

Seated, left to right: R. E. Palmer, H. Brady, L. G. Dahlbrink, J. J. Griffin, A. W. McFarland. Standing: C. Willcuts, J. L. Steele, H. Conklin, F. A. Christy, supervisor; H. G. Wilcox, W. S. Service, A. A. Rooke.

During any war there is always a lot of "flag waving," but for a peaceful occupation these young fellows wave a green flag at street cars passing over steam-road crossings, and at that they find it much healthier waving a green flag at a street car than to wave a red flag at a bull. As street cars are peaceful creatures, this possibly accounts for the longevity of the boys.

R. E. Palmer, who has served thirty-eight years with the company, came to Los Angeles from Illinois.

H. Brady, thirty-eight years of service, hails from Ireland.

L. G. Dahlbrink, thirty-six years of service, is from Farmington, Wis.

J. J. Griffin, thirty-five years of service, from County Roscommon, Ireland.

A. W. McFarland, twenty-seven years of service, formerly worked for the Grand Trunk Railway in Canada.

C. Willcuts, twenty-seven years of service, hails from Marion, Ind.

J. L. Steele, thirty-three years of service, came here from Oregon.

H. Conklin, twenty-six years of service, formerly worked on the interurban railway service in St. Louis, Mo.

F. A. Christy, supervisor, thirty-one years of service, comes from Jamestown, Ohio. The company did not hold this against him and made him supervisor of the Operating Department in December, 1924.

H. G. Wilcox, twenty-seven years of service.

W. S. Service, twenty-six years of service, hails from Ashland, Neb.

Last, but not least, A. A. Rooke, twenty-six years of service. Rooke worked on the horse cars and cable cars in Chicago before venturing west to Los Angeles.

Watch Inspector Changes Address

Donald Nicolson, official Los Angeles Railway watch inspector, has moved to larger quarters, and his new address is now 1157 South Broadway, ground floor, Chamber of Commerce Building.

Mrs. Roberts Regaining Health

Mrs. John S. Roberts, secretary to the General Manager, who has been ill for some time, will be glad to receive friends at her home, now that her physician considers her health sufficiently improved to permit visitors.

Gas Station Under Way

Ground is being broken at the Bus Division for the new Gas Station.

This new station will have four islands to accommodate the buses for gas, oil, water and air. Three pits are to be constructed to facilitate draining the oil from crankcases; three 8000-gallon tanks for gas; one 2000-gallon tank for distillate, and two 2000-gallon tanks for oil, both light and heavy.

The sheds will consist of steel frames with corrugated iron roofs. There will be accommodations provided for attendants and desk space for keeping records.

Lois Frame Visits Offices

We were very pleasantly surprised to have Mrs. Lois Frame, former secretary to George Baker Anderson, manager of transportation, call in on us the other day.

Lois is here from Oklahoma on a month's visit. She is to leave very shortly with her mother and sister to visit her young brother, Robert, in Chicago. Robert is an accomplished acrobat and hand balancer, appearing in vaudeville circuits in the large cities.

Come back again, Lois, we are always glad to see you.

"Ed" Smith in Hospital

Edwin E. Smith of the Transfer Bureau is in the Methodist Hospital, where he has just undergone a serious operation.

"Ed" is coming along very nicely and would appreciate visits from the boys.

Making Of Contracts

(Continued from June 6th)

Mutual Assent—Acceptance of Offer

The parties must not only be capable of an intelligent assent, but they must actually give their assent; and the assent of both must be to precisely the same thing, and at the same instant of time. Consequently, if one assents to a certain thing, and the other assents to it only with modifications; or if one assents to it at one time and the other at a different time, no agreement or contract arises therefrom. From that it is clear that an offer must be accepted before it can become a binding promise. This rule springs from the very nature of contract as involving the element of agreement.

Communication of Offer and Acceptance

Manifestly, there can be no agreement until the mutual assent is communicated between the parties, or put in a way to be communicated. It is plain, for example, that without communication of the offer there can be no agreement. Thus, in the case of an offer of a promise for an act, if the offeree does the act in ignorance of the offer, he is not entitled to the benefit of the promise. If an offer contains on its face the terms of a complete contract, the acceptor will not be bound by any other terms intended to be included, unless he knew those terms, or had their existence brought to his knowledge, and was capable of informing himself of their nature.

It is also said that the acceptance must be communicated, but this is true in a restricted sense only. The rules on this subject may be stated thus: Where the offer contemplates

the performance of or forbearance from an act as the consideration of the promise of the offerer, the performance or forbearance is an acceptance, unless the offerer expressly or impliedly prescribes that the acceptance must be communicated. Where the offer contemplates a promise as the consideration of the promise of the offerer, communication of the acceptance is essential, unless the offer contemplates that the performance of some overt act manifesting an intention to accept shall be an acceptance, in which case performance of the act is an acceptance. Where the offer contemplates the dispatch of an acceptance by means beyond the acceptor's control, as by the mail or telegraph, or by the offerer's messenger, an acceptance so dispatched is effective from the time of dispatch, unless the offerer makes the formation of the contract dependent upon actual communication to himself; and the contract, being complete on dispatch of the acceptance, is binding notwithstanding the acceptance is lost and does not reach the offerer.

From what has just been said, it will be seen that, while the assent of both parties must be at the same instant of time, it is not necessary that the communication shall be simultaneous. This would often be impracticable. As a rule, the law requires communications to be made within a reasonable time of each other, and what is a reasonable time depends upon the circumstances of the particular case. Communication may be either by written or spoken words, or by conduct, or partly by one and partly by the other.

(Continued in next issue)

Azuride Popular With Patrons

Record Shows 136,850 People In Los Angeles Read Azuride

The May 15th issue of Azuride, the little pamphlet the company distributes through the "Take One" boxes on the street cars, was the banner issue of its existence.

One hundred and thirty-eight thousand copies were placed on the cars on May 1st. On May 14th, at midnight, when those left were taken out of the boxes, there were only 1150; a percentage used of 99.17, which all advertising people will agree is an exceptionally high average.

Superintendent Dickey's Division Two, is the banner division, with a percentage of used Azurides of 99.84; 31,200 Azurides were placed on the cars of Division Two and only 50 copies were turned back.

Division Five comes next with a per-

centage of 99.40, having turned back 150 out of 25,050. The standing of the Divisions is as shown:

	Issues	Leftovers	Pct.
Division 1.....	26,100	250	99.04
Division 2.....	31,200	50	99.84
Division 3.....	33,150	400	98.79
Division 4.....	22,500	300	98.67
Division 5.....	25,050	150	99.40
	138,000	1,150	99.17

Trainmen are urged to read Azuride as it has much information in it that can be used in answering questions, and sometimes complaints, of car riders. It is not a task to read it or else it would not be widely read by the riding public, and it always has a laugh or two between the lines of more serious matter.

~ TWO BELLS ~

Published by and for the Employes of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janett Converse - - - - - Publicity Manager

Flag Day

The Continental Congress, on June 14th, 1777, adopted the Stars and Stripes as the National Flag. On the one hundredth anniversary of this event, June 14th, 1877, the government at Washington requested all public buildings to float the flag in honor of the day.

The first successful attempt to make Flag Day a national holiday was by the formation in 1896 of the National Flag Day Society, which had for its object the forwarding of patriotism among schools, clubs and industries and the establishing of June 14th as a day to be set aside by the National Government for reverence to the flag of our Country.

The efforts of this group of patriotic people were rewarded on June 14th, 1916, when President Wilson issued the "Flag Day" proclamation, calling for the national observance of the day.

Legal Question Box

Q. Will you please explain what is meant by the "Arraignment" in a criminal case?
J. B.

A. As a preliminary to the trial, the prisoner is arraigned—that is to say, he is called to the bar of the court, where the indictment, information, or presentment is read to him, and he is asked whether he is guilty or not guilty. The prisoner may then respond, if he chooses to do so. If he pleads guilty, a trial becomes unnecessary. If he declines to plead, a plea of not guilty is entered. If the indictment is insufficient as a matter of law on the face of it he may demur.

Q. My father was intending to convey certain land direct to me when my brother interfered and advised my father not to convey direct to me but to convey to him, promising if my father would do so, he (my brother) would hold the land in trust for me. Subsequently, my brother refused to recognize the trust and I filed a complaint to compel him to convey the land to me. Do you think I should win my case?
W. G.

A. Yes. The complaint should be sustained, for the reason that your brother obtained title by fraud upon your father, and also in accordance with the maxim that "equity will regard that as done which ought to be done."

Q. A surviving partner gave partnership notes for a firm debt. He also gave a mortgage on an estate. A complaint in equity to foreclose was brought against him, and the heirs and administrators of his deceased partner. It turned out, on the hearing, that the estate on which the mortgage was given never belonged to the partnership. The lower court dismissed the complaint as to the foreclosure; but gave a decree for the amount of the notes. Is this correct?
C. L.

A. No. As soon as it appeared that the mortgage was void, the court, sitting as a court of equity, lost jurisdiction (or rather, it then appeared that such court had no jurisdiction) to proceed further in the cause. It should have dismissed the complaint, and left the complainant to sue at

law. A court of law would have full jurisdiction to give judgment on the notes.

Q. How may writing be proved?
J. E.

A. (1) By anyone who saw the writing executed. (2) By evidence of the genuineness of the handwriting of the maker; or (3) By a subscribing witness.

Q. Will you please give the steps in foreclosing a mortgage?
W. S.

A. (1) File an action in foreclosure in the Superior Court. (2) File notice of action in County Recorder's office. (3) Trial and judgment. (4) Issuing of writ of execution and advertising the sale. (5) Public sale. (6) Issuing of certificate of sale under execution, and (7) Sheriff's deed.

Q. If real estate is held by two in common, and they want to partition, what advice would you give? That is, where the property is not subject to division?
C. M.

A. Sell the property and divide the proceeds according to their several interests.

Q. What action can be taken by one party to a contract when it is broken by the other party?
D. H.

A. Action upon a breach of contract.

Q. What is the effect on a separation agreement of the parties subsequently living together again?
G. S.

A. Void.

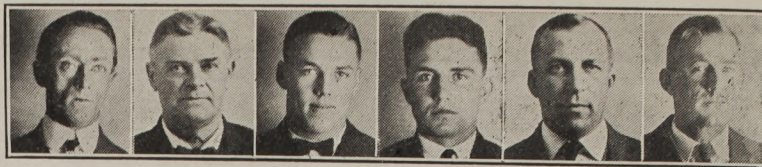
Q. Is a husband liable for necessities furnished to his wife where she refuses to live with him? Is he liable where she has a sufficient income of her own?
E. W.

A. Yes.

Q. In what respect does larceny differ from robbery?
R. D.

A. Robbery is the felonious taking of personal property from another, from his person or in his immediate presence, and accomplished by means of force or fear. Larceny is the felonious stealing, taking, carrying, leading or driving away the personal property of another.

BOUQUETS



Left to right: C. O. Boyd, A. C. Freeman, C. A. Parham, G. R. Hill, C. R. Aker, J. C. Hill

For Conductor J. C. Hill of Division Two from Ford A. Carpenter, consulting meteorologist. Mr. Carpenter states a woman passenger misunderstood Conductor Hill's good intentions in thinking he wanted to take his stool, which she was occupying, and she started a commotion. Mr. Carpenter wished to offset any complaint which might be sent in, as he considered Conductor Hill's behavior quite gentlemanly. Mr. Carpenter says: "I have not yet observed an ungentlemanly act on the part of any of your platform men in all of the sixteen years I have lived in Los Angeles and used your system for transportation."

For Conductor E. C. Molster of Division Three from Mrs. R. B. Hutchison, for helping a blind colored man off the car, assisting him to the sidewalk and starting him on his way. "Eddie's" picture appears in another article in this week's issue.

For Conductor C. O. Boyd of Division Two from Mrs. M. Moore Fawcett, for his explicitness in calling streets and transfer points, and his courteous manner in handling passengers.

For Conductor A. C. Freeman of Division Four from Ellenor Robinson for his courteous manner. This conductor is also commended for calling streets.

For Conductor C. A. Parham of Division Four from Mrs. Catherine Van Vleet for his courteous manner in seeing that passenger alighted at proper street.

For Conductor G. R. Hill of Division Three from Miss Lucy A. Fegan, for courtesy to all his passengers. Miss Fegan also commends Conductor Roy Meggison, extra man of Division Five, for his courteous manner. This is a good start for Meggison.

For Conductor C. R. Aker of Division Three from Agness Scott for his courtesy to elderly women passengers.

LARY LAFFS

"How long you in jail for, Mose?"
"Two weeks."
"What am de charge?"
"No charge; everything am free!"
"Ah mean, what have you did?"
"Done shot my wife."
"You all killed yo' wife an' only in jail for two weeks?"
"Dat's all—then I gets hung."

"The waiter in this restaurant brought me a cup of coffee with a fly in it, and I made him take it back and bring me another one."
"You did wrong, you should have made him bring you another one first."

A very small boy was trying to lead a big St. Bernard up the road. "Where are you going to take that dog, my little man?" inquired a passerby.
"I—I'm going to see where—where he wants to go first," was the breathless reply.

Irate Master (to negro servant): "Rastus, I thought I told you to get a domestic turkey. This one has shot in it."

Rastus: "I done got a domestic turkey."

Master: "Well, how did the shot get in it?"

Rastus: "I 'specks they was meant for me, sah."

"I played golf yesterday for the first time.

"How did you make out?"

"Fine! Made a home run right at the start. I batted the ball into the tall grass in left field and ran around the entire course before they found it."

It was midnight. "Wow-wow-wow-wow," wailed the baby.

"Four bawls and I walk," replied the baseball papa.

Mistress—And did you have a honeymoon?

Mandy (hesitatingly)—W-e-l-l, Rastus done helped me wid de washin's de fust two weeks.

"What's all the loud talk in the dining room, sister?"

"Father and mother are swapping animals."

"Swapping animals?"

"Yep. She passed the buck to him and got his goat."

Foreman: "Now, Murphy, for who about carrying some more bricks?"

Murphy: "I ain't feeling well, gवनुर; I'm trembling all over."

"Well, then, get busy with the sieve."

The meanest man in the world is the guy who proposed to an old maid over the telephone and, after she had accepted him, told her he had the wrong number.

BE WHAT YOU AM.

DON'T be what you ain't

Jes' be what you is.

If you is not what you am,

Then you am not what you is.

If you're just a little tadpole,

Don't try to be a frog,

If you're just a little tail,

Don't try to wag the dog.

You can always pass the plate,

If you can't exhort and preach.

If you're just a little pebble,

Don't try to be the beach.

Don't be what you ain't,

Jes' be what you is,

For the man who plays it square

Is a-goin' to get "his."

—Joe Casey.

Bulletins

ISSUED JUNE 13, 1927

STREET CAR

NO. 86—NOTICE TO TRAINMEN
Complaint is made that line "H" cars frequently pull away from buses at Beverly Boulevard and Heliotrope without giving passengers an opportunity to transfer. Also the same complaint is made in regard to line "O" cars leaving Slauson and Main without affording passengers proper opportunity to transfer. Crews are requested to pay more attention to this in the future.

NO. 87—NOTICE TO TRAINMEN
A new safety zone has been established on line "P" at Pico and Rimpau, and cars, when westbound, will make the stop in this zone, although this brings the car approximately 35 feet from the switch point, thereby modifying the rule requiring the stop to be made 50 feet from the point of switch.

NO. 88—NOTICE TO CONDUCTORS
The following passes are reported lost: Pass No. 3468, issued to Mrs. Eugenia Edwards.

Pass No. 1736, issued to R. Cook, Repairman, Electrical Repair Department.
Pass No. 2507, issued to Mayme B. Shaw, Cleaner, Division No. 3.

If presented for transportation, take up, collect fare and send to this office with report.

NO. 89—NOTICE TO CONDUCTORS
Pass No. 6634, issued to R. E. Emerson, Conductor, is reported lost. If presented for transportation, take up, collect fare,

R. B. Hill

BUS

NO. 42

Los Angeles Railway Pass No. 6466 and Badge No. 99, issued to N. D. Satterlee, and also Los Angeles Railway Pass No. 6458 and Badge No. 53, issued to W. E. Amy, were taken with them when these two men left the service for parts unknown. If passes or badges are presented for transportation, lift them and turn in to the Division Foreman.

Stankew

DIVISION ONE

H. N. COLE

On June 1st, Conductor V. Impusine signed on the dotted line. Signed up for life—"until death us do part." We have been unable to learn the name of the bride, but all the same, the cigars were splendid.

Motorman A. S. Mason was riding the "S" car a few mornings ago on his way to report for work. When he arrived at Ninth Street he thought it was Seventh. He jumped off and waited for the "J" car as usual, but the "J" car was evidently late, so he waited and read his paper. No yellow car passed. All red cars. Still he waited and read his paper. Finally he got wise and reported on time.

Motorman B. B. Baker has been accustomed to following an "M" car on a certain trip south on Grand. This particular day he didn't and when he arrived at Grand and Jefferson, through force of habit, he tried to throw the switch, and it refused to flop over, as it was set right. He gets out with the reverse lever to throw it by hand, and said to Supervisor Ballard, who was standing near: "It's a wonder you don't keep this switch in

(Continued on Page Four)



The subject under discussion this week is one Edward C. Molster, conductor of Division Three, who entered the service in January, 1904.

"Eddie," as he is known to all his friends and co-workers, is one of Division Three's most popular "old-timers," and it goes without saying that any one man who has pulled the bell cord for a like number of years can't help but be good.

His division record does not show a single "miss-out" and his visits to Superintendent Ferguson's office are so infrequent that he has to produce his pass in order to be recognized.

And George Ferguson hopes Division Three will continue to have men of "Eddie's" caliber.

On Vacation

From the Auditing Department: Joseph Jinks and J. J. Tobin.

Claim Department: W. E. Darby, in Los Angeles and vicinity.

Instruction Department: A. B. Parker, Los Angeles and vicinity.

Traffic Department: C. S. Halde-man, flagman, going to Michigan via New Orleans.

D. A. Frost, flagman, is also leaving for Michigan to visit relatives and friends.

Supervisors R. Tuberdyck, J. T. Phebus, L. D. Champion and C. H. Harless, whereabouts unknown.

TUNE-INS

For the week of June 13th, the Company Orchestra will broadcast over the air through the following stations:

June 14th—KMIC, 8:30 to 10 p. m.

June 15th—KHJ, 10 to 11 p. m.

June 17th—KNRC, 9 to 10 p. m.

June 18th—KFQZ, 9 to 11 p. m.

FOR SALE

Baby Buggy and Go Cart — Bargain, \$10. B-66.

Gladiolus and dahlia bulbs, all colors; 50 for 50c. B-67.

Tenor Banjo, Vega Banjo Mandolin and portable phonograph; all like new; cheap. B-68.

Savage Rifle—No. 303, for \$20. B-69.

Ball Game Saturday

L. A. Railway vs. Boyle Dayton, 2:30, Vernon Yards, June 11th.

How the League Stands

Teams—	Won	Lost	Pct.
Boyle Dayton	7	0	1.000
Pacific Mutual	3	4	.429
L. A. Railway	3	4	.429
Santa Fe	2	5	.286

Bus News

At the request of those interested in having the line approach nearer to the business center at Hyde Park Boulevard and West Boulevard, a change in the route of the Inglewood Bus Line becomes effective on Monday, June 13th.

Operation over Gay Street, Inglewood, will be eliminated between Fairview and Hyde Park Boulevards, the new route extending from Fairview Boulevard and Gay Street along Fairview Boulevard to Hyde Park Boulevard, then Hyde Park Boulevard to Gay Street.

This change is experimental for a period of thirty days, after which it will be decided whether it becomes permanent or not.

On account of street work on Wilshire Boulevard, a change in the routing of the Wilshire Bus Line is found necessary, and commencing Friday, June 10th, buses will operate from Parkview and Seventh via Seventh and Wilshire Place to Wilshire Boulevard. This detour is expected to be in operation about four weeks.

Track Work

Engineers are busy on complete reconstruction of track on Main Street from First to Sixth Streets. They are replacing the old 87-pound rail with 127-pound.

On Central Avenue, between Florence and 77th Street, complete reconstruction of track is under way, replacing the old 70-pound rail with 116-pound rail.

At Eighth and Figueroa, the engineers are busy removing the remainder of old special work and are completely reconstructing the intersection with 116-pound rail.

Wedding Bells

Harold Petrie, draftsman of the Engineering Department, and Miss Rosemary Fleetwood, formerly clerk of the Auditing Department, were quietly married last Sunday, June 5th.

Mrs. Petrie is the daughter of Austin Fleetwood of Vernon Yards.

Congratulations and best wishes for a happy married life. Thanks for the cigars.

A New Champ

Every Caesar has his day!

The "Seaside Resort," Division Five, boasted of its pinochle experts. This is no more.

Now it's cribbage. Expert: Superintendent Dye. Challenged all comers. Superintendent Dickey took the challenge seriously and won four games from Expert Dye. That's just too bad.

We suggest that Superintendent Dye take up tiddlewinks.



BEGORRA!

If ye heard him and couldn't see him, shure ye'd say, "There's Callahan, O'Grady or O'Toole," but you would be wrong. Shure he's Irish, "a bit o' the ould sod," is Robert Hickson, flagman, and he has just completed a trip around the globe.

"Bob," as he is known to his many friends, left Los Angeles on January 10 for San Francisco, sailing from that port on the S. S. Monroe for the Hawaiian Islands, from there to Japan, then to China. Hostilities were just breaking out in China, so Bob kept right on going. Down to the Philippines to Strait Settlements, to India through the Indian Ocean and Red Sea to Egypt, and Mediterranean Sea to Italy. From Italy Bob sailed on the S. S. President Wilson to Marseilles, France, took the train to Paris, crossed the channel to London, England, then to Ireland to visit his native land, and especially Killarney—his birthplace.

Bob went to Southampton, England, and waited until he could sail on the S. S. Leviathan to New York. After sightseeing in New York, he visited Washington, D. C., then Chicago and finally returned to Los Angeles, completing a five months trip.

He states that in some cities there is pretty good street car service, but that Los Angeles beats them all.

Paging Sandy

MacGregor

Someone, possibly of Scotch ancestry, addressed two packages of newspapers to a J. H. Graham of St. Louis, Mo., enclosing same in an envelope of the L. A. Railway Company, but failing to note on the return card on the envelope name of sender.

Each package bears only a two-cent stamp, which is eleven cents short of the amount required, and the papers have therefore been returned on account of postage due.

They may be found in Room 710.

Introducing New Men

The following men have been sent to their various divisions during the week ending Wednesday, June 8:

To Division Two: Motormen E. Perry, H. L. Kalbach, D. B. Buford. Conductors D. D. McClurg, A. C. Fricke, A. L. Carson, M. T. Cossart. To Division Three: Motormen H. Pierre, W. S. Nicholas. To Division Four: Motorman C. W. Whitney. To Division Five: Motormen W. A. Fletcher, W. L. McGlasson, Conductors R. Meggison, W. W. Downing.

DIVISION ONE*(Continued from Page Three)*

order." "The switch is all right, it is you that is all wrong," replied Ballard.

Motorman G. M. Katzenberger shaved off his mustache several days ago and the next day he reported sick. It is not known whether or not the two incidents were in any way connected with each other, but it will be well to be cautious about those little things.

Motorman John Henschall saw a box of cherries in the street, all scattered about, and his mouth watered, because John is very fond of cherry pie when he can't get blackberry pie. On his next trip, at the very same spot there were three large fat duck, apparently homeless. Again John's mouth watered, because he also likes roast duck, when he can't get corned beef and cabbage, and the next day would be Sunday. What a temptation, but he overcame it and shooed the ducks to one side and went his way.

Conductor S. E. Goslee says a little boy about five years of age rides with him almost every day, and a few days ago as usual he boarded the car and paid his fare and before he could ask for a transfer, Goslee handed him one. The little fellow said: "Feature that, and I never said a word."

And this is about all, except, Conductor J. H. Cromier has a new machine, and Motorman F. A. Smith had the misfortune to have his Essex coach stolen.

DIVISION TWO

E. A. MOXLEY

C. S. Haldeman, flagman, formerly motorman at this Division, will leave shortly for his old home town, Chicago. This will be his first trip home in thirty-eight years.

K. E. Sloan and wife, Bill Harris and sister spent Monday at Hermosa Beach fishing. A good time reported by all.

Motorman A. L. Swasey is back on the job once more after several weeks flagging, recuperating from an operation.

One of our new motormen, W. L. Ross, likes this line of work and has decided to settle down and stay with it, so on the third he married the young lady of his choice and after a three-day honeymoon and getting settled in their home, he returned to work. Congratulations, Ross.

Conductor F. A. Blair, saxophone player in the L. A. Railway Orchestra, took a ninety-day leave to try out in the Postoffice Department.

Lindbergh could have cut his time down considerably if he had consulted D. F. Edgar and B. I. Derry in regard to the shortest route across the Atlantic.

C. F. Fitzgerald granted ninety days. He hasn't decided just what he will do.

R. A. Johnson and W. C. Hodgdon returned Tuesday from a trip to Yosemite and San Francisco. They say the park is some place and are going again the first chance they get.

Conductor Ed Bailey purchased a new coupe some time ago and on the first of the month he tried to drive it through a brick wall, got through part way and the motor stopped or he might have been going yet. At present he is flagging a "grasshopper" while his bruises are healing.

DIVISION THREE

L. VOLNER

Conductor E. C. Croughan has returned to the cars after some time spent working as collector for the Bureau of Power and Light.

The Prince of Wales hasn't a thing on Motorman J. B. Kaiser as a horseman. Before returning to duty, after an accident, Mr. Kaiser made a personal injury report, stating that he fell off a horse, landed on his head and shoulders, spraining his ankle???

Division Three is SECOND PLACE as to the number of witnesses secured last month. Don't you think we can put her first this month?

Sunday, June 5th, was a red letter day on the Washington and Garvanza Line—NOT AN ACCIDENT. Mr. Hanley says that this was the first time of such an occurrence since he had been watching the reports.

F. M. Brown has gone to Phoenix, Ariz., to be with his little daughter, who is very ill.

On account of his wife being sick, J. G. Visser did not get started on his tour of the northern part of the state as mentioned in last issue.

D. M. Stevens has gone back to Texas to look after his oil property.

Mr. Harry Tuttle, manager of the Company's Restaurant, is making an up-to-date back yard. When his landscaping is completed, it is his intention to put in a one-hole golf course.

One hard working night clerk, Mr. Daniel Hanley, is now on his vacation, which is to be spent at Venice, or rather between Venice and Honolulu, where he will be training for the swim to the latter place for the purse of \$50,000 offered by Sir Lauder.

Dan also wants us to state that the ball park will be open during his absence, should anyone wish to see the game.

BUS DIVISION

ELMER WOOD

Bachelor days are gone forever, says Operator F. C. Smith in announcing his marriage to Miss Evangeline Gingras. The knot was tied June 6th, but a honeymoon had not been planned at this writing. The boys of the Division congratulate the bride and groom and wish them a happy and long married life together.

"Stacy," Conductor A. C. Adams, has been training intensively lately, with the view in mind that he might meet the party that poked him on the chin the other day and then ran away.

A grand and glorious feeling is to report for work at 5:15 a. m. and find you are off for the day. This is what Operator H. E. Sweet did when he forgot he had asked to be off two weeks in advance and then failed to notice whether he was or not when the day arrived.

Operator R. H. Billings has resigned to go home to visit his parents and relations in Michigan.

After running until exhausted, thinking he had missed out on a 10 a. m. shine, Operator L. Lewis reported for duty three hours ahead of time and tried to finish his beauty nap on the soft bench in the Division.

GARAGE NEWS

Jack Savage, mechanic, met with a disastrous experience when he took the radiator cap off of a bus and boiling water scalded his face and arms.

DIVISION FOUR

C. J. KNITTLE

A shower of congratulations were heaped upon Conductor J. E. Dyer of "C" line a few days ago when he received word that he had become a great-grandfather. The birth of a son to Mr. and Mrs. D. E. Harter on May 28 bestowed upon Conductor and Mrs. Dyer the enviable title, "Great Grandparent," and before telling the news of the week, this column offers to them a hearty greeting in their new joy.

When Motorman White relieved Motorman Perego the other afternoon, "Perry" heaved a little sigh, because it had been a tough day, then parked himself in the corner to ride home. But not for long. White had put his hot pipe in a pocket that contained matches and a few blocks up the street they burst forth. So "Perry" took the car and fought traffic a little longer while White fought fire.

Pockets and crowds are the ideal combination for a type of crooks known as the "light fingered gentry." Such a combination almost caused a patron of Pico line to lose \$9.95 a few days ago. Contrary to custom, Motorman Deutcher, who follows the "straight and narrow," would have wound up with the money. Deutcher, off duty, was riding the back end. The conductor changed a ten for the man. The man pocketed the money, but it was in Deutcher's pocket. He got it back. Deutcher shoots straight.

Thirty-three motormen and twenty-seven conductors have applied for vacations ranging from thirty to ninety days.

Motorman J. W. McKeown has been granted a sixty-day leave and is on the way to Middleton, Tenn., to visit his mother.

Conductor C. A. Ermann is taking a fifteen-day rest.

When Motorman G. Culp found his brakes were getting slack last Tuesday, he told the dispatcher, and a mechanic met him at First and Broadway. Culp handed him the reverse handle and he disappeared under the car. A moment later an excited pedestrian rushed up to the front step and banged furiously on the door. Culp opened it.

"For Pete's sake, don't start the car!" he yelled. "A man just crawled under there! He must be crazy!"

Conductor MacKenzie and his gang fished off Redondo last Tuesday and had good luck; in fact, their auto broke down on the way back and we presume the weight of the fish was a contributing cause.

Conductor A. L. Layton was heard singing in the trainmen's room last Wednesday. He was feeling fine from a four-day rest.

Safety Operator A. J. Hester appeared to have a sore neck last Saturday. It was wrapped up with a handkerchief, but someone said he had to "step on it" so fast he lost his collar.

Conductor A. C. Ritter, who is still convalescing from an operation for appendicitis, will return to duty June 15.

Paul Tromblay of the Traffic force, who was called to Chicago three weeks ago on account of the serious illness of his wife, writes stating Mrs. Tromblay is on the road to recovery and that he hopes to be able to return soon.

SHOPS

JACK BAILEY

Here's one. What did the Larys do last Saturday? They won a ball game! The little rest the players had during the holidays did them good. Rest? Well, some rested, some hied to the mountains, meadows and beaches with peaches. Whither will you go to whither, or, before you climb any mountains, come out and see the undefeated Boyle Dayton nine bow down to the Larys this Saturday.

Ted Ormston, Winding Room "aptitude," and wife are motoring to some far northern cities, where they will vacation with Mrs. Ormston's parents.

D. Webber, material man of the Truck Shop, says the time sure does fly. He is one year older now than he was this time last year. "Happy birthday, 'Slim'."

We can't keep Harry Longway out of the paper. A new tie, green socks and a silk hankie. This was evidence enough that last Tuesday was election day and Harry's increase of age says he is old enough to vote. More power to him on Sundays.

Introducing Miss Shroer, typist and "yes" girl in the M. M. office.

A proud announcement recently came from the Fender Department that I. Duron is the father of a big baby girl. He reports good progress of both mother and daughter. Thanks for the cigars.

J. F. Burke will return to the Winding Room and Dwayne Orton to the Carpenter Department, both being former employees.

The gang is glad to see A. L. Dellinger and J. Buxton back in the Carpenter Shop and off the sick list.

DIVISION FIVE

FRED MASON

The way in which Motormen Henry Mast and Bill Chilcoat cuss each other about their avoidupois is worth while listening to, and one can increase, but not improve, one's vocabulary when these two big boys get together. So far, however, Bill Chilcoat holds the heavyweight championship of Division Five by wrecking the scales at 280 pounds, twenty pounds better than Henry. Motorman "Tiny" Jim Thornton hasn't been heard from yet, but can be seen a long way off, and ought to be in the money.

Did you know we had a toothless crew running up Broadway and down Spring? Give Motorman H. L. Clayton and Conductor Harry Osborne the once over when you see them, and ask them how they like their steaks fried.

Motorman Charlie Spurlock started out last Saturday on a couple of weeks vacation and is taking a trip to Yosemite.

Conductor J. W. Martin is off for thirty days and is now on his way to Trousdale, Kan.

Motorman Louis Larson takes a jaunt up to Bloomington, Calif., for thirty days.

Motorman L. L. Blackburn is off for sixty days on account of ill health.

Motorman Fred Barrett will not be seen around town for ninety days, and is vacationing at Arrowhead.

Conductor Tommy Brackett, his wife, and Ford roadster have started out for a ninety-day trip to Washington, Penn.

Motorman J. E. Croff is off on a ninety day jaunt and is motoring to Buffalo, N. Y.