

Pacific Electric Magazine



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New Club Structure Under Way!

Measure of a Man

NOT, How did he die; But how did he live;
 Not, What did he gain; But what did he give.
 These are the units to measure the worth
 Of a man as a man, regardless of birth.

Not, what was his station; but, had he a heart,
 And how did he play his God-given part;
 Was he ever ready, with a word of good cheer
 To bring back a smile, to banish a tear?

Not, what was his church, or what was his creed,
 But had he befriended those really in need;
 Not what did the sketch in the newspapers say,
 But how many were sorry, when he passed away.

—Selected.

Table of Contents

<i>Work on New Club Building Now Under Way</i>	3
<i>New Truck Subsidiary Starts Operation</i>	4
<i>"Math" Class is Added to Study Courses</i>	5
<i>Authority Sees Rainbow in Distant Horizon</i>	6
<i>Culture of Gladiolus—F. E. Loucks</i>	7
<i>New Station Opened at Uplands</i>	8
<i>Events of Ten Years Ago</i>	9
<i>Sports of All Sorts</i>	10
<i>Twins Wed Twins in Triple Tie—D. B. Van Fleet</i>	11
<i>Why Pay Your Taxes Promptly</i>	12
<i>Railway News from Near and Far</i>	13
<i>Trolley Wire Evolution—L. H. Appel</i>	15
<i>Pacific Electric Club Affairs</i>	16
<i>Editorial Page</i>	17
<i>"Listening In" Along the Lines</i>	18
<i>Jokes</i>	21

Work on New Club Building Now Under Way

Excavation Completed and Foundations Being Poured Mark Good Progress on Edifice Expected to be Finished in Six Months

TO THE chorus of spectators' jibes and sarcastic comments upon their handling of the tools; their incorrect stance; warnings not to overdo or become over-heated; heedings for all to stand back out of danger, Messrs. Pontius, Johnson and Vickrey doffed coats and assumed active airs in ground breaking ceremonies incident to commencement of work on the new employee's club building. Cameras clicked, a few moments later a mammoth steam shovel was nosing into the earth and work was begun in earnest. The foregoing took place at 11:00 a.m., Friday, February 15th.

With work progressing rapidly since initial operations were begun, structural steel delivery promised for April 1st and every construction detail completed, it is predicted that the building will be completed and ready for occupancy within six months.

The building which will be class "A" construction, will front on Los Angeles Street just south of and adjoining the present Main Street Station, having a frontage of 60 feet and depth of 148, representing an investment of approximately \$432,000.

The plans for the new club building of Pacific Electric employees were prepared by John Parkinson and Donald Parkinson, prominent architects of this city, and the construction work will be under the supervision of the P. J. Walker Company, in collaboration with E. C. Johnson, Chief Engineer, Pacific Electric Railway.

It will be four stories in height, although in reality five—the first floor

being designed for use as an auditorium, being two stories in height with a seating capacity of 800, provided with stage, motion picture apparatus, and all of the necessary appurtenances of a first class auditorium, including a fine pipe organ.

The second floor will constitute trainmen's quarters, including locker rooms, barber shop, change rooms, lavatories, etc., and also on this floor will be located lunch room and three class rooms. The class rooms are designed to take care of the educational courses now afforded employees of the Company and which are being conducted under the supervision of an Educational Advisor in conjunction with the Los Angeles Public School System; instruction being provided five nights per week for various courses.

The third floor will contain the offices of the Club, the main lounge, billiard room, library and other facilities usually to be found upon the lounge floor of all first-class clubs.

For the Ladies

The fourth floor will be devoted to an assembly room which will be used primarily for dancing; also ladies lounge, rest room and other facilities for their comfort will be located upon this floor.

Entrance to the Club Building will be available to the employee members not only from Los Angeles Street, but from the second floor of the Pacific Electric Building. Entrance to the trainmen's quarters on the second floor of the new building will be made from the mezzanine floor of the Main Street

Station.

The furnishings of the new structure will be in keeping with the building in character and quality, with the predominant thought in their selection of contributing much to the comfort of all the Club visitors.

This structure and the organization that will occupy it, are unique in Los Angeles and in many ways the Pacific Electric Club is an outstanding example of ideal social life in industry.

History

In 1917 employees of the Pacific Electric Railway organized the Pacific Electric Club for the purpose of cultivating friendliness and better acquaintance with each other and for the purpose of promoting social and entertainment events as well as educational advantages of various kinds for the hundreds of employees of the Pacific Electric Railway. Membership in the organization is voluntary and since its organization has numbered approximately 4700 members, and their families also have use of the Club.

The plan of the employees met the hearty approval and cooperation of the management of the Company who at that time provided a Club home for the employees in the old Masonic Temple Building on Hill Street which a few years ago was demolished to make room for the present subway terminal, and since which time temporary quarters have been used by the employees at 514 East 8th Street and during the past two months on the 9th floor of the Pacific Electric Building at 6th and



Just a few moments after this picture was taken a steam shovel nosed into the earth and construction of new club building was on in earnest. The group are officials who participated in ground breaking ceremonies celebrated on Friday, February 15th.

Main Street, until such time as new quarters can be provided for the Club. The structure now to be begun is designed as the permanent home of the employees' organization.

STUDENT BODIES ORGANIZED IN EDUCATIONAL CLASSES

With the recent election of class officers for each of the ten classes now being conducted by this Company, the Pacific Electric is entering a new era of industrial education. Having led the field in the matter of educational work for the past several years, our Company, with the inauguration of an organized student body, is presenting an innovation, the success of which will be watched the country over.

As to the type of organization formed, Educational Director Earl W. Hill explained that each class has elected four officers, a President, Vice-President, Secretary and Treasurer. The respective Presidents will compose a so-called student council, which latter body will elect in the near future its officers. The student council officers will in reality be student body officers and will function in a similar manner to the officers of the public high school and college student bodies.

The underlying motive of the student organization is to create interest in our education work and thus build a higher percentage of average attendance. Although interest in the classes has been very good in the past, it is believed that a marked increase in the average attendance will be shown, the degree of which will likely coincide with the additional interest developed by the new student organization. An attendance contest is to be staged between the classes during the spring term, at the conclusion of which the winner will be the guest of the other nine classes at a banquet.

Plans are being formulated for an entertainment in the near future with others to follow at approximately four or five week intervals.

The successful candidate for President in the various class elections are as follows:

Public SpeakingJ. B. Green
 Personal Leadership....D. W. Banks
 TypingIrvin Mankin
 EnglishJames Shafer
 SpanishMa Belle Rosenberg
 Traffic ManagementL. T. Leary
 Stenography ...Miss Mary Hardiman
 MathematicsVictor Labbe
 English Literature
Mrs. Mary E. Gilkes
 Interior Decorating
Mrs. Lon Bishop

"Did you punish the cat for killing the canary?"

"Yes. I took the pink ribbon off her neck."

Janet: Before we were married you swore you would never look at another woman.

Jack: That was only a campaign promise.

New Subsidiary Truck Organization Begins Expansive Operations

PROVIDING a door to door delivery and pick-up service, in conjunction with the rail operations of this railway, the Pacific Electric Motor Transport Company is scheduled to begin initial operations on Monday, March 11th.

A subsidiary of the Pacific Electric Railway Company, the new organization will perform a complete fast freight-express transportation service from the shipper's place of business to consignee's door under a through rate covering the entire service. Monroe's Ship-by-Truck classification, employed by most freight truck carriers in this district, will be used.

For the present operations will be confined between Los Angeles and twenty-three Southern California cities, namely: Riverside, Redlands, San Bernardino, Ontario Uplands, Pomona, Claremont, Glendora, Azusa, Santa Ana, Huntington Beach, Long Beach, Hollywood, West Hollywood, Beverly Hills, Culver City, Palms, Sawtelle and Santa Monica, Ocean Park, Venice, Redondo Beach and Inglewood. It is planned to extend the new service to many other cities of Southern California at an early date.

L. B. Young has been named as Manager of the newly organized Company, Mr. Young formerly serving in the capacity of Special Representative, Executive Department. General offices of the company are now located at 701 Pacific Electric Building.

In the next issue of the Magazine a complete review of the operations of the new company, together with its advantages to the freight shipper and receiver, will be discussed.

N.Y. CURTAILS MUCH PARKING

New York has followed the lead of Chicago in a great measure by abolishing much parking in the central Loop district after 8 o'clock at night. The new regulations went into effect recently under the direct supervision of Commissioner Whalen and thus far results have been very satisfactory.

Further restriction of parking privileges may be expected, according to the statement made by the Commissioner.

"There is no reason on earth why the streets should be turned into public garages," he said. "We expect to eliminate parking except for legitimate and actual commercial purposes."

In the theatrical district, between Fifth and Ninth avenues, east and west, and Thirty-ninth and Fifty-second streets, north and south, these regulations must be observed: All parking is forbidden. Cruising taxicabs are barred. Buses are forbidden to turn into their terminals and discharge passengers. Right-hand turns are prohibited. Pedestrians are compelled to obey traffic light signals.

An outstanding result of the first test of the new plan was to cut the running time of vehicles between points in the restricted zones practically in half.

Steam railroad terminals reported that fewer passengers missed their trains because of delays caused by congestion. The suburban bus lines said that the new rules made very little change in their activities.

Some hotel men complained about the regulations and the Commissioner promised to try to adjust their cases later. He refused, however, to restore parking and right-hand turns, as he declared, it "would strike at the very

heart of our plan." Merchants generally were agreeable to trying the plan. Of course, it affects few of them, because it does not go into force until 8 o'clock in the evening.

9TH VALENCIA ORANGE SHOW

The Ninth Annual California Valencia Orange Show will be held again this year at Anaheim, May 23 to June 2, inclusive. It will be staged at the same location as have the preceding eight shows.

The directorate have announced that plans are being made to present a show that will eclipse any staged in former years. Approximately ten acres of ground will be utilized in staging the enlarged exhibition planned for this year, or two acres more than were used last year. Based on previous attendance it is estimated that more than 250,000 persons will attend the forthcoming citrus show.

Vaudeville headliners, stage and screen notables and other celebrities will feature the entertainment program.

"You married me for my money!"
 "Well, I've earned it."

A Scotchman, hearing that a doctor charged more for a first consultation than for a second, went to him and said: "Here we are again, doctor."

"I don't remember seeing you before," said the doctor.

"Oh, yes, I was here last week," lied the Scot.

"Indeed, I had forgotten. How are you keeping?"

"Not at all well."

"Then," said the doctor, "continue your last prescription for another week. That will be \$2, please."

"MATH" CLASS IS ADDED TO STUDY COURSES



Another interesting study was added to our educational curriculum last month with the establishment of a class in practical engineering mathematics. The photo shows the class and instructor, L. H. Appel, Asst. Superintendent of Power.

A COURSE has been organized and started in engineering mathematics for those employed in the engineering department and all others interested, who feel that a review of the essentials of algebra, trigonometry and geometry with applications to practical problems would assist them in their work. L. H. Appel, Asst. Superintendent of Power, was appointed by the Board of Education as tutor of the class, which assures students of capable leadership.

The course is intended to be practical, broad in scope and will include, in addition to a review of the branches of mathematics referred to above, the use of the slide rule and logarithms.

The problems will cover engineering practices as well as those of economic interest, including the calculation of rates of growth, depreciation, and unit analysis, etc.

The class meets each Tuesday and Thursday at 4:45 P. M. in room 714 P. E. Bldg.

Several more students can still be accommodated but it is advisable that the enrollment be taken care of as soon as possible in order that the full benefit of the course may be derived.

Most persons interested in mathematics look forward to mastering the use of slide rule and in order to give this study in a thoroughly practical manner, Mr. Appel has made arrangements to obtain the use of an eight-foot rule for demonstrating the principles applying to the practical use of the instrument. Employees registering in the class by March 15th will receive the benefit of this instruction.

As this is written four classes have been held and enrollments have increased at each, nineteen employees from various departments have registered. Those now members of the class are as follows:

Bob Bateman, John Blackburn, Chas. Bowman, W. D. Boyle, Jack Farmer, John Ford, E. C. Hall, C. E. Hunt, A. Hildebrandt, Vic Labbe, R. T. Longhorn, Pat J. McCabe, Allie B. Moore, H. K. Nickerson, Frank Rieber, H. R. Searing, George Smale, Harold Smith and Chas. W. Young.

THREE DEATHS IN FEBRUARY

In bold relief to the eight deaths registered in our ranks during January, three of our fellow workers were called from this life during February. Those who answered the summons were:

John Trowbridge, Conductor, Southern Division.

John J. Grant, Chief Clerk, Freight Claim Department.

Lawrence N. Bothwell, Motorman, Western Division.

Each of the three above named took full advantage of the company's insurance provisions, all having their quota of group insurance and being members of the Mortuary Fund. A total of more than \$9,500 was paid quickly to the beneficiaries named by the deceased.

Two additional disability claims were allowed during the month for disabled employees, both of whom will receive \$51.75 per month for thirty months if

total and permanent disability continues. A total of 23 employees are receiving an aggregate of \$1673.24 monthly by reason of this clause provided in the Group Insurance plan.

To the homes saddened with the passing of loved ones last month the employee mass express their sympathy.

TO AID TRAFFIC CONGESTION

Out of 521 persons who submitted suggestions for traffic congestion relief in a contest recently held by the Philadelphia Rapid Transit Company, 248 asked for partial abolition of parking; 140, better enforcement of present traffic ordinances, and 133 complete abolition of parking in the central business district. Other suggestions were definite control and restriction of delivery trucks, elimination or better placing of traffic lights, keeping horse-drawn vehicles off congested streets, pedestrian traffic control, downtown city built garages, segregation of trolley and other traffic, side-loading trucks, belt line around cities, consolidated truck deliveries and staggered hours for workers.

Daughter: "Yes, I've graduated, but now I must inform myself in psychology, philosophy, biology."

Practical Mother: "Stop! I have arranged for you a thorough course in roastology, boilology, stichology, darnology, patchology and general domestic hustleology. Now, get on your working clothesology."

Authority Sees Rainbow in Distant Horizon

Continued Growth of District, Automobile Congestion and Need of Service Seen as Factors to Ultimate Company Progress

A HIGHLY interesting and enlightening address was made by Lucius S. Storrs, Managing Director of the American Electric Railway Association before members of the staff at the monthly meeting held on Tuesday, February 19th.

Particularly encouraging was the fact that Mr. Storrs, an authority of first rank on electric railway operation, predicted the day would not be far distant when operations of this railway would be profitable. He based this conclusion on the inevitable continued growth of Southern California, density of population and increasing congestion of highways.

During his visit to Southern California Mr. Storrs made quite an extensive survey of this railway's operations and facilities and reported in substance that he had found much to commend and little to criticize. He paid tribute to the owners of the property for the far vision exercised, and while appreciative of the problems confronted and the need of additional capital expenditures, he ventured the opinion that profitable operation would result in the not far distant future.

Company's Problems

"Your problems are entirely different from those of any other electric railway in the United States with which I am familiar," said Mr. Storrs. "As I view it this community with the immense growth of metropolitan Los Angeles, never could have expanded, could never have reached its present magnitude, had it not been for the facility offered by the Pacific Electric. I say that with firm, positive conviction. True, it would have grown; the beauty of the country would have attracted people here, but there would not have been the attractive locations available unless there had been speedy, safe and convenient transportation service.

"The automobile has cut into your traffic more than any other part of the country. Your problem is one of developing property, trying to get along until the community has grown up to meet the facility offered and give you full measure of return. You are building up a great facility for the future. Your problem of to-day is one of revenue. It is hard to prove to the owners that you must have more millions to build up when you are not

showing a return on the present investment. I am impressed with the courage, optimism and the far vision of the owners in developing the property as capably as it has been done.

"In cities like Los Angeles," continued Mr. Storrs, "the industry is on the way, not only to solvency, but to actual profits. In the smaller cities, up to 75,000 population, some of the properties will go on as they are, and some will be abandoned in favor of motor coaches. Some of the smaller cities do not need transportation.

"Interurban lines like yours have been in most dire straits. Most of them were built from town to town with the idea of attracting passenger

ride an individual can take in his daily going to and coming from business, generally allowing 45 minutes, assuming 5 to 10 minutes walking at the end, limiting it to 35 or 40 minutes as a reasonable length of time for each trip. By reason of the street congestion the distance traveled in the period of time is lessening. The cities could grow and have more dense tenement districts, but they depend on public transportation. As that 45 minutes elapsed time draws nearer in, and the cities become more densely populated, there is an absolute need for rapid means of transportation. The public is expected to provide either elevated or subway or depressed tracks. In most instances the public provides the right-of-way on the theory that the benefit of the community requires this facility and the corporation itself is merely charged with operating the facility when supplied.

Taking the Detroit situation; this 45 minutes elapsed time area is limited to 5 miles in diameter. With your operations here you have provided, with private capital, facilities that extend an average distance of approximately 12 miles. Anybody can see that you can get many more people in an area 12 miles in diameter than in 5 miles, and the people in that 12 miles have the opportunity to live in their own homes while in the five mile territory they are congested into tenement districts.

Mr. Storrs remained here about a month, returning to New York on March 5th.

Rare Opportunity Afforded Electric Line Employee to "Sell" Company

DURING the course of last month's meeting of the general staff, Mr. Pontius stressed the value derived from employees courteously and properly conducting themselves in their contact with the public.

Voicing the opinion that courtesy by all employees, both by word and action, was one of the greatest assets this railway could possess, he urged still greater effort to win friends and patrons through treating the public as we would desire to be treated.

Mr. Storrs was no less insistent that modern day transportation must be sold on its merits. "No one would go into a store unless the clerks were attentive and looking after their desires, constantly thinking of selling them," he said. "It is the same with an electric railway.

"How many individual business contacts has each man employed by the electric railways of the United States? Taking the total passengers, 16 billion and dividing by 300,000 employees, each individual employee has 60,000 business contacts each year, or more than any business or industry in the United States.

"Every employee of the Pacific Electric is vitally interested that the traveling public should be favorably disposed toward his Company, as its success and prosperity is dependent more than ever upon the favorable attitude of the patron."

traffic. That traffic has practically passed out in most areas. Fortunately for you here the passenger service is needed, you are growing in population constantly, and there is more use for interurban cars than in any other place in the United States with which I am familiar. Fortunately too, you have the courage, vision and executive direction that will guide you in the proper paths.

Views on Rapid Transit

Asked by Mr. Pontius to express his views on rapid transit Mr. Storrs thus commented:

"It has generally been taken for a standard of measurement of rapid transit requirements, the length of

TRANSPORTATION IN 1813

The Diary of Elbridge Gerry, Jr., recently published, has given us a yardstick by which to measure the length of our advance since he recorded the happenings of a journey from Boston to Washington in 1813, says the Earth-mover.

When young Gerry set out from Boston for Washington he mounted a horse and carried his belongings in the saddle bags that accompanied him. This was on May 3; and he rode into Washington 55 days later, after putting up with rough roads and all sorts of accommodations.

Proper Culture of Gladiolus

Success in Producing Beautiful Plant Can Come to Amateur With Little Study and Effort

Most flower-lovers somewhere have gained the impression that successful culture of the beautiful gladiolus is an art that borders near to science and for that reason have refrained from attempting to produce them in their home garden.

Contrary to this misconception, this

adorable flower can be grown by the amateur; there is neither anything difficult nor mysterious in its culture.

Mr. Loucks in the accompanying article supplies the necessary fundamental data and, being an expert of first rank, his "do's and don'ts" carry authoritative wisdom.

By F. E. Loucks, Special Accountant

WHEN "Ye Editor" arranged for this article he insisted that it should be neither too scientific nor technical. Really, the joke is on him, for I could no more write a scientific or technical treatise on gladiolus in any of its numerous phases than I could tell the temperatures of Hades' kingdom.

However, I want to write a little that borders on the fundamental, for the information of the amateur and novice who is as ignorant of these things as I admit to being a very few short years ago.

From a botanical standpoint our favorite—gladiolus—is an iris. That is, it belongs to the Iridaceae family. Its genus as you already know, but perhaps do not realize that you know, is gladiolus. Its species—well, I don't know what it is as it may possibly be any one of about fifty kinds. What we beginners are prone to look upon as species in "glads" are in reality varieties and these varieties are for the most part the result of that assistance we humans have given to Nature as mentioned above.

The fifty species or thereabouts are indigenous to three or four rather well defined localities, by far the greater number, or about 30, having their habitat in Southeastern Africa around Cape Town, Natal and as far north as Victoria Falls; others are found in the wild state in Europe and still others in Asia. If my memory serves me right a very few species have been found high up in the Andes of South America, but I do not recall ever having read of any wild "glads" being found in North America.

Before going into the subject of what size corms to plant and what varieties to plant and when to plant, let me touch upon one other very common error that almost all "glad" growers make; that is, gladiolus bulbs and bulblets are not what I have just called them, but are in fact corms and cormels instead. Bulbs are enlargements of the leaves or leaf bases like onions in which the base of the leaves have thickened to produce the onion while corms are enlarged flower stalks as in the case of gladiolus.

When to Plant

In this vicinity there is no question but late winter, spring and early summer, say from February 1 to June 1 would cover the ideal planting time.

Men who have been in the business of growing "glads" for the market for many years tell me, however, that if your location is frostless you can successfully plant any month in the year except August, but do not say why August is left out.

Partly to test out this slander against August, but primarily to save some bulbs which I had kept over with a view to determining if I could produce winter flowers in my gardens in the San Fernando Valley, I planted in late July and early August and got nice flowers and discovered also why not to plant in August. It is merely this, the "glad" season is over and the dahlias and chrysanthemums are at their best and "glads" do not sell. I would, however, advise everyone to try out a few any month in the year if you are prepared to give protection against frost if needed. Try low-priced corms

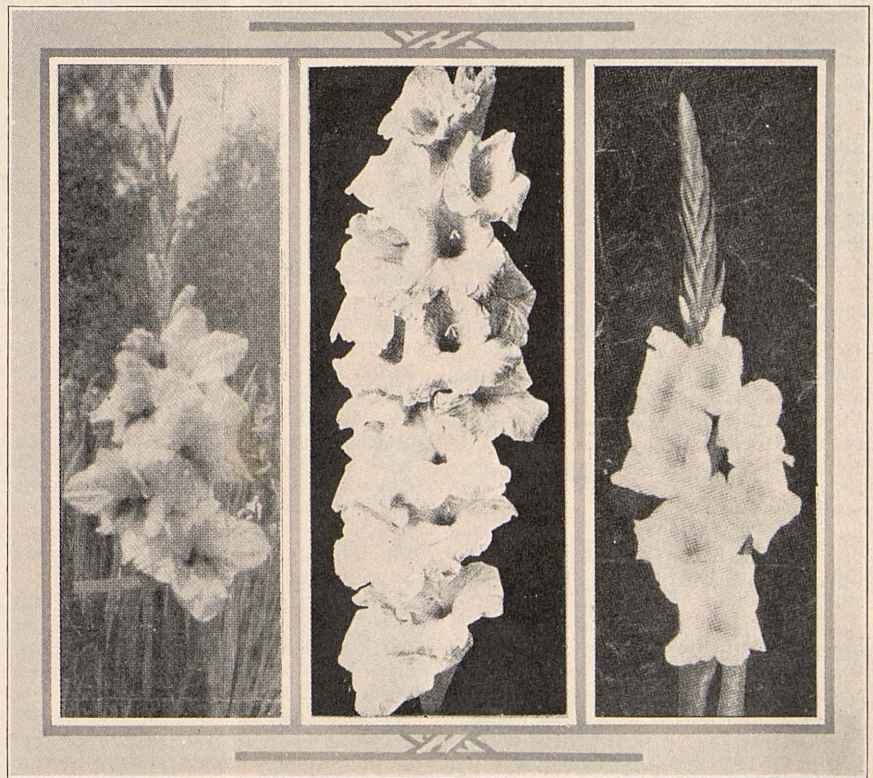
and if you lose you will not lose much, but if you win just think of the pride of having out of season flowers.

What to plant as to size? This is very easily answered. If you want the best in flowers plant the largest corms you can afford to buy so long as they are not as "flat as a pancake"; in other words, the best bulbs are 1½ inches in diameter or larger with high crowns, that is, thick, as well as large around.

The matter of variety is a question for each to decide for himself. There are upwards of 2500 varieties of all colors, shades and hues, with and without blotches, flecks and pencilings, all very beautiful, so you must make your own choice. The pinks, such as begonia, apple blossom, apricot and salmon predominate; clear whites are rather difficult to secure; likewise blues, lavenders, purples and violets are somewhat difficult to produce as the blue color does not seem to be a natural "glad" color. So when we get a good "blue" the plant is usually deficient or lacking in some vital particular such as a poor propagator, subject to disease and so forth. However, there are now some very fine "whites" and "blues" on the market at reasonable prices.

Below is a list of varieties grown by 250 growers showing the names of the varieties and the number of times listed from which you can draw your own conclusion as to the popularity of the varieties mentioned:

Halley (189), Mrs. Frank Pendleton (188), Mrs. Francis King (185), Evelyn Kirtland (185), Alice Tiplady



The three beautiful Glads illustrated above are, from left to right: Coronado; Mr. W. H. Phipps and Mrs. F. C. Hornberger, all of which are dear to Glad fans and fanettes. With the exception of Coronado, which is costly, they are obtainable locally at reasonable costs.

(184), Schwaben (178), Mrs. Norton (175), Herada (174), Anna Eberins (173), E. J. Shaylor (168), Crimson Gloro (166), Le Marechal Foch (162), America (158), Prince of Wales (158), Baron Joseph Hulot (x) (152), Peach (x) (152), Rose Ash (148), Panama (139), Purple Glory (138), Byron L. Smith (131), Golden Measure (128), Mrs. F. C. Peters (119), Mary Pickford (115), Gretchen Zang (113), Willobrink (113), Mrs. H. E. Bothin (112), War (112), Louise (x) (110), Maidens Blush (106), Souvenir (106), Lily White (101), Niagara (x) (100).

You cannot go wrong with any of these, and they are mostly low in price. With the exception of those marked (x), I am now growing all of these and a hundred or so others, many of which are of more recent origination, such as W. H. Phipps, Helen Phipps, A. B. Kunderd, Marie Kunderd, Aflame, Mrs. Carson, Tycko Zang, Diener's American Beauty, Salmon Glow, Mrs. Leon Douglas, Norma Talmadge, Mrs. F. C. Hoenberger, Radiant Queen, Hamburg Pink, Jack London, Los Angeles, Myrtle, Joe Colman, Geraldine Farrar, Albania, Aristocrat, Blue Torch, Bengal Tiger, Dr. F. E. Bennett, Dr. Van Fleet, Giant Nymph, and upwards of 100 of Richard Diener's mixed hybrids, some of which are named and many not, so far as I know.

Planting Particulars

Plant large corms in any good garden soil 4 to 6 inches deep, the lighter the soil the deeper they may be planted. For distance apart use your own judgment, but never so close that the new corms which come on each year and are usually larger than the old ones, will touch. Water very little until the leaves break through the soil and after that you can hardly give them enough. Don't sprinkle a little every day, but instead give them a good soaking once a week. Don't stop watering when the flowers are gone for the corms need water for growth and maturing.

Always leave four or five leaves, when you cut the spikes, to mature your corms.

Harvest the corms after the tops (leaves) have died down about half way to the ground, wash the corms and cormels (if you wish to save them), put them in the sun to dry, but cover with a burlap sack or something similar to protect them from the direct rays of the sun. In ten days or two weeks remove the roots and the old parent corms and store in a cool, dry place where there is plenty of ventilation, but away from the light, if possible.

Have purposely refrained from writing about fertilizers as good garden soil that has been heavily fertilized the year before will not need much additional fertilizer this year. Heavy applications this year may result in burned corms or soft ones, particularly if too much nitrogen is used.

If you think you need extra fertility use nitrates to produce healthy green coloring in the leaves; potash for stur-

New Station Opened at Uplands



New semi-Spanish design station completed last month at Uplands.

NESTLED in the heart of Southern California's citrus belt at the foot of three of the most noted peaks of the southland, Mt. Baldy, Ontario and Cucamonga, lies the fair city of Uplands, where among other recent improvements in this growing little city was the moving and renovation of this Company's passenger station.

This station in the old days was on Euclid Avenue but upon the discontinuance of the Uplands-Ontario rail line it was moved to its present site on Second Avenue. Originally a reinforced concrete structure, representing a construction value of approximately \$6000.00, it presented no small engineering problem to load and move it intact, but this was successfully ac-

complished by the Engineering Department.

dy growth of the plant generally, and phosphate for flower, and corm production. Be governed by the price in buying commercial fertilizers. Under any condition do not let fresh fertilizer of any sort touch the corms. It will burn and perhaps ruin them.

I wish to mention the C.G.S. California Gladiolus Society which meets once a month in the Chamber of Commerce Building ninth floor, where very interesting subjects, both to amateur as well as commercial growers, are discussed. The society puts on a two-day show at the Biltmore Hotel each year which is free to its members and where the latest and best of gladiolus may be seen.

Since the first of this year the C.G.S. is affiliated with the national society so that each member of our state society is through that affiliation a member of the national organization.

Just a last word: Don't hesitate to grow "glads" because you think there is something difficult and mysterious about their culture. There is not. They are the easiest of flowers to grow and by far the most beautiful and satisfying.

complished by the Engineering Department.

It is now of semi-Spanish design having been finished in stucco, while the interior has been completely renovated, the walls being tinted in a pastel shade of green and the woodwork finished in natural golden oak. All new fixtures were installed throughout. This represented an approximate cost of about \$4000.00.

But any moneys spent were well expended as the station is now one of the most attractive on the system. And well it may, as this station ships more citrus fruit than any other in the valleys. Last year's records show there were 929 cars moved out of Uplands for the citrus fruit growing industry and all indications point to there being more than 1200 for the present season.

In addition to the above, this station is the terminus for the Ontario-Uplands and the San Antonia Canyon-Uplands motor coach Line, and the Camp Baldy Auto Service.

Cleo E. Moser is the capable agent in charge of this active little station on the San Bernardino main line and is ably assisted by Ticket Salesman John W. Tate and Assistant Agent Melvin Armstrong, so we are sure that the future destiny of the new station and its business will continue to prosper.

Traffic Through Suez

The Suez canal is 100 miles long, 147 feet wide and 30 feet deep. It is a sea-level canal, and ships pass through it under their own power. The average time of transit is 16 hours and 11 minutes. The maximum speed permitted is 5 1-3 nautical miles per hour. At night vessels carry four lights and a strong searchlight capable of sending a beam 4,000 feet ahead.

AGENTS HOLD BUSY MEETING

Many interesting subjects were discussed and much business transacted at the February 9 meeting of the Agents' Association. From the minutes of Secretary A. G. Matthews the information below was gleaned:

Following the usual procedure, attendance committees of the three divisions were appointed, the following Agents being named to serve on such committees for their respective divisions:

Northern Division: C. J. Hileman, Claremont; M. E. Gilbert, El Monte, and A. G. Matthews, West Alhambra.

Southern Division: H. K. Moss, Redondo Beach; A. R. Steven, Watts, and H. H. Williams, Fullerton.

Western Division: J. C. Newton, Santa Monica; G. S. Richardson, Burbank, and R. E. Kidd, Van Nuys.

R. A. Cooper, Agent, Alhambra; H. M. Wright, Agent, Alta Loma, and R. R. Richardson, Agent, Arlington, were the trio selected to give a talk relative to their respective cities. All met the assignment in a creditable and interesting manner.

Freight Traffic Manager Day was present and informed that freight business for January was good, showing a fair increase over the same month last year; interline business being particularly good, although local shipments were not so encouraging. He made inquiries from various Agents in the citrus district as to the amount of damage done by cold weather. Several Agents responded and reported the smudging was the heaviest they had seen in many years, but due to the improved methods of combating frost the damage was slight and confined to lower levels.

L. B. Young, of the Executive Department, gave a brief talk on the proposed motor truck subsidiary company and stated that operations were expected to be begun at a very early date. He stated that it was the plan to begin operations at about ten or fifteen cities, among them being San Bernardino, Corona, Colton, Pomona, Claremont, Azusa, Pasadena, Santa Ana and Huntington Beach. The speaker also informed that expense bills will not be made by Agents and that it is the plan to handle freight between stations by regular rail trains; also that truck classification tariffs would be used instead of rail classifications.

President Livingston announced that March 9 had been set as the date for holding of the annual banquet, appointing Charles P. Hill, H. O. Marler and H. P. Clark as the committee on arrangements.

That there have been several recent instances of faulty sealing was reported by F. J. Leary, Supervisor, Freight Claim Prevention, who stated that a number of costly claims had resulted from this cause. He pointed out that any Agent not having good sealing irons to immediately advise him and he would replace them upon being so informed.



TEN YEARS ago what was known as the Railroad's Plan For Traffic Relief, which contemplated the consolidation of the rail interests including the Pacific Electric, in the Union Passenger Station between Fourth and Sixth and Alameda, was made known. This was in opposition to the Plaza Union Station proposal.

Only recently the case has been before the United States Court of Appeals and is yet to be passed upon by the Supreme Courts of the United States.

At a Trainmen's meeting held in March ten years ago one of our Conductors endeavored to find out where the money went that was taken in on his car. It seemed that his run, from his own calculation, paid and left about \$1500 a month profit. Superintendent Annable is said to have given a talk on the subject and explained the apparent deficiency showing that a great many lines were "suckers" instead of "feeders" so that the Conductor's profitable operation was absorbed by the unprofitable lines, a condition which still exists.

In the merry month of March, 1919 an application was made for an increase of fares. Since this occasion, however, there have been several fare adjustments.

Ten years ago in March we received our first of the then famous, and still famous, safety cars, commonly known as one-man cars. They were placed in operation at Redlands, Riverside, Pomona, Santa Monica, Beverly Hills and Western and Franklin Avenue Line in Los Angeles. A little later on they went into service in Pasadena. Many of them are yet in service on outlying lines.

A little item in our Magazine of March, 1919 shows that Car Service Agent Maison and Yard Master C. J. Peterson, used one envelope for 134 transmittals between Maison's office and Peterson's office, transmitting car reports.

Ten years ago the Magazine shows that our Mortuary Fund was paying beneficiaries the amount of \$500. The payments at this time are better than \$1000, which indicates a very healthy growth in ten years of this very beneficent fund.

Among the amusements at the Club ten years ago this month was a masquerade dance very largely attended and a minstrel show that because of its popularity ran for three evenings

in order to accommodate all employees who desired to attend.

Captain J. E. McPherson, formerly our Assitant General Superintendent, now Superintendent of the East Bay Electric at Oakland, lectured at the Pacific Electric Club on his visit to France and some of his experiences and doubtless Captain Jim had many of them.

Our boys who had been over seas were returning very rapidly in March, 1919, the Magazine evidencing something like 42 who had returned from the service.

CORRECT MAILING OF DATA OF NEW SUBSIDIARY

In connection with the transacting of business incident to the newly organized subsidiary, Pacific Electric Motor Transport Company, the following was late last month issued to Agents and others concerned:

"In order to comply with United States postal laws, the following shall be strictly adhered to:

"Mail which pertains solely to Pacific Electric Motor Transport Company business and not relating to joint business such as agents' reports, correspondence, etc., and mail passing between the Los Angeles offices and the Southern Pacific general offices in San Francisco must go by United States mail.

"Any mail pertaining to joint business of the Pacific Electric Motor Transport Co. and the Pacific Electric Railway Co. may go by Pacific Electric Railway Co. railway mail.

Envelopes enclosing matter to be forwarded by U. S. Mail should bear complete address as required by the U. S. Postoffice Department.

"As the Central Mailing Bureau of the Pacific Electric Ry. Co. in Los Angeles, is not in a position to determine what shall go by railroad mail and what by U. S. Mail, when enclosing latter communications in envelopes, R. R. B. in the upper right hand corner should be distinctly crossed out, and stamps will be applied by Central Mailing Bureau.

"Return address shall also indicate Pacific Electric Motor Transport Co., in order that Mailing Bureau can make proper charge for postage."

GAS-ELECTRIC CAR TRIED OUT

A gas-electric car, designed by the Southern Pacific Company to supplant locomotives on short runs, was tried out last month between San Jose and San Francisco.

The car, which is driven by two gasoline engines equipped with electric generators, is capable of making sixty miles an hour. It has a seating capacity of fifty-five and can haul a train of cars.

"She's a virtuoso, they tell me."

"Don't let them kid you; I've been out with that baby."



P. E. Bowlers Win Match With Harbor Quintet

THE big feature of this last month's bowling activities was the "home and home" series played between the Fraternal All-Stars of San Pedro and the Pacific Electric All-Stars. A crowd of rooters saw the first match, Tuesday, February 19, at San Pedro where the Pacific Electric team, consisting of McCubbin, Covell, Yeager, Brahm and Gowanlock, gave a fine account of themselves and brought home the bacon by a score of 2686 to 2520.

McCubbin and Covell starred in this match with scores of 567 and 565 respectively. A special car was run for the employees desiring to witness this match. This was very much appreciated and a vote of thanks is due the management.

The return match was played Tuesday, February 26, at our home alleys, Jensen's Recreation Center. Here our boys went wild, rolling a total of 2951 pins, a very creditable major league score. McCubbin again starred with a series of 652, every game being about 200. Gowanlock also had a fine series of 640, with a sparkling high game of 255; the record for the series which was won by a margin of 369 pins, or a total of 535 for the matches. A return engagement is in the air and the San Pedro people are vowing vengeance, so watch the papers for future developments. The scores follow:

- McCubbin, 567-652
- Covell, 565-552
- Yeager, 522-543
- Brahm, 517-574
- Gowanlock, 505-640

In the league play there have been several outstanding developments. The Southern Division No. 1 team took the lead away from the Signal Department and the Telephone and Claim Department teams moved into a tie for third place. Jay Gowanlock has hit his stride, beating the season high series twice in succession with scores of 616 and 624. The fight for highest increase in average during the second half is very close, McLeod and Turner being tied with 10 points and Wooley coming strong with 7.

Among the ladies Mrs. Johnson and Mrs. Sanders are tied with 6 points, with Mrs. Cobb right behind with 5.

With the season's end coming March 22, everybody is letting loose with both barrels and each Friday brings forth a great amount of excitement.

The standings as of March 1st are:

	W	L
Southern Div. No. 1.....	21	11
Signal	20	12
Telephone	19	13
Claim	19	13
Engineers	18	14
Southern Div. No. 2	17	15

Southern Freight	16	16
Local Freight	16	16
P. E. Club	15	17
Electrical	15	17
Macy	10	22
Ladies Accounting	6	27

BALL TEAM FINISHES SECOND IN TWO LEAGUES' PLAY

The two leagues in which the Pacific Electric baseball team has participated during the winter season have completed their schedules and the final standings show our team in second place in both leagues.

In the Sunday, Triple "A" League, the pennant was won by the Ventura Shell Team, which club was composed entirely of Double "A" professionals and several players who have since reported to Major League clubs. The Ventura club went through the entire schedule without suffering a defeat.

In the Saturday, Major Industrial League, the Whiting-Mead Company team nosed our boys out by a single game and this was made possible by their taking advantage of a technicality and protesting one of the games which their team had lost. The Pacific Electrics were tied for the lead in this league for the greater part of the schedule and their followers are mighty well pleased with the manner in which the team performed. They lived up to their reputation as clean sports and this is one of the reasons why the team is so much sought after for games with clubs outside the city of Los Angeles. Manager Hill had a fine bunch of fellows representing this Company.

It is regretted that during the next week or so we will lose the services of a good part of the team, seven of the boys reporting to professional ball clubs for the coming season. These boys are: "Buzz" Wetzell, "Slingshot" McClung, Tony Antista, Rod Murphy, Ralph Layne, John Luga, and Elmer Phillips.

One of our players, Badie Bouett, third baseman, was voted the most valuable semi-pro player in Southern California and has been awarded the Bob Meusel trophy. Bouett made his debut in semi-pro ranks in 1913 with the Pacific Electrics and since that time has played almost continuously with our club. Badie has had many chances to play professional ball, but has never signed a professional contract.

Manager Hill is re-organizing the team and the many followers of the club can rest assured that he will obtain the very best material possible with which to re-build the club. He is looking forward to a very successful summer season, and will probably enter the ranking league.

1929 PRIZES TO BE AWARDED ROD & GUN CLUB WINNERS

Totaling an approximate value of \$750, cash and other prizes, of a nature dear to sportsmen, are to be awarded P. E. Rod & Gun Club winners in the various competitive sports scheduled during the year. Below is a list of the numerous awards awaiting the successful contestants in events to be staged under the auspices of the Club:

BLUE ROCK

- Regulation 16 Yard Targets:**
 600 Targets: 1st, \$25; 2nd, \$20; 3rd, \$18; 4th, \$16; 5th, \$14.
 300 Targets: 6th, \$13; 7th, \$12; 8th, \$11; 9th, \$10; 10th, \$9.

Quail Targets

- 600 Targets: 1st, \$25; 2nd, \$20; 3rd, \$18; 4th, \$16; 5th, \$14.
 300 Targets: 6th, \$13; 7th, \$12; 8th, \$11; 9th, \$10; 10th, \$9.

Doubles

- 250 Targets: 1st, \$18; 2nd, \$14; 3rd, \$8; 4th, \$6; 5th, \$4.

Prizes for Deer Heads

- 1st, \$20; 2nd, \$15; 3rd, \$10; 4th, \$5.

FISHING PRIZE LISTS

Corbina

- 1st, 9 oz. spring butt rod; 2nd, free spool reel; 3rd, Cantilever tackle box; 4th, 300 yards 9 strand line; 5th, one dozen surf hooks.

Croaker

- 1st, 9 oz. spring butt rod; 2nd, free spool reel; 3rd, Cantilever tackle box; 4th, 300 yards 9 strand line; 5th, one dozen surf hooks.

Yellow Fin

- 1st, free spool reel; 2nd, gasoline lantern; 3rd, 300 yards 9 strand line; 4th, one dozen surf hooks; 5th, one stainless fish knife.

Surf Perch

- 1st, free spool reel; 2nd, gasoline stove; 3rd, 300 yards 9 strand line; 4th, one dozen surf hooks; 5th, one stainless fish knife.

Salt Water Bass, (Calico and Rock Bass)

- 1st, trolling reel, 300 yard; 2nd, tackle box; 3rd, 300 yard 9 strand line; 4th, rod belt; 5th, stainless steel fish knife.

Largest Fish Caught on 9-Strand Line

- 1st, 9 oz. trolling rod; 2nd, 300 yard trolling reel; 3rd, tackle box; 4th, 300 yard 9 strand line; 5th, rod belt.

Largest Fish Caught on Line Not Exceeding 24 Strand

- 1st, heavy tackle trolling rod; 2nd, heavy tackle trolling reel; 3rd, 300 yards 24 strand line; 4th, one stainless steel fish knife.

Fresh Water Bass

- 1st, one piece split bamboo rod; 2nd, free spool anti-back lash reel; 3rd, tackle box; 4th, 100 yard bass casting line; 5th, two bass lures.

Lake Trout

- 1st, combination trout rod; 2nd, free spool anti-back lash reel; 3rd, tackle box; 4th, 100 yard silk line; 5th, trolling spinner.

Stream Trout (Except Steel Head)

- 1st, fly rod; 2nd, double tapered fly line; 3rd, leather bound creel; 4th,

fly book; 5th, one dozen assorted flies.

P. E. Camp Trout

1st, combination trout rod; 2nd, lake trolling rod; 3rd, free spool anti-back lash reel; 4th, trolling reel; 5th, landing net; 6th, trolling spinner; 7th, stainless steel fish knife.

Steel Head (Tidewater)

1st, one piece casting rod; 2nd, free spool reel; 3rd, quart Stanley bottle.

Largest Number Salt Water Fish Registered

1st, \$5 cash; 2nd, \$3 cash; 3rd, \$2 cash.

Largest Number Fresh Water Fish Registered

1st, \$5 cash; 2nd, \$3 cash; 3rd, \$2 cash.

Largest Number Surf Fish Registered

1st, \$5 cash; 2nd, \$3 cash; 3rd, \$2 cash.

Greatest Variety Fresh and Salt Water Fish Registered

1st, \$7 cash; 2nd, \$5 cash; 3rd, \$3 cash

MORE SERVICE IS PROVIDED FOR SAN FERNANDO VALLEY

Revision of operating schedule on the San Fernando Valley line, effective Monday, March 4, provides a considerable service improvement to the many points in the valley district.

Under the schedule now in effect the frequency of service is increased to every point in the valley, North Hollywood and Van Nuys having a headway of 45 minutes in off peak hours. Twenty-seven trains each week day are now operated to these points, three more than were scheduled under the former operation. Service during the rush hours is of the same frequency with a few minute change in the leaving time from terminals.

From San Fernando and Owensmouth the off-peak headway has been reduced from two hours to one hour and thirty minutes.

MR. SHOUP GUEST OF HONOR AT AGENTS' BANQUET

The Seventh Annual Banquet of the Pacific Electric Railway Agents' Association (1928 Attendance Contest) took place Saturday evening, March 9, at the Masonic Club of Los Angeles, 623 South Grand Avenue. Details of the event, owing to the lateness of the date, could not be recorded in this issue of the magazine.

Paul Shoup, our own President and the newly elected President of the Southern Pacific Company, was scheduled to be the guest of honor and principal speaker of the evening. An excellent entertainment program was also arranged.

For the fifth consecutive year the Northern Division won the Attendance Contest and Agents and Assistant Agents of that Division were furnished free banquet tickets.

Why?

How is it that you will drop a hot potato because it burns your fingers, yet, with all your mental power you will hold on to an ugly thought that sears and scars your heart?

Twins Wed Twins in Triple Tie



This tongue-twister tells a tale of twin sisters who married twin brothers, and brother of twin brothers at triple wedding tied to his true-love at said wedding tryst. From left to right: Mr. and Mrs. D. B. Young, Mr. and Mrs. E. L. Young, and Mr. and Mrs. A. E. Young.

By D. V. VAN FLEET,
Terminal Foreman, Macy Street.

TRIPLE weddings, to say the least are rather unusual, but that of the three Young brothers, all of whom are brakemen working out of our State Street Yard, was really extraordinary, for twin brothers were wedded to twin sisters and a brother of the twin brothers also become a benedict at the same ceremony.

Many characteristics of the twin brothers and incidents happening in their lives have been so similar, even to the smallest detail, that the word "extraordinary" very fittingly describes them alone as well as the entire group.

When one of the twin brothers started work as a passenger Conductor with this company, his twin soon followed suit. When one transferred to our freight service, the other soon did likewise. Then one became a Freight

Conductor, and soon the other was one also.

Now their latest mutual act is the crossing of the matrimonial threshold and though they couldn't marry the same girl, they did the next best and married sisters, who are likewise twins.

From earliest childhood up to the present time, W. B. and A. E. Young, the twin brothers, have resembled each other to a very marked degree, not only in personal appearance and mannerisms, but in likes and dislikes as well.

The boys' parents relate many amusing incidents in the twins' life. When only youngsters going to school, their teacher sent a note home requesting the boys' mother to put a tie on one only of the twins to enable her to distinguish them. However, it was

just a simple matter to mischievously borrow the tie after leaving home. A few years later when out working, one of them would come home declaring he was going to do a certain thing. Later his twin brother would come home and make a similar declaration. Another time, one decided to take up aviation; the other did likewise, and both "soloed", that is, piloted an aeroplane alone.

These incidents may sound unbelievable but the writer of this article was told only recently by the boys' mother that to this day there is one time that even she has difficulty in telling the mapart, and that is when both boys are asleep. If you are still skeptical, look at the picture and try to definitely pick out their contrasts. The boys themselves admit that many of their acquaintances mistake one for the other, but they refrain from embarrassing their friends by making a correction.

Willis B. Young was married to Louise Doyle, of Baldwin Park, and his twin brother, Alvin E., was married to Lucy Doyle, also of Baldwin Park. The other brother, Elmer L. Young, became the husband of Alice Gertrude McKeen, of South Pasadena.

The wedding was at the home of the boys' parents, Mr. and Mrs. W. F. Young, of Alhambra, on the afternoon of February 9th, Rev. Thomas Grice, pastor of the Methodist Church of South Pasadena, performing the single ceremony.

It had been planned to hold the wedding at the parsonage of the Methodist Church in South Pasadena, but owing to an accident the afternoon before, when Willis B. Young fell from a motorcycle and injured his leg, the wedding was staged at his home instead. Due also to this accident, the honeymoon trip north by rail that the three couples had planned was indefinitely postponed.

The twin brothers and the twin sisters now live at the Young home in Alhambra, while Mr. and Mrs. Elmer Young reside in Pasadena.

Capable and faithful in the performance of their duties the three Young brothers are highly esteemed by fellow workers at the Macy Street terminal who join in congratulations and best wishes.

RADIO AS RAILROAD AID

The New York Central Railroad last month asked the Radio Commission for permission to institute a radio telephone service between the crew in the locomotive and those in the caboose of its freight trains.

E. C. Keenan, general superintendent of telephone and telegraph for the New York Central Lines, told the commission that such communication will be of extreme value in promoting the efficient and safe operation of freight trains and expediting the handling of freight. It will not conflict with other radio service, he said, as only one short wave frequency will be necessary to operate a receiving and sending telephone set on every freight train the New York Central operates.

Why Pay Your Taxes Promptly

Work, Expense and Problems That Arise When Delinquency of Taxes is Permitted

WHILE the various states, California included, recognize the value to society of home ownership and do everything possible to protect owners against professional "tax buyers," purchasers of property will save themselves much worry and legal expense by meeting promptly their current tax obligations.

As showing how diligently state governments have endeavored to protect its citizens and also the difficulties that may arise where someone else pays our taxes, an article in the Los Angeles Realtor, by Erwin S. Barney, is most informative and from which we quote:

"Professional 'tax buyers' operate in every part of the country and the owner who falls into their hands cannot sell his property or borrow money on it until he redeems his holdings, which is usually a costly proceeding, states the tax expert.

"Property taxes are due once a year in each state. Property owners are given a certain length of time to make payments, the time varying in the different states. Owners who have not paid their taxes at the end of this period are declared delinquent and are penalized so much per month according to the statutes of the various states. At this period the county treasurer publishes a list of the delinquent tax payers and declares that within a certain time (varying in the different states) application will be made at the proper court for judgment and order of sale on all property upon which taxes have not been paid at the date of judgment.

"But, unfortunately, few people ever see the publication of such lists, as they are printed in fine type in the last pages of newspapers. And this is one of the reasons why the property owner himself should be on the job and see that his taxes are paid, or this machinery is likely to start against him without his knowledge.

"After such publication the delinquent owner is given another breathing spell before the tax buyer can reach him. He has from the time of the granting of the judgment to the time of the actual 'tax sale' to pay his taxes, and this period, varying in the different states, is usually a matter of weeks.

"It is at the tax sale the 'tax buyers' begin their activities. The county treasurer, together with the county clerk, offers for sale all properties upon which the taxes are delinquent at that date. Tax buyers make their money by adding, to the sums due the county and which they pay for the delinquent owner, additional penalties which must be paid to them by the property owner for release. The penalties exacted by the tax buyers are regulated in all states.

"The statement that the property 'goes to the tax buyer' at a tax sale does not mean that the tax buyer gains possession of the property through this process, or that he can take it over and move out the owners. It means that the proper authorities will issue the tax buyer a tax certificate which clouds the title to the property, thereby hindering resale until this lien is removed and makes it impossible to put a mortgage on it or borrow money on it from any reputable bank or broker.

"If the property has not been redeemed in the two-year period (this period varying in length in the different States) the tax purchaser is entitled to a tax deed, upon complying with certain provisions in the statutes, these provisions having to do with giving sufficient notice, etc., and varying in the different states.

"Now the tax buyer adds new penalties to the bill he holds against the property owner which must be paid before he will release his lien on the property (represented by the tax deed). In some states there is no limit to the amount the tax buyer can ask for release at this period; other states regulate this figure.

"The property owner can apply to the courts and usually show that the tax buyer omitted some provisions required by the law before securing the tax deed but this process is costly and lengthy and it is often as cheap to settle with the tax buyer.

"In some states, after a certain period, the tax buyer holding a tax deed can gain possession of the property if he has complied with the provisions covering this subject in the statutes. But every effort is exerted on the part of officials in such states, through the statutes, to protect owners in such a position by making it difficult for this to happen. However, it **does** happen. Tax buyers are not unscrupulous shylocks. They conduct a legitimate business and are an aid to local governments, because without them, thousands upon thousands of taxes never would be collected, and revenues would be consequently curtailed.

"If anyone gets rich from your property, let it be yourself. Pay your taxes and keep your title intact so that when a good buyer comes along and you want to sell you will not have to turn him down because you have been remiss."

She came home with her hat on one side and her clothes all crushed looking.

"Look as though she's been knocked down by a motorist," said one neighbor, sympathetically.

"Or picked up," said another thoughtfully.

New Joint Scenic Journey Merged With Mt. Lowe

ARRANGEMENTS were made last month whereby this railway together with the Tanner Motor Tours Company will operate a daily joint Pasadena-Mt. Lowe scenic trip, combining of which is expected to make a strong appeal to tourists desiring to see the sights of the Southland. Initial trips were made on Monday, February 25th.

Under the plans and schedule in effect the well-appointed parlor cars of the Tanner Motor Tours Company leave the Rosslyn, Alexandria and Biltmore Hotels beginning at 9:00 a.m. After leaving the downtown section the route takes passengers through the Spanish section, Chinatown, via Lincoln Park and Seelig Zoo, stopping at the alligator and ostrich farms, where passengers are permitted to visit at half the usual charge.

A complete tour is made of the City of Pasadena, through the Oak Knoll and Orange Grove Avenue districts; Brookside Park; passing the Rose Bowl, and the Busch Sunken Gardens. Upon completion of the Pasadena tour, passengers are delivered to the Pacific Electric Station at Fair Oaks and Union Streets where cars are taken for remainder of trip to Mt. Lowe, and returning to Los Angeles later in the day.

From Pasadena, following the motor tour, train for Mt. Lowe leaves the Station in Pasadena at 11:22 A.M., arriving Mt. Lowe 12:30 P. M. Passengers will be permitted to return from the mountain on any regular train and if desired may take luncheon at the Mt. Lowe Tavern before returning to Los Angeles.

The round trip fare for this combined tour is \$4.50 for adults and \$2.25 for children over 5 and under 12 years of age. Tickets are being sold at Main Street Station and at all Tanner Tour Agencies in Los Angeles.

MORE BOOKS FOR LIBRARY

Twelve books of fiction, all dealing with western life, were added to the Club Library last month, the entire lot being the generous gift of our friend, H. A. Crocker. Mr. Crocker has already given a great many books to our library which are very much appreciated.

The titles of the new books, together with the names of their authors, are as follows:

Go-Getter Gary, Robert Ames Bennett; The Heart of Night Wind, Vingie E. Roe; The Buster, William Patterson White; The Big-Town Round-Up, William MacLeod Raine; The Mountain Fugitive, David Manning; Lynch Lawyers, William Patterson White; Gun Gospel, W. D. Hoffman; Starr of the Desert, B. M. Bower; The Law of the Gun, Ridgwell Cullum; The Palm of the Hot Hand, King Phillips; The Lone Hand, Joseph B. Ames; Bruce of the Circle A, Harold Titus.

Railway News Gleanings From Near and Far

Rapid Transit Planned at Seattle

In a comprehensive report, which represents two years of general study and one year of intensive engineering research on the part of a group of business men of Seattle, the Seattle Traffic Research Commission recently presented to Mayor Frank Edwards, the City Council and heads of city departments, its plan for giving Seattle a rapid transit system.

The report provides for the expenditure of \$15,062,515 for the construction of permanent ways, to include subways, elevated lines and necessary platforms and transfer accommodations and \$5,321,400 for rolling stock and rehabilitation of existing lines and street cars. Two general methods of finance are suggested: First, through the operating department by the passengers; and second, through the city, by property owners. The commission found that it was not practicable to expect to meet construction costs from operating revenues.

10-cent Fare Now in Rochester

With the advent of a 10-cent cash fare on railway and bus lines of the New York State Railways in Rochester on Jan. 1, the metal "tokens" used for convenience in making change during the 9-cent fare's reign, are no more. The tokens will be held in reserve during the life of the present service-at-cost contract under which the railways operate their lines, as a reduction in fare is possible. Despite the 1-cent cash fare boost, the tickets can still be purchased at the old rate, 8 1/3 cents each or twelve for \$1. The change, railway officials expect, will result in an increased use of tickets. Under the 9-cent fare, it was estimated that about 60 per cent of riders used tickets. Thus the casual rider will bear the brunt of the fare increase.

Seven-cent N. Y. Fare Still Pends

Rearrangement of the 7-cent fare case as begun before the United States Supreme Court on Jan. 14, when Irwin Untermyer, son of Samuel Untermyer, appeared for the New York State Transit Commission.

This is the second time that the case has been argued. Chief Justice Taft requested the filing of new briefs, and a reargument on the ground that the briefs and arguments submitted last year were too lengthy and were irrelevant. Succeeding briefs have been somewhat shorter, but approximately the same time was allowed for argument.

The Interborough Rapid Transit Company, which sought in the lower courts the right to increase its fares, claims that the contract is confiscatory and therefore in violation of the Constitution.

Many Betterments Planned Throughout the System

WORK orders calling for the expenditure of sum aggregating \$197,700.00 were approved by the management during the month of February 1929, as per information supplied by W. Z. Shaw, Cost Engineer, covering improvements and betterments at various locations over the entire system, which work will be done as early as possible.

In order to conform to improvements being made by municipalities the following street crossings will be improved.

On Huntington Dr. between El Sereno and Van Horne Ave., it is proposed to lower tracks to street grade and relocate same on the southerly 60 ft. of right of way at thirteen ft. centers, relocating overhead and change same to bridge catenary suspension construction; renew gravel with crushed rock ballast; replace redwood with treated ties, remove existing signal bridge to new location, etc., at an estimated cost of \$132,388.00.

The City of Los Angeles plans the improvement of Huntington Drive and this work is necessary to conform to the City's improvement.

Renew 7 in. manganese double track electric over single track steam crossing of the Atchison Topeka & Santa Fe Ry. Co. at Avenue 61 and Pasadena Avenue on the South Pasadena Line; shift approximately 80 feet of single track to 13 foot centers and renew rail; install asphalt concrete pavement, etc., at an estimated cost of \$4,837.00.

This work is necessary as crossing has reached the limit of service life.

Near Manchester Avenue on the Long Beach Line it is proposed to reconstruct four track crossover, replacing present 60 and 70 pound material with 90 pound A. R. A. material, at an estimated cost of \$5,915.

This is necessary in order to place tracks in proper operating condition for high speed interurban trains and heavy freight trains as well as reduce heavy maintenance cost.

North Hollywood, on the Hollywood Van Nuys Line, reconstruct and pave tracks across Colfax Avenue, renewing with 128 pound material, install treated ties, crushed rock ballast and asphalt concrete pavement, etc., at an estimated cost of \$942.00.

This work is necessary in order to conform to City improvements.

Culver Blvd. at Alla Station on the Inglewood Line, reconstruct and pave tracks across street, replacing present material with 75 pound C. S. R. and 128 pound material, installing crushed rock ballast, treated ties and asphalt concrete pavement, etc. at an estimated cost of \$680.00.

This work is necessary to conform to the improvement of Culver Blvd. by the County of Los Angeles.

The following are miscellaneous jobs to be performed at various points over the system:

In order to reduce accident hazard,

the following work will be performed over entire system: Change 16 automatic flagmen from operation by electric trains only, to operation by both steam and electric trains, at an estimated cost of \$9939.00. This to reduce accident hazard at crossings where steam locomotives are frequently used.

Install two automatic flagmen at Modjeska Avenue, Lynwood, on the Santa Ana Line, at an estimated cost of \$964.00.

Install automatic flagmen at 17th St. Seal Beach, on the Newport Line, at an estimated cost of \$657.00.

To reduce hazard of accident and improve operating conditions, propose to remove dirt bank at Redondo Blvd. on the Venice Short Line, at an estimated cost of \$567.00.

In order to exterminate weeds and reduce fire hazard, it is proposed to spending during year 1929, \$32,208.00.

During recent years experiments have been made with a chemical mixture, which method is very satisfactory, as all open track lines can be treated in about three months, thereby relieving section gangs and work equipment for other jobs. The chemical treatment kills the weeds and reduces the growth from year to year.

CALIFORNIA'S ORANGE CROP

California grows two-thirds of the nation's orange crop, according to data published last month by the Bureau of Railway Economics.

Among other interesting findings released by this Bureau are the following facts:

California's orange production is more than double that of Florida. The price per box packed f. o. b. in California is nearly 40 per cent greater than the average for the Florida fruit and the retail sale price of the California orange on an average in the four biggest consuming markets of the nation is five cents per dozen more than that of Florida.

One per cent of the total national crop of oranges, which aggregates some 34,000,000 boxes, is produced in five states combined, Arizona, Alabama, Louisiana, Mississippi and Texas.

POPULATION OF CALIFORNIA

California's population, already more than five million, will increase more than 300,000 during 1929, according to studies of growth made by the California Taxpayers' Association.

Investigations of the association disclosed that for the year ending June 30, 1927, the population was 4,910,000 and 5,093,500 for the year ending June 30, 1928, indicating an annual gain of about 3.75 per cent.

At this rate the population Jan. 1 next would be about 5,189,000 and on June 30 next, 5,284,500.

Estimates have been carried through to the year 1940, which, it is predicted, the population will be approximately 7,923,000, it was stated by Dr. Millbank Johnson, chairman of the board of directors of the association.

Employees' Tips Produce Considerable Revenue

DESPITE the fact that steam line travel to eastern points drops very considerably during the winter months, there is evidence that many employees do not lessen their efforts to increase revenue of our owning company, the Southern Pacific.

During the past three months a total of 32 round trip and 17 one-way tickets were sold to various eastern points as the result of information supplied the passenger department of the Southern Pacific employees of this company. The resulting revenue is an item of considerable importance and but for the interest manifested a large portion of such revenue would no doubt have accrued to competing rail lines.

The Magazine is pleased to publish the names of those who were instrumental in securing business to our owning company. Many other tips than those noted below were received and are now in process of solicitation. If and when tickets are sold due recognition will be forthcoming:

Walter J. Bayliss, Frt. Car Repairer, Butte St., 16 round-trips, San Francisco.

Lyman Preston, Motorman, Los Angeles, one 1-way, Moline, Illinois.

Geo. D. Jeremiah, Conductor, Macy Street, one round-trip, Kansas City.

Howard Bennett, Conductor, Hawthorne, two round-trips, Medford, Oregon.

J. A. Dumoulin, Checker, Terminal Freight, one round-trip, Oklahoma City.

A. K. McGrayme, Conductor, Los Angeles, one round-trip, Detroit.

A. M. Cross, Electrician, Los Angeles, one 1-way, New York.

J. Breasley, Motorman, Western Division, one 1-way, Portland, Oregon.

Clyde B. Worsham, Conductor, Maintenance Car, Santa Monica, two round-trips, Kansas City.

George T. Brown, Solicitor, Passenger Dept., one 1-way, New Orleans.

J. W. May, Substation Operator No. 2, one 1-way, Oakland, California.

J. E. Evans, Conductor Southern Division, one 1-way, San Antonio, Texas.

James O. White, Rip Track, Torrance, one round-trip, Chicago.

W. E. Aydelott, Motorman, Pasadena, two round-trips, New York.

P. V. Fancler, Accounting Department, one round-trip, Kansas City.

H. W. Hennon, Mechanic, Pomona, two and one-half round-trips, Cleveland.

August Olsen, Electrical Department, Pasadena, one round-trip, Chicago.

N. Newman, Conductor, Pasadena, one round-trip, Chicago.

B. B. Starr, Motorman Western Division, one 1-way, Des Moines.

J. W. Landrigan, Foreman P. E. Garage, Pasadena, one 1-way, Grand Forks, N. D.

W. J. Bisson, Conductor, Los Angeles, two 1-way, Liberal, Kansas.

Geo. Weaver, Torrance Shops, one round-trip, El Paso.

Paul W. Tilley, Check Clerk, Wilmington, one 1-way from Minneapolis to San Francisco.

Hugo Dummer, Freight Clerk, Glendale, one 1-way Topeka, Kansas, one 1-way, St. Louis.

L. Klein, Conductor, Los Angeles, two 1-ways, Chicago.

Leo J. Bush, Paving Supervisor, Engineering Dept., one 1-way, McFarland, Kansas.

A. J. Brand, Accounting Dept., one 1-way, Chicago.

E. H. Miller, Motorman, So. Div., one 1-way, Houston.

INCREASED TRAFFIC SPEED

Chicago passenger traffic of all kinds through the Loop has appreciated approximately 18.33%.

Pedestrian traffic has increased slightly more than 2%.

The speed of automobiles has been increased from 20 to 30%.

The speed of street cars has been increased from 15 to 30%.

Business has not been injured by the ordinance. On the contrary, there is every indication that business has been greatly aided by it. There still are a few complaints, but they come chiefly from small merchants.

A committee from the Association of Commerce recently submitted an exhaustive report on the workings of the ordinance and endorsed it highly. Representatives of all the big business interests affected by the ordinance agreed whole-heartedly to the report, but asked that it not be issued at this time, preferring to wait until the plan had been in effect for an entire year.

L. A. HARBOR GROWTH

Reflecting the tremendous growth of the Los Angeles Harbor in foreign trade, data released last month by the United States Shipping Board, showed that our harbor ranked third for volume of such shipments during the year 1928. In 1927 tonnage figures compiled by the same authority gave the local harbor sixth place.

The Shipping Board found that the port of New York and New Orleans were the only ports whose gross tonnage exceeded that of the local port.

World's Longest Cable Railway

Visitors to the Bavarian Alps will, after next April, have an opportunity to reach the top of the Nebelhorn by the longest suspension cable railway in the world. Cars with twenty-five seats each will carry the passengers for a distance of more than three miles to a point whence the summit of the mountain, 7300 feet above sea level, can be reached by an easy climb. The view from this peak is of extraordinary beauty and grandeur. The longest span of cable between the supporting pillars is about 3200 feet.

Press Ridicule Proposed Death of Surface Cars

THE city of New York and other metropolitan centers require the services of surface street cars for their present and future well-being.

The foregoing is the gist of editorial comments of leading New York newspapers who expressed their wrath and ridicule of published statements by the new Police Commissioner that all surface cars should be eliminated as a traffic relief measure.

Two of the editorials which follow in part condemn the idea and bring out the interesting fact that the present surface lines carry more passengers than either of the two great subway systems. The New York Sun thus expressed itself:

"Many persons who do not ride on the surface lines think, as Police Commissioner Whalen does, that street cars are obsolete and the city ought to get rid of them. Yet street car passengers who paid fares in New York city numbered more than a billion this year and 109,000,000 persons rode on transfers from other lines.

"Every day street cars carried 30,000 more passengers than were transported in the Interborough subway. The surface line nickels made \$50,162,000, which was \$17,000,000 more than the receipts of the B. M. T. subways. In Manhattan the passenger traffic showed a loss of nearly 5 per cent., but the Bronx traffic increased 5.90 per cent. and Brooklyn showed a slight gain.

"It is well understood that the traveling public cannot dispense with the Manhattan elevated until subways are built to take care of the million passengers who use the elevated daily in traversing Manhattan and the Bronx. What provision could be made for the street car passengers who are three times as numerous? The Fifth Avenue Coach Company would need to multiply its capacity by fifteen to carry all of them. If traffic relief had to wait on the elimination of the street car it would face a sorry future."

The Times declared, in part:

"Commissioner Whalen is nothing if not enterprising. Having shaken up the Police Department and shaken it down again, and having bidden farewell to the crooks, all in the course of his first week in the Police Department, he has also found time to turn his attention to the traffic problem.

Trolley Wire Evolution is Result of Much Study

By L. H. APPEL,
Asst. Superintendent of Power

PROBABLY very few persons, even in the electric railway industry, with the possible exception of the line crews, ever give the least thought to such a prosaic subject as trolley wire; nevertheless, it is one of major importance.

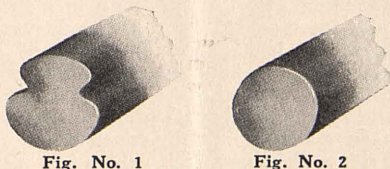
That thin ribbon of copper wire suspended twenty-two feet over the center of the tracks performs a vital function in the operation of the railway, and therefore must be of very dependable character, and is, as is evidenced when we consider the service derived from the trolley wire.

The characteristics and properties of trolley wire have long been the object of intensive study. In fact, it is yet one of the major subjects for investigation by the American Electric Railway Association, with whom this Company has been cooperating for a number of years in the joint study.

The cross section shape of the wire may be even less familiar than the subject of the wire and so it is of interest to observe some of the various shapes, as illustrated below, that the trolley wire sections have experienced through the evolutionary period.

Three Popular Shapes

While it will be noted that a comparatively large number of shapes have been devised, and there are probably as many more which have escaped our attention, fortunately the industry was able to narrow their choice down very early in the development of the indus-



try to three principal sections, i.e., the standard grooved, figure "8" and round.

At one time the figure "8" section was comparatively popular and in the earlier periods a great many miles were strung on the lines of the Pacific Electric. Figure "0" or the round section is still used by a number of electric lines. The greater number, however, including the Pacific Electric, use what is described as the American Standard Grooved Section (Figure 1) which has been found to be far superior under all operating conditions.

Pure copper trolley wire is used almost exclusively on the lines of this Company. Some steel wire was used during the war period on account of the shortage of copper and a small amount of copper alloy wire is used for special purposes.

The copper wire is purchased under specifications almost identical with those of the American Society for Testing Materials and the American Electrical Railway Association, except that this Company requires a somewhat greater tensile strength than standard specifications.

Company's Standard

Two sizes of copper trolley wire are standard on this Company's lines. Size 3/0, equivalent to 168,100 circular mils and weighing 2,690 pounds per mile, is used with few exceptions, on all direct suspension overhead construction. Size 4/0, equivalent to 211,600 circular mils and weighing 3,386 pounds per mile, is used for all catenary construction. Size 3/0 wire is approximately 0.43 inches in diameter; size 4/0 wire is 0.48 inches in diameter.

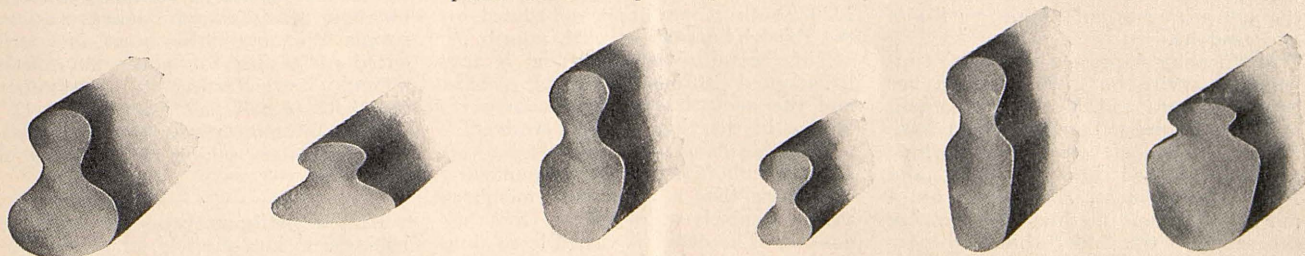
The average economic life of trolley wire on the system is slightly in excess of 10 years; the life of the wire on the individual lines varying in accordance with the class and degree of service.

There are 950 single track miles of 3/0 copper and 200 single track miles of 4/0 copper wire in service on Pacific Electric lines, having a total equivalent weight of 3,233,000 pounds, so that the factors affecting its economic life are very important both from an operating cost and traffic viewpoint, thereby fully justifying the continued study of the subject.

More 10c Fares Soon Effective

Within a few days it is expected that the street cars of both Minneapolis and St. Paul, Minnesota, will have a ten cent fare. At the present time the fare is 6.84 cents. This amount has been found too low to allow the street railway companies to obtain the 7½ per cent on the valuation of their properties.

First the railroad and warehouse commission is expected to fix the fares for Minneapolis and then it is believed that the city of St. Paul will join with the street car company of that city and choose the same fare as that decided by the commission and Minneapolis. St. Paul's railway earnings, however, will still remain below those of the Minneapolis street railway.



Pictorial review of some of the various types of trolley wire sections used during the early days of electric railways.

PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

The Pacific Electric Club Executive Committee met in Room 711, P. E. Building, for the February meeting on Wednesday, February 6, at 2 p.m. The following were absent: Paul T. Porter, L. H. Newport, Guy Woolley, M. T. Spencer, B. F. Manley, Miss C. B. Templeton, W. A. McCammond and H. D. Priest.

Club Fund

Balance, 1-1-29	\$ 865.49
Receipts	1065.45
Total	\$1930.94
Disbursements	986.31
Balance, 1-31-29	\$ 944.63

Relief Fund

Balance, 1-1-29	\$ 366.95
Receipts	1248.50
Total	\$1615.45
Disbursements	1553.50
Balance, 1-31-29	\$ 61.95

Unfinished Business

F. E. Mayfield asked concerning the services of doctors at Torrance and was answered by Mr. Geibel, who stated that ample notice would be given should there be any change in the medical attention now given at that place.

Mr. Osborne again brought up the question of more seats for the use of employees at Torrance during the lunch hour. Mr. Geibel gave permission to place more seats in the places suggested by Mr. Osborne.

New Business

A request was made for an up-to-date water heater in the Mechanical Department at San Bernardino. Mr. Geibel promised to investigate.

M. E. Shay asked for repairs to be made on the pool tables at Hill Street Trainmen's Room. Arranged.

R. B. Hooper requested more lockers in the Trainmen's Rooms at Sherman and an additional pool table. Mr. Vickrey replied that the additional lockers are to be placed by the new work order now being put through.

More of the P. E. Magazines were requested for the use of the Trainmen at Pasadena.

Additional lockers were asked for by the men who use the Trainmen's Room at Pasadena.

M. E. Shay suggested that more convenient service be given for the use of Conductors and Motormen coming into the Subway Terminal, who have found articles left on the cars which must be turned into the Lost and Found Department. Also asked for a more convenient method of returning the same to the finder should the articles not be called for after the required limit of time.

ADDITION TO CLUB LIBRARY

The Pacific Electric Club announces the following kind donation of books from Miss Muriel Ridgeway of the Mechanical Department:

David and Jonathan	.....	E. Temple Thurston
Brass Commandments	.....	Chas. A. Seltzer
Leave It to Psmith	.....	P. G. Wodenhouse
Mrs. Bindle	.....	Herbert Jenkins
The Following of the Star	.....	Florence L. Barclay
The Cost of a Promise	.....	Mrs. Ballie Reynolds

Many of our employees and their dependents are taking advantage of the large selection of books in the Club Library and it is hoped that many more will avail themselves of this privilege. The Club is always grateful for any books of fiction which members donate.

THE ANNUAL BALL

The Annual Ball of the Pacific Electric Railway Company was held Thursday evening, February 7, 1929, in the Forester's Liberty Hall, 1329 S. Hope Street, Los Angeles.

Some eight hundred of our employees, their families, and their friends gathered for this gala event of the season. Many officials were present, including Mr. Pontius, who in a brief talk, interspersed by a hilarious yarn, gave the large assemblage details of the new club building, difficulties that held up previous starting of the work and assurance that all preparations had been made to initiate construction on Friday, February 15th, which is a matter of record as evidenced by the picture on the cover of this issue of the Magazine.

Most excellent music was furnished by the P. E. Club Orchestra. Dancing was continued until almost the stroke of twelve in honor of the event and to accommodate the huge crowd who seemed unwilling to cease their merriment.

MONTHLY P. E. CLUB DANCE

Judging by the large and increasing attendance records, Club members are enjoying the monthly dances being held in the Foresters' Liberty Hall, 1329 South Hope street, scheduled on the third Thursday of each month.

This beautiful new ballroom is aptly adapted to our needs as to size and the acoustics are particularly effective in carrying musical strains.

As these dances are open free to all Club members and their dependents, we desire that more of our members avail themselves of these monthly dances. The dance is varied from time to time by old-fashioned numbers and moonlight waltzes.

LADIES' AUXILIARY DOINGS

The afternoon of February 14th, the first meeting of the month, was given over to Mr. Herwig, General Superintendent of the Narcotic Research League, who brought to the Club's notice some startling facts and figures concerning the alarming use and traffic in habit forming drugs, reports Mrs. Lon Bishop, the Auxiliary scribe.

The speaker was presented by H. G. McDonald, whose remarks were very appropos to the subject, citing the railroad's efforts to prevent train wrecks whereas Mr. Herwig's sole aim and effort was to wipe out the dangers that lead to human wrecks.

The ladies were glad to see Mr. Appel among our guests at this meeting.

Mrs. Curtis was appointed Treasurer to serve until our election in June.

Somebody in the Pacific Electric Club expressed a nice little thought in our "heart ice cream" served to us on Valentine Day, and the Auxiliary wants that "somebody to know they appreciated it.

Several of the ladies were guests of the Riverside branch of the Auxiliary, being entertained in a very lovely manner at the home of Mrs. Leak. Mrs. James Gilbert is President of the organization, which has a membership of about twenty-five or thirty ladies.

Our monthly card party brought together quite a number of ladies and every one seemed to have a pleasant afternoon. Mrs. Ives of Riverside won at bridge and Mrs. McClure of Long Beach was the lucky one at five hundred.

The meeting on the 28th was full of interest to all old members and to several new ones who joined with us that day.

Mrs. Tyler had a very interesting and instructive drill on Parliamentary Law and Mrs. Atchley, our guest speaker of the afternoon, held the ladies' close attention with her talk on the "Responsibility of Citizenship." She is a woman who has been admitted to the bar and is deeply interested in all phases of civic work and the ladies are deeply indebted to her for a very instructive hour.

The next meeting will be held March 14th, with the second meeting on the 28th and our monthly card party on the 21st.

S. O. S. Only Signal

It has been explained that "S O S" has no meaning in itself, but the letters were adopted in 1912 because the combination of dots and dashes was so simple that even the most inexperienced radio operator would have little difficulty in detecting it. Previously the distress call had been "C D Q." Naval Communications have been deluged by letters asking the meaning of "S O S."

Bertha (indignantly)—"You had no business to kiss me!"

Bob—"But it wasn't business; it was pleasure."

THE PACIFIC ELECTRIC MAGAZINE

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

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

Vol. 13, No. 10 March 10, 1929

CONTRIBUTORS TO THIS ISSUE

N. B. Vickrey P. E. Club
Thos. A. Lyons Trans. Dept.
D. B. Van Fleet Terminal Foreman
L. H. Appel Electrical Dept.
Mrs. Lon Bishop Ladies' Auxiliary
W. Z. Shaw Eng. Dept.
Margaret E. Maitland Eng. Dept.
H. Vander Zee Stores Dept.
Daniel Sanchez L. A. Freight Terminal
H. F. Bell Western Division
Ruth Thompson Northern Division
E. D. Arthur Mech. Dept.
Carleton B. Bell Mech. Dept.
Edmund C. Fox Trans. Dept.
Max Shuring Engineering Dept.
Willis M. Brooks Mech. Dept.
George Perry Acct. Department
C. H. Spence Trans. Department
F. E. Loucks Acct. Department
Charles Hill Trans. Department
R. M. Cobb Elec. Department

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 normal person aspires to better his station in life; to possess a reasonable share of worldly goods and to broaden the sphere of his usefulness in this life.

One of the surest means of achieving these ends is the constant application of thrift. But in our zeal to be thrifty care should be exercised that we truly practice it.

Thrift in its True Sense

Thrift has been so closely linked with the saving of money that its true virtue may become obscured. Saving money is only one phase of thrift. Best applied and practiced it includes the saving of a reasonable portion of earnings, wise investment and intelligent spending.

The individual who hordes money in a dark, safe place is not thrifty. The person who denies himself or family of comforts and pleasures, commensurate with income, is neither thrifty nor truly happy.

Likewise, the individual whose calling demands that he measure up to a certain standard of personal appearance, and fails to do so, is not thrifty nor wise. He stands in the way of his own progress; fails to gain good will; to make proper contact with resulting loss of influential friends. "Clothes don't make the man," but they often break him.

There is another altogether different and vital phase of thrift that deals

neither with the saving nor spending of money.

The individual who fails through indifference, carelessness or neglect to give his best to his employer, although he may save money, is utterly lacking in thriftiness. The person who is idle or lazy is not thrifty; the man who fails to develop or capitalize a natural gift or talent is not thrifty. The person capable of doing more or better work than those around him, and fails to do it or prove it, is also neither thrifty nor wise.

We repeat, the final test of success in life is not based on how much money a person saves. Equally important is the intelligence we display in capitalizing the talents God gave us.

FAILURE

Failure's just a resting place

On the road to Try Again,
Just a slackening of the pace
And a pause for sturdy men;
Just a temporary halt

On the march to wealth and fame,
Where you can correct the fault
And go on and play the game.

Failure's not a thing to dread;

It is just a hint to you,
Ere you dash too far ahead,
To be careful what you do.
It's the sidetrack, where you wait
For the passing fast express;
Get out stream . . . the run is straight
Out of Failure . . . to Success.

NEW PANAMA CANAL RECORD

For the calendar year 1928, 6334 commercial vessels passed through the Panama Canal, paying tolls of \$26,376,905.10. During December the transits totalled 579 commercial vessels, with tolls of \$2,443,029.39, the largest sum ever collected in a single month since the Canal was opened. The previous record was held by December, 1927, when the tolls aggregated \$2,398,459.

The best twelve month period in the history of the water way was the fiscal year ending June 30, 1928, the collections having reached \$26,944,499.77.

COMPARISON OF ACCIDENTS DURING JANUARY, 1928 AND 1929

	Northern Division		Southern Division		Western Division		Motor Coaches	
	1929	1928	1929	1928	1929	1928	1929	1928
Interferences with vehicles.....	91	127	100	78	188	207	20	30
Collisions and interferences with cars	2	4	3	11	4	3	0	0
Persons struck	0	3	3	8	7	6	1	0
Derailments	9	6	15	15	5	6	0	0
On and off moving cars	22	9	8	8	16	18	3	2
Miscellaneous	20	12	29	13	48	30	7	5
	144	161	158	133	268	270	31	37
	17 Dec.		25 Inc.		2 Dec.		6 Dec.	
Interferences with vehicles			399	442	43 Dec.		9.73%	
Collisions and interferences with cars			9	18	9 Dec.		50.00%	
Persons struck			11	17	6 Dec.		35.29%	
Derailments			29	27	2 Inc.		7.40%	
On and off moving cars			49	37	12 Inc.		32.43%	
Miscellaneous			104	60	44 Inc.		73.33%	
			601	601	Same			

"It isn't what you know that counts, but what you do with what you know."

S. P. DISCONTINUES NUMBER OF NON-PROFIT TRAINS

Because of losses sustained in operating passenger trains the California State Railroad Commission granted authority to the Southern Pacific Company to discontinue two passenger trains between South Vallejo and Santa Rosa, California.

The service given by those trains will be continued by motor coaches of the Southern Pacific Motor Transport Company, a subsidiary of the railroad.

The new service will be more flexible and more convenient than the train service and will continue the convenience of through booking and close connection and all baggage privileges that were part of the train service.

Southern Pacific has before the railroad commission a number of similar applications. In a recent decision the commission authorized the substitution of buses for 20 non-profitable trains on the Monterey peninsula.

P. E. MASONIC CLUB NOTES

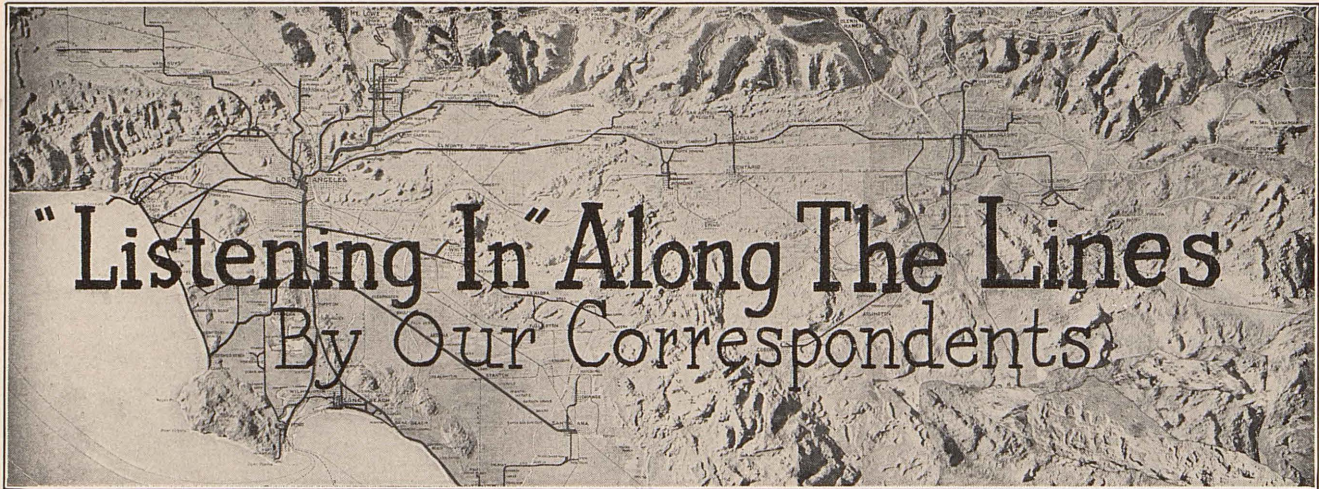
The next regular meeting of the Pacific Electric Masonic Club will be held Tuesday evening, March 12, at 7:45 P. M., Room 711 P. E. Building. The principal speaker of the evening will be Mr. E. T. Ramsey, noted Masonic Lecturer and Authority obtained through the courtesy of the Masonic Digest.

During February, the members and Team visited Triangle Lodge in Venice and Ocean Park Lodge, Ocean Park, and conferred the Third Degree upon two fellow employees.

Henry S. Orme Lodge, Los Angeles, and Seaside Lodge, Long Beach, will be visited on March 21 and 26 respectively, at which time the Pacific Electric Degree Team will confer the Third Degree.

The regular monthly meeting for April will be held at Mt. Lowe Tavern on Friday evening, April 12 at which time the Club will entertain the members of the Degree Team and their wives.

Watch for special announcement.



ENGINEERING DEPARTMENT By Margaret E. Maitland

J. P. Gould, accompanied by Mrs. Gould and Jack, Jr., motored to Imperial Valley, spending a short time at El Centro, Yuma, Calexico and Mexicali. He reports a wonderful trip, with the exception of the sand storm on the way home, which took the enamel off the fenders and pitted the glass in the windshield.

L. A. Biehler and Mrs. Biehler spent the holiday at Indio.

Miss Nancy Kelly and Mrs. Thelma Meighan entertained a number of young people from the Engineering Dept. at the Kelly cabin in Tujunga—never have ham and eggs tasted so good. Everyone is looking forward to "the next time."

J. W. Pinney had the double misfortune of having his wife in the Clara Barton Hospital on account of an operation and his little daughter ill with bronchial pneumonia. We are glad to know that they are both on the way to recovery.

B. F. Manley, Chas. Sein, Russell Schaefer, H. Jacobson and Larry Seaman were among those who attended the annual outing to the Tri-State Games at Las Vegas. B. F. Manley took sixth place in the double entries.

At the Balboa Radio Cottage that other week-end:

Sam: What's all that frying noise I hear?
Ken: Oh, that's just Oscar bringing in Hamburger.

L. F. Prince, Towerman, won a round trip ticket to Big Bear Lake, all expenses paid, for his clever writing in a contest given by Motor Transit Stages.

James Simkins, son of Wm. Simkins, Valuation Engineer, was married on Feb. 9 to Miss Letha Gibson of Walnut Park, Calif. The young couple will make their home in San Francisco, where the groom is in business.

R. E. Walker, our "Reddish" Timekeeper, proudly announces the arrival of a—now, don't get nervous, folks—he already has two titan-haired giant sons—but this last arrival is that long-looked-for System Card Pass. We think most of the conductors on the System know his 9015 by this time as "Red" has had the pass two weeks now.

"I have one spare 1926 model dress suit for lease to highest bidder. Apply between 9 a.m. and 10 a.m., certified check for 10 per cent must accompany all proposals.—J. P. G. 662."

Carl "Heinie" Schenck, the big Relay & Radio Man of Washington Street Yard, was suddenly taken sick the last part of February, he claims on account of eating rabbit (must have been a Belgian hare). Heinie's application for a thirty-day leave of absence has been granted, so the Yard will seem silent at the grave without his audible presence. His

lifetime chum, Richard Poschman, will take his place in the Relay Shop during Heinie's absence. Dick and Heinie have been our star relay team for several years now.

Storekeeper Ray Cragin has been chosen with two other "not-without-a-requisition" men to make an inspection of the different stores all over the System. Some people have all the luck.

Claud Culver was unable to come to work, as he was suddenly taken very ill with an attack of Aviation Meet at Glendale. After the meet he promptly got better and showed up again.

According to the newspapers, somebody took a shot at Jack Dempsey at Miami, Florida. We can't figure out who "done" it as Daddy Woods was right here on Washington Street at the time.

Fred Linne has moved into his new home at Lynwood, and from the looks of the place Fred must have an office in the rear of a Spring street tailor shop on the side. It sure is a nice place and Lynwood is such an "up-to-date" town, that they even put "permanent waves" in their pavement. Just about ruined my Lizzie.

Again we had our expectations raised to 2500 degrees Fahrenheit by a visit of Mr. Clinton, who is drilling the Angelus oil well somewhere in New Mexico. Of course, they claim that Rome was not built in a day, but then that was not done under the same management and we did not have any shares in that.

Glendale grocery stores have done a nice business in old packing crates and soap boxes as Jack Quinn is building a boat for an extensive cruise on the Los Angeles River.

Although fortune telling and gambling are slightly out of our line we would like to bet a doughnut against a hole in my sock that "Wee Willie Baxter" is getting ready to take unto himself a wife. They all fall sooner or later and Bill is such a good catch.

OCEAN PARK CAR HOUSE By H. F. Bell

G. A. Dopler, Conductor, has been ill for some time with complications of a cold. He expects to return to work soon. Hurry back George, there's a spring on the door now?

C. W. Harris and L. Kline were operated on for the removal of their tonsils. Their recovery was very rapid due to the milk and mashed potato diet. The most remarkable part of their affliction was that they were the best fifth hand in pinnole obtainable.

Our deepest sympathy is extended to Conductor I. Iverson and family in their bereavement with the passing of his mother-in-law.

W. W. Byers was again taken ill having been off for some time. We sincerely hope

his recovery will be fast and permanent this time.

The mustache craze apparently has taken first place again here. We have all styles, shapes, cuts and curls.

Here is a little tip: if they don't grow even or thick, or seem too light in shade—use stick charcoal or Mabeline. This was confirmed by (Major Hopple) Greenly and A. C. Cochran, who grow them for a purpose, and then erase 'em.

G. A. Burks, Big Boss on the Third St. Line, has resumed his vacation again after working the Dispatcher Board for a few days.

R. M. Hightower was pushing the master Ford to the limit in his great rush to get to work, and with a bang, the old veteran died. Prying beneath that noble cover of stability he was confronted with a great problem. The cam shaft had broken the rods going through the engine block. Wanted—a bicycle.

The night men on the Sawtelle Line have a songster starting to sing every eve till the moon goes down. As you pass the curve at Stanley Ave. lend your ears to the best and deepest throated bull frog around this section. He has been there for so long the boys look for that sound and the night seems dull if he is indisposed for the night.

Recent Motorman activities have been extended to the rear end, as collectors, etc. As a car comes down the line, day or night it is hard to distinguish whether the cap and lapel ornaments are crusted with a few months' weather conditions or are nice and shiny. These conditions (per Brass) have been remedied by some superforce. I wonder did Mr. Day force these egotistical changes within the man or maybe some human (feminine) influence is responsible. Nevertheless our Foreman has caused a phenomenal change in the personal (Appearance.) See for yourself and take heed.

The boys of Sherman are very much pleased with their Trainmen's room which is very nicely arranged. They may learn a few new dance steps if they wish as the floors are hardwood.

Mr. Day has explained to all the boys that Ocean Park would have a training room equal to others if it were not for the fact that local street improvements pending would not permit a change. He has been informed by Mr. Davis that a new stool room is to be had in the near future at our terminal which will be greatly appreciated by all the men, particularly by F. G. Lane because after months of investigation has never been able to find out who stacks the stools in front of his locker.

The following boys have recently been admitted to "Our Gang": W. J. Stewart, C. M. Bromark, R. L. Allison, D. Boardman, S. D. Bardkner, J. E. Kromberg.

Open the windows someone—Sargeant has started the century smoke again.

STORES DEPARTMENT
By H. Vander Zee

The sympathy of the Stores Dept. is extended to Mr. and Mrs. Leslie Bolen who are mourning the death of their baby daughter born to them February 21st.

Ruth Batsch, Voucher Clerk, has been transferred to the Purchasing Dept. to fill vacancy existing there, created by Mrs. Nancy Reese resigning to devote all her time to the domestic duties of her home. Miss Batsch's position at Torrance has not been filed to date.

Several new employees have been added to the Stores Shop Delivery to fill vacancies, being Karl Blackwell and A. E. Stoddard. Newell McCabe is the new helper at Macy St. replacing Grant Urnsbach, now on Store Delivery at Torrance. Chas. Wright, new employee at Washington St., replacing Harry Birch now employed as Helper at Torrance.

Eugene Holthaus, Section Storekeeper, has left the service and accepted employment with the Western Supply Co. of Los Angeles. The Stores Dept. wishes him success in his new venture. Vacancy created was filled by Hugh Cain, former assistant to John Jackson; LeVerne Wallquist replacing Mr. Cain.

E. W. Lock, Stores Inspector, made a shopping tour of Long Beach several days ago, with the intention of selecting a new spring outfit of clothing. We have only Will's word that he was successful in finding articles to suit his exacting tastes, as outside of his green shirt, no other new decorations are in evidence.

Judging from the number of passes issued to San Bernardino in the past week, there were quite a few members of the Stores Dept. who visited the Orange Show this year.

Wm. Kitto, Section Storekeeper, has purchased a new Kemper radio and says he has been very busy the past week trying to tune in some station in Japan, but to date hasn't been able to penetrate farther west than Venice.

Don't give up Bill you may be more fortunate some night and pick up a Station in Long Beach or Catalina.

SHERMAN TERMINAL
By E. D. Arthur

Claude C. Blair is visiting with friends and relatives in Texas, while on vacation. Blair said that he would enjoy getting back to the cactus.

Grace Brantley, employed at Sherman, who recently underwent an operation for appendicitis at the company hospital, is reported improved.

Mrs. E. R. Daniels, wife of the Day Car House Foreman at Sherman, is reported ill at her home at 9052 Keith Avenue.

It is reported that the new inspection track and pit installed at Toluca yards recently has practically relieved the congested condition and eliminated numerous switchings of inspection cars which was necessary before this 60-foot pit was added.

Now that the building program is practically completed at Sherman we are beginning to feel better about the situation and things are looking almost in A-1 condition. Most everyone seems to think now that the layout is going to look far better than anyone anticipated. We invite your inspection.

Raymond M. Spencer, husband of Mary D. Spencer who is employed at Sherman, passed away January 30 at his home in Sawtelle after a long illness. We all extend our sympathy.

Clara Painter is reported improved after undergoing an operation several months ago.

The Personal Leadership class is just warming up. If you haven't enrolled it isn't too late. See the head of your department now. This is worth while. Grow with a growing organization.

NORTHERN DIVISION PASADENA
By Edmund C. Fox

Golf seems to be the pleasurable occupation about the Pasadena terminal and is fast gaining in popularity. Amateur's wishing to indulge in this pastime will experience no difficulty in getting lined up. Those interested at present include G. F. Tate, J. G. Rovai, C. E. Tompkinson, J. H. Grunwald, M. S. Batten and F. B. Newton.

We note from the last assignments made that J. G. Sprowl and R. M. Hughes are working together again. This is indeed a very fortunate combination of circumstances.

A matter worthy of congratulations. R. W. Damon announced the arrival of a fine boy of over eight pounds on February 22, mother and baby doing fine.

The regular monthly Trainmen's meeting was held in the Pasadena Club rooms on February 21. A considerable quota of Trainmen from Macy, as well as Pasadena terminal, was evident. H. H. Sloane, Chairman of the committee was succeeded by Chairman Elect J. W. Loyal of Macy Terminal and I. E. Murphy of Pasadena.

We extend a hearty welcome with an expression of friendship to the following new men. C. D. Grames, T. G. Kirkbride, R. R. Payne and W. W. Ralph.

ACCOUNTING DEPARTMENT
By George Perry

Welcome back, W. L. Brown; we are glad to see you in the office again. Thought that eye had you worsted, but happily we were wrong. You must have passed it to Albert Eurich although his eye looks at though someone had punched it. (P.S.—He admits someone did).

Harry Caplan, Disbursements Bureau, left the service Saturday, March 2nd to form a partnership with his brother. They will design and manufacture women's dresses.

Upon departure Harry received a handsome leather traveling bag bearing his initials as a gift from his many friends and co-workers. When he received his last pay from Mr. Sherlock it was in silver and one dollar bills so he was forced to use his new bag at once.

We all join in wishing success in his new venture.

Mrs. Anna Smith has returned to the office after a long siege of illness. We are very pleased to have her with us again and sincerely hope that her recovery is complete.

Miss Helen Bettis, Chief Clerk Comptometer Bureau, took a flying three-day motor tour through the Imperial Valley, visiting all the principal points of interest. Her party also visited Mexicali, Caliente and Tia Juana in Mexico. She reports a lovely trip with the exception that it was nearly impossible to find lodgings, so she advises those who contemplate a trip to the valley soon to be sure and make reservations ahead.

Installing the new Fanfold System of contract records is the task assigned to James Cooper, who has been recently added to the staff of the Miscellaneous Accts. Bureau under the direction of J. L. Smith.

Mrs. Nell Flanders, Conductors Accts. Bureau, who recently left service was presented with a most beautiful beaded bag as a remembrance of her friends in the Accounting Dept.

Another enthusiastic radio fan in our midst is Betty Gorrell, Comptometer Bureau, whose new Majestic radio "beats them all."

Being a gentleman, Charles M. Brandt had a preference for a certain blonde—Miss Pauline Elphick.

They were happily married Feb. 21st at the home of the bride, forty-two guests were present at the wedding.

A gift of some very beautiful silver spoons was presented by the Accounting Dept. They

also received a piece of flat silver from Charles English of this Department.

We are happy to report "Mike" Levin is rapidly recovering from his operation and will be back to the "old desk" again very soon.

With the departure of William Matheison, Leo Becker has taken the position of Asst. Chief Clerk of the Freight Accounts Bureau.

The hammering and banging on the new club building is the sweetest music we have heard in many a day—"it won't be long now".

Due to changes in personnel the following employees received advancement:

Charles Schmidt, Albert Manhart, Eugene Lince, Guy Rasmussen, Raymond Zulig, Harold McCall, Godfrey Kind, Charles English, Charles Brandt, Sam Taylor, Harley Clark, Frank Rulison, Joseph Lortie, William Falkenstein, William Reed and W. H. Alexander.

Earle Moyer—PLEASE be more careful when killing a chicken; remember the Mortuary Fund.

Spring IS here! The vacation list passed our way last week.

NORTHERN DIVISION Eastern Lines
By Ruth Thompson

The periodical dance of the P. E. Club held in San Bernardino late last month was one of the most outstanding in the history of these events. Particularly pleasing was the large attendance and the fact that every department head in the district was present, among them being Messrs. Peachey, DeNyse and Gilbert. President Geibel and Club Manager Vickrey were also participants; the P. E. Club Orchestra was exceptionally pleasing in their musical renditions and everyone present are pleasurable looking forward to the next one.

A feature of the evening was a splendid dance exhibition by Wilma Reynolds, daughter of Motorman Reynolds, and her partner Nina Reeves. Both of these young ladies possess talent and their clever dance was greeted with liberal acclaim.

The Orange Show was a great success again this year. The motor coaches handled more people than last year and with much easier operation on account of the parallel parking on Third Street.

Conductor T. C. White is the proud father of a 7½-pound baby girl. Congratulations.

We are very much pleased to learn of Mr. Hamble's return home from the hospital where he has been confined since November 30th, due to injury to his side and shoulder.

The turn-out in front of the Pacific Electric station at San Bernardino is being renewed.

FREIGHT DEPARTMENT SOUTHERN DIVISION
By Thomas A. Lyons

The gang that made the trip to Las Vegas, some with their wives, report a wonderful trip and a grand success in every way. Mrs. Swartz and Mrs. Lyons said they were glad they made that trip.

"Kid" Cowley is a good man with a shotgun at clay pigeons, but when it comes to hitting other targets the boy is not there.

There is a new baby at Ray Thomas' house. Why so secret, Ray? Everyone knew it.

"Jim" Luther, sad but true, lost 16 pounds on the Wingfoot job. He could spare 60 more and not miss it, but he bumped on the Manifest. Now watch that waistline grow.

Henry Touerville is back on the job. More power to you Henry and may you never have another sick day again.

Bob Beale saved the lives of three girls who while walking through the market were attacked by a ferocious jack-rabbit. It is believed the animal became mad and ran all the way from Las Vegas when it heard "Pig" Winters' voice. Bob strangled the thing with his powerful hands. That man doesn't know his strength.

The bowling team is coming along in great shape. For a team in tournament play for the first year it has had remarkable success. Limie Ventriss is bowling like a champ. Jockey Swartz is steady, and Jim Leathey is picking up more spares. Bill Lutes is improving rapidly and yours truly is hoping for success on the drop ball. Come on out and root, fellows.

Night work is strange, but we won't complain and we may see the sunshine soon. The boys on 950 and 946 are battling them out harder than ever. Charlie Noonan and Spindel get complete co-operation from every man on those two jobs.

Ed Ridgeway is back again. The long ride back and forth to San Pedro was too much for him.

Brakeman Grider is back in Los Angeles. He's pounding the pavement on the early market job.

Gene Usher is in strict training. He is going to take on Lindsey Britt.

MECHANICAL DEPARTMENT By Carleton B. Bell

We are glad to hear that Mrs. Spalding, wife of W. B. Spalding, Machine Shop Foreman, is home again after an extended stay in the hospital. We hope that she will soon be as well as ever and that we may again see her in the family car waiting to take Mr. Spalding home from work.

Mr. J. G. Liston, General Foreman, Torrance Shops, is back home again after a short stay in the hospital, and is reported as feeling much better and expecting to be back on the job again soon. Mr. Liston is the kind of man that it is hard to keep down for very long.

Congratulations to J. M. Hardy, Freight Car Repairer, who took unto himself a wife and spent his honeymoon at Avalon.

The Torrance District Garden Club won the beautiful first prize cup for the best display by a service club or horticultural association at the Encinitas Flower Show held February 21 to 24. This display was entered and arranged almost entirely by Pacific Electric employees. The display was arranged by Miss Mary Baldrick, Louis E. Brown, Jacob Groskopf and C. B. Bell. Those contributing flowers and ferns for this display were D. A. Barnard, S. A. Whiting, V. A. Viellenave, A. A. Kelley, Harry Cull, W. A. Hankins and A. J. Fitzgerald. The Torrance display was declared by many to be the most beautiful in the whole show and was awarded the most valuable cup offered.

Four years is a long time. However, Howard R. Clark completed his four years' apprenticeship February 6, and is now a full fledged machinist. Judging from the way Howard sticks to his job, I would say that he is a chip off the old block.

Roman Stachowicz, Blacksmith at the shops, together with many friends within the Torrance Shops and district, last month were happy recipients of news telling the successful debut of Mr. Stachowicz's daughter Wanda as a prima donna in the leading role of "Madame Butterfly" before a critical audience in Italy.

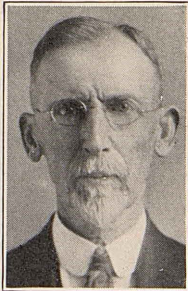
Convinced of the latent talents possessed by his charming daughter, Stachowicz out of his meager savings, sent her to Europe to study under masters of voice. Her debut before an audience famed for its ability to discern a budding star brought forth tumultuous applause and widespread praise from the press.

The happy Wanda and happier parents are soon to have a reunion and many friends in the Torrance district wish them the happiest future.

MECHANICAL DEPARTMENT By Willis M. Brooks

Is it true that "A rolling stone gathers no moss"?

Just note the various occupations followed by Charles Bott and then go down to San Pedro and take a look at the fine apartment houses, the record title of which is in his name.



From farmer to newspaperman, railroad section hand, round-house wiper, round-house foreman, flour mill, D. & R. G. Railroad, Wash Railroad, newspaper again (Toledo Daily News), agricultural machine shop, Wash Railroad, Consolidated Rolling Stock Co., Southern Pacific Railroad and then in 1902 home to the Pacific Electric Railroad, Mr. Charles Bott, Mill Template man at Torrance, was born on a farm in Ohio, where he remained until 19 years of age.

He was married in the East to Miss Effie I. Woodcox and of this marriage, four children were born, two sons and two daughters. After coming to California (a widower) he married Miss Lillian T. Jasper, and has made his home at San Pedro.

Charlie has a quiet, friendly manner that makes him a pleasant, agreeable work companion. He has been a loyal member of the Pacific Electric Family for twenty-seven years, and has the respect and friendship of his fellow workmen and of his superior officers.

7TH ST. WAREHOUSE By Daniel Sanchez

Thomas D. Walker, Bill Clerk, is away for a few days on account of sickness.

Ask Jack Oglesby, Janitor, what it's all about. Clean-up week has kept him busy lately packing out trash. There's more to go, Jack. Let's all get busy.

Among the early vacationists this year are Carol C. Day, O. S. & D. typist; H. F. Whitely, Yard Clerk; L. H. Cobb, Car Clerk, and J. M. Kearney, Terminal Market Clerk, who are all spending their vacations at home. Thomas Geary and Pat Keyes, Truckers, are both on a short leave of absence, the former visiting at El Centro.

W. J. Tait, Messenger, resigned to return to school. His place is being filled by O. W. Evans.

An enjoyable trip to Las Vegas is reported by Chief Car Clerk Rachford and Car Clerk John B. Blitch, who were the only representatives of the Freight Terminal attending the big meet.

Lady Luck has been rather unkind to John Zimmer, Trucker, who had an accident to one of his fingers which may result in it having to be amputated. Also, Cyril McCause is nursing a broken ankle which was caused by slipping off a wet steel. We hope for an early recovery.

We want to thank the Company for fixing up our quarters. It is now a pleasure to have our lunch in a nice warm place and many of the boys no longer have to wait until Saturday to take their "weekly" as now we have a real shower bath that a great many are making good use of.

We notice that Andy Moreno, Car Clerk of State Street, is not only good in keeping record of the cars which are going and coming in, but he can swing a wicked club when it comes to playing golf. Good for you, Andy. Maybe it's the size of you that helps.

To our friends, John Roy, Ed Elmore and Eddie Walker, we wish to say that the boys speak of you often and would appreciate a visit occasionally.

LONG BEACH TERMINAL By C. H. Spence

Conductor A. A. Bless has resigned from the Pacific Electric Railway to take up aviation. The boys all wish him good luck and hope he makes records that will make him famous.

Ask Walter Mooney if he knows where the last Iowa picnic was held, but make a quick getaway.

F. D. Wheeler seems to be rather happy lately, due, we understand to his having bought a closed car.

Motorman D. A. Cain has bumped up on the Watts line, and Chas. Rose bumped on to Run 51—Newport Line.

Robert Singleton is back on the job after being off sick for about thirty days. Glad to see you back, Bob.

Motorman H. W. Jenkins says if he works any more late (Owl) runs he is going to buy a gasoline speeder and go home on the U. P. tracks. There's a reason.

MACY STREET TERMINAL D. B. VAN FLEET Terminal Foreman

During the Orange Festival, just passed, a new service was inaugurated by our Traffic Department in the running of a parlor car on both the 9:15 a.m. and 10:40 a.m. trains out of Los Angeles to San Bernardino and returning on the trains leaving San Bernardino at 3:00 p.m. and 4:10 p.m.

Conductors M. H. Smith and H. F. Tieman, Macy Street, were assigned to these cars for the duration of the show.

Considering the newest of the unusual service, the patronage was as good as could be expected.

About 3:00 o'clock on the morning of February 6th, a voice over the telephone announced to the Foreman at Macy that a 734 baby girl had just arrived.

The person making the announcement was no other than the proud father himself, namely, Conductor J. K. Kennedy, Seirra Vista Line.

Congratulations Mr. and Mrs. Kennedy.

We are certainly glad to hear the good news that Motorman R. D. James, Macy Street, who was seriously injured early Saturday morning, February 16th, while working as a freight brakeman in State Street Yard, will undoubtedly entirely recover the use of both legs.

James appreciates the visits his fellow employees have paid him, so let's try to keep up the good work.

James particularly requests that if he happens to be asleep when you visit him, do not fail to awaken him for according to his statement he has eighteen hours out of twenty-four for his sleep.

In the unfortunate accident to R. D. James, recognition should be given Freight Conductor and Relief Yardmaster S. J. "Syd" Kernick, who quickly pulled James from under the moving train, thus preventing what might have been a tragedy.

Kernick is worthy of highest commendation for his alertness and quick action in such an emergency.

It is gratifying to learn that C. H. Belt, our Assistant Superintendent, is progressing well on the road to recovery.

Credece can hardly be given to the rumor that Long Beach, renowned as the Southern California Capitol for Iowa Staters, closed all business for the entire day. However despite the exaggeration, many citizens of our neighboring city were present at Lincoln Park.

On Sunday, February 24th, Motorman H. T. Whipple of Run 393, the express motor switching run, made an automobile trip to the Los Angeles County Park at Big Pines, and was an interesting witness to the conclusion of the winter sports program of the Junior Chamber of Commerce.

Conductor B. J. MacElhenney, Macy Street, wishes to inform his friends and associates that, thanks to the jibes of "Sam" Mason and a few others, that he has hung up his black derby for the season.

Former Conductor "Jack" O'Neill broke away from his wholesale grocery business in Santa Barbara, long enough to pay a weekend visit to his friends at Macy, last month. "Jack" is getting along nicely, and we all wish him continued success.

A woman's natural desire is to marry a superior, but the hard part is to find one.

Cop: What choo crying about, guy?
 Beggar: Baw, I just found a good recipe for home brew and I ain't got no home!

"Why does a stork stand on one leg?"
 "I don't know."
 "If he'd lift the other one, he'd fall down."

There was a Romeo who said that he didn't care for his girl's bathing suit, and then added, "But outside of that she's all right."

High Crime

"Not a day passes but my wife shows her incompatibility."
 "Ain't it a crime th' way women dress these days?"

Know a little about everything if you have time and an intellectual appetite and capacity, but if you value success, know everything about some one thing.

Man at Theater (to talkative occupant of seat in front)—Excuse me but we can't hear a word that's said.

Talkative One (indignantly)—It's no business of yours what I'm telling my wife.

Nice Girl (leaning out of window): "Hey, Mr. Iceman, have you got the time?"
 Iceman: "Yes, ma'am, but I ain't got nobody to hold the horses."

An Englishman was visiting this country for the first time, and as he was driving along the highway, saw a sign "Drive Slow. This means YOU!"

The Englishman stopped in surprise and exclaimed, "My word! How did they know I was here?"

"Tain't no use to me, boss," said the negro elevator man to the book agent. "Ah don't need no book—Ah knows a heap mo' now than Ah gets paid fo'."

A Kansas boy was told to write a sentence on the blackboard containing the words "horse sense." He wrote "The man forgot to lock his stable door one night and he hasn't seen his horse since."

"What's the matter, Rastus, you seem as mad as a wet hen?"

"Well, why shouldn't I be? The doctor what operated on me foh pindicitus went and sewed me up wif white thread."

APPROVED

Lady (to applicant for position as governess): Why did you leave your last place?

Applicant: I refused to wash the children.
 Children (in chorus): Engage her, mama!—Answers.

Try Chloroform

Pretty Nurse—"Every time I take the patient's pulse, it gets faster. What shall I do?"
 Doctor—"Blind him!"

Typographical Error?

A newspaper editor has been trying to make up his mind whether or not the following sentence in a recent issue of a magazine was a typographical error:
 "I've had a very pleasant evening," she remarked, as Harvey bit her good night.

Lawyer (to flustered witness): "Now, sir, did you or did you not, on the date in question or at any other time, say to the defendant or anyone else that the statement imputed to you and denied by the plaintiff was a matter of no moment or otherwise? Answer me, yes or no."

Bewildered Witness: "Yes or no, what?"



Paying cash for what one wants is a good way to break the habit of wanting too much.

The man who gets what's coming to him doesn't wait for it to come—he goes after it.

Ragpicker: "Any beer bottles today, ma'am?"
 "Do I look as though I drank beer?"
 "Any vinegar bottles, ma'am?"

Mother's Day comes on Sunday, Father's Day on Friday, along with the other poor fish.

"What steps would you take if you saw a dangerous lion on the campus?"
 "Long ones."—Ollapod.

Sales Girl—Could I interest you in some underwear?
 Male Customer—I'll say you could.

The Traffic Problem

First irate passenger (in crowded car)—Do you mind taking your foot off mine?
 Second irate passenger—Certainly not, if you'll take your pipe out of my mouth.

Back Number

A Londoner took an American to see "Hamlet." "You sure are behind the times here," remarked the American. "I saw this play in New York four years ago."—Christian Register.

High Visibility

Doctor—"Where shall I vaccinate you?"
 Modern Girl—"Oh, anywhere; it's bound to show."

"My supper's cold!"
 He swore with vim,
 And then she made
 It hot for him.

The Dusky Pedant

Lawyer—Can you tell if the defendant was expensively garbed?
 Rastus (a witness)—Deed she was, sah. Ah knows expensive garbage when Ah sees it.

He'll Write It Next Time

The poor devil lisped. He was out with a girl.
 He murmured, "I love to thee a girl high."
 And she slapped him.

All's Well That Ends Well

Butler—"Your wife has run away with the chauffeur."
 Husband—"Oh, well, I was going to fire him anyway."

All Right—But!

Two men left a banquet together; they had dined exceptionally well. "When you get home," said one, "if you don't want to disturb your family, undress at the foot of the stairs, fold your clothes neatly and creep up to your room."

The next day they met at lunch. "How did you get on?" asked the adviser.

"Rotten!" replied the other. "I took off all my clothes at the foot of the stairs, as you told me, and folded them up neatly. I didn't make a sound. But when I reached the top of the stairs—it was the 'L' station."

Jesting with Jessica

After Jessie had been to boarding school for a few weeks she began signing her letters home "Jessica." Facetious Thomas, her brother, wrote in reply:

Dear Jessica: Dadia and Momicca went to visit Aunt Lizzicca; Uncle Samicca is buying a new machinica, but he doesn't know whether to buy a Fordica or Chevica. The old cowica had a cafica, and I was going to call it Nellica, but I changed it to Jimica because it was a bullica.

Your brother, Tomica.

Two-thirds of "promotion" consists of "motion."

A change of lipstick now and then is relished by the best of men.

Somebody Guilty

"No girl ever made a fool out of me."
 "Who was it, then?"

At the Polls

"What is your age, madam?" asked the clerk at the polls.
 "I've seen thirty summers."
 "How long have you been blind?"

Guaranteed

Grace—I would only marry a man who has lived and suffered.
 George—I suppose what you want is a widower.

TRIED IT, EH?

Disgusted Diner—You can't expect me to eat this stuff! Call the manager!
 Waiter—It's no use, he won't eat it either.

Auntie Flo Gistine—Remember, dear, curiosity killed the cat.

Little Niece—How, Auntie?

Too Many Creditors

"You say that financial troubles brought you here?" asked the hospital visitor. "How did it happen?"

"I was crossing to the other side of the street to avoid one of my creditors and happened to see another creditor on that side. While I was trying to escape a car hit me."

Plain Murder

Streetcar Conductor—"Madame, this transfer has expired."
 Irate Lady—"Well, you can't expect much else with the cars so poorly ventilated."

Then He Was Shot

Conductor—"Why, didn't you know that it's against the rules of the company to smoke on street cars?"

Patron—"But I'm not smoking."
 Conductor—"But you have a cigar in your mouth."

Patron—"Yes, and I have my feet in shoes, too, but I'm not running."

Safety Razors Banned

A negro entered a hardware store with "blood in his eye."

"Ah wants a razer, an' ah wants it quick."
 "Do you want a safety razor?" asked the clerk.

"Naw suh," replied the negro, "ah wants de most dangerous razer whut you got!"

The Idea!

A speaker had just reached his greatest climax: "In the immortal words of Daniel Webster, who wrote the dictionary, 'Give me liberty, or give me death!'"

The chairman pulled his coat-tails and whispered: "Daniel Webster did not write the dictionary—that was Noah."

"Noah? Nothing of the kind—Noah built the ark."

"What's your name?"

"Watt's my name."

"Yeh, what's your name?"

"My name is, John Watt."

"John, what?"

"Yes."

"I'll be around to see you this afternoon."

"All right. Are you Jones?"

"No. I'm Knott."

"Will you tell me your name then?"

"Will Knott."

"Why not?"

"My name is Knott."

"Not what?"

Brr. clank, crash, stars, etcetera and so forth.

Attorney: "Where was the prisoner milking the cow?"
 Witness: "A little back of the center, sir."

Pure Hibernian

"Give a sentence using the word bewitches."
 "Go ahead—I'll bewitches in a minute!"

Will Rogers says: "An absolutely certain way to solve the parking problem is to pass a law allowing only those cars fully paid for to be left standing on the streets."

Marooned

Mrs. Blue—"How do you control your husband while you are away?"
 Mrs. Black—"I leave the baby with him."

St. Peter was interviewing the fair damsel at the pearly gate. "Did you, while on earth," he asked, "indulge in necking, petting, smoking, drinking or dancing?"

"Never," she replied, emphatically.
 "Then why haven't you reported here sooner?" said Peter. "You've been dead a long time."

Jake Is

John—Alas, nobody knows my sorrow.
 Jake—I didn't even know you were married.

Modern Education

Teacher: Who was George Washington?
 Pupil: He's the guy whose wife makes candy!

Forewarned

Cautious Doctor—"Excuse me for bringing you my bill, but you know how difficult it is to get money out of anyone's heirs."

Flourishing Industries

Teacher—"What is Boston noted for?"
 Johnny—"Boots and shoes."
 Teacher—"Correct. And Chicago?"
 Johnny—"Shoots and booze."

Hoosgow for Smith

Judge: "What's your name?"
 Man: "Smith."
 Judge: "Your occupation?"
 Smith: "Locksmith."
 Judge: "Locksmith up."

Willie: "Did Edison make the first talking machine, pa?"
 Pa: "No, son; God made the first one, but Edison made the first one that could be shut off."

Precaution

Madam (to Chinese man-servant): "After this, when you enter my bedroom, please knock. I might be dressing."

Chinaman: "Me don't need knock. Me allays lookee in kleehole first."

Here's news

An editor of the Far West dropped into church for the first time in many years. The minister was in the very heart of the sermon. The editor rushed to his office.

"What are you fellows doing? How about the news from the seat of war?"

"What news?"

"Why, all about the Egyptian army being drowned in the Red Sea. The minister up at the church knows all about it, and you fellows have not a word about it in our latest. Bustle around, you fellows, and get out an extra special edition."—Exchange.

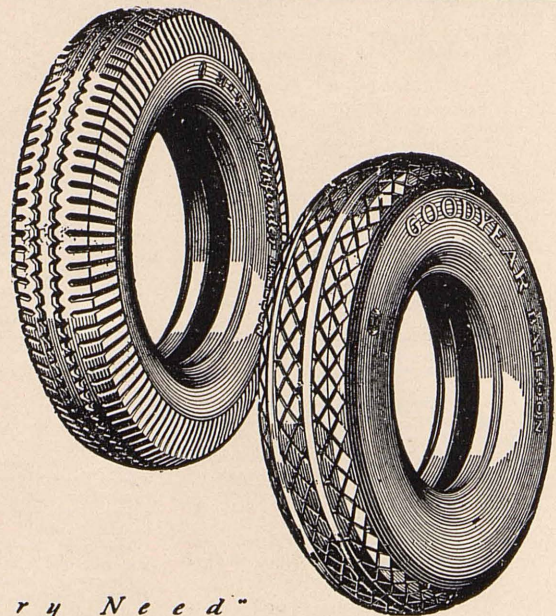
During the Month of February THE PACIFIC MUTUAL LIFE INSURANCE CO. paid the following P. E. Employees Disability Benefits Through the WM. L. THOMAS AGENCY

PARTIAL LIST

Name	Kind of Disability	Amount Paid	Name	Kind of Disability	Amount Paid	Name	Kind of Disability	Amount Paid
Albert, Le Roy F.	Bronchitis	\$ 6.00	Haberman, Chris.	Crushed chest	52.00	Neprasch, Emil	Influenza	18.00
Ayres, Howell M.	Bronchitis	12.00	Harmon, E. R.	La Grippe	20.00	Smith, Ralph H.	Influenza	24.00
Bass, Albert L.	Lumbago	22.00	Henniston, H. W.	Contusion	30.00	Simpson, Arthur F.	Headache	8.00
Bates, Herbert	Arthritis Knee	60.00	Hess, Chas. R.	Bronchitis	16.00	Snyder, Loyal J.	Influenza	10.00
Bailey, Perry P.	Infection sinuses	16.00	Hensen, Alfred P.	Influenza	10.00	Thomas, Lale W.	Broken Arm	10.00
Bothwell, L. W.	Influenza	12.00	Lowe, Ray C.	Influenza	12.00	Trowbridge, John	Influenza	179.25
Burlitt, Wm. Joseph	Influenza	20.00	Martin, Caleb	Myalgia	28.00	Watkins, Orville V.	Myalgia	10.00
Crippe, Grants M.	Bruises	12.00	Ely, Matthew	Influenza	120.00	Watts, Paul L.	Cold	8.00
Carson, Walter L.	Influenza	8.00	McCallum, Lawrence	Herpes Coster	20.00	Welch, Chas.	Influenza	12.00
Fields, Rufus	Stye on eye	6.00	McClellan, F. R.	Cold	10.00	Welch, Charles H.	Influenza	32.00
Foord, Lisle H.	Infected Foot	80.00	Murpury, B.	Bruises	10.00	Wickershaw, Isaac	Influenza	20.00

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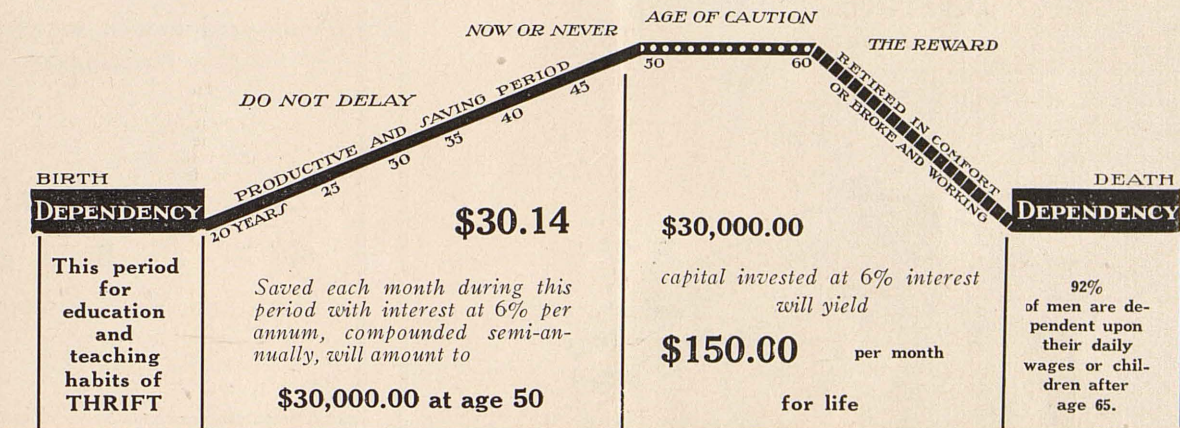
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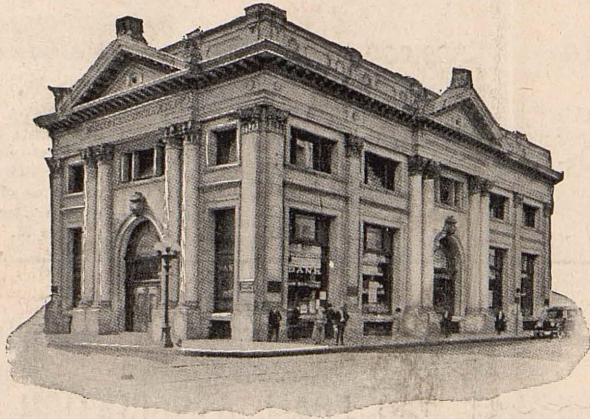
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