

How to Stand -- And Why

What is wrong with the picture? While this was not intended as a puzzle, it would puzzle anyone to find anything wrong with except perhaps that it is "too good to be true."

The principal thing wrong is that it shows an ideal situation but lacks the important feature of NOT showing a crowded loading platform and steps filled with boarding patrons.

Let your imagination supply these details and you will see that this man is still able to look over the heads of those on the steps and make an observation which will enable him to give his starting bells at a time when it is safe for him to do so, but it will also enable him to make his observations so pronounced that anyone noting his operation will give him credit for doing his work properly, and thereby avoid making a report which would result in demerits. Too many demerits are being assessed for violations of the rules and are causing "Hackelbarney" Pierson to tear out what little remaining hair he has left.

Step accidents can only be reduced in number by both members of the crew taking every possible precaution in starting the car safely. An idea of the importance of this feature of the work can be had from the fact that 78% of the demerit slips being turned in daily relate to this phase of operation.

The location of the conductor in this picture, posed by Safety Operator C. W. Allen of Division Four, is approximately correct whether sitting or standing. When a number of passengers are alighting only, the conductor is permitted to step to the other side of the fare box and stand just between the stanchion and the rear seat, but he must be close enough so that no one can pass between him and the stanchion, thus clearing the way for the alighting passengers, but he is not permitted to occupy this position when using his stool.

Let's do it right, fellows, and save getting the "brownies."

There is justifiable complaint by conductors that motormen, especially on multiple unit cars, are not ringing the gong loud enough for a conductor to hear.

Motormen, give your conductor a chance to get you over the road by co-operating with him. Ring the gong as it should be rung.

D. HEALY,
Chief Instructor.

Proper Position at Fare Box Shown by Conductor C. W. Allen



New Bus Schedules

On July 3rd, the Wilshire Bus Line changed its route as mentioned in Bulletin No. 47. The new terminal is now Fifth and Hill Streets.

A new "La Brea Avenue" line will take the place of and extend the Country Club branch of the Wilshire Line, the extension being to Redondo and Edgewood and La Brea and Edgewood.

On the Manchester Bus Line, the leaving time at terminals will be 25 and 55 minutes past the hour.

The Figueroa Bus Line will have additional rush hour service and a new schedule will be in effect on the Beverly Bus Line.

Larys Win Four Games Straight

Yes, sir, the Larys won another game!

Coming up from behind in the ninth inning, the Lary nine evened up the score with Pacific Mutual and then put two runs over in the eleventh inning, which brought home the bacon.

Armstrong, the Larys hard-working catcher, won the bat for the most hits. This was an awkward game for the players, but a good game for the fans.

The Boyle Dayton vs. Santa Fe game was called off on account of vacations, so this will hold the League together for a short time.

New Fire Apparatus

Extensive changes in the fire equipment and apparatus on the company's properties are being supervised by J. J. Johnson, Foreman of Electrical Construction.

These changes call for 70 hose boxes of the latest type; 130 one-quart fire extinguishers containing carbon-tetrachloride; 160 two and one-half gallon "Foam" type extinguishers, and 20,000 feet of two-inch linen hose.

In the garage large red cans containing asbestos blankets have been installed. These cans are suspended from the rafters and by pulling a rope they open and spread the blankets. This type of fire apparatus is especially useful in smothering flames should a mechanic's clothes become ignited through gasoline or oil.

Water barrels are used in storage yards where there is no other fire protection.

There are also three chemical tanks, on wheels, of 40-gallon capacity. One is located at South Park Shops, one at Vernon Yards and a third at 16th Street.

Each piece of equipment is numbered and charted so that replacement or renewal can be readily taken care of.

Claim Investigator Returns

E. M. Carleton, who resigned from the Claim Department of the Company about two years ago to do investigating work for the Automobile Club of Southern California, is back in the Claim Department.

Square and Compass Doings

During the past two weeks, the Square and Compass Club has been kept busy fulfilling invitations to participate in the degree work upon employees who were candidates for the Master Mason Degree. They are as follows:

C. O. Moore of Division Two, in South Park Lodge, on June 21st; E. H. Ellis of Division Four, in Henry S. Orme Lodge, on June 23rd; H. L. Keever of Division Four, in University Lodge, on June 25th, and J. A. Smaby of Division One, in Hollenbeck Lodge, on June 28th.

The Degree Team, under the able direction of J. H. Sheridan, did commendable work and received support by good attendances of club members.

TWO BELLS

Published by and for the Employees of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janett Converse - - - - - Publicity Manager

American Independence

Let every American, every lover of liberty, every well wisher to his posterity, swear never to violate in the least particular the laws of the country, and never to tolerate their violation by others. As the patriots did to the support of the Declaration of Independence, so to the support of the Constitution and laws let every American pledge his life, his property, and his sacred honor. Let every man remember that to violate the law is to trample on the blood of his father, and to tear the charter of his own and his children's liberty. Let reverence for the laws be breathed by every American mother to the lisping babe that prattles on her lap; let it be taught in schools, in seminaries, and in colleges; let it be written in primers, spelling books and almanacs; let it be preached from the pulpit, proclaimed in the legislative halls, and enforced in the courts of justice. —Abraham Lincoln.

Musings of the Old Timer

By George E. Ferguson

"Way back yonder in the days of cheap rent and small pay checks," said the Old Timer, "Harry Bush, who is at present a controller winder out of Division Five, began his term of service down at Division One. This was in the year 1901, and he rip rared and snorted along with the rest of the bronchos of that day, always ready for work or play.

"Down at Division One at that time, Frank Perry, now passed on into the Great Beyond, was in charge most of the time and Harry relates an amusing incident that occurred early one morning. Harry had a roommate by the name of Brown, who was a Knight of the Signal Bell, and of course, a nickel grabber, and both roomed at Perry's house. They had worked a late night run the day previous and were rudely aroused by Frank, who had brought a car out in front of their home, and they were told to get out and get busy at once.

"While dressing they inquired where to go and how, but the only answer they received was to get on the car and go. Where did not matter. They rushed out to the car and after a short parley, decided to go to Second and Spring and call the dispatcher. When asked by the dispatcher what signs were displayed, you can imagine their amazement when they discovered that there was not a sign in evidence. Frank had grabbed a car off the wash track and never even looked it over.

"Playing the game of keepin' 'em rollin', the dispatcher told them to go out to what is now the 'U' route, and he received another shock when informed that no transfers of any nature had been provided, and, furthermore, the 'Con' had neglected to bring his purch along. I'll wager that his nibs, on the board, tore his hair—if any—

but he finally came up for air and murmured in the perhaps pink ear of the lord of the rear platform to borrow some from someone and punch 'em with your lead pencil.

"And so, lads and lassies, they did, and when they returned, all equipment needed was forthcoming and service traditions were again upheld."

Lary Laffs

A Pullman porter was thrown from his car when the train was derailed and flew 10 feet through the air before he hit, head first, up against a concrete post. He lay in a daze, rubbing his head, when the conductor came running up.

"Great Scott, man!" cried the conductor. "Aren't you killed?"

"No," said the porter, getting to his feet, "that concrete post must a' broke mah fall."

Another good memory test is trying to recall which of your neighbors have your rake, lawn mower, pruning shears and garden hose.

Milligan: "If I be after lavin' security equal to what I take away, will yez trust me till nixt week?"

Grocer: "Certainly."

Milligan: "Well, thin, sell me two av thim hams, an' kape wan av thim till I come again."

Isaac and his son were in a picture palace.

"Father," cried little Abe. "I'm so hot. Will you buy me a drink of lemonade?"

"No, my boy," said Isaac; "vait until the intermission."

The boy was not satisfied and soon repeated his request for a cooling drink.

"No," said Isaac again, "vait until the intermission and I'll tell you a ghost story that will make you go cold all over."

BOUQUETS



Left to right: A. Pabst, F. Houschildt, G. E. Hawley, E. W. McCabe, W. H. Snow, J. Brennan, H. E. Tetreault.

The first letter for the bouquets this week comes from a woman who has been a patron of the company for the past forty years and who has watched the development of the system from the old horse car, cable car and first trolley car until the present time. She says she has always been impressed by the courtesy shown by the employes of the company to all patrons and to herself particularly.

her street, and for Conductor Mitchell's extreme care in directing her for making some transfers unusual to her. Mrs. Van Vleet also appreciated Conductor J. W. Godel of Division Two taking special pains to see that she got off at the right corner, and also the fact that he remembered she used to ride with him years ago. Mrs. Van Vleet concludes by saying: "Thank you for having in your employ such



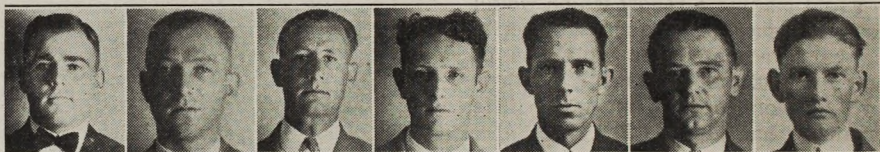
Left to right: C. A. Parham, R. D. Mitchell, J. W. Godel, H. J. Klingsick, R. G. Monahan, E. B. Adams, R. J. Deshields.

Mrs. Susan M. Gorgas Wheeler has had poor health for some time and her physician recommended that she take long car rides each day. She especially commends Conductor A. Pabst, Motorman F. Houschildt, Conductor G. E. Hawley and Motorman E. W. McCabe, all of Division Two, each of whom has shown her very marked kindness. Mrs. Wheeler also says:

men and appreciating their efforts to serve the public so cheerfully."

For Conductor H. J. Klingsick of Division One from William Schrenk for lending him car fare.

For Conductor R. G. Monahan of Division Three from Henry C. Stolz, M. D., for informing him that the street car was turning the corner and would strike the fenders of his automobile,



Left to right: W. F. Lewis, J. G. Hartzell, H. Sydenstricker, C. A. Thompson, T. L. Roberts, C. Whitney, M. V. Howell.

"When the cars are crowded these men are always so patient and obliging it makes me wonder how they can control themselves and keep so calm and kind."

For Conductor W. H. Snow of Division Four from Thomas L. McGettigner for his kindness and courtesy to two elderly women and afterward the same courtesy to himself.

For Conductor J. Brennan of Division One from Sam Palledino for his kindness in lending him car fare when he boarded his car without it.

For Conductor H. E. Tetreault of Division Five from a man who requests that his name not be published, who says: "Just a hurried word to tell you that you have on one of your cars a conductor that is not only a credit to your organization, but a gentleman with a smile and a ready hand to help everyone on the car."

For Conductors C. A. Parham and R. D. Mitchell of Division Four from Mrs. Catherine Van Vleet, for Conductor Parham's courtesy in helping her find

and thereby preventing an accident. Dr. Stolz appreciated very much such strict attention to duty.

For Conductor E. B. Adams of Division One from Miss L. H. Knight for his thoughtfulness in helping her with heavy shopping bag when she alighted.

For Conductors R. J. Deshields, W. F. Lewis, J. G. Hartzell and H. Sydenstricker, and Motormen C. A. Thompson, T. L. Roberts and C. Whitney, and Conductor C. A. Parham, whose picture appears elsewhere in the bouquets, all of Division Four, from Mrs. E. J. O'Shea, President of Parent Teachers Association of the St. Thomas Parochial School, for the courtesy and consideration shown in handling a picnic crowd of children. Mrs. O'Shea says: "The men in charge were all that could be desired. I wish there were more like them."

For Conductor M. V. Howell of Division Three from A. A. Rotberg for his unfailing courtesy and willingness to help women who are burdened with bundles and packages.

Negro Rookie: "I'd lahk ta have a new pair o' shoes, suh."

Sergeant: "Are your shoes worn out?"

Rookie: "Worn out! Man, the bottoms of mah shoes are so thin ah can step on a dime and tell whether it's heads or tails."

Sailor: "P-p-p-p"

Captain: "Well, sing it if you can't say it."

Sailor: "Should ole acquaintance be forgot and never brought to mind—the bloomin' cook's fell overboard and is twenty miles behind."

SHOPS

JACK BAILEY

"Red" F. Catherman, Paint Shop Clerk, and wife have completed arrangements for a two weeks trip by Chevrolet to Berkeley for the first of July. Red's last words were "Good-bye Time Cards." We know he will make fewer mistakes while away.

J. T. Watts, Electrical Wiring Foreman, is now relaxing after a feverish nerve-racking rush to get things far enough ahead so he could rest up for a month, "free from care," at Yellowstone Park and vicinity.

Ben Jenkins, Watchman, has been ill for a week, but we sincerely trust he will soon be with us again. M. Christiansen, Truck Man, is holding the fort.

We had the pleasure of hearing from Miss Rohlff by card from points in Colorado. She leaves the historical summits this week and will be back with her cheery "Hello" soon. She spent most of her three weeks with her mother. (Won't Richard be glad?)

James Giles and Andy Horn, Truck Men, are mountaineering somewhere for their vacation.

The blacksmiths sure have had a hot time this week. Their Foreman, J. Gordon, offers a quick painless extraction of auto horns. Just let your horn get a short and start its work behind locked garage doors. This results in awakening all the neighbors, who call the Fire Department, who do the rest. No harm done, only lock broken, garage door wrecked and car horn dismantled.

Fred Andrus, Winding Room, and family are now on a two weeks outing.

Mr. and Mrs. Rex Guignard, both of the Master Mechanic's office, have left on their vacation. They are making a trip to Big Bear by Ford. Rex reports only excitement was killing a six-button rattler (but no fish).

It is with sincere regret that we announce the death of Mrs. A. W. Harlow's mother, who recently passed away.

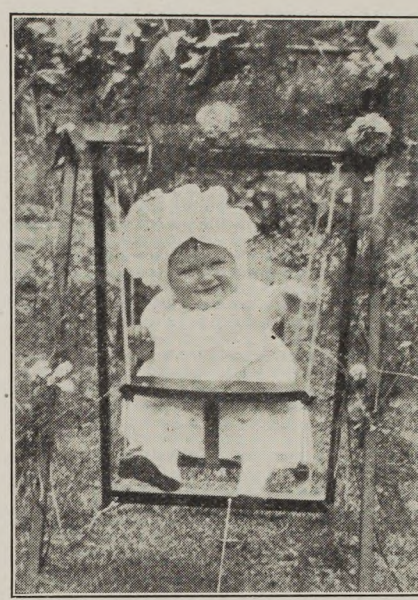
F. O. Rowbottom, Clerk, Electrical Repair Department, is away on a two weeks vacation—destination unknown.

DIVISION FOUR

C. J. KNITTLE

There's a tough gang at Division Four, a bunch of hard eggs who live on nothing but rock candy, brick ice cream and marble cake. Play pinochle? Naw, pardie, no ladies' games for this clique. They play tiddlewinks with manhole covers. Didn't they yank Motorman Roach off'n a car he was pullin' in last Tuesday evenin' and lock him in the boiler room? Yep, and didn't they phone that little lady what worked in the restrunt over yonder who was waiting at home fer Mr. Roach and the minister and tell her if she wanted her motorman sweetie bad enough she'd come down and get him outa the boiler room? And didn't she come tearin' down? YES, SIR! And when her lover was rescued, didn't this kidnappin' gang crowd around and tell the little lady that if she allus rushed to her husband's side in time of distress like she did that itme, a happy married life awaited them? THEY DID DO THAT. May we add our best wishes?

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At the top: Little Miss Gilda Oliveri, 13-months old daughter of Joseph Oliveri, painter, South Park Shops; Walter Patten, 3½-year old son of Motorman H. E. Patten of Division Two, and at the bottom: Henry on the left, 6 years, and William on the right, 5 years, sons of Henry Lock, mechanic, Garage, and little Shirley J., one-year old daughter of Motorman H. Dinning, of Division Two.

Making Of Contracts

Two Bells has been running a series of articles bearing upon the simpler and more frequent forms of legal transactions. These articles are intended as a guide for the benefit of the trainmen and other employes of the Company, who may be called upon in the course of events to make a contract of any kind or enter into other legal relationships. The articles have appeared from time to time as there was space in this paper. However, it has been suggested to Two Bells that the continuity of the articles is lost and that it would be better to publish the balance of the legal information all at the same time. Accordingly, this insert sheet is devoted to this specific purpose.

Communication by Conduct

From what has already been given as to the possible forms of offer and acceptance of contracts, it will have been seen that conduct may take the place of written or spoken words in the making of contracts. If a person asks another to perform service for him for compensation, the latter may generally accept the offer simply by performing the service. His acceptance is inferred or implied by his conduct. Again, if a person allows another to work for him under such circumstances that no reasonable man would suppose that the latter means to do the work for nothing, he will be liable to pay for it. The doing of the work is an offer; the permission to do

it, or acquiescence in its being done, is the acceptance. The offer and acceptance are implied from the circumstances. Contracts thus formed are called implied contracts.

Character, Time, Place, and Mode of Acceptance

The acceptance of an offer, to result in a contract, must be: (1) Absolute and unconditional; (2) identical with the terms of the offer; and (3) in the mode, at the place, and within the time expressly or impliedly required by the offer. If a person offers to do a definite thing, and the person to whom the offer is made accepts conditionally or introduces a new term into the acceptance, his answer is not an

(Contracts Continued)

acceptance; but it is either a mere expression of willingness to treat, or it is in effect a counter offer, which must be accepted or assented to before a contract can result.

It is also essential that the acceptance shall be made in the manner, at the place, and within the time expressly or impliedly designated in the offer. The proposer has the right to dictate terms in respect to the time, place, and manner of acceptance; and when he does so, like other terms, they must be complied with.

Revocation of Offer

Since an unaccepted offer creates no rights, it follows that it may be revoked at any time before acceptance, so that a subsequent acceptance will be inoperative. An offer, although coupled with a promise to hold it open for acceptance for a specified time, may nevertheless be revoked or withdrawn before the time has expired, provided there is no consideration for the promise to hold the offer open. Cases of this kind arise where a person gives another an "option," or the "refusal" of land or goods for a certain time.

It is necessary, however, that notice of revocation shall be communicated, to prevent an acceptance from being effective. As we have seen, acceptance may take effect at the moment it is despatched. A revocation, on the contrary, is not effective until the moment it is received. A person, therefore, who has accepted an offer not known by him to have been revoked, may safely act on the footing that the offer and acceptance constitute a contract binding on both parties. A person who has received an offer by mail or telegraph, and mailed or telegraphed his acceptance, has thereby created a binding contract, although notice of revocation of the offer has been mailed or wired to him before his acceptance.

Lapse of Offer

An offer will lapse, and so be determined without revocation, so that a subsequent acceptance will have no effect: (1) On the efflux of a time specified for acceptance, or of a reasonable time when no time is specified; (2) on its rejection; (3) on failure of the acceptance to comply with the terms of the offer, which is equivalent to a rejection; or (4) on the death or insanity of either party before acceptance.

Offer to the Public Generally

An offer need not be made to an ascertained person, but no contract can arise until it has been accepted by an ascertained person. Take, for instance, the case of a proposal by way of advertisement of a reward for the rendering of certain services, addressed to the public at large, such as an advertisement for the return of lost property; or for the apprehension of persons who have committed a crime, or for certain information. This is an offer, to anyone who shall accept it, of a promise for an act, and becomes a binding promise to pay the reward as soon as any individual renders the services.

Offer as Referring to Legal Relations

In order that an offer or proposal may be turned into a binding contract by acceptance, it must be made in contemplation of legal consequences. A mere statement of intention, for instance, made in the course of conversation, without contemplating a con-

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Making Of Contracts

(Continued from Page Three)

tract, will not result in a binding promise, although acted upon by the party to whom it is made. On the same footing stand engagements of pleasure, or agreements, which, from their nature, do not admit of being regarded as business transactions, such as social engagements, and the like. Transactions intended as a joke or jest cannot result in a contract, for the reason that there is no intention to contract. So also offers, which, by acceptance, may be turned into binding promises, must be distinguished from offers which merely amount to invitations to deal, as where merchants send out circulars offering goods for sale on certain terms, not intending the circular as an offer to become binding on acceptance, but merely as an invitation to persons to enter into negotiations; or where a person wishing to have work done, or to buy goods, advertises for bids or proposals. In these cases, as legal consequences are not directly contemplated, no contract relation arises with persons who may send an order for goods or make bids or proposals, unless they are accepted. Similar to such cases are those in which the parties are carrying on negotiations, and have not yet come to an agreement. So long as the negotiations are incomplete, there is no contract.

An offer or proposal must also be capable of creating legal relations, or no contract can result; and an agreement cannot create an obligation, or legal relations, unless it is capable of being enforced by the courts. It follows that, to result in a contract, the agreement must be sufficiently definite and certain to enable the court to collect from it the full intention of the parties, for the court cannot make an agreement for them.

Contracts

There are three different classifications of contracts recognized by the courts, the first based upon the character of the promises as to time of performance, whether present or future; the second having for its basis the form in which the contract is expressed; and the third depending upon the mode of proof.

Executed and Executory Contracts

As to the present or future performance of their promises, contracts are either executed or executory. An executed contract is one the promises of which are wholly performed. An executory contract is one where something yet remains to be done. If one party has fulfilled his promises, while the other has not, the contract is said to be executed as to one, and executory as to the other.

As to Form

As to form, contracts are divided into: (1) Contracts which are dependent for their validity upon their form alone, or strictly formal contracts; which are (a) contracts of record, and (b) contracts under seal; (2) simple or parol contracts, which may be divided into (a) such as dependent for their validity both on their form and on the presence of consideration, such contracts being those not under seal, nor of record, but which are required by law to be in writing, either with or without a particular form; and (b) such as are dependent for their validity upon the presence of consideration alone, no form at all being required.

The obligations which are called "contracts of record" are: (1) Judgments of courts of record, whether entered by consent or in invitum; although in the latter case the obligation is quasi-contractual, and not contractual in the true sense; (2) recognitions, which are obligations, entered into before a court of record, to do or forbear from doing a certain thing under penalty, as for instance, to appear at court as a witness or for trial, to keep the peace, or to pay a debt.

Contracts under seal, otherwise called "deeds" or "specialties," derive their validity from their form alone, and not from the fact of agreement or consideration. The term "deed" is popularly used as meaning conveyances of land, but in law it also includes a bond, power of attorney, or any contract under seal. To be valid, a deed must be in writing, and must be sealed and delivered. It takes effect from the date of its delivery.

All contracts, except contracts under seal and contracts of record, are called "simple" or "parol" contracts. The word "parol" strictly means by word of mouth, and excludes writing; but the term is applied to all simple contracts, whether they are merely oral or in writing, even though they may be required to be in writing by statute. As we shall see, they all require consideration, the only distinction being the fact that some must be in writing.

Express and Implied Contracts

As to their mode of proof, contracts are divided into express contracts and implied contracts. An express contract is one in which the terms of the agreement are communicated openly, by language or its equivalent. An implied contract is one where there is no open and direct communication of assent, but assent is presumed or implied from the conduct of the parties and the circumstances of the case.

Consideration

The law requires that every simple or parol contract, to be binding, shall be based on what is deemed a valuable consideration. "Consideration" is that which moves from the promisee to the promisor, at the express or implied request of the latter, in return for his promise. As the term is used in the law of contracts, it means a "valuable" consideration; that is, something having value in the eye of the law. If, for instance, one man, by paying another a sum of money, procures a promise from the latter in return to do something for his benefit, the money paid is the consideration for the promise. Consideration, however, need not be the payment of money. It may consist of any right, interest, profit, or benefit accruing to the promisor, or in any forbearance, detriment, loss, or responsibility given, suffered, or undertaken by the promisee, provided the benefit conferred or detriment suffered is deemed of value in the eye of the law.

A promise to do something which is either impossible in law, or physically impossible, is no consideration. And a promise which is so vague and indefinite as to be incapable of enforcement is no consideration for a promise given in return.

If the parties use the solemnities of a deed or contract under seal in which to record their agreement, no consid-

eration is necessary at common law. It is sometimes said that a consideration will be presumed, but the truth is that at common law a seal dispenses with the necessity for a consideration. This, however, has been changed in some jurisdictions.

Parties

The law requires, in addition to natural competency, that the parties shall possess certain qualifications, in order that their contract may be binding upon them. For example, a person cannot bind himself by ordinary contracts until he is twenty-one years of age.

Reality of Consent

The mutual consent which is essential to every agreement, and, therefore, to every contract, must be real. There may be no real consent, and therefore no contract, because of (1) mistake, (2) misrepresentation, (3) fraud, (4) duress, or (5) undue influence.

Illegal Agreements

An agreement is void, and not enforceable at law, and therefore does not result in a contract, if its object or consideration is illegal; that is, in violation of the law. Unlawful agreements may be classified, according to their matter or object, as (1) agreements in violation of positive law; and (2) agreements contrary to public policy.

Operation of Contract

As a general rule, since agreement is necessary to every true contract, a contract can neither impose liabilities nor confer rights on a person who is not a party to it. But there are apparent exceptions to this rule: (1) Where one person represents another in entering into a contract; that is, in the case of contracts made through agents; and (2) where the rights or liabilities created pass to a person or persons other than the original parties by assignment.

Assignment of Contracts

Under some circumstances a person, not a party to a contract, may take the place of one of the parties. This substitution is called "assignment" of the contract; and may be either (1) by the voluntary act of the parties, or (2) by operation of law. A person cannot assign his liabilities under a contract without consent of the other party thereto.

Discharge of Contract

By discharge of contract is meant the loosing of the contractual tie and the freeing of the parties from their rights and liabilities under the contract. It is not meant necessarily that the parties are free from liability to an action for breach of the contract. The modes in which a contract may be discharged in this sense are: (1) By agreement; (2) by performance; (3) by breach; (4) by impossibility of performance under certain circumstances; and, (5) by operation of law.

Insurance

A contract of insurance is a contract whereby one person (usually a corporation) undertakes to compensate another if that other shall suffer loss. If the contract of insurance is reduced to writing, the instrument by which it is evidenced is called a "policy." Contracts of insurance are of different kinds, according to the nature of the loss against which a person is insured. The most common kinds of insurance are: (1) Fire insurance, which indemnifies against the results of fire; (2)

marine insurance, against the perils of the sea; (3) accident insurance, against unforeseen and accidental injuries; and, (4) life insurance, which insures against death. There are also at the present time various other kinds of insurance, as insurance of plate glass, boilers, etc., insurance against hail, tornado, lightning, theft, etc., health insurance, employers' liability insurance, guaranty insurance, credit insurance, fraternal and benefit insurance, etc.

A Hand On Your Shoulder

When a man ain't got a cent,
And he's feeling kind of blue,
And the clouds hang dark and heavy
An' won't let the sunshine through,
It's a great thing, O my brethren,
Fer a feller just to lay
A hand upon your shoulder
In a friendly sort o' way.

It makes a man feel curious,
It makes the tear drops start,
An' you sort of feel a flutter
In the region of your heart!
You can look up and meet his eyes;
You don't know what to say
When his hand is on your shoulder
In a friendly sort o' way.

Oh, the world's a curious compound,
With its honey and its gall,
With its cares and bitter crosses—
But a good world after all,
An' a good God must have made it—
Leastways, that is what I say
When a hand is on my shoulder
In a friendly sort o' way.

—James Whitcomb Riley.

Willie was dejectedly walking home from school and his woebegone appearance attracted the attention of a kind hearted old lady.

"What is troubling you, my little man?" she asked.

"Dyspepsia and rheumatism," replied Willie.

"Why, that's absurd," remarked the old lady. "How can that be?"

"Teacher kept me in after school because I couldn't spell them," was Willie's dismal answer.

"How are you getting along at school, Henry?" asked the father.

"Fine," answered the son. "I have learned to say 'thank you' in French."

"Good," came back the father, "that's more than you ever learned in English."

FOR SALE

Young Laying Hens, 30 Rhode Island Reds and 20 White Leghorns. Also 115 three and seven-week old chicks, Rhode Island Reds and White Rock, all for \$100. B-80.

Gas Stove, Hamson, high oven, white doors, splashers and broiler, nearly new. B-81.

TRADE

One-ton Ford Truck, with stake body. Will trade for Piano, Studio Grand preferred. Will give or take difference. B-82.

FOR RENT

Three-room House, with sleeping porch and garage; \$25 a month. 341 E. 65th St. B-83.

Bulletins

ISSUED JULY 4, 1927

STREET CAR

NO. 95—NOTICE TO CONDUCTORS
Pass No. 7044, issued to J. H. Lawrence, Conductor, Division No. 2, and Pass No. 5552, issued to Hugh O'Neill, Conductor, Division No. 4, are reported lost. If presented for transportation, take up, collect fare and send to this office with report.

NO. 96—NOTICE TO CONDUCTORS
Pass No. 3174, issued in favor of Mary L. Kimble, which was reported lost in Bulletin No. 93, has been recovered.

NO. 97—NOTICE TO CONDUCTORS
Firemen's Pass Book, No. 30241, issued to Capt. Herbert E. Dikeman, is reported lost. If presented for transportation, take up, collect fare, and return to this office with report.

R. B. Hill

BUS

NO. 46

Effective Sunday, July 3rd, 1927, the following instructions governing the collection of cash fares on the Wilshire Boulevard Line will supersede those shown on page 8 of 1927 Instructions to Conductors and Operators.

All buses on this line are now equipped with electric fare boxes, which will take either nickels or dimes; both coins being placed in the same slot.

When leaving Carthay Circle Theatre, EASTBOUND bus will be operated PAY AS YOU ENTER. Conductor must stand on rear platform and require passengers to deposit cash fares in box. Should box become inoperative, passengers should be allowed to enter bus and take seats, after which conductor will make hand collection and issue cash fare receipts as at present.

No change will be made in present method of fare collection WESTBOUND leaving Fairfax Avenue for Carthay Circle Theatre.

NO. 47

Effective July the 3rd, the eastern terminal of the Wilshire Boulevard Line will be changed from its present location on Olive Street to west side of Hill St., immediately south of 5th St. The route of buses from 8th and Grand will be changed to run as follows: East on 8th St., north on Olive St., east on 5th St., south on Hill St., west on 8th St., and thence over the regular route.

All buses will run through to Fairfax and a shuttle bus (La Brea Ave. Line) to connect with main line buses will be placed on La Brea Avenue and will operate from the corner of Wilshire and La Brea as follows: South on La Brea, west on Edgewood, north on Redondo Blvd. and La Brea Avenue to 8th St., thence east on 8th St., north on Sycamore, west on Wilshire Blvd. to La Brea, the point of beginning.

Stan Hanken

Introducing New Men

The following men have been sent to their divisions during the week ending Wednesday, June 29th:

To Division One: Motorman H. D. Ortega, Conductors R. O. Henrickson, B. V. Peacock, P. Cummings. To Division Two: Motormen G. C. Culver, H. W. Gilbert, S. E. Starkey, Conductor W. W. Schmidt. To Division Three: Motormen F. W. Rittmann, D. J. Weeks, M. J. Dauk. To Division Four: Motormen J. M. Hoffman, V. V. Allen, L. J. Burke, Conductors C. H. Hudon, W. L. Miller. To Division Five: Motorman H. V. Cage.

Legal Question Box

Q. Is a power of attorney valid if executed by a minor? F. R.

A. No.

Q. May a wife sue her husband to recover possession of her separate real property? A. J.

A. Yes. The statutes giving married women control over their separate estates have changed the common-law so far as to permit a wife to maintain against her husband any action for the recovery of or for injuries to any part of her separate estate.

Q. Plaintiff sued upon a note for \$100.00. He alleged that it was intended, when the note was executed, that the note should be for \$1000.00; that the amount as written was a mutual mistake; and asks judgment merely for \$1000.00. May he recover on proving the note and the other facts alleged? J. F. B.

A. Yes. The facts pleaded show a right to reformation and the court will grant any relief legal or equitable to which plaintiff is entitled on the facts pleaded and proved, whether the specific relief be asked or not.

Q. What is meant by the execution of a judgment? C. F.

A. It is the putting the sentence of law in force.

Q. What is a common carrier and what are his duties? J. R. S.

A. Everyone who offers to the public to carry persons, property, messages, excepting only telegraphic messages, is a common carrier of whatever he offers to carry. He must, if able to do so, accept and carry whatever is offered to him, at a reasonable time and place, of the kind he undertakes or is accustomed to carry, and he must exercise due care.

Vacationing

L. W. Sweeney, Traffic Department, is touring British Columbia with his brother.

J. E. Marsh, Dispatcher, is touring Owens Valley and hiking the High Sierras.

From the Schedule Department: E. A. Tower is vacationing at Camp Baldy. George Spilker, whereabouts unknown. C. G. Shields, whereabouts unknown. R. W. White, local beaches. G. H. Woolley, Lake Elsinore. R. B. Reinert, whereabouts unknown. F. A. Nordkve of the Schedule Department and Mrs. Nordkve of the Claim Department will spend their vacation in San Francisco and vicinity.

From the Claim Department: C. H. Conrad, whereabouts unknown. Glen Goodrich, in Riverside. W. H. Sullivan, Los Angeles and vicinity. L. P. Sayers, in San Francisco and Yosemite Valley.

From the Auditing Department: Miss Florence Bennett and Miss Elizabeth Goss in Avalon, Catalina Island. E. P. Brooks, touring Southern California with family in the "flivver." Mrs. Aline Karcher in Balboa. L. C. Grimm in Los Angeles and local beaches. Leon De Mara and J. C. Yarbrough are on a fishing expedition near Bishop, Calif.

O. T. Elrod, Assistant Chief Instructor, will celebrate on his vacation by completing plans for his new home.

C. A. Kern, Instructor, will spend his vacation improving his rabbit ranch he recently purchased.

E. J. Lamm of the Stationer's Office will spend his vacation in San Antonio, Texas.

Former Towerman at Perris, Calif.

J. M. Sharp, formerly Towerman at 9th and Spring Streets for a number of years, has a gas station and cold drink establishment between Perris and Elsinore, on the Inland Route to San Diego.

Sharp writes that he is isolated out there and would appreciate visits by his friends and co-workers of the Company when passing that way.

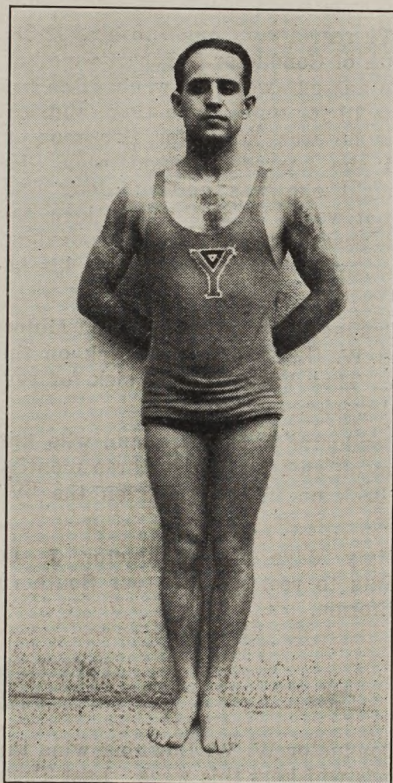
His postoffice address is Perris, Calif. Fellows, give him a visit.

Wedding Bells

Conductor L. Klaris of Division Two was secretly married on the third of last month. He did not mention it to anyone, and it was found out quite by accident. We wish you both all kinds of good luck, Klaris.

Ding, dong, ding. Then Operator B. B. Towsley of the Bus Division promised to love and cherish Miss Virginia Bean, who also promised, and they were pronounced man and wife. The wedding took place at the home of the groom in Inglewood, June 27th. They are scheduled to spend their honeymoon at Catalina and in the mountains. Their first meeting was two and a half years ago when Towsley was driving for a laundry company and Miss Bean was working in the office. The boys of the division congratulate the bride and groom and wish them a long, happy married life together—and thanks for the cigars.

George Oliver



If it's diving you are talking about, let us introduce to you George Oliver, Mechanic of the Garage, who, in a recent demonstration of swan, jack-knife, standing-sitting, double somersault dives, etc., ad lib., carried away first honors. Oliver competed against several of the best divers in the city at a Swimming and Diving Meet held at the Hollywood Athletic Club, in which several athletic clubs and the Y. M. C. A.'s participated. His diving won the cup for the Y. M. C. A. of Los Angeles.

And to top all this, he has just become the proud daddy to a 7½-pound baby boy—George Oliver, Jr.—and some day when Junior is old enough, he's going to learn to dive and swim like his Dad, and maybe we'll get a picture of him, too.

Engineers at Work

Work is under way on Angeles Mesa Drive, between 60th and 67th Streets, to raise the tracks to conform with the new street level at this location.

New ties are being installed and when this is completed, the paving will be commenced.

No Game Saturday

How the League stands:

Team—	Won	Lost	Pct.
Boyle Dayton	10	1	.910
L. A. Railway.....	6	6	.500
Santa Fe	5	6	.450
Pacific Mutual	2	10	.167

Instruction Department News

Effective July 1st, Instructor A. B. Parker will return to the position of motorman at Division Three. This change is at the request of Mr. Parker, who has been on night work for approximately four years and who feels that a change to day work will be beneficial. Chief Instructor Healy deeply regrets to lose Parker, as he has worked hard and faithfully in the performance of his duties in the Instruction Department.

Motorman C. E. Kelley of Division Two will fill the vacancy left by A. B. Parker. Kelley entered the service of the Company in January, 1912, and has been breaking in students for a number of years.

Chief Instructor Healy is also using two extra men in his department for about three days per week apiece. They are Motorman M. McConnell of Division Five, who entered the service in October, 1920, and Motorman J. T. Edmiston of Division Three, who was employed in July, 1923.

Appreciation

We desire to express to you our appreciation and thanks for the beautiful flowers and the kind thoughts which accompanied them in our hour of bereavement.

J. Dalton Robertson and Family.

Your kind expression of sympathy is deeply appreciated and gratefully acknowledged.

Esther Laysal.

We wish to thank the Los Angeles Railway for the kindness shown us during the sickness and death of our dear husband and father, E. H. Fisher.

We also appreciate the money sent us by the Company.

Mrs. Katherine Fisher, Mildred Fisher, Mae Fisher.

DIVISION ONE

H. N. COLE

Almost invariably the joke is on the other fellow, but this time it is on ye humble scribe. Several days ago he had occasion to pose for a photograph. The photographer substituted his glasses for a pair of rims minus the lens, in order, it is presumed, to avoid the glare of the light and at the same time retain his dignified look. The scribe forgot all about the empty frames till he was back at the division ready for work, when the rims released their grip and fell to the floor. Then he was reminded of the old question, "Who's looney now?" And the question was settled there and then.

This joke has to do with a supervisor whose name was not mentioned, but who has a red head. Two automobiles came together near this supervisor's home some time during the night. He observed that the line was tied up and he hastened out bareheaded to help untie it. In the meantime, a lady came up and took in the situation and remarked, "Look at that man with his head all bleeding helping straighten things out."

If you see Motorman J. W. Hile staggering around on Saturdays, it isn't because he has received a shipment of wet goods or that he was out late the night before, but it will be because he has just come in off the Mateo Shuttle, where the continual round of pleasure lasts for one hour. Hile says it is great. Just like old times.

Conductor L. E. Adkins is on his way back east. Canton, Ohio, is his destination, and he expects to be away for sixty days.

BUS DIVISION

ELMER WOOD

The boys are still trying to solve the mystery as to how Conductor V. G. Smith received so many scratches on his face about a month ago. It seems as though no one has been able to secure the correct information concerning the event.

Supervisor C. R. Bove and Operator W. P. Eunson are on a 14-day leave of absence.

It has been discovered the reason Operator J. W. Cook did not go home one day last week was because an officer with a warrant was waiting at the door. But the mysterious part about it is how did Cook slip into the house the next day without the officer seeing him?

GARAGE NEWS

Now that the new switchboard is in action, it will be advisable not to use profane language while talking over the telephone. Anyone desiring to see how the board works, just come upstairs and see Miss Nordmark—I mean Mr. Nordmark—and he will gladly explain everything to you.

Great excitement was stirred in the Garage last week when a 36x8 bus tire blew out. The report was so loud that men from all over the shop rushed to the scene to see what happened. Keller, a mechanic, who was working on the brakes at the time, was just picking up a wrench when the explosion occurred, and he was so badly scared he couldn't speak for five minutes afterward. His face was the color of a piece of paper.

The boys of the Garage extend their deepest sympathy to the family of Dean Ovard, whose stepmother passed away last week.

Motorman R. J. Orphan has returned from a sixty days trip to Bevier, Mo. Returning, he says he made the trip in nine days. He encountered lots of water on the trip, but his Essex coach was equal to the emergency.

Clerk Roy Ruggles and Superintendent Williams spent the week-end at the ranch of R. W. Miles, formerly a motorman out of this division, at Yucaipa. They killed as many rabbits as they wanted and reported a very enjoyable time.

Clerk Charlie Farrah leaves Sunday, headed north. He is undecided just where he is going, but he will be going a week and coming back a week, and expects to come in contact with lots of fresh air.

Motorman S. B. Sloan is taking thirty days off to see the sights of Yosemite.

Conductor P. A. Beaufoy also is driving to the Yosemite, and will be away thirty days.

Conductor H. E. Weaver, a member of the Lary Orchestra, has gone on an extended visit to Greeley, Colo.

Conductor D. A. VanDyke and Motorman J. O. Huffman spent last Sunday deep sea fishing off Santa Monica. They caught a few fish and a great deal of sunburn.

Conductor M. F. Hurst left last Friday night to spend the week-end and the Fourth at Sequoia National Park.

Motorman McCormick wants to know why so many young trainmen, while off duty, are seen hanging around 9th and Boyle Avenue. He just wonders what the attraction is.

DIVISION FOUR

(Continued from Page Three)

F. W. Seega, our Assistant Yardmaster, left July 1 for New York City in his recently purchased Buick. With the hundred dollars worth of accessories and the conscientious driving lessons which Switchman Ervin gave him, we predict a safe and comfortable trip. He has ninety days to make it.

Most accidents deserve a report, but when a man grabs a fast moving car and his straw hat loses its balance, falls off and he falls on it, although neither fall off the car, it is just a bit of tough luck for the crew. The incident happened on Motorman P. E. Doll's car last Monday.

Conductor G. Granger and Motorman R. E. Converse returned last Wednesday from a forty-five-day leave, during which they toured throughout California, spending several days in the High Sierras.

This week the poisoned peanuts go to the hombre who asks you what time it is, then says you are two minutes slow.

Motorman J. P. Dewey is taking a ten-day rest.

Janitor Leon Robinson is spending his annual two weeks vacation at Catalina.

Conductor G. F. Whitehead, Motorman M. F. Lourdou and Safety Operator J. P. Benedict fished off Redondo last Wednesday and returned with over a hundred good sized fish, mostly barracuda and bass.

Motorman P. H. Kelly is on a ninety-day leave.

Conductor J. L. Johnson is taking a sixty-day vacation.

DIVISION TWO

E. A. MOXLEY

Word was received from George Coulter, somewhere in New Mexico, complaining about the heat. He had new tires to start with and due to the heat it was just "take them off, put them on and pump, pump, pump." If he hasn't had too much bad luck, he should be in Illinois by this time enjoying himself, but dreading to start back.

John Rhodes returned from his vacation, which was spent at the beaches, and is all tanned up.

The scribe took Bob Frazier and Mr. Bliss out to see Dave Wood Tuesday. Bob and Dave had quite a chat about the horse car days. Dave is nicely fixed on a couple of acres near Arcadia, and he would be glad to see any of the boys who are out that way.

Motormen L. G. Barnard and M. R. Chamblin have been granted two weeks apiece, to rest up and possibly make a few trips to the beach.

Conductor A. J. Holman has been granted sixty days to go to Iowa to visit a sister who has been very ill.

We regret very much to hear of the death of Conductor Gearhart's mother, who passed away last week. She had been ill for quite some time, and last year he was home for two months, and she improved considerably. He thought she was getting along fine, and it was a great shock to hear she had passed away. The boys extend their sympathy to Gearhart in his bereavement.

Conductor W. T. Haynes and Motorman W. G. Caldwell are back on the job. They have been off sick for several weeks.

Conductor I. B. Markham, who has been off sick for nearly three months, is back on his own run on the "V" Line.

Sixty days for Conductor J. G. Frantz to rest up and tour Southern California.

DIVISION FIVE

FRED MASON

Conductor W. W. Downing wins the wart's whiskers this week. Last Tuesday he was working Line "F" and his car was changed off at 54th and Hoover with a 600 type car. After he had transferred all his passengers and was ready to go, he noticed that he had an Ohmer register and asked the supervisor, who was present at the change-off, if he had an Ohmer key. The supervisor did not have one, so away they went. Downing, of course, had one busy time going through town making change and keeping change, but got by all right. Upon arrival at the Fourth and Anderson terminal he discovered, much to his amazement and joy, that he had a farebox all the time, but it was on the front end.

Clerk W. E. "Baldy" DeMuth kicks off on his annual two weeks vacation on Monday, July 4th, but will lay off the fire crackers for fear of getting his hair singed. We do not know where he's going to work up the old coat of tan, but we've got a hunch it will be Lawndale tending the cows and chickens.

Motorman Louis Larson blew in from his trip to Bloomington, Calif., at 3 p. m. on Tuesday last and went straight to work the following day, one week ahead of time. Louis said he had a wonderful time, and although

DIVISION THREE

L. VOLNER

As predicted, Motorman C. T. Morgan has returned to his position on the cars after being satisfied he did not want a truck driving job.

R. F. Hutton is spending several days in the San Gabriel country working on his gold mine.

Motormen H. Harrison and S. O. Huddleston and Conductor A. E. Chauvet are en route to Texas by auto, where they will visit for a few days.

Our friends on Hooper Avenue have quite a time boarding cars since the street has been dug out preparatory to being paved, but the inconvenience is taken good naturedly and they say that Hooper Avenue is the first street to have an elevated line.

Conductor P. C. Stebbins is now sporting a police badge. We know he will make a good officer, for he is of the right type to make good in that line. His many friends on the "B" line will greatly miss him.

Motorman A. V. Fee is taking a three months vacation, which he will spend in Montana.

The street cars are used for other than riding purposes. A lady stopped Conductor F. C. Mead's car, asked the time of the day, thanked him and walked away.

Motorman D. M. Stevens will spend the next three weeks in Texas.

Mr. Daniel Hanley hasn't eaten solid food for the past two weeks and his friends were quite alarmed at his sudden loss of weight, until it became known that he is training and will act as pinch hitter for Harry Tuttle at the Company's Restaurant, 28th and Idell, for the next few weeks while Harry chases squirrels around Camp Baldy. Dan dares any of his friends to try and put him out.

Our Foreman, J. G. Owens, is spending his vacation with Mr. Tuttle at the latter's cabin on Mount Baldy.

badly in need of a shave, he looked good.

The first was a popular day for vacationists. Look 'em over:

Motorman Ed Austin, 60 days, to Yosemite.

Motorman "Heine" Heinzman, two weeks to Sonoma. That's going to be a hot one and Heine's Hudson Super-Six Sedan is going to learn about tours from him.

Conductor Fred Buxton, 30 days, every day a fish day, as Fred's quite an angler. He'll be found at any of the beaches where fishing prevails.

Conductor George Baltas, 30 days, to San Francisco. That sounds like a jail sentence.

Conductor Tommy Carey, 30 days, and he will either borrow his Dad's Flint or use his own Oakland coupe and step out for Portland, Ore.

Ed Kasal is back on the job after a couple of weeks vacation and switched from days to nights. Yes, Ed's a switchman. He celebrated his return to work by losing his pocketbook, the second time in two weeks, and found it himself, also the second time in two weeks. Said he didn't care for the money that was in it, it was the plug of chewing tobacco he wanted.