in the large centers. The electric car has demonstrated thoroughly that it will remain the backbone of mass transportation. The small city line still is a problem. Most electric railway abandonments have been in cities of from 8,000 to 25,000.

"Outstanding problems of the industry are, traffic congestion, which slows up cars; taxes, which are the highest of any industry in the world, and the increasing use of the private automobile in daily business. Managements generally are approaching these problems progressively. They are effecting great operating economies, using paid advertising and other proved forms of salesmanship and on the whole are confident of the future."



E. B. Whiteside

AVERAGE FIRE LOSS SHOWN

By carrying out a thorough program in fire prevention during the past few years, Los Angeles is leading all cities in the United States with the lowest per capita fire loss, according to the recent report of the National Fire Prevention Association.

The per capita fire loss in Los Angeles has averaged but \$1.66 from 1921 to 1925, inclusive, the report shows. Even with this low mark a toll of \$2,500,000 was exacted by fire last year, making the per capita loss during the period \$1.68.

One of the governing factors in this city's low fire loss, it was shown, is the growing tendency of builders to demand that their residences, business and other structures be constructed of materials with fire-resisting qualities.

Other leading cities and their average per capita fire losses are: Seattle, \$2.17; Washington, \$2.50; Chicago, \$2.74; Detroit, \$3.05; Philadelphia, \$3.09; New York, \$3.41; Milwaukee, \$3.67; Portland, \$3.90; Boston, \$6.14, and Kansas City, \$8.04.

having entered the service of the Company as Motorman in December, 1911, successively having served as Freight Conductor, Terminal Foreman and Asst. Trainmaster until his present appointment as Trainmaster of the division.

The post vacated by Mr. Blake was filled with the appointment of F. O. Bradley as Asst. Trainmaster. Mr. Bradley came into the employ of the Company as Car Clerk, Los Angeles yards, in April, 1912, which post he filled until sept., 1919. He later was employed as Freight Conductor until his present selection as Asst. Trainmaster.

As will be observed, each of the foregoing posts vacated and created were filled in line with the Company's policy of advancing men in our ranks, length of service, commensurate with ability displayed, being the factors upon which advancement is based.

One Can Always Say:

"No," in times of temptation.
"Thanks," when you are the recipient of a favor.
"Please," if you are asking for help.
"Absolutely," when you are sure of your facts.
"You're welcome," and get the fun out of giving.
"Good luck," even after you've turned a man down.—Exchange.

Traffic in China

Some of the Chinese cities have rather effective methods of dealing with traffic troubles, writes the Times. If a vehicle doesn't behave the officer on the highway will pull out his screwdriver and remove the license plates. Then there must be a showdown or understanding before the plates are returned. Until then the streets are denied to the driver.



F. O. Bradley

THE PACIFIC ELECTRIC MAGAZINE

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

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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.

EVERY employee of this Company in his individual calling is not only in duty bound to know his position in the operation of company property, but there is also an obligation upon him to have a correct knowledge of all that pertains to its activities. This is in order that he may inform patrons of any matter in which this Company or the community in which he lives is interested so far as the railroad is concerned.

Elsewhere in the Magazine is a clear statement of the facts of the application to the Railroad Commission of the State of California for an adjustment of passenger fares. Every employee is urged to familiarize himself with the reasons set forth therein in order that he may acquaint patrons and others with whom he comes in contact with conditions and problems that have prevailed and that are still in effect.

In other words, any right-thinking employee would not be satisfied with knowing only the mere facts relating to his own particular job, but because of ambition, it should be his natural desire to know and be acquainted with all elements that affect the well-being of his Company and thereby be in a position to assist in making it successful.

An understanding in the public mind of the problems that confront us will in no small measure aid in solving our difficulties.

Those who can't be bossed will never be able to boss others.

Jug 'O All Sorts

The city of Detroit, Mich., is soon to have the tallest office building in the world—the Book Building, as it will be called—to be erected on the corner of Washington Boulevard and State street. It will be 85 stories high and reach skywards some 875 feet.

California is first, and Iowa second, in the number of automobiles per capita in the United States. There is a car for every 2.9 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.

Articles made of pure gold would not hold their shape. Therefore, alloy is mixed with the gold to give strength. The most common alloy used for this purpose is copper. There are 24 carats in pure gold. Thus, if you purchase a ring marked "14 k.," you know that it contains 14 parts gold and 10 parts alloy.

Today there are more than 270,000 miles of railroad and 112 million people in the United States. The railroads consume one-quarter of the lumber output of the country, one-quarter of the coal, one-third of the steel and one-half of the fuel production; they employ directly two million people and indirectly many more; it is conservatively estimated that one family out of every six is dependent upon the railroads for its living.

The invention of the electric motor is based on the discovery of Hans Christian Oersted, 1777-1851, that there is a force acting between a magnet and a wire carrying electric current. Following the discovery in 1873 of the reversible action of the dynamo and its use as a motor, efforts began to be made to apply this knowledge to the transmission of power between the years 1880 and 1884.

TRAINMEN'S HONOR ROLL

During the past sixteen months a special record has been kept, showing all Trainmen who have been commended by patrons for courtesy and efficiency in their duties. The fact that a passenger would take the badge number and write a letter to the Superintendent in each of these cases indicates that a very favorable impression was made by the Trainman. That those so commended are making special efforts to carry out our policy of courtesy and attention to patrons is apparent.

During this period a large number of commendations were received, several of the men coming for repeated special mention.

G. R. Stevens, Conductor on the Western Division, was five times mentioned in letters describing his courtesy and efficiency. Close to this record is that of C. B. Briggs, conductor on the Southern Division, with four letters of commendation. Conductors F. E. Cornwell on the Southern Division, and V. W. Curtis and J. R. Garner of the Western Division were each credited with three letters.

Seventeen men were recipients of special mention twice during the period, and their names follow: Northern Division, Messrs. E. J. Bethel, R. D. Dennis, L. F. Hunt, E. H. Heydenrich, C. W. Knight.

Southern Division: R. W. Pontziou. Western Division: Messrs. W. B. Dixon, A. Faber, O. B. Glanden, H. A. Gaskill, W. H. Jenkinson, W. A. Peters, O. T. Peak, E. D. Sale, F. G. Watson, E. C. Waterson and H. J. White.

Once a friend of Mark Twain's was conversing with him regarding a terrible affliction of a person known to them both. The friend said:

"Can you imagine anything worse than having diphtheria and scarlet fever at the same time?"

"Yes," replied Mark, "I can easily imagine some things worse than that—for instance, rheumatism and St. Vitus' dance."

COMPARISON OF ACCIDENTS DURING DECEMBER, 1925, AND 1926

	Northern Division		Southern Division		Western Division		Motor Coaches	
	1926	1925	1926	1925	1926	1925	1926	1925
Interferences with vehicles ..	140	149	110	112	224	198	31	40
Collisions and interferences with cars ..	3	2	5	2	5	6	0	1
Persons struck ..	10	8	4	3	4	8	0	1
Derailments ..	2	5	10	11	15	9	0	0
On and off moving cars ..	9	8	7	8	10	11	1	1
Miscellaneous ..	20	26	37	37	40	26	12	20
	184	198	173	173	298	258	44	63
	14-D.				40-Inc.		19-D.	
					1926	1925		
Interferences with vehicles ..					505	499	1.2%	Inc.
Collisions and interferences with cars ..					13	11	18.2%	Inc.
Persons struck ..					18	20	10.0%	Dec.
Derailments ..					27	25	8.0%	Inc.
On and off moving cars ..					27	28	3.6%	Dec.
Miscellaneous ..					109	109		
					699	692	1.0%	Inc.

ORANGE SHOW OPENS FEB. 17

Under a canopy typifying "Star-kist California," the seventeenth National Orange Show exhibits are rapidly being completed in the mammoth auditorium at San Bernardino. The show opens this year on February 17th for its usual ten day exhibition glorifying California golden fruit together with other of this state's productive virtues.

With pre-show interest declared at a higher pitch this season than ever before, President Arthur J. Brown, General Manager R. H. Mack, and other officers of the non-profit exposition anticipate that 300,000 persons, 50,000 more than last year, will attend this year.

Music, vaudeville entertainment and beautiful girls will be presented daily and nightly in the main show section which will house the principal fruit exhibits. Three bands already have been engaged. These will be headlined by the Tipica orchestra from Mexico City.

The Mexican musicians will alternate with Southern California bands.

Feature displays will be entered by leading communities and organizations.

Orange county is to have a striking exhibit showing "Miss Orange County" preening herself before a huge orange-framed mirror.

Pasadena's exhibit will be illustrative of the Tournament of Roses, Riverside will have an exhibit featured by oranges from the parent orange tree which still bears fruit in that city. Los Angeles chamber of commerce has entered an exhibit, the nature of which is being withheld till show time.

Other cities and organizations which will enter feature exhibits are: Fontana, Elephant Orchards, San Diego, Pacific Electric Railway Co., Redlands, Ontario, Corona, Colton, Santa Monica, Pomona, Orange County, San Jacinto-Hemet.

FOURTEEN YEAR OLD YOUTH WRITES COLORFUL VERSE

California and its virtues are beautifully told in the poem below especially in view of the fact that its author is but a mere wisp of a boy 14 years of age, he being Warren Green, son of J. B. Green, General Foreman, Mechanical Department.

California

Where is that beautiful sunny land
With Orange Groves and Silver
Strand?
With highways long and cities great—
The most beloved of any State?
Our California.

The Golden Gate, by nature made—
A glory which will never fade.
With flowers painted in every hue—
Everything God gave to you.
Dear California.

In '49 the pioneers came—
To plant the fields with golden grain,
To make great cities on your shore;
Who could ask for any more
Than California?

Owens Relic of First President's Day



N. D. High

A PRESIDENTIAL campaign button used as a coat lapel badge by followers of George Washington in his successful quest for re-election to a second term as President, is the prized possession of N. D. High, Electrical Department.

This button, now 137 years of age and whose history is vouched for by the Curator of the Smithsonian Institute, is one of but three known to exist. Its historical record is said to make it worth several thousand dollars.

Made of brass, the button is about one and a half inches in diameter. In the center are the large initials "G. W.," around which is encircled on a dark border the phrase "Long Live the President." Smaller circles make a border, in each of which are the initials of the thirteen colonies. The inscriptions are all unusually clear, considering its age and the fact that Mr. High carried it as a pocket piece for several years before having established its history.

He states that the curio came into the possession of his father in 1815, when as a boy he picked it up on what is now known as Talbot Street, which runs along the entire length of Lake Erie from St. Catherine to Windsor in the province of Ontario. The elder High presented it to its present owner in 1886 with the admonition to retain it as it was "made in George Washington's time." Mr. High carried it for years, more or less haphazardly, before he wrote the Smithsonian Institute concerning its real history, since which time it has safely reposed in a safety deposit box.

Mr. High is considering presenting the curio to the Washington-Alexandria Masonic Lodge in Virginia, of

RAILROAD TAXES BIG FACTOR IN FREIGHT RATES

One million freight cars loaded each week and seven million dollars paid in taxes every seven days, were among railroad records of 1926, according to J. T. Saunders, freight traffic manager for Southern Pacific Company.

"We have just closed the first year in the history of American railroading during which the car-loadings of the Class I roads have averaged a million a week," Saunders said. "It was also the first year in which the taxes paid by these railroads amounted to more than a million dollars a day.

"If railroad revenue were derived entirely from freight service, it is evident that every car loaded would have to pay \$7 of railroad taxes. Freight service, however, accounts for about three-quarters of the railroad's total operating revenues, so the tax paid by each carload would be approximately \$5.25.

"The net revenue for each freight car loaded on this company's Pacific Lines during 1925 averaged less than \$35. If this basis was maintained during 1926 the \$5.25 in taxes would amount to about 15 per cent on the net revenue per car.

"For 1925 our Pacific Lines' taxes, both Federal and state, averaged 8.3 per cent of total gross revenues received.

"Railroads probably are the only business enterprises in America taxed in excess of the total amount of dividends paid to stockholders, the owners of properties which move the bulk of the nation's commerce."

Redondo Beach Is Represented

The large attendance from our friends of the Redondo Beach Gun Club was a contributing factor in making the Las Vegas trip a huge success. Many of the city officials of Redondo Beach were present on this outing, including the Mayor, the Chief of Police and Chief of the Fire Department. These gentlemen took advantage of the occasion and made the trip a booster one for their home city.

The Redondo Beach boys as usual proved themselves real sportsmen and it was no discredit for our P. E. team to be beaten out of first place by the sterling team from the beach city.

No Such Person

Thomas was not a prime favorite with his rich uncle. In vain did he try to impress him, but the old man was not easily impressed.

One evening the young man went to his uncle's home for a call, and in the course of conversation, asked:

"Uncle, do you think it would be rather foolish of me to marry a girl who was intellectually my inferior?"

"Worse than foolish, Thomas," was the reply. "Worse than foolish—impossible."

which George Washington was first Master and which has become the mecca for tourists on account of its extensive collection of historical curios.



SOLOMON, who is discredited with having been the possessor of the largest and most expensive collection of wives ever gathered together under one roof, said, "It isn't the first cost, it's the upkeep!"

If you can disassociate, for the moment, what he said from why he said it, you may—with certain mental reservations—still be able to concur in the quite general belief that Bro. Solomon knew his onions.

Bringing the thought down to date and applying it to the present era of living on the Installment Plan it may be said, with equal or even greater truth, "It isn't the first payment that hurts; it's the ones that follow—and follow—and follow—and fol.....!"

Painless First Payment

Take it from one who has suffered, the first payment never hurts. It's made easy. Too easy. Once I told of having watched a long line of toothache racked flotsam and jetsam climb into one of these free and above board dentists' chairs on Main Street, absorb something less than a pint of bootleg poppy juice into each individual circulatory system, submit to the ordeal of having the gnarled stumps of what once had been teeth wrenched from their jaws, only to stagger away vowing it hadn't hurt a bit!

It was all so easy, so painless. But—whisper it not on Main Street—every once in so often the truth has leaked out that before another day has dawned the trustful patient painfully realizes that all is not as it should be, and an inexorable nature exacts a double toll of pain deferred. It doesn't hurt when the tooth is yanked, and while the crowd looks on, but the next day—and the next, and—Oy! Oy!

Specifically, consider the case of the vacuum cleaner man. A gentle ring of the doorbell heralds his advent. "Ah, good morning, Miss, may I see your mother, please!" The dirty crook—and like as not the lady-of-the-house hasn't yet had opportunity to perform the matutinal re-touching job so essential to the perpetuation of that school girl complexion, and who—giving her all the best of it—looks all of the—ahem!—thirty years to which she confesses. "What?" and the note of polite incredulity would tend to convince even the most skeptical of listeners of the genuineness of his astonishment (and certainly your Little Woman doesn't come under that classification) "You are Mrs. Blank? I ask your pardon for a most natural mistake."

What chance, I ask you, has your

first payment on a Perflex Sweeper got after that crack?

When you come home, the Little Woman justifies her apparent extravagance thus ". . . and the first payment was only two dollars and thirty-three cents, and I have a whole year in which to pay the balance; nine dollars and thirteen cents a month, and, only think, dear, they don't charge any interest at all—only eight dollars and ninety-six cents for carrying charges—and that's little enough when you consider how many miles a day the poor fellow has to carry it."

And you catch yourself recalling a few lines from a long forgotten song to the general effect that "Every little bit added to what you've got, makes just a little bit more," only in this case the "What you've got" means the burden of installment payments.

"Just Like Rent"

You mentally try to add this latest—and you only wish you could say, this last—nine dollar and thirteen cent straw to the load of hay with which your camel's hump is already burdened. Let's see: First there's the igloo you call home, you're buying under contract. How easy it seemed to acquire a home when the agent first showed you the perfectly elegant five-room and bath stucco Espanyole villa on an elegant paved street with concealed sewer, and exposed street lighting system, already in. Everything was too elegant for words and the re-markable thing about it all was that, if taken today, it could be had for one hundred dollars down and the balance monthly—just like rent, only really at less cost, and soon—oh, very soon, you'd own your own little home. Huh, if fourteen years, seven months and twenty-seven days is that guy's idea of "soon," he'd visualize Methuselah as still wearing short pants!

For, after you've come out of the trance into which that rapid-firing real estate pirate talked you and you've carefully read your contract, that's the time which you find must elapse before you'll ever get a deed to your home. And even that contingency is hypothecated upon your ability to keep your health, your job, and your monthly payments of forty-nine dollars and seventy-five cents up as provided by the terms of your self-imposed sentence.

And that ain't all. Gosh, no. You later come to know that a careful and forward-looking subdivider, when providing all those perfectly elegant public improvements, saw to it that the

cost thereof was handed along to the ultimate consumer; in this case, you. It seems that this original firm of Jesse James, Capt. Kidd, et al., obligated you to pay yearly installments therefor to some unknown son of Israel named Vrooman. You further find that not only are you paying for your streets, your curbs, your sidewalks and your sewer and elegant ornamental lighting system already installed, but that maybe tomorrow Mr. Vrooman may decide that the soul of our fair City requires for its proper development the opening of a new Boulevard two hundred feet in width and reaching from the new Civic Center—up near the gas works—diagonally across town to the Ambassador Hotel. Should the spirit so move him, you'll be called upon to pay a disproportionate share of the expense—upon the installment plan, of course.

We'll pass over the fact that certain other expenses attach themselves to you as a near-home owner; such, for example, as taxes of various kinds, insurance, likewise of various kinds, and maintenance and upkeep expenses which grow and increase amazingly with the passage of the years over one of these here now ready-built stucco houses. These items hardly fall under the installment classification, though none the less painfully necessary because of that fact. Let's follow our poor, harrassed husband, whose wife was mistaken for her fifteen-year-old daughter, through the list of his various other installments, all taken on prior to the \$9.13-per-month Perflex Sweeper.

A Car, of Course

Well, your true home-owner (true only in the poetic sense that "home is where the heart is") must needs have a car. Wouldn't a flivver do? Don't be silly! How'd a flivver look coming out of that elegant garage? A Seasix Country Club Coopay is more like it—only \$195.25 down, and eighteen months on the balance at \$49.62 per month, including full coverage and carrying charges. Eat your cake and have it at one and the same time, 'Atsa stuff!

And the furniture—gotta have furniture for a home. Any store will extend Cheerful Credit. "You furnish the home, we furnish the house"—and give you years and years in which to pay at so much per month (including carrying charges).

And of course, a Radio. "Really, Moddom, you'll save the cost of this instrument in lessen a year on what

you'll save on theatre tickets alone. Who wants to set in a stuffy theatre when he can recline at ease before his own cheerful gas stove and listen to Gally-curchee, n' Shoom'n Henk n' Alma Glook n' Will Rogers n' K'rooso all in one night—Wha-a-t? Is Krooso dead? W'y no, I didn't even know he was sick!"

The primary result is a six-tube Sooper-Iodine, extra selective and not at all susceptible to statistics; the secondary result is a series of blood-curdling yowls and shrieks and sobs whenever attempt is made to bring in stations further away than SOL, the Conscience of Hollywood, and the final result from which you suffer most poignantly is the digging up of ten berries monthly to pay the blooming installments.

You not only can, but are urged to, take advantage of the liberal generosity of plenty of clothing firms and buy your suits of clothes on the installment plan. Payments can be made so easy and so long drawn out that you may still be paying for a pair of pants long after you—being a prudent, God-fearing and modest man—have retired the same from the ribald view of an over-critical public.

For all I know to the contrary, folks get married these days on the installment plan. Lest my statement be scandalously misconstrued, what I mean to say is that they may arrange to pay the costs thereof a little bit down and the balance eventually—if ever. Certainly they can, and do, pay for the advent of their offspring—including the resulting carrying charges—thusly. More than one young husband and father has shown his wife the next-to-the-last receipt of the officiating Dr. Stork (that particular bird having been adopted as the bringer of babies because they, the babies, are always brought to you with his big bill), and cried exultantly: "One payment more and the baby's ours!"

Many a happily married couple remain a happily married couple by reason of the fact that friend husband nurses a gloomy belief that were he to permit his true wishes to control his actions and so hand the devoted sharer of his joys and sorrows a sock in the eye, she'd retaliate with a suit for divorce and a plea for alimony, the granting of which would hang 'round his neck monthly installments of such magnitude as would leave him sunk without a trace.

More Installments

Our favorite stories come in installments. Our hens lay their eggs on the same general plan; not, however, with the same commendable regularity of interval between successive eggs. Our kids have their infantile complaints that way, and our wives tell us our faults at stated intervals but without meriting the criticism that applies to the first hen above referred to. And if any carping grammatical shark wants to criticize my use of the word "wives" in the way I've employed it, he is privileged to carp his head off. Me, I know my groceries and I know my wife. As far as I am concerned, all wives are singular. There may be those husbands who, in the valor of

their ignorance, would dare juggle with wives in the plural; all I have to say is—Somebody else—not me!

Why say. They'll sell you a pigeon hole in a mausoleum, in which your poor old remainder—if any—may be filed away after your back has broken beneath its load of installment payments, and do it on the installment plan. Should your demise occur prematurely—considered entirely from their viewpoint—they'll risk getting their payments from your grieving widow, whose grief may reasonably be expected to be somewhat mitigated by the fact that your life insurance money has provided her with the first cash that she, in all the years of her married life, hasn't had to acquire either by force or burglary.

And, if you entertain doubts that you can make the trip by installments from your dollar-down-and-dollar-a-week home to your heavenly home when you have come to the end of a restless day, consider, I beg of you, the case of the sorrowing son-in-law whose life was saddened by the receipt of a wire reading, "Mother-in-law dead. Shall we embalm, cremate or bury?" Promptly came the answering wire, "Embalm, cremate and bury; take no chances."

Your favorite tooth plumber fixes up your grinders in installments. He'll poke about a bit on the occasion of your first visit and mebbe drill a small hole to bedrock, then he'll plug it up with a bit of cotton saturated with sulphuric acid, or a drop of bonded scotch, or something else that raised a blister where it came in contact with your gums, and tell you to come in a week from to-day—no, better make it a week from next Monday.

You do so, and after reading a most interesting story in last year's Ladies Home Magazine out in the reception room (only to find out that it, too, came in installments), you finally are called inside where he asks you what is it you want, all with the air of one who never saw you before. Finally convinced that you aren't attempting to put something over on him, he proceeds to enlarge the previous test-hole and thereafter to fill her with soft cement (which promptly becomes dislodged upon your leaving his office) and ends up by saying, next week—same time.

Installment Dental Visits

Next week, same time, he digs out all the rest of your tooth except the shell, dries the cavern, heats it with a blow-torch and fills it with molten metal. Come back Tuesday—you do so—grinds down rough edges with emery wheel. Come back Monday—polishes her off with Sapolio and seems regretful that job appears to require no further visits. You ask "How much" and he names a sum comparable to our national debt. Upon your suggesting that you make your payments on the same liberal installment plan under which the work was prosecuted, he seems both pleased and surprised, but more surprised than pleased.

I've dilated at some length upon the dentist's profession because I have had more experience with him than with his brother-in-crime, the M.D. How-

ever, I am told that he, too, operates upon the same general plan: which is to say, by installments.

For example there is the tale of the patient who was operated on for appendicitis. A week later, the Dr.—in the middle of 'nother operation—missed a pair of scissors he particularly needed and suddenly remembered having left 'em inside patient No. 1—opened him up, found, as good as new, his cherished scissors—stitched No. 1 together—finished with No. 2; and asked assisting nurse where the devil was his cigarette holder. Nurse, being of the old-fashioned type, disclaimed having pre-empted it to her own use—Doc took a chance, re-opened No. 1 and, sure enough, there was his cherished relic!

Having thus made my point, I might very well rest there; however, the rest of the story has to do with the peevish protest of the aforesaid patient No. 1 who, upon recovering from the third dose of ether, asked the Dr. that in the event the loss of some other portable object made necessary the opening up of the rent in his tummy—on the chance that the saw, or monkey wrench, or what not, might have found its way into his interior—would he, the Doc, just as soon not again sew the flaps together, but, instead, substitute the more convenient system of buttons and buttonholes?

And, lest my patient reader (provided any there be who has followed me to this point) begins to fear that this article is but the first installment of one of these now endless serials like the Movies' "Vicissitudes of Vera," I'm going to stop right here and reassure him. This is all there is. There isn't any more.

A GREAT BRIDGE PROJECTED

The Brooklyn Federation of Community Centers, an organization of 5,000 property owners, has presented a petition for a \$60,000,000 suspension bridge over the Narrows, from Fort Hamilton, Brooklyn, to Fort Wadsworth, Staten Island. A plan for the bridge has been drawn, with a span of 4,500 feet, two and one-half times as long as the greatest span in existence, and the structure will be "the greatest bridge in the world." Gothic towers at either end of the span will rise 800 feet, much higher than the tower of the Woolworth building, and observation towers will command a view of New York harbor and the entire city. It is to be called "Liberty Bridge," and is a connecting link of a highway from Boston to Washington. It is proposed to build the bridge with an 80-foot roadway, with wide sidewalks for pedestrians. The clearance height of the span will be 235 feet, and each tower will be surmounted by a beacon light to guide shipping, while it is planned to have in the towers a carillon of bells to chime out an anthem of liberty, the sentimental idea of the bridge being a memorial to the fallen soldiers of the World War. It is planned to make both approaches in harmony with the bridge by the construction of monumental arches, boulevards and parkways.

COURSE IN ENGLISH ADDED

Continuing on a program of practical education for employees, the Company has made arrangements through Educational Director Hill to give a course in Business English to employees desiring to avail themselves of the opportunity. The course of study will cover the field of Business English as it applies to spelling, punctuation and the theory of letter writing. All types of letters are to be studied.

This course will be under the instruction of George Garton of the University of Wisconsin, who at the present time is also an Instructor of English at the Fairfax High School, Hollywood, as well as an Instructor at the Sentous High School Evening Civil Service Classes.

The English classes will be given three days a week, Monday, Wednesday and Friday, from 4:45 to 5:45 p. m. in Room 711, P. E. Building. It is the plan to continue this course until next June.

The stenographic class which has been given on Tuesdays and Thursdays will continue under the direction of Instructor Ida M. Scott. Those desiring to study this course are invited to enroll at the earliest possible time.

Mr. Hill also announces that there is still room for a few more in his Traffic Management class which is given every Wednesday evening from 7 to 9 in Room 711, P. E. Building.

PATRON RELATES COURTESY

Trainmen of the Lincoln Avenue Line, Pasadena, and particularly Motorman C. N. Van Syckle, were highly commended in a communication addressed to the management by Mr. W. H. Benedict, who thus wrote:

"Knowing something of the critical public with which you have to deal, I believe you will be pleased to know of the almost uniformly kind, courteous, gentlemanly treatment my husband and I have been accorded during our nearly two years residence in Pasadena, especially on your Lincoln Avenue line.

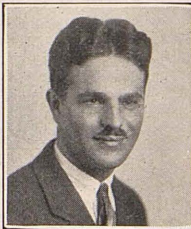
"On the car today a little incident so impressed me that I requested the name and number of the Motorman, Mr. C. N. Van Syckle, No. 573, that I might briefly relate it, congratulating the company and the public as well on having such a man in the service and also as a much deserved compliment to Mr. Van Syckle.

"An old, old lady, very heavy and with luggage, was trying to climb the car steps when Mr. Van Syckle reached out and gave her the timely assistance she needed. She was not well-dressed and nothing but pure kindness prompted the act, which I venture to say few on the car noticed. We have noticed this man on several occasions—always a smiling face, and courteous, helpful, efficient—in short, a man for you to be proud of. It gives us real pleasure to report so faithful and attentive an employee, although we know him only as we ride and observe. He always calls all streets so plainly which is also a great help."

Dental Office Moved to New Quarters, Time Payment Plan Inaugurated and Addition to the Force is Made

THE removal of dental offices to larger quarters, the inauguration of an installment plan of payment, and a Dentist addition to present force were three new developments during the past month in connection with the dental plan of the Company.

With entirely new equipment installed, the new spacious dental office is now located at 874 Pacific Electric Building. Continued increase in patronage necessitated facilities for three operating and one surgical room, all of which have been fitted with the most modern of dental accessories. A large waiting room, also newly fitted throughout, has been provided for patients. The offices now rank in appointment with any to be found in the city.



Dr. J. H. Grollman

For the benefit of patients desiring to extend payments over a period of time, arrangements have been made whereby pay roll deductions as low as \$5.00 per pay day, may be obtained. This arrangement is affected by simply signing an order authorizing the deduction by the Auditor. All regular employees are entitled to this consideration, which may be obtained for the asking.

Dr. J. H. Grollman, a dental practitioner of wide experience, is the new addition to the dental forces. A graduate of the Atlantic Southern Dental College, Dr. Grollman comes most highly recommended by the President of the American Dental Association and has recently passed the California State Board qualifying examination with high honors. The lure of California impelled his departure from Florida where for several years he was engaged in private practice.

Contemplating another early addition to the dental forces, Dr. Kauffman will shortly put into effect a plan whereby each class of dental work handled by the department will be performed by the dental surgeon most skilled in that branch of the profession. In other words, a specialist service is to be given, Dr. Kauffman concentrating upon patients desiring plate work and extractions; Dr. Grollman on in-lay and bridge work and a Dental Hygienist, to be added, to take care of dental cleaning.

PUBLIC SEES DEMONSTRATION OF AUTOMATIC TRAIN STOP

A successful demonstration of electrically operated train control was publicly made last month on the Reading railroad. The device, recently approved by the Interstate Commerce Commission, and which has controlled the safety of 68,000 train movements, on the Reading System, reduced to a dead stop a train traveling at a speed of 85 miles per hour.

The test was made with the engineer "dead" at the wide open throttle. Upon passing the first warning signal the train was slowed to 45 miles an hour, then stopped without a jar within 1500 feet of the red signal indicating danger.

The device operates a three-speed induction control that sets the speed of the train. This is accomplished by induction coils set in the pilot wheel hubs which pick up current from the rails and relay it to an amplifier in the engine cab. The slightest deviation from a set speed takes the control of the locomotive out of the hands of the engineer.

Briefly, the automatic control accomplishes eight distinct purposes:

It enforces obedience to signals and compliance with speed regulations, because the minute the eighty-five-mile mark is exceeded the control is on and, unless the engineman "acknowledges" and checks his speed it halts the train.

It applies the brakes if the engineer exceeds forty miles an hour with caution signals against him, and does the same when he exceeds twenty miles when danger signals are out.

In cases of broken rails or open switches it stops the train and if the engineman does not comply with his signals and speed regulations and, finally, if any of the equipment fails, if a train stops ahead and leaves no signal, or anything breaks, the train is stopped.

STREET CAR MAIL BOXES

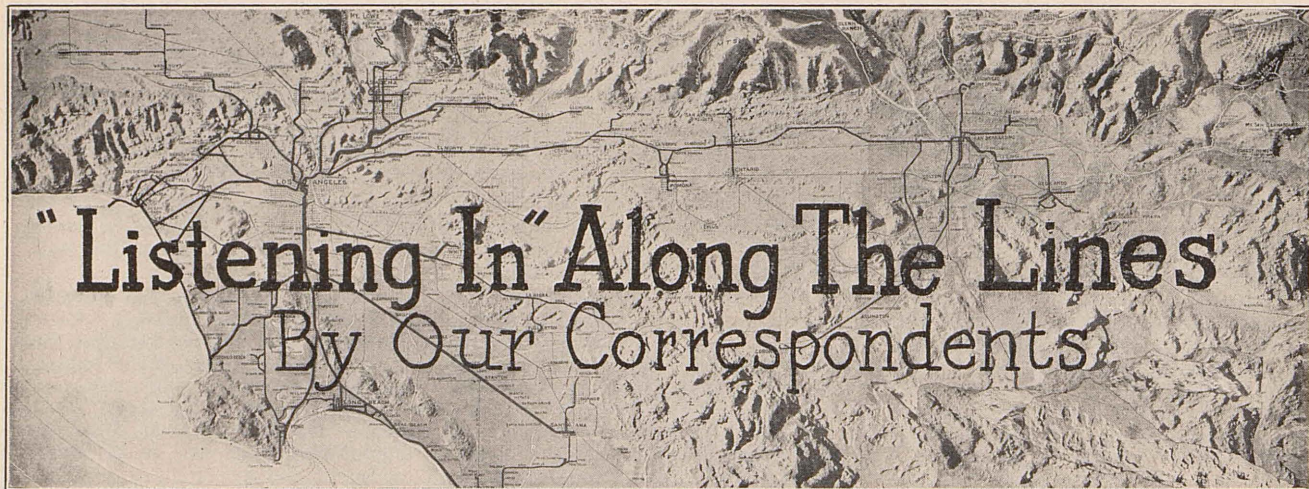
A recent dispatch from Berlin states that letter boxes are being placed on street cars by the German postal system. Boxes similar to those at the street corners are attached to the rear platforms of trolley cars on lines which pass the main post office or important branches.

Persons desiring to mail letters wait the arrival of the car, step up behind it and drop the missive in the box. As the car passes the postoffice the mail is collected by postal employees.

Why Not?

Isaac: "Oi, oi, der vedding invitation says, 'R. S. V. P.' Vot does dot mean?"

Jacob: "Ach! Such ignorance. Dot means to bring 'Real Silver Vedding Presents.'"



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

We wondered what was the cause of that beaming smile on the face of Conductor R. S. Smith and learned that he is now a proud father of a little baby girl born on New Year's Day and which he has named Vera Isabella.

Conductor W. R. Lummis has joined the roll of benedicts and after passing around the cigars said it took place on January 29th and that it was with a great deal of pleasure he was able to change her name from Miss Esther Fear.

Conductor W. H. Owen while on duty, lost his balance and struck his head against a car window, cutting his forehead and mouth. Several stitches were required to close the wounds.

Conductor J. H. Raymond is on the lookout for a baby carriage. Here is a chance to dispose of yours.

We are glad to see Conductor L. C. Bowers back on the job after having been off duty on account of sickness.

Conductors M. L. Anderson and H. E. French are the proud possessors of first and second prizes, respectively, from the P. E. Rod & Gun Club, for having the largest deer heads for the season. The prizes were won on one of their several successful jaunts to the northern part of the state.

Your new representative for Pasadena on the Safety Committee is Motorman J. S. Newman.

The Community Chest Campaign just closed and, headed by Asst. Trainmaster Orr, the Trainmen again made a splendid response.

Motorman M. A. Patterson has returned from his vacation which called for a trip to San Diego and leisure days spent at home.

It is hoped that Conductor H. J.

Daniels will soon recover from his illness and be able to resume duty.

Conductor W. B. Bowers has also been "under the weather." However, reports from him state that he is rapidly improving.

WESTERN DIVISION
By E. C. Brown

Although our champion swimmer, Conductor Snelling, was not the crowned winner of the Catalina marathon, Gus Karnaghy still remains the champ domino player of the P. E. system. Consolation powder.

Feb. 16th at Sherman is next get-together meeting of Western Division Trainmen. Have an interesting topic to debate and all whose duties will permit are urged to be present.

Many friends are happy to learn of the recovery of Supervisor McKee's wife after a severe illness.

It appears now that Motorman J. C. Frohman will pull through, his wife having returned from a trip east where she visited relatives.

The bowling team composed of Collectors and Ticket Clerks got off to a flying start in their first game in the newly organized bowling league. Come and see us go at Jensen's Recreation Hall, Sunset and Echo next Friday night.

Rumors concerning Conductor L. F. Boyvin proved true, he having announced his wedding which took place late last month. Much happiness we wish them.

Louis C. Germain, Cashier, Main St. Station, is now confined to the Pacific Hospital, many of his friends of the Western Div. will be sorry to learn. Louis was one of the most popular members of Hill St. ticket forces and his friends are urged to visit him during his stay at the hospital.

SOUTHERN DIVISION
Samuel J. Mason,
Passenger Director

Boys, did you know the Trainmen of the Southern Division had a baseball team, known as the Harmony Baseball Club, playing in the Southern California Baseball Association? The Club is playing good ball against strong clubs, two games out of three played being the record to date.

Following are the scores in games played:

Harmony Club 7—Monterey Park 4
Harmony Club 5—Downey A. C. 6
Harmony Club 10—Echo Park 4

Here is the line-up:

J. Trowbridge, Conductor, Mgr., c.
M. Turner, Conductor, Capt., 3b.
J. Henry, Conductor, ss.
J. Holmes, Conductor, 2b.
E. Gordon, Conductor, 2b.
S. W. Newland, Towerman, 1b.
E. T. Barrett, Conductor, Outfielder.
F. L. Barrett, Conductor, Outfielder.
Ted Cuccio, Eng. Dept., Outfielder.
J. S. Reed, Conductor, Pitcher.

Watch Monday's Examiner for box scores.

Conductor J. S. Reed, Whittier Line, is the proud father of a six-pound baby girl.

Motorman Tom Barkley of Redondo Line broke in on 600 class cars on the Watts Line and says the only trouble he had was waiting for two bells from Conductor.

Motorman Johnny Morrell, Hawthorne Line, spent his vacation visiting friends and sight-seeing in and around Seattle.

Conductor R. B. Petty, on account of poor health, has found it advisable to return to his father's ranch in Oklahoma. We all hope that after a short stay he will return to California in good health.

Conductor F. G. Topp, of Express Car, has bid in night Run No. 58 on the Newport Line.

Conductor Harvey Wilmot is sporting a new Overland Sedan.

MECHANICAL DEPT.
By Willis M. Brooks

Mrs. Rose Wilson, whom many of the family will recall as Rose Straub, daughter of E. O. Straub, Superintendent of the Torrance Shops and for a number of years past a member of Mr. Geibel's office force, has left the service and moved to San Francisco. Mr. Wilson, holding a responsible position with Armour & Co., in Los Angeles, has been promoted and will have full charge of the San Francisco office.

While we are sincerely happy in Mr. Wilson's good fortune we certainly regret losing "Rose." She has the friendship and good will of all her former co-workers.

Leo Webster, painfully injured when struck by an automobile on New Years day, is now back on the job.

Miss Frances Chobaskey, the popular nurse in charge of the branch Medical Department at Torrance Shops was married on Saturday, Jan. 29th, to Mr. Louie Kovanda. Mr. Kovanda, we are informed, is the inventor of a process which renders iron pipe immune to rust.

Congratulations and best wishes to the happy couple from the Mechanical Dept.

We are informed that traffic congestion on Arlington St., Torrance, caused by parking automobiles near the residence of Miss Arreen Miller, has caused a street widening petition to be circulated.

Winding Room: No News. George Gilks slipped by us at about 40 miles per hour. "Damn, I'm so busy I don't know where to start in at," he hissed, and was gone in a cloud of dust.

Blacksmith Shop: Can't get Jack McEwing excited. "News; Um," he parried, chewing his under lip. "No, no news I've heard of. What do you think of that for a hook," pointing to an immense hook being forged for wrecker 003. "That hook will hold at least 50 tons," he said, "Making it out of a scrap axle."

Machine Shop: Sympathy was expressed for Ralph Howe, who lost his father recently. Mr. Howe, Sr., passed on at his home at Jacksonville, Ill.

Al Handel, for some time on the sick list, is back to work.

George Wheaton, Harry Pierce, Earl Bacon, George Seefeld, Billy Husbands and Ronald Howard all went duck hunting on Sunday, Jan. 23, to the Salton Sea. The party ended up duckless, but hungry and thirsty, at Mexicali, Mex.

Ed Coultis enjoyed a little trip to San Diego Sunday in his new Pontiac sedan.

M. Edwards, of the Machine Shop, is in the hospital curing a rupture.

Sympathy is expressed for Mr. and Mrs. Harry Pierce in the loss of Mrs. Pierce's mother, who died recently in Farmington, New Mexico.

Roman Stachowiz, struck by an auto Christmas night, has not yet returned to work but from latest reports, is getting along nicely.

ACCOUNTING DEPT.
By George Perry

Mrs. Wallace, Miscellaneous Accts. Bureau, who has handled the Bills Collection Ledger Desk, has left the service, her duties are now being performed by Harry Caplan.

J. J. Wood, Miscellaneous Accts. Bureau, after 5 years in the service has left, to take a position with another company. J. R. McDonald is filling the vacancy.

Milford Loucks, Road and Equipment Bureau, is taking a leave of absence and is spending his time on his father's chicken ranch in the San Fernando Valley. Milford always has had a liking for chickens, so he must be having the time of his life.

Office boys are what we don't change nothing else but. The name of our newest and handsomest one is David Kincaid.

Miss Bessie Lawrence, Disbursements Accts. Bureau, seems to have been hit very hard by cupid's darts, as she received a ring at Christmas and will be married to John E. Gunn, Saturday, Feb. 5. They will spend their honeymoon in San Diego. Her many friends in the Accounting Dept. gave the happy couple their heartiest congratulations, and with them an electric perculator and a pyrex casserole.

J. R. Cattle, Road & Equipment Bureau, who has been ill, is feeling much better and will be back with us very soon.

Mrs. Reed, Disbursements Bureau, has been home from the hospital for about two weeks. Her condition is improved, but it will be some time before she returns. We are all hoping for her speedy recovery.

Miss Hockenberry, Freight Accts. Bureau, has returned after a two-weeks' leave, during which time she had her tonsils removed. She is feeling splendidly.

MACY STREET TERMINAL
D. B. VAN FLEET
Terminal Foreman

In introducing the Macy Street Poet, Motorman C. B. McQueen, we will submit his rhymed autobiography: I have traveled United States over, From coast to coast 'tis true; I've crossed the bridge into Mexico,

The bridge into Canada too—
I've sailed up the Mississippi,
On the ferry boat Molly Lee—
From Vicksburg on the river to
Memphis, Tennessee.

I've picked cotton in Southern Texas,
In Florida, oranges thick;
Herded sheep way out in Montana,
In Oregon I carried brick;
Cut the willows in Mississippi,
When I was seventeen;
Slung hash in Kansas City,
Stevedored in New Orleans.
In Kentucky I sorted tobacco,
In Pennsylvania worked in a mine,
Made tubes in Akron, Ohio,
The largest plant of its kind.
In peace time I served on a battler;
As the gobs are heard to say—
I've "holy stoned", swabed the decks
And painted a ship all day.
For war I was quickly conscripted,
Hurried away to France
And after delousing and shifted,
Was soon on the field of advance.

Next came work in a dairy,
A maker of butter and cheese—
In the Hoosier State, good Indiana;
I stayed with that till the freeze;
I then made the fairs in Alabam',
Georgia and Arkansas;
Saved myself a stake "what am,"
And took on a mother-in-law.

At last I am happy and contented,
As jack of all trades I am through.
A modern little house I have rented,
In California where skies stay blue;
I'm a Motorman on the Pacific Electric,
The largest of its kind today;
I'm prond of my job and my bosses,
And I'm here forever to stay.

On New Year's Day when we see a great many smoothly running trains on the lines between Los Angeles and Pasadena, few of us realize the preparations made and careful plans that must be fulfilled to make a success of the transportation of the many thousands of patrons to the Annual Pasadena Floral Parade.

Throughout the system where there is multiple unit equipment available, that is, equipment that can be made into trains, and is not absolutely needed for other service, same is brought to Macy Mechanical Terminal on New Year's Eve. During this same night the equipment is carefully inspected. Then under the personal supervision of a Trainmaster, this equipment is made up into three car trains by Switchmen of the Mechanical Department and Motormen from Macy Terminal. Shortly after midnight these trains are switched over to the inbound main line track, which has temporarily been taken out of service, between Echandia Junction and Anderson Street, to permit storage of these special trains.

On New Year's morning extra crews are assigned to these special trains and without confusion the trains are put into the Los Angeles-Pasadena service. After all of these special trains are manned and in service, the inbound

main line is again opened for regular traffic.

To facilitate the smooth running of this extremely heavy traffic, trainmen from freight service are stationed at junctions to attend switches, while others are at curves serving as train spacers. Officials of the transportation department are on duty at important points to take command of any serious situation if one arises.

Only a few minor, but no fatal accidents occurred this New Year's Day, due to the greatest efficiency and cooperation at all times throughout the important day.

Brakeman N. A. Radney and Conductor C. M. Steube spent the first week of January in making a duck hunting expedition into the Butte City district, approximately 100 miles north of Sacramento.

On the many rice fields of the district an abundance of ducks and geese were found, so Radney and Steube not only had their share of the sport, but also brought in a good sized bag of the wild fowl. The greatest portion of the ducks were Mallards.

Mention of this trip accounts for the several duck dinners Macy Street trainmen enjoyed.

Several Macy Trainmen were members of the P. E. Rod & Gun Club delegation that went to Las Vegas, Nevada, for the big trap shoot held on January 16th, and all were enthusiastic in their praise of the fine trip.

The P. E. second trap shooting team won the shoot in its class. Special mention is due Conductor E. R. Smith of this team, as he made the highest individual record of the entire shoot. Smith shot 96 out of 100. Keep up the good work, Smith!

NORTHERN DIVISION
Eastern Lines
By Mary Surr

There is considerable sickness among employees, Eastern Lines. Motorman J. A. Severance was taken ill with influenza January 8th and is still unable to work, suffering the after effects of weakness which is such a marked feature of this malady.

Motorman G. F. Parkin's condition is in no way improved. He is awaiting a somewhat stronger physical state before undergoing an operation for tonsillitis.

Conductor W. G. Gilbertson has had to seek temporary change of climate to restore him to health. Date of return to work is uncertain.

At the Eastern Lines Trainmen's Meeting, held at Riverside on January 11th, Conductor J. J. Mettler gave a delightful musical selection on his concertina at the close of the meeting. This was very much enjoyed by all; the excellence of the instrument only being surpassed by his skill in playing it.

The Rod & Gun Club had another excursion to Nevada about the middle

of the month. Motormen G. Grimsley, K. Thompson, and Brakeman L. V. Thompson, joined the party and reported the usual "good time."

January 18th the P. E. Club provided an entertainment at Pickering Park for all employees east of Pomona. This was well attended and a fair representation was made from all points along the line.

C. P. Hill's team came out here January 9th and played the Mutual Creamery, they suffered defeat 6 to 5. Mr. Hill has requested a return game as he feels sure he can reverse the score next time.

THE NINETEEN AMENDMENTS

The fact that nearly everyone is familiar with the famous Eighteenth Amendment to the constitution of the United States, and the fact that Prohibition is today probably almost universally referred to by the mention of the amendment number, has led to the resurrection and publication by Weston's of their intent for the edification and education of those of us whose school days are more or less vague memories.

Here they are, all nineteen:

Amendment 1 guarantees the free exercise of religion, freedom of speech and the press, the right to peaceable assembly, and to petition the government for a redress of grievances.

Amendment 2 permits a well regulated militia in states, being necessary to security, and the right of the people to keep and bear arms for such purpose shall not be infringed.

Amendment 3 says that no soldier shall, in time of peace be quartered in any house, without the consent of the owner, nor in time of war, but in a manner to be prescribed by law.

Amendment 4 assures the right of the people to be secure in their persons, houses, papers and effects against unreasonable searches and seizures, with definite procedure prescribed as to the issuance of warrants.

Amendment 5 provides for a formal indictment prior to answering for a crime; protects the individual against being tried for the same offense twice; guarantees that a man need not be a witness against himself; prevents his being deprived of life, liberty or property without due process of law, and provides for just compensation for private property taken for public use.

Amendment 6 concerns the rights of an accused to have a speedy and public trial, by a jury from the district wherein the crime was alleged to have been committed, the right to a knowledge of the charges made against him, to be confronted by witnesses, with the compulsory right of obtaining witnesses in his favor, and to have the assistance of counsel, publicly appointed, if necessary, for his defense.

Amendment 7 provides that in suits at common law, where the value in controversy shall exceed twenty dollars, the right of trial by jury shall

be preserved, and that no fact tried by a jury shall otherwise be re-examined by any court of the United States, than according to the rules of the common law.

Amendment 8 guards against excessive bail, unreasonable fines, and acts as a protection against cruel and unusual punishments.

Amendment 9 says that the enumeration in the Constitution of certain rights shall not be construed to deny or disparage others retained by the people.

Amendment 10 is the famous State rights clause which says that powers not specifically delegated to the United States by the Constitution, are reserved by the respective States.

Amendment 11 says that the judicial power of the United States shall not be construed to extend to any suit in law or equity, commenced or prosecuted against one of the United States by citizens of another State, or by citizens or subjects of any foreign State.

Amendment 12 provides for the manner of election of the president and vice-president of the United States, the gist of the amendment being that the two shall be named separately, the lack of which provision previously had brought about a discreditable intrigue in connection with the Jefferson-Burr imbroglio.

Amendment 13 prohibits slavery or involuntary servitude except as a punishment for crime whereof the party shall have been duly convicted.

Amendment 14 provides for 'civil rights for all native born and naturalized citizens, guarantees no loss of life, liberty or property without due process of law, and says that all persons shall have equal rights to the protection of the laws. It further provides that persons 21 years of age and over who are deprived, by reason of states laws, of voting shall not be counted in apportioning representatives to Congress according to population. The amendment also prohibits anyone from holding an important government office, who shall have engaged in rebellion or insurrection against the government or given aid and comfort to the enemy, except by a vote of two-thirds of each house of Congress.

Amendment 15 says that the right of citizens to vote shall not be denied or abridged by the United States or any State on account of race, color, or previous condition of servitude.

Amendment 16 permits Congress to lay and collect taxes on incomes, from whatever source derived, without apportionment among the several States, and without regard to any census or enumerations.

Amendment 17 provides for the election of senators by direct vote of the people.

Amendment 18 requires no explanatory elaboration—it is the famous prohibition amendment and which is the object of more discussion than any other question before the public today.

Amendment 19 gives women equal suffrage, the terms of which are familiar to all.

—The Office Cat.



A failure is a fellow who has quit trying.

Wife (to hero who has rescued husband from drowning): "Are you the fellah that rescued him?"

"Yes—but that's all right, ma'am."
"All right! Where's his necktie?"

"I took my girl horseback riding yesterday, but her horse was too rough for her."

"What did she do?"
"Oh, she got sore and walked home."

Policeman (to pedestrian just struck by hit-and-run driver)—"Did you get his number?"

Victim—"No, but I'd recognize his laugh anywhere."—Life.

Saving Fetzies

A little petting now and then,
Saves flappers walking back again.

"Why do they always give a shower to a girl who is going to be married?"
"Merely a quaint old custom to symbolize the beginning of a reign."

Doctor: "I can't cure your husband of talking in his sleep."

Wife: "But couldn't you give him something that would make him talk more distinctly, doctor?"

Author—"What do you think of my story? Give me your honest opinion."

Editor—"It's not worth anything."

Author—"I know, but tell me anyway."—Passing Show.

An attorney who advertised for a chauffeur, when questioning a negro applicant, said: "How about you, George, are you married?"

"Naw, sir, boss naw sir, Ah makes mah own livin'."

Revenge

Wife (to husband who is shaving her neck): "Ouch! Oh, Tom, that razor is terrible."

Hub: "Yes, dear, it's the one you used to sharpen your pencils. I have saved it just for this purpose."—The Highball.

Old Gentleman—"Well, my boy, and when does your birthday come?"

Boy (who has been cautioned not to fish for presents)—"Oh, it passed by a long time ago—a year next Saturday."

"Johnnie," said the teacher, "Who is it that sits idly by all day while the others are working?"

Johnnie paused a second, then his eyes brightened and he blurted out, "The teacher."

The man who has one wife too many is not necessarily a bigamist.

The measure of a man's real character is what he would do if he knew he would never be found out.—Ma-cauley.

Fore!

—"Does a golfer ever tell the truth?"
"Oh, certainly—he sometimes calls another golfer a liar."

"The evil you do two by two, you shall account for one by one."—Kipling.

All For Naught

Willie returned very proudly from his first day at school, and his father asked him what he had been taught.

He replied: "Teacher taught us how to say 'Yes, ma'am' and 'No, sir.'"

"Is that so?"
"Yep!"

Once an old darky visited a doctor and was given definite instructions as to what he should do. Shaking his head he was about to leave the office, when the doctor said: "Here, Rastus, you forgot to pay me."

"Pay you for what, boss?"
"For my advice," replied the doctor.
"Naw, suh! I ain't gwine ter take it," and Rastus shuffled out.

His Prescription

A certain dietist was once troubled by a rather trying patient, who was in the habit of writing about his complaint at least once a day.

On one occasion the dietist received a note worded thus:

"Will you kindly tell me how much fish I should eat daily for the improvement of my mind?"

The dietist was so tired of the whole thing that he answered rather tersely: "In your case, I think a whale on toast each morning will have the desired effect."

Mrs. Peeping Tom

The other day, it is said that a woman complained to the Venice police that two men were bathing nude and she asked "protection from the police." The police visited the beach and shouted to the swimmers to "move on." Half an hour afterwards, the police telephone again rang and the following conversation took place:

"Those two men are still annoying me."

"But, Madam, we sent the men away," replied the officer.

"They are training for the Catalina swim."

"I don't care what they are training for. I can see them through my opera glasses," exploded the irritated woman.

He—Do you always wear such tight skirts? I don't see how you could walk far in them.

She—Oh, I have wider ones for motoring.

The Ecclesiastic Zoo

Little Girl: "Mother, where do they keep the cross-eyed bear they have at Sunday school?"

"What cross-eyed bear, dear?"

"The one we sing about—the 'Holy Cross I'd Bear'—"

He: "Do you know that I'm something of a mind-reader?"

She: "So? Well, why are you sitting at the other end of the davenport?"

Urban Marvels

She: We have a wooden-legged man in our town.

He: That's nothing—a June bride up in our town has a cedar chest.

A Light-Fingered Gent

"Seen any mysterious strangers around here lately?" casually inquired the detective from the city.

"Wa-al," answered Uncle Eben, "a feller was over to town with the circus last week what took a pair o' rabbits out o' my whiskers."

Smile!

We cannot, of course, all be handsome,
And it's hard for us all to be good,
We are sure, now and then to be lonely,

And we don't always do as we should,

To be patient is not always easy,
To be cheerful is much harder still,

But at least we can always be pleasant,
If we make up our minds that we will,

And it pays every time to be kindly,
Although we feel worried and blue.

If you smile at the world and look cheerful,

The world will soon smile back at you.

So try to brace up and look pleasant,
No matter how long you are down,

Good humor is always contagious,
You banish your friends when you frown.

—Exchange.

Sentimental Short Story

Simon Stoddard, slim, simple student, stood stock-still staring sullenly—suddenly saw Sadie Simpkins, "sweet sixteen," stepping sturdily.

Sam Sloane, sly sport, sat surveying surroundings sadly saw sublime Sadie sauntering slowly. Sam seeking Sadie saw Sadie seated silently, so Sam swaggered softly Sadi-ward.

Sadie screamed—slapped Sam. Soon Sam sampled Simon's strength.

Sam, Simon struggled; Sadie shouted, "Strike Sam." Soon Sam sped swiftly somewhere.

Summer's sun sank slowly. Stars shone shimmeringly. Sadie, Simon sat strangely somewhat surprising.

Sadie simply said, "So sudden!"

Soon Sadie shared Simon's savings. So stops Simon's sentimental story.

—Exchange.

"That musician said that the tune haunted him."
"Why shouldn't it? He murdered it."
—Jack-o'-Lantern.

Cop—What! Your husband fainted at the wheel?
"Yes! That woman signaled she was going to turn left and then she turned left!"

Customer: "This skunk coat is very fine. Will it stand the rain?"
Salesman: "Madam, did you ever see a skunk carry an umbrella?"

If you and I and ewe and eye
And yew and aye (dear me)
Were all to be spelled u and i,
How mixed up we would be.
—Cornell Widow.

"Paw?"
"Now what?"
"Why didn't Noah swat both the flies when he had a good chance?"
"You go to bed, young man!"

A Quick Worker

"Has the son you sent away to college got his degree yet?"
"I should say so. Why he wrote last week that the faculty had called him in and given him the third degree. That boy's ambitious!"—Boston Transcript.

For a newlywed the first thousand biscuits are the hardest.

Reformers

"The fellow who is always telling what he'd do if he were boss, never becomes a boss," says a writer in an exchange, who goes on to add, "There's something about minding other people's business that interferes with attending to one's own."

Their Fate

Sunday School Teacher: "Elsie, can you tell the class where good little girls go when they die?"

Elsie: "Yes, teacher; to Heaven."

S. S. Teacher: "Now where do the bad little girls go?"

Elsie: "Down to the station to see the traveling men come in."

No Doubt!

To avoid chartering a special car to ship 200 lbs. of Limburger cheese, a manufacturer packed it in a rough oblong box and checked it as a corpse. At the first stop he went ahead to the baggage car to see there was no trouble.

He stood by the box in a disconsolate attitude and shades his eyes with his hand.

The baggageman was sympathetic. "A relative?" he asked.

"Yes, it's my mother-in-law."

"Well, you have one consolation, she's dead all right."

Real Evidence

"Why do you want a new trial?" asked the judge.

"On grounds of newly discovered evidence, your honor."

"What's the nature of it?"

"My client has dug up \$400 that I didn't know he had."

Biting Speech

The patter of tiny feet was heard from the head of the stairs. Mrs. Morton raised her hand, warning the others to silence.

"Hush," she said softly. "The children are going to deliver their good-night message. It always gives me a feeling of reverence to hear them—they are so much nearer the Creator than we are and they speak the love that is in their little hearts never so fully as when the shadows of night have fallen. Listen!"

There was a moment of tense silence—then—

"Mama," came the message in a shrill whisper, "Willie has found a bed-bug!"

"Have you ever been married?" asked the judge.

"Ye-es," stammered the prisoner.

"To whom?"

"A woman."

"Of course it was a woman," snapped the judge, "did you ever hear of anyone marrying a man?"

"Yes, sir," said the prisoner brightly, "mv sister did."

Whereupon he got life.

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Name	Occupation	Amount	Name	Occupation	Amount
Allen, Fred T., Conductor		\$ 24.00	Gordon, Edw. J., Conductor		8.00
Anderson, Scott W., Conductor		10.00	Granade, John H., Watchman		22.00
Barnett, Dave, Jr., Motorman		13.33	Hileman, J. E., Motorman		26.00
Bollard, G. N., Conductor		8.00	Holm, Ivan W., Conductor		10.00
Butler, Albert T., Conductor		39.00	Hughes, Frank, Car Washer		20.00
Cash, Arvin, Car Repairer		20.00	Kirchoff, Frank A., Conductor		14.00
Cole, Clyde, Conductor		23.33	Lamb, John G., Motorman		20.00
Coombs, Cecil C., Conductor		10.00	Lawler, Robert R., Motorman		14.00
Eastman, Franklin F., Conductor		12.00	Mann, Otto V., Conductor		20.00
Faris, Frank B., Conductor		16.00	Marshall, Elmer E., Motorman		10.00
Fisher, Joseph Edgar, Conductor		12.00	McCarthy, Stephen L., Motorman		40.00
Ford, Leland R., Conductor		14.00	McLindon, Samuel M., Motorman		36.00
Gilbreth, Forest W., Mechanic		26.00	Murphy, Thomas J., Motorman		60.00
			Nelson, Lloyd V., Motorman		4.00
			Noble, Andrew C., Conductor		6.00
			Parkins, Glenn F., Motorman		46.00
			Pascoe, William H., Motorman		30.00
			Pummill, Ernest S., Conductor		103.33
			Rainwater, William A., Conductor		45.33
			Rindone, Joe, Mechanic		5.00
			Robinson, Hardy, Conductor		10.00
			Smith, Claude L., Motorman		14.00
			Speake, Lee W., Motorman		8.00
			Spohr, Thomas H., Conductor		10.00
			Stoll, Clarence M., Mail Clerk		20.00
			Thomas, Geo. W., Conductor		16.00
			Tozier, Ralph L., Motorman		5.32
			Valdez, Hesus, Blacksmith		13.33
			Williams, Roger S., Conductor		60.00

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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.

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Official P. E. Watch Inspector

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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	11,805,001.16

\$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	
DEPOSITS		48,103,217.56

\$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

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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

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Sixth and Main Streets

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