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SUNSET STAGES
Time Table Effective October 1, 1927

STAGES LEAVE TORRANCE

For Wilmington and Long Beach	For San Pedro and South Lomita	For Redondo Beach	For Hermosa Beach, Manhattan Beach, El Segundo, Ocean Park, Santa Monica
8:54 A.M.	9:24 A.M.	6:20 A.M.	8:47 A.M.
9:40	10:10	7:15	10:00
10:26	10:56	8:00	10:50
11:24	11:54	8:45	11:30 P.M.
12:24 P.M.	12:54 P.M.	9:30	12:30 P.M.
1:24	1:54	10:15	1:30
2:24	2:54	11:00	2:30
3:24	3:54	11:45	3:30
4:24	4:54		4:30
5:24	5:54		5:30
6:24	6:54		6:30
7:24	7:54		7:30
8:24	8:54		8:30
9:24	9:54		9:30
10:24	10:54		10:30
11:24	11:54		11:30

*Daily except Sundays & Holidays
Sundays only
Connections for Catalina Island
(To Lomita only except Sunday)

Motor Coach Company
Phone Lomita 28
Special rates for charter trips

Dodge Report Shows Profits of 14 Million

Annual Statement Reveals Business of \$173,500,000 During 1927

The annual report of Dodge Brothers, Inc., to stockholders just released at Detroit, contains the following:

A consolidated income statement of Dodge Brothers, Inc. and its subsidiaries for the year 1927, together with a consolidated balance sheet at December 31, 1927, 1927 was the first year throughout which the entire capital stock of Dodge Brothers, Inc. was owned by Dodge Brothers, Inc. and the statements of the company are now published in consolidated form.

Combined sales for 1927 were \$173,500,000, and profits for the year, after depreciation but before interest and provision for income taxes, were \$14,000,000, equivalent to 8.1 times net income for the year; and after interest and income taxes equivalent to \$11.84 per share on the preference stock outstanding.

The remainder of income, after all charges and provision for dividends on the preference stock, was \$2,775,228, equal to \$1.55 per share on the common stock outstanding. Cash in banks and marketable securities at the end of 1927 totaled \$19,244,862, total current assets were \$46,747,528, current liabilities were \$15,453,236 and the ratio of current assets to current liabilities was 3.03 to 1.

Earnings surplus was increased to a total of \$29,350,315 which, together with previously reported surpluses arising on acquisition of assets May 1, 1925, and from the conversion of debentures, provides a total surplus of \$51,005,584.

The report reviews the conduct of the business from May 1, 1925, when the transfer from private to public ownership occurred, to the end of 1927, pointing out that during that period a comprehensive development program was undertaken and completed. This program involved the change from the production of a single line of four cylinder cars in 1925 to (1) a completely revised four cylinder car of advanced style, economy and performance, retailing at a substantially lower price; (2) the development of two lines of six cylinder motor cars, one to retail in the \$1500 class and the other to retail in large volume in the \$2000 class; (3) a very extensive revision and increase of plant facilities.

This period of development also saw the acquisition of 100% ownership of the stock of Graham Brothers, manufacturer of trucks and buses, employing Dodge Brothers motors as power equipment, and the augmenting of this line to cover a wider range of capacities and to include both four and six cylinder equipment.

Instead of shutting down to expedite the carrying out of this program the company developed it gradually, keeping its manufacturing and dealer organization intact and functioning. During the year 1927, the peak of the transition period, sales reached the total of 205,369 cars and trucks.

At the end of 1927 this comprehensive program had been fully carried out. During the transition period business was conducted with current profits ample to meet all fixed charges, provide for preference dividends and to establish a substantial earned surplus. From the inception of Dodge Brothers business in 1914 to December 31, 1927, a total of 2,087,811 cars, trucks and buses has been produced and shipped, and of that number approximately 35 per cent or 709,524 cars, trucks and buses were produced and shipped by Dodge Brothers, Inc. and Graham Brothers during the two years and eight months following May 1, 1925.

Magazine Tells Story of Rise to Prominence by H. N. Richards, Head of Motor Coach Company

H. N. Richards, president of the Motor Coach Company, which serves both Torrance and Lomita is known widely on the Pacific Coast as one of the outstanding successes in the business of motor transportation. In a recent number of The Motor Carrier, the biography of Mr. Richards was published as follows:

Like many men of action, H. N. Richards, president of the Motor Coach Company with headquarters at Lomita, near Los Angeles, is not inclined to be talkative when it comes to drawing him out about himself and his activities. President Richards, more widely known to motor stage folk as "Dick," has come to his present position, as one of the outstanding personalities in the motor stage field, over the road of hard knocks. And, as is frequently the case with those who travel that path, he has formed the habit of "doing" rather than talking about what he is going to do and has done.

Notwithstanding "President Dick's" reticence about himself, Motor Coach's representative was successful in eliciting some of the facts in his interesting career as an operator of stage lines, which had its beginning when he got a job as repair man as long ago as 1913 in the shops of Gorst & King, pioneer stage operators of North Bend, Oregon.

A few months later he became a driver for the same company. He made a study of stage operations and development possibilities and within less than a year was taken into partnership by Gorst in the operation of a run between Marshfield and Bandon, Oregon. The equipment of the new line consisted of two Fords. The route took over what was known as the old "Seven Devils" road and the line was called the "Seven Devils Stage Line."

The rolling stock of the outfit carried a large red devil painted on the windshield, by way of a

trade mark.

Oregon roads fourteen years ago were not what they are today—especially through the section traversed by the Seven Devils Line.

The Seven Devils road was right-ly named. It was so called because of the very devilish difficulties that confronted users of that thoroughfare. Portions of the roadbed consisted of two parallel lines of planking laid end to end. Sand, mud and steep grades covered much of the rest of the route and there were seven turns so sharp that only the short-wheelbase Fords could negotiate them without backing up.

Notwithstanding the difficulties of operating over this route, the business done by the new line was good, but expenses ran so high that the first year's profits amounted to little more than the experience gained.

This line could only be operated during the summer months owing to the bad road conditions during the winter, so "Dick," looking for a line that could be operated the year round, shipped his Fords by boat to San Francisco and then started operating locally in Vallejo on Christmas eve of 1915. This line proved to be a profitable one, and through extensions became the present Vallejo Bus Company.

In the summer of 1925 "Dick" was traveling through Southern California and was struck by the opportunities afforded, and on his return to Vallejo, organized the Motor Coach Company, which purchased the Redondo-San Pedro Stage line operating between those points via Lomita and Torrance.

On November 11, 1925, that part of the Dillingham line from Long Beach to Santa Monica, via Redondo Beach, was purchased and consolidated with the Redondo-San Pedro line. At present the lines of the Motor Coach company cover the territory from Long Beach to Santa Monica through Wilmington, San Pedro, Lomita, Torrance, Redondo Beach, Hermosa, Manhattan,

El Segundo, Palmdale, Dot Rey, Venice and Ocean Park. Mr. Richards is president and general manager of the Motor Coach company, and V. C. Gorst (who is also president of the Gorst and King lines of Oregon, and of the Pacific Air Transport Company, Los Angeles-Seattle Air Mail) is vice president.

NOTICE OF PUBLIC SALE OF MARIMBAPHONE, BY LIEN OWNER

Notice is hereby given that pursuant to section 1861 of the Civil Code of the State of California, the undersigned will sell at public auction at 1417 Cota Ave., Torrance, California, at 10 o'clock a. m. on Tuesday, the 21st day of February, 1928, the following described property, to-wit:

Said sale being for the purpose of satisfying lien of the undersigned for Board and Room, in the amount of \$55.00, together with cost of advertising and expenses of sale.

Dated this 26th day of January, 1928.

MRS. MAY MCKINLEY.
Date of First Publication, January 26, 1928.

Miss Irene Adams of Holly-wood was a week end visitor at her home on Camino Real.

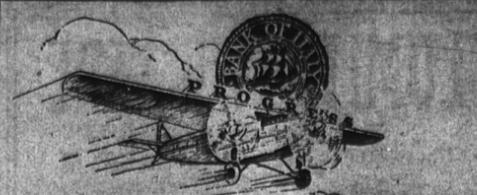
Mr. and Mrs. Paul Edwards and family of Weston street were recent dinner guests of Mr. and Mrs. Frank Jordan of Bellflower.

Mrs. Tim Terrel of Weston street is reported on the sick list.

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A COMPLETE SMALL HOME



By R. C. Hunter & Bro., Architects, New York

The plan layout of this house shows a complete and economical arrangement including a garage and a maid's room on the first floor and a large wardrobe on the second floor.

The entrance vestibule has a large coat closet. The service entrance allows the kitchen refrigerator and the cellar to be reached from the main body of the house. It provides the laundry, heater and coal space and such.

This house requires but a forty foot lot which allows a four foot clear space on dining room side and a three foot clear space at side of garage.

Complete working plans and specifications of this house may be obtained for a nominal sum from the Building Editor. Refer to House A-158.

That Cozy Home

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