

P. E. Amended Fare Request Would Cut Torrance to L. A. Rate Along With Many More

The Pacific Electric Railway has forwarded to the Railroad Commission a supplemental application for its recent application for a general increase in fares. This supplemental application requests that an entirely new schedule of fares be established temporarily as a try-out in suburban territory surrounding Los Angeles.

At the present time the Pacific Electric is operating two distinct classes of service—the purely local or city service, and the interurban service. The proposed set-up contemplates three classes of fares and service, namely, the purely local or city service, as it is at the present time; a scale of fares for suburban service extending to points surrounding the metropolitan district of Los Angeles; and the present interurban service to the farther distant points.

Pontius Comments

In commenting upon this supplemental application, W. W. Pontius, vice-president of the railroad, has the following to say:

"The purpose of the original application for approximately an average increase of 14 percent in fares was to provide sufficient additional revenue with which to meet operating expenses and fixed charges. As set forth in that application, revenues received have been far below a reasonable return on the investment, and our only desire is to bring about a condition whereby the railway will receive sufficient revenue to pay its way."

"While the present fares, and even the fares under the original application for an increase, compare very favorably with the fares of other carriers for similar service throughout the United States—in fact, are lower than many of them—still many expressions have been made by residents and chambers of commerce in communities nearby Los Angeles of their belief that a reduction in the one-way and round-trip fares, instead of an

yet it will be higher than the present daily commutation ticket. "Unquestionably the revenue from the present daily commutation ticket is much less than the cost of providing the service."

"In the new schedule of fares contained in this supplemental application only one-way fares and thirty-ride commutation ticket fares are provided. The round-trip will be double the one-way fare."

"Following are fares proposed between Los Angeles and the most important points in the suburban territory referred to:

Glendale-Burbank Line

Between Los Angeles and—	30-Ride Com. Way (per ride)
Richardson	\$0.10 None
Glendale	.15 \$0.12
North Glendale	.20 .16
Sanborn	.25 .18
Burbank	.35 .20

Venice Short Line

Between Los Angeles and—	30-Ride Com. Way (per ride)
Marine	.10 None
Roller Park	.15 .12
Culver City	.20 .16
Immergrain	.25 .20
Venice	.30 .22 1/2
Ocean Park and Santa Monica	.30 .22 1/2
Sawtelle-Santa Monica and Hollywood-Santa Monica Lines	
Page Mill Acad.	.10 None
Sherman Junction	.15 .12
Beverly Hills	.20 .16
Sawtelle	.25 .20
Venice	.30 .22 1/2
Ocean Park and Santa Monica	.30 .22 1/2
Sherman	.15 .12

Redondo Beach Via Del Rey Line

Between Los Angeles and—	30-Ride Com. Way (per ride)
Redondo Beach	.10 None
Marina del Rey	.15 .12
Reynier Park	.20 .16
Culver City	.25 .20
Alta	.30 .22 1/2
Palisades Del Rey	.30 .22 1/2
El Segundo	.35 .26 1/2
Hermosa and Redondo Beach	.40 .30

Redondo Via Gardena and Redondo Via Hawthorne Lines

Between Los Angeles and—	30-Ride Com. Way (per ride)
Centralla	.15 .12
Athens	.20 .16
Strawberry Park	.25 .20
Moneta	.30 .22 1/2
El Nido	.35 .26 1/2
Redondo Beach	.40 .30
Delta	.45 .34
Cypave	.50 .38
Hawthorne	.55 .42
Burleigh	.60 .46
El Segundo	.65 .50

San Pedro Via Gardena and San Pedro Via Dominguez Lines

Between Los Angeles and—	30-Ride Com. Way (per ride)
Centralla	.15 .12
Delta	.20 .16
Strawberry Park	.25 .20
Roosevelt	.30 .22 1/2
TORRANCE	.35 .26 1/2
San Pedro	.40 .30
Elftman	.45 .34
Watson	.50 .38

Abila Long Beach Lines

Between Los Angeles and—	30-Ride Com. Way (per ride)
Abila	.15 .12
Compton (Orange St.)	.20 .16
Dominguez Junction	.25 .20
Cota	.30 .22 1/2
Vista Del Mar	.35 .26 1/2
Long Beach	.40 .30

Whittier Line

Between Los Angeles and—	30-Ride Com. Way (per ride)
Frutland	.10 None
Walker	.15 .12
Laguna	.20 .16
Rivera	.25 .20
El	.30 .22 1/2
Whittier	.35 .26 1/2

Alhambra Line

Between Los Angeles and—	30-Ride Com. Way (per ride)
Raymond Ave.	.15 .12
Alhambra	.20 .16
San Gabriel	.25 .20
East San Gabriel and Vista Street	.30 .22 1/2
Temple	.35 .26 1/2

Pasadena Short Line and Pasadena Oak Knoll Line

Between Los Angeles and—	30-Ride Com. Way (per ride)
South Pasadena (Mission and Fair Oaks)	.15 .12
Pasadena	.20 .16
La Senda	.25 .20
El Molino	.30 .22 1/2

"If the plan is outlined for a reduction in the single and round-trip fares and an increase in the commutation fares for the lines where these reductions are made is successful, then the Pacific Electric management is willing to enter into a conference with the State Railroad Commission and representatives of the districts affected with a view of making effective similar reductions for the Santa Ana Line, Newport Beach-Balboa line, Covina-Pomona-San Bernardino-Riverside line, Sierra Madre line, Lancaster-Van Nuys line, where no change in fares is proposed at this time."

"The preliminary hearing on this company's original application for increase in fares was held before the Railroad Commission at Los Angeles Thursday, March 19."

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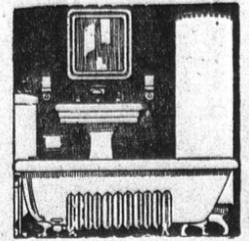
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MOTOR COACH COMPANY

Time Table Effective Jan. 1, 1927

STAGES LEAVE TORRANCE

For Wilmington and Long Beach	For Lomita, and San Pedro	For Redondo Beach	For Santa Monica VENICE
6:30 A.M.	6:30 A.M.	6:20 A.M.	6:47 A.M.
7:00	7:00	6:51	7:00
7:30	7:45	A 7:25	B 7:25 P.M.
8:15	8:15	B 8:13	B 8:30
10:25	9:15	B 8:47	R B 3:30
11:25	10:25	B 9:40	B 6:25
12:25 P.M.	11:25	B 10:40	B 8:40
1:25	12:25 P.M.	B 11:30	
2:25	1:25	B 12:30 P.M.	
3:25	2:25	B 1:30	
4:25	3:25	B 2:30	
5:25	4:25	B 3:30	
6:25	5:25	B 4:35	
7:40	6:25	B 5:35	
9:45	7:40	B 6:25	
11:25	8:45	B 7:53	
	9:45	B 8:40	
	10:45	B 9:55	
	11:25	B 10:40	
	12:20	B 11:30	

*Daily except Sundays and Holidays.
†Sundays only.
C Connects for Catalina Island.
*Saturdays only.
S Saturdays and Sundays only.
R 55-minute wait in Redondo.

A Via Carson St.
B Via Redondo Blvd.

TIME TABLE

LONG BEACH—LOS ANGELES—HOLLYWOOD

Motor Coach Line

Lv. Torrance for Moneta, Western City, and Manchester Ave., Los Angeles:—A. M. 6:50 except Sunday, 9:25; P. M. 1:05, 3:05, 5:09, 6:19, and 11:33.

Lv. Torrance for Keystone, Davidson City, Watson, and Long Beach:—A. M. 7:47, daily except Sunday; 10:32; P. M. 1:57, 3:52, 6:17, 7:06 and 12:21 A. M.

*Direct connection with Green Buses to Hollywood and Los Angeles shopping district. Also Yellow Buses to Inglewood and Graham.

FARES:—Torrance to Manchester Ave., Los Angeles, ONE WAY, 25c; ROUND TRIP, 40c. Los Angeles City Fares, 10c.

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Mr. Pich is not only the first Dodge Brothers traveler sent to this part of the world, but also is said to be the first automobile representative ever to attempt to call upon possible markets in central Persia.

To the average American Persia is famous for its rugs—and his knowledge ends there. Persia is a country of about one-fifth the area of the United States. The capital city of Teheran is located at the end of the only railroad to be found in all of Persia. This road extends for 150 miles. While no official census has ever been taken, it is estimated that the country has between ten and twelve million inhabitants. The bulk of transporting is done with donkeys and camels, but in many sections motor transport is quite common. An odd feature of Persia is the fact that paper money is to be found only in the cities, and then is negotiable only in the city by which it was issued.

W. R. Offerman

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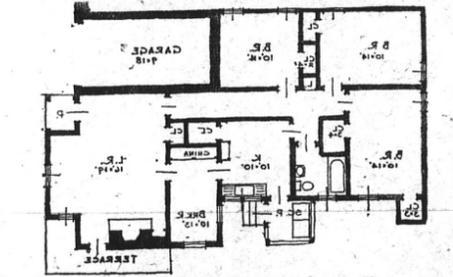
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By ARTHUR R. HUTCHASON

The Small House Plan Service has attempted in the house shown this week to supply a plan that can be placed on a 40-foot lot, and at the same time be convenient, practical, and good-looking.

Of course such a house must be economical. This house has quite a large living room, a breakfast room which is really large enough (16x13 feet) to be called a dining room, a kitchen, three bedrooms, a bath, a garage, and seven closets, all within a floor area of 1500 square feet. There must be very little waste space.

It is of interest to note that this small house on its restricted lot follows to a great extent its more affluent cousins which are placed on ample plots. This is particularly noticeable in the placing of the garage. People are demanding

for two tubs or a tub and washing machine. This screen porch is masked from view by the dining room, which is desirable. The bath is in the center of the rear portion of the house and the bath door is within a few feet of the doors of the three bedrooms, the linen closet and the kitchen. This saves many steps.

English Type

The exterior is an English type and quite attractive. The plaster should be brought up flush with the surface of the half-timber work. The roof lines give interest to the house. They look complicated but are in reality quite simple to frame. An evident attempt has been made to achieve an interesting effect without spending much money. And it is quite successful. Having the walk beside the driveway instead of separated from it, as is usual, adds to the apparent size of the lot.

The cost of the house should run between \$5000 and \$6000.

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