



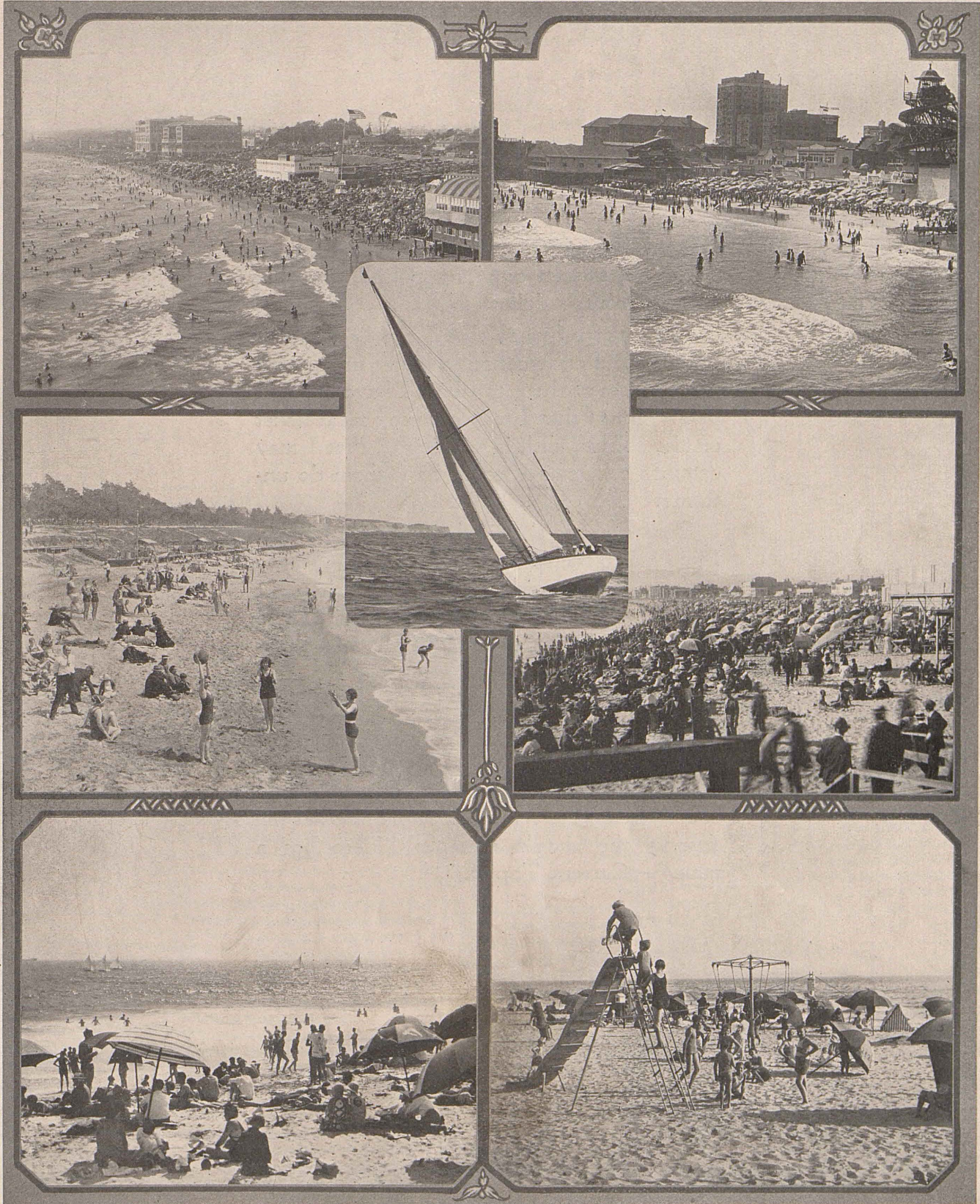
THE PACIFIC ELECTRIC MAGAZINE



Vol. 12

LOS ANGELES, CAL., AUGUST 10, 1927

No. 3



Play-time at Southern California Beaches

A Man's Prayer!

TEACH me that sixty minutes make an hour, sixteen ounces a pound, and one hundred cents a dollar.

Help me to live so that I can lie down at night with a clear conscience and unhaunted by the faces of those to whom I have brought pain. Grant that I may earn my meal ticket on the square, and, in earning it, that I may do unto others as I would have them do unto me.

Deafen me to the jingle of tainted money. Blind me to the faults of others and reveal to me my own. Guide me so that each night when I look across the table at my wife, who has been a blessing to me, I will have nothing to conceal.

Keep me young enough to laugh with little children and sympathetic and considerate of old age.

And, when the day of darkening shadows comes, make the ceremony short, and let me deserve the simple epitaph: "Here lies a man."—Current Topics.

New Hospital to Care For Sick and Injured

California Lutheran, the City's Finest, to be Official Headquarters for Afflicted Employees. Special Low Rates for Dependents

BRINGING to sick and otherwise afflicted Pacific Electric employees all that modern medical and hospitalization science has developed in recent years, the new California Lutheran Hospital, 1414 So. Hope Street, recently erected at a cost of \$1,500,000, will henceforth be the official hospital for the care of our ill and injured. Through negotiations concluded by Dr. Weber, Chief Surgeon, Medical Department, and approved by Vice President & General Manager Pontius, this splendid edifice and its appurtenances becomes available to all whose names appear on the official pay rolls.

Of equal or even greater importance than the new hospital arrangement, is the announcement of plans concluded by Dr. Weber with the hospital management whereby the dependent family members of employees are to be granted a special rate in the two and four-bed wards. The low rate of \$3.75 per day for hospitalization has been conceded, this figure including ward accommodations, nursing and meals. The lowness of this charge is evidenced from the fact that it is the identical price made under contract with our management for the treatment of Pacific Electric employees and is in the nature of a complimentary rate in appreciation of the contract arrangement made with our Company. The hospital management assures that service and accommodations will be of the same high order and in no wise of a lower standard because of this special rate. It includes the very best this splendid hospital has to offer in the way of two and four-bed wards, which answer fully and well the needs of most cases requiring hospital care.

This special rate is applicable in all cases save one, the exception being obstetrical cases, which because of the additional care and expense involved, make necessary a somewhat higher rate. For such patients a charge of \$5.00 per day is to be made, plus \$1.00 per day for the baby. The delivery room rate, also a special one, is placed at \$10.00.

Just how far-reaching an improvement over our previous hospital facilities the new California Lutheran hos-

pital is, will immediately become evident upon stepping into the corridor of the building. One is given the impression of entering a high class hotel, rather than a home for the sick. Pleasingly absent throughout most of the entire handsome structure is the odorous, fear-instilling medicinal atmosphere which most of us associate with hospitals. The chilly stereotype typical white walls have been replaced with the more assuring somber brown and on all sides one is impressed with the beauty, yet simplicity and good taste of everything chosen throughout the building. A radio connection at each bed is typical of the completeness of equipment.

Needless to say within the confines of the structure every modern facility known to the science is at the disposal

we have witnessed two changes in hospital environment. The original home of our sick was the old Crocker Street Hospital; next came the Pacific Hospital and now the California Lutheran on Hope Street.

Not only has the scope of the department's activities been broadened, but improvements have been made both within and without the entire hospital department. The headquarters in the Pacific Electric Building have been enlarged from time to time, the latest equipment secured and additions made to the staff. This is evidenced by our X-ray laboratory, which is second to none; our mechano-therapy adjuncts (in charge of a skilled professional) designed to return to usefulness body members impaired by accidents, and our laboratory and pharmacy are models of completeness.

Scope Expansive

Dr. Weber's staff has been augmented in many ways so that at the present time practically every disease or injury that might be received by an employee or dependent family member can be cared for in as efficient and thorough a manner as could be rendered anywhere. The scope of the medical department not only has been extended to the very numerous disorders and injuries to which human flesh is heir, but also to dental service, a branch seldom embodied in industrial health departments.

Augmenting our own able physician and surgeon staff under the direction of Chief Surgeon Weber, are also enlisted in the personnel of our Medical Department,

a corps of the most reputable specialists in this vicinity. These highly skilled consultants of Dr. Webber are as follows: Dr. Moses Scholtz, Skin Diseases; Dr. W. M. Bowman, Roentgenologist; Dr. Albert Soiland, X-Ray and Radium Therapy; Dr. Frank Bullard, Anesthesia; Dr. G. W. McCoy, Eye, Ear, Nose and Throat; Dr. Chas. Lewis Allen, Nerve and Mental Diseases.

The Pacific Electric organization is to be congratulated upon the medical, surgical and health guidance available to each of us through our Medical Department. It has proved its value many times and the commendatory state-



The new home for our sick and injured.

of attending physicians and nurses, explanation of which would necessarily be lengthy and then not fully appreciated by the layman.

Under the arrangements made with our Medical Department, male employees are to be consigned to the third floor, while women patients and overflow of men will be placed on the second floor. No preference or special consideration will be made as between two-bed or four-bed wards, except that persons compatible in race and nature of illness will, as far as possible, be placed together.

Summing up through the years since our medical organization was formed

ments received throughout a year by patients would fill a large volume. We may well pride ourselves on the high professional standing of all of those engaged in the work, from the Chief Surgeon down through the list of his subordinates.

FREIGHT TRAIN USES RADIO

A locomotive engineer sitting in his cab conversing easily with a brakeman in a caboose at the rear of a freight train a mile and a quarter in length by radiophone is one of the latest innovations in railroad operation. Reports as to the results of recent tests conducted by engineers of the General Electric Company and railroad officials were very favorable as to the practicability of freight train operation by radio.

The cab and caboose were equipped with double antennae, one for sending and the other for receiving the radio signals, and each had a transmitting and receiving radio apparatus.

New Ruling is Made by Medical Department

BECAUSE of the probability of having been contracted before employment, and the likelihood of being hereditary, it has been the practice of our own and most industrial health departments to exclude treatment of consumption, adenoids, tonsillitis, etc., from the treatment given employees.

Chief Surgeon Weber of the Medical Department recently made the decision to remove tonsillitis from the excluded list of disorders in the case of employees in the service five years or longer. In such instances free medical and surgical treatment will be hereafter extended by our Medical Department.

ANOTHER REASON FOR USING THE STREET CARS

About 17,000 words an hour can be read by the average person. If you read an hour a day, six days a week for fifty-two weeks, you can read 5,491,200 words or the equivalent of 183 books of 30,000 words each. If your street car ride is a half hour each way going and coming, and you make only one round trip a day, think of what you can read in a year?

It is said that a now famous New York lawyer who came to this country as a poor immigrant only had time for study while riding to and from work every day. He acquired an excellent education and is now prominent in professional circles in the world's largest city. The street car can be anybody's university on wheels.

—Exchange.

Captain: "Take this gun and watch."
Recruit: "Where's the watch?"



Facilities now available to employees at the new California-Lutheran Hospital, which ranks with any similar institution of the West. The insert photograph is Dr. W. L. Weber, Chief Surgeon, Medical Department.

PLANS PROGRESSING NICELY FOR ANNUAL PICNIC

As announced in last month's issue of the Magazine, August 27th, Redondo Beach, is the date and location of our Annual Picnic and Reunion.

In anticipation of making this year's event measure up the standard of any held in the past, Club Manager Vickrey and his Committeemen are now working diligently in perfecting plans for the pleasure and handling of the expected 15,000 throng.

All of the major events of past years, save the tug-of-wars, will again be staged, which is assurance that there will be ample to amuse all who attend. This year's committee voted to eliminate the tug-of-war feature on account of the possibility of injury. In its place several vaudeville acts will be staged. A number of changes have been made in the athletic programme designed to add spice and innovation.

Baseball fans will have the opportunity of whetting their appetites, two games being on schedule at the Redondo Beach high school grounds. The first contest, to be staged at 9:00 a.m., will be an indoor game between the Mechanical Torrance forces versus the General Offices. Immediately following Chas. Hill's P. E. Club team will cross bats with their time-honored rivals the Torrance shops.

All the free concessions of former years will again be conceded and the pleasure of the youngsters as carefully planned.

The following is a list of the Chairmen of the various committees. They, together with their appointed assistants, will be on hand throughout picnic day to render service in their designated capacities:

- President N. B. Vickrey
- Secy. and Treas. W. A. McCammond
- Construction B. F. Manley
- Resort Arrangements
- Henry C. Froude
- Transportation Charles P. Hill
- Information Bureau
- Howard T. Bennett
- Refreshments James G. Clark
- Bath House C. S. Swartz
- Dancing Philip Tower
- Dance Tickets Willis M. Brooks
- Athletics L. H. Covell
- Judges of Athletic Events C. Thorburn
- Custodian of Prizes O. D. Harris
- Baseball Harry Price
- Wrestling J. J. Huemerich
- Boxing E. J. Rieber
- P. E. Rod and Gun Club Geo. H. Grace
- Children's Entertainment
- Johanna E. Dorsey
- Children's Nursery Committee.....
- Elizabeth Brahm
- Merry-Go-Round J. L. Smith
- Music John T. Watson
- Mexican Employees .. Daniel Sanchez
- Vaudeville and Stunts .. A. H. Hader
- Hospital Dr. W. L. Weber
- Police and Order.. Frank Schumacker
- Recording Secretary of Events
- W. J. Scott
- Horse Shoe Contest .. Daniel Sanchez
- General Arrangements
- Geo. B. Barclay

July Largest Attendance in History of Camp

JULY witnessed a pleasing condition at the Pacific Electric Camp not heretofore experienced in the history of our mountain vacation retreat. We refer to the fact that during the past month every available accommodation was occupied.

Occupants in every housing accommodation means that the population of the Camp approximated 200 persons.

Also gratifying is the assurance that during the present month there will not be a vacancy, reservations received late last month indicating that this condition would exist. While there are a few accommodations yet unreserved, those contemplating a vacation at the Camp will have to make arrangements promptly.

The month of September, believed to be by many the most delightful one of the year in the San Bernardino mountains, will witness the close of the present season. Several special week-end parties have already been arranged.

BALTIMORE TO BE SCENE OF TRANSPORTATION PAGEANT

A world fair of transportation, one of the leading events scheduled for the transportation industry during the current year, will hold the attention of the railroad-world for two weeks this fall, commencing September 24. On this occasion the largest and most complete railroad pageant ever displayed is to be conducted by the Baltimore and Ohio as the principal event of that company's centenary.

On the pageant grounds located at Baltimore and occupying approximately 1,000 acres, will be constructed a loop track over a mile long, nearly two miles of other track and a grand stand with a seating capacity of 12,000 persons. Various replicas of buildings and railroad structures will be erected representing century-old associations, among which will be one of Mt. Clare Station, the oldest in the world.

The hall of transportation is to house many exhibits showing the development of rails and ties, going back to those on the tramways of England in the eighteenth and nineteenth centuries. The development of many railroad appliances, notably the air brake and signal devices, also will be displayed in careful detail. There will be shown reproductions and models of the earliest European locomotives, equipment and conveyances, even to the vehicles in use in the days of the Pharaohs. The motor vehicle, especially as it is correlated with the railroad, will have its proper place in the show.

By use of a loop track for passage of the pageant in the open, at a season of the year when the weather is

STATE R. R. COMMISSIONER DIES SUDDENLY AT BEACH

In the passing of Harley W. Brundige, for eight years a member of the California State Railroad Commission, the people of California suffer the loss of a capable public spirited citizen who has been a governing influence in city, county, state and national affairs for more than a score of years. While at the Surf and Sand Club on the evening of July 16, Mr. Brundige suffered an attack of acute indigestion and died before help could reach him.

Born in Ohio in 1865, Mr. Brundige chose journalism as his career after leaving college. His first editorial experience was in Missouri, where he rose to the top of his profession. He later came to California and filled several important positions in the newspaper field. It was in 1919 that Governor Stephens appointed him to membership on the State Railroad Commission. Following the next election when Friend Richardson was elected to the Governorship of this State, Mr. Brundige received a reappointment and was serving on the same commission at the time of his death.

To fill the vacancy caused by the untimely death of Mr. Brundige, Governor Young has appointed W. J. Carr, well known local attorney and former State Senator from Los Angeles.

Mr. Carr is praised by Governor Young as being well fitted for the position, he having always had a vital interest in public utility matters as a representative of the people, and has a clear conception of the problems involved in public utility regulations.

BUSSES—WHERE WERE YOU?

The Sallisaw (Ok) American in commenting the other day upon the flood situation as it affected the suffering people in the inundated sections—its own town then under water—stated:

"Once more has the fact been brought out that the country is dependent upon railroads. Admitting that the service of the roads has been inadequate under present conditions, we have had at least an occasional train, delayed mail service, and have been in constant communication with the outside world through telegraph which has been maintained by the railroad employees. Work at every possible point has been going on rebuilding, strengthening and patrolling the washed out tracks. Trains have been detoured miles and miles to serve the people, and the financial loss to the roads in their fight to render adequate service will reach millions of dollars.

On the other hand, what of the Bus? They gave us service as long as the highway maintained by you was passable; with curtailing of the privilege of free traffic way, the busses stopped."

generally favorable for outdoor affairs in Baltimore, an opportunity is afforded to display a mobile and articulate panorama three miles long, as it is planned to have many units of the pageant move under their own power.

Unique Trophy to Adorn Camp

Personal Gift of Mr. Pontius to Record Prowess of Fisherman Each Year at P. E. Camp

WRITING one more chapter to history already replete with his plans and ideas for making our Camp the ideal vacation spot, D. W. Pontius, Vice President and General Manager, again has added to the attraction it holds for every employee, by donating a perpetual trophy for the largest trout taken each season by employees while vacationing at the camp.

The trophy, reproduced here, is a cast bronze plaque, 8 inches by 24 inches in size. At the close of each season the name of the winner and the size of his catch will be cast in a bronze plate and riveted to the plaque. The trophy will not pass into actual possession of the winner, but instead will be a part and fixture of the Camp. The plan is to set it permanently into the trunk of the great cedar tree which grows up through the front porch of our assembly hall, where it will be an everlasting remembrance of vacations made happier by the knowledge that they were spent in surroundings conceived especially for us, and a constant spur to every employee thus to cast his name permanently into the country life from which our rest and pleasure are derived.

Awarding of the trophy will be governed by certain rules of contest which have been prepared with the kindly assistance of officers of the Rod & Gun Club. Principal among them are:

1. The trophy is open to all employees of the Pacific Electric Railway.
2. Period of competition is the period during which the camp is open.
3. Winning fish must be caught while winner is spending a vacation of one week or more at the camp.
4. Length only will govern in measuring fish.
5. Winning fish must be taken from Lake Arrowhead or stream directly tributary thereto.
6. To participate, fish must be registered with Superintendent of Pacific Electric Camp.

As it was the desire of the donor that the trophy be made retrospective, so far as possible, it will originate bearing the names of the winners in 1925 and 1926, that for the year 1925 being the earliest positive record which, with the assistance of the Rod & Gun Club, could be definitely established.

For the thoughtfulness which has prompted his gift, our thanks are due Mr. Pontius. There is not within the employ of the Company a more enthusiastic lover of the Camp or a more interested participant in the activities of those who use it than he is; and surely our appreciation can best be shown by keeping up year after year new and spirited competition for the honor of casting our names upon the trophy.

The plaque will be formally dedicated at the Camp at 3 o'clock in the afternoon, Sunday, September 4th, and it is expected that there will be a large delegation of officers and employees present to witness the ceremony.



MOTORCOACH OPERATOR ORR COMMENDED FOR COURTESY

Courtesy and kindness are not lost arts, even in this day of rapid transportation, W. C. Dickson, 87 South Wilson avenue, reported yesterday when he directed attention to an act performed by "Conductor 404," of a Hill avenue bus.

"I was coming down town on the bus," Mr. Dickson said. "As we reached a point between Chester and Michigan a woman of at least 70 was trying in vain to get a wheel chair, in which another woman of about 75 sat, down from the curb. At least half a dozen persons passed by the woman, without offering to aid her. Then the driver of the bus stopped the vehicle, hurried over to the spot and helped the old couple across the street. He told me that he lost only two or three minutes and that he easily could make them up."

"Conductor 404", the Pacific Electric office revealed, is R. J. Orr.—Pasadena Sun.

Painful Prospect

The government official for the country district who had charge of that part of the census which deals with farm products had instructed the old farmer to collect his stock of every description and have them branded. "I s'pose that's all right," sighed the farmer dolefully, "but, honest, mister, I b'lieve I'm going to have one hell of a time with them bees."

VARIED PROGRAM OFFERED MUSIC LOVERS AT BOWL

With attendance greater than any month of July in their history, the Hollywood Bowl summer concerts move on into their second and last month of the season.

The new special night policy established by the Bowl Association this season is assuring musical satisfaction for all tastes. Tuesday of every week is "Novelty Night," at which time some novel or unusual number is given, surrounded by a program of good standard classics and lighter numbers. Thursday is "Symphony Night," when one of the greatest symphonies is featured. Friday night is "Solo Night" when the program is varied by solos by celebrated vocalists or instrumentalists. "Popular Night," on Saturday, offers a program of light, melodious numbers—strictly highclass in calibre, but of a sparkling, tuneful nature.

While the July audiences, which numbered as high as 18,000 on some nights, welcomed five world-famous conductors and four well-known soloists, music lovers will, in the month of August, greet the same number of equally famous conductors and one more soloist, there being five during the closing month of the concert season.

The larger audiences this year over previous years attest the fact that the Hollywood Bowl is fulfilling, more than ever before, the desire of its founders "to give great music to great masses at small cost."

INDUSTRIAL ADVANCE CITED

That during the first three months of the present year the City of Los Angeles presented one of the most interesting and varied industrial expansions in its history, was the message delivered by R. D. Sangster, Head of the Industrial Department of the Los Angeles Chamber of Commerce, in a recent address.

In the first quarter of this year, stated Mr. Sangster, forty-one new manufacturing enterprises have come into the Los Angeles metropolitan district, requiring an investment of approximately \$35,000,000. The added industries are employing about 7,500 persons, with an annual payroll of close to \$10,000,000.

There are now seventeen industrial concerns and expansion projects under way, continued Mr. Sangster, which will have an aggregate representation in new invested capital, ground, buildings and equipment, of \$31,000,000.

An Oyster Bedtime Story

Once there was an oyster named Pearl. The father and mother of Pearl fought terribly. One day ma demanded a new sealskin. Pa got angry and said, "I'm tired of shelling out to you." "You poor fish," retorted ma oyster. "You're a sucker for all your shark friends." "Don't be a crab," said pa and he shut up like a clam. Ma got as red as a lobster and socked pa so hard he turned turtle.—Chicago Daily Tribune.

F. J. CLENDENING PASSES

A host of friends among his fellow employees of the Pacific Electric mourn the passing away of Frank J. Clendening, who for the past 15 years has been identified with the Transportation Department of this railway, his last position being that of Terminal Market Foreman.

Mr. Clendening was born in Washington, D. C., September 6, 1870, his death occurring on July 6, 1927.

He was married September 6, 1899, to Mrs. May Van Natters, whom, with two brothers and one sister, survive him.

Having been initiated as a Mason in November, 1900, Mr. Clendening was raised as a Master Mason in May, 1901, and throughout the remainder of his life took active part in the work of the fraternity. During the years following his induction into the order he advanced to the degree of Knight Templar, being a member of St. Alban Chapter, No. 113, R. A. M., and Harmony Commandery, No. 58, K. T., of Monette, Mo.; life member of Bedouin Temple, A. A. O. N. M. S., of Muskogee, Okla.

Interment was made at Forest Lawn Cemetery, July 11, with Masonic Honors conducted by the Pacific Electric Masonic Club through the courtesy of the Masonic Board of Relief, A. R. Ireland, Acting Master.

The heartfelt sympathy of many friends is extended through the Magazine to Mrs. Clendening and other relatives.

Make Up Lower 5

Dentist: "Which tooth is it, Sam, that troubles you?"

Pullman Porter: "Lower five, suh."

'More Business' Campaign in Which all Can Aid

By G. F. SQUIRES
Assistant Freight Traffic Manager

AT NO TIME in the history of this company has the necessity for intensive efforts on the part of employees been as great as at present, for "Bigger Business and Better Service."

Keen competition and the ever increasing use of the private automobile and motor truck, has clearly demonstrated the fallacy that transportation requires no special effort to sell it.

Competition Severe

The transportation business today is being fought out on lines of keen competition, and competitive conditions today present greater difficulties than heretofore experienced. The solicitation problem is one which calls for greater assistance and co-operation of all employees to the fullest possible extent. To meet this competition successfully there must exist a co-operative spirit in our organization, brought about through mutual confidence and understanding and a recognition by all of an obligation to assist in any way possible to increase the revenues of the Pacific Electric by means of securing traffic.

Every employee in the service of the company should enlist in the campaign to get more business and constantly aim to improve our service conditions to attract more traffic to our lines.

Co-operation in working toward the mutual prosperity of both the company and its employees should be a prevail-

ing sentiment and every member of the entire Pacific Electric family should consider themselves a specially appointed traffic solicitor out for bigger business.

The spirit demonstrated by the Pacific Electric men and women, whose regular duties are outside the sphere of business solicitations, constitutes an asset of which any company would be justly proud.

Our organization should be capable of offering the Pacific Electric at least 5,000 helpful business getters. Think what it would mean if every employee would favorably influence the routing of one carload shipment over our lines once a month. An employee does not have to be in the Traffic Department to be a good business getter, but, conversely, every person in this company is a potential salesman of transportation.

Increasing our traffic volume is a serious necessity and a matter of vital interest to every member of the Pacific Electric organization. We need additional traffic. Large numbers of Pacific Electric employees are frequently placed in positions of advantage to suggest patronage of our lines, and there exist many opportunities to urge your friends to favorably consider our facilities in routing their freight traffic. Activities of this character are what count in a business getting campaign.

All Can Aid

Every employee should be interested enough in the welfare of the road to take every opportunity to solicit freight traffic for it. Each employee should consider himself a soliciting agent, in addition to any other duties that may be assigned him. By so doing he will not only advertise our road, but prove his loyalty as an employee. Employees in every branch of the service can aid very materially in the solicitation of business by using their personal influence among their friends in commercial business to have shipments moved by rail.

The Pacific Electric Railway is one of the major industries in Southern California and has largely contributed to the growth and development of this section. It is a utility deserving the patronage of shippers, being a main transportation factor for over 50 cities and towns adjacent to Los Angeles and the territory lying between. Ten and a half million dollars are annually paid in wages and \$1,140,000 goes for taxes which redound to the general benefit of the community.

The finest feature of railroad work is the opportunity it gives us for making friends, and friends constitute the biggest asset anyone can have. In making friends for the company we make friends for ourselves.

Life's Little Trials

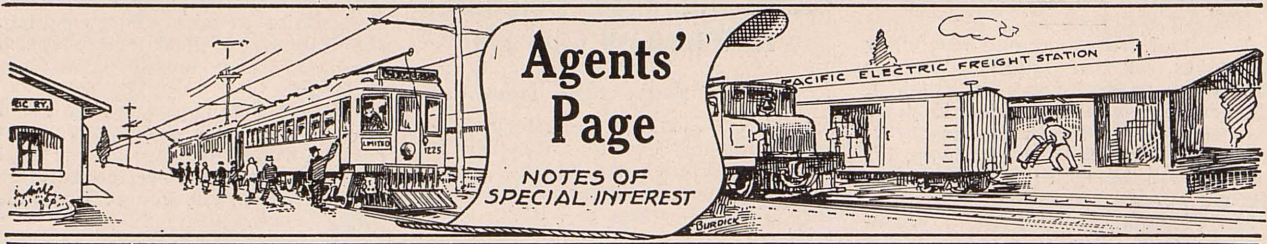
"Pa, whats the difference between a hill and a pill?"

"I don't know, my son, unless that a hill is high and a pill is round—is that it?"

"Naw! A hill is hard to get up and a pill is hard to get down."—Boston Transcript.



Vice President and General Manager Pontius surrounded by fifty of the children vacationing in Camp when he was there recently. Needless to say it was a happy day for the "Kiddies" and that the ice cream cone stock in Camp was raided.



Clear Notations Helpful to All

Failure to Give Full Facts Causes Work, Expense and Delay in Settling Claims

CITING many good reasons why "notations should be explicit and cover fully all facts so that justice, both to the carrier and shipper may be done by the claim agent, a recent article in the Columbia Magazine by an official of the Columbia Terminal Company is quoted in part:

"Aside from unjust payment imposed upon the carrier through the medium of careless and meaningless notations, there is the difficulty of arriving at the facts and frequently long drawn-out controversies develop.

"For instance, here is a common notation—"range chipped." What does that mean? A new range for a claimant inclined to be unscrupulous. For a reputable concern it probably means the legitimate replacing of many parts not understood by the claim man, which results in numerous inquiries which are properly resented by the claimant, who should not be questioned about details that should be a part of the carrier's record at the outset.

"The same applies to the frequent notation 'Checks stained with contents', which means nothing as protection to the carrier's interests. The article in every instance should be scaled and the weight properly entered on face of ticket.

"The notation 'Rubbed' is encountered daily and defines no specific condition of bad order, but permits the presentation of almost any form of claim for damage. In the case of furniture, a proper notation will outline the extent of bad order and the different parts affected. The depth and the number of ply affected should be mentioned in the case of rugs and kindred articles.

"Exactly the same status applies to the general term 'Rattling', where glass articles are concerned. There is only one proper method to follow, and that is to open, inspect and describe actual condition of contents.

"A fertile source of trouble is the expression 'Case Broken' and, needless to say, it should never be used. The contents of a case is either in good and perfect condition or it is not, and any notation should describe exactly the true condition.

"In giving or receiving notations, try to bear in mind that the claim man is necessarily governed by what

you put down on paper and how you put it down. In more than one way, it is YOU upon whom the company depends in determining the measure of its responsibility, which fact should be kept before you when transacting business involving the use of damage notations.

"The terms 'Old and Secondhand' and 'Returned Goods,' while designating to a limited extent the character of the freight, have no significance whatever as explaining a damaged condition, and little if any bearing on the cost of replacement. Such terms should not be permitted to influence you in passing on a bad order condition.

"In the handling of machinery and cast iron articles, the expression 'Old Break' is frequently substituted for 'On-the-spot' investigation of a damaged condition. Remember, a break is not one minute older than you can prove it to be then and there, and where the crack in a casting is very rusty and clogged with dirt and grease, it is not at all difficult to prove prior existence of damage, when our possession, as in most cases, is a matter of only a few minutes. If freight is permitted to pass out of our hands without these facts having been developed and recorded, all old breaks become new and responsibility rests with you."

MORE SERVICE TO BOWL

Commencement of through direct service to the Hollywood Bowl from the Santa Monica Bay district was arranged by special train on Tuesday, July 26, and will continue throughout August when the concert season ends.

To be run each Tuesday, Thursday, Friday and Saturday evening, the special train leaves Venice at 7:13 p. m., being routed via Ocean Park, Santa Monica, Sawtelle and Beverly Hills, arriving at the Bowl in ample time for the beginning of the performance. Return service will also be rendered over the same route immediately after the performance.

This direct service was arranged in answer to pleas of music lovers of the Santa Monica district through the Bay District Music Club and the Santa Monica-Ocean Park Chamber of Commerce.

BREEZES FROM THE HARBOR

By J. M. McQuigg, Agent, San Pedro.

Business at the port for the month of July was very good, the railroads holding their percentage and in fact showing a slight increase over truck movement. This is possibly due to reduction in freight rates on heavy commodities by rail lines during the past several months.

Port business shows also that shipping, both export and import, is slowly but steadily increasing, particularly on imports. Glass sand, chalk, china clay and coke show increases.

This port now claims the distinction of being first in the export of oranges, lemons and grape fruit. For the fiscal year records show 975,905 boxes exported—shipments to nearly every foreign country.

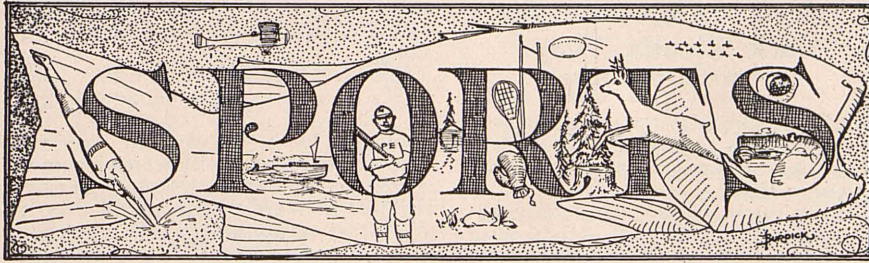
The Donaldson Line has entered the banana trade between Central America and Pacific Coast ports. The Str. Kastalia, the first ship of this line, docked at the Outer Harbor July 27th and discharged 28 cars of bananas for this district. They intend to have a ship make this port about every three weeks. These ships are equipped with the latest refrigeration plants. On their east bound trip they will handle citrus and other fresh fruits under refrigeration.

The Flood line has seven ships now in the European trade. They are bringing in one ship per month and for the month of August will have two steamers dock here. Their principal commodities are sand, clay, chalk, rags, cork and some general cargo.

The old cotton compress No. 1 is being remodeled and a new press installed. They expect to be ready for operation by the first of September, when the new cotton crop starts moving. Within a years' time they plan to have an entire new lay-out with proper facilities for handling a larger tonnage of cotton than ever before at this port.

The Union Terminal Warehouse No. 3 is now handled by the L. A. Harbor Dept. and is to be separated from the cotton business. The Harbor Dept. will do a regular warehousing and storage business for the present.

The Western Refinery Company on the west basin is building another unit to their plant for the refining of gasoline. This is the first step of their program of enlarging their plant, on which they intend to spend about three million dollars.



BALL TEAM GOING GOOD

The Pacific Electric baseball team has been going at a rapid pace, having won nine of the last ten contests played, all of its opposition being among the strongest teams in the Association. The only loss sustained by the boys during the months of June and July was at the hands of the Pasadena Merchants on July 10th.

Incidentally, the Pacific Electric team finished in second place in the Summer Major Industrial League as the result of winning ten and losing two games. The Commercial Club won first place honors in this League, nosing out our Club by just one game. Manager Hill insists that the Pacific Electric had the best team in the League and should not have lost a game. However, circumstances made it necessary to put in the field substitute teams in the two games that were lost, one of these contests having gone to the Commercial Club by the score of 13 to 12. The only game lost by the Commercial Club was won by the Railroaders.

Elmer Phillips, star pitcher of the team, was drafted by the Pocatello team of the Utah-Idaho League and he is going good in his new company.

Big Cy Williams has been selected to replace Phillips on the staff and he has won both of the games he has worked.

The baseball boys are looking forward to the big week-end Labor Day outing at Catalina Island when they will play the Catalina Cubs a two-game series.

Following are the scores for the team during the month of July:

July 9th, P. E. 5, D. & B. Pump & Supply Co. 2; July 10th, P. E. 6, Pasadena Merchants 8; July 17th, P. E. 2; Palms Merchants 0; July 24th, P. E. 4, Murphy's Comedians 3 (11 innings); July 31st, P. E. 5, Hubbard's Cubs 4.

WATERMELON PRIZE SHOOT BENEFIT BALL GAME SUCCESS

The regular monthly blue rock shoot was staged at the Bangle Grounds as per schedule Sunday, July 24th. A large number of shooters were on hand and some fine scores were turned in.

A unique feature of this shoot was in the nature of a watermelon as a prize for each squad of shooters. After every round of one hundred and twenty-five targets, the five contestants drew lots and the lucky shooter copped the prize. Needless to say there was much feasting on watermelon.

Field Captain Hodge announces the first ten shooters' standing in the following order:

W. J. Hodge.....	510x550	92.72%
B. F. Manley.....	91x100	91.00%
L. R. Spafford....	226x250	90.54%
K. L. Oefinger....	382x425	89.88%
J. L. Cowley.....	398x450	88.44%
F. L. Manley.....	263x300	87.66%
A. B. McLeod.....	617x725	85.10%
E. R. Smith.....	148x175	84.57%
K. Thompson.....	429x475	81.71%
E. A. White.....	481x600	80.01%

The next shoot is scheduled for Sunday, Aug. 14th, and will be the last shoot over the Bangle Grounds before the big picnic which is scheduled for Saturday, August 27th.

ANOTHER INDOOR LEAGUE TO BE FORMED SHORTLY

Revival of the indoor baseball league which last year proved a source of great sport to the large number who engaged in it, has again come up for consideration and Club Manager Vickrey has promised to aid in plans of forming a six club organization.

With the vacation season nearing completion, tentative plans call for teams from the following departments: Accounting, Transportation, Traffic (freight and passenger), Engineering, Electrical and General Offices.

As was the case last year, it is planned to schedule the games each Saturday afternoon, September 10th being the date for the opening game. Team managers will shortly be appointed and a meeting held to work out details for the season's play.

A few weeks ago Mr. Vickrey received a letter the Southern Pacific Athletic Association in San Francisco in which a challenge was issued for a three-game series. Whether or not our northern friends will still be playing at the close of the P. E. season remains to be determined, but if such is the case, participation in an inter-city series looms as a prospect for the winning team during the forthcoming season.

The Pacific Electric and Hubbard's Cubs teams played a benefit game on July 31st at Tournament Park, Pasadena. All of the proceeds were turned over to Leo Hampson, outfielder for the Pacific Electric team, who sustained a broken leg while participating in a Pacific Electric-Commercial Club game on April 23rd, incapacitating him ever since, with no financial resources, and his mother to support.

The sale of tickets, together with a voluntary collection at Brookside Park, Pasadena, on the same day by Sam Cox, Manager of the Pasadena Eagles Team, netted about \$350.00, which sum has been turned over to Leo.

Mr. Hampson wishes to express, through the Magazine, his thanks to the many employees and their friends for their kindness in helping to make this benefit game a success, which has meant so much to him in a financial way. Many thanks are due Jimmy Fisher, Manager of the Hubbard's Cubs, and each member of his Club who voluntarily offered and tendered their services gratis.

The game was a hard-fought, fast and snappy contest, and was won by the Pacific Electric 5 to 4.

Chas. P. Hill, Manager of the P. E. team, originated the idea of this benefit game and to his efforts its success may be attributed.



Mr. and Mrs. J. P. Chambers and their family of interesting children, one of the largest families to visit our Camp this year. Mr. Chambers is one of our Maintenance Foremen on the Western Division.

PACIFIC COAST WATER POWER ASSURES INDUSTRY GROWTH

The Pacific Coast, with more famous waterfalls than any other region in the world, has potential waterpower sufficient for a population of more than thirty million, according to J. T. Saunders, Freight Traffic Manager for the Southern Pacific Company.

Out of a list of 38 of the world's most famous waterfalls recently published by a New York newspaper, more than one-fourth are on the Pacific Coast. Eighteen of the falls listed are in the United States, 16 of them west of the Mississippi. Yosemite Valley leads with eight, while Multnomah Falls in Oregon and Snoqualmie Falls in Washington also are world renowned.

While thousands of tourists flock to these falls and they are notable beauty spots, Saunders sees in hundreds of other lesser known falls a token of the Pacific Coast's future industrial greatness. California already leads any other state 3 to 1 in the per capita consumption of hydro-electric power, in spite of the power developed in New York State by Niagara.

BUS COMPETITION FALLACY

"As time goes on we are becoming better informed as to the real relationship between the motor bus and the electric railway," writes the Ohmer Fare Register. "Recent experiences in St. Louis, as reported in one of the newspapers of that city, has been called to our attention. The article follows:

"A two years' international study of city transportation has convinced the Rapid Transit Committee of the St. Louis Board of Aldermen that the street cars must remain the backbone of the city service. Buses are unable to handle the mass transportation as economically and quickly as street cars, but should supplement car service, and not be permitted to compete with it.

"Chaotic transportation conditions in St. Louis caused the survey. For several years independent buses and electric cars have competed on St. Louis' streets, partly because some city officials thought competition would improve service and keep down fares. Fares have increased and service suffered. Citizens demanded relief and the Board started its exhaustive survey. Now, as a result of the report, an effort is being made to coordinate electric car and bus service under street railway management, thus eliminating all competition.

"There is ample evidence that street cars carry more than other agencies of transportation and with less use of streets. Thus in St. Louis during the rush hours, the automotive vehicles leaving the business district were 89 per cent of the total vehicles and the street cars were only 8 per cent, but the street cars carried 73 per cent of the total passengers, while the automobile carried only 20 per cent."

A Friend a Day Will Keep Dark Clouds Away

By FRANK FARNHAM
Supervisor, Trans. Dept.

THE Pacific Electric has a thousand traveling salesmen, all concentrated on the small territory covered by our system.

These salesmen are thoroughly acquainted with the Line of Merchandise they are selling, and come in contact with a large number of "prospects" each day.

Our line of merchandise is "Transportation," and our salesmen are the Conductors. Like any other article or merchandise or service that is sold, it will be used more freely by customers who are satisfied with the product and have a friendly feeling towards the salesman.

If a large number of Conductors were asked: "What constitutes a successful Conductor?" most of them would begin enumerating the duties required in the proper collection, recording and reporting of fares; the protection of trains, and the other numerous activities making up a day's work. Few of them would begin with one of the most important duties; that is, of selling the transportation, and making friendly customers.

Duty and Pleasure

This is not only a duty to the Company, but should be a pleasure which no Conductor would be willing to miss. To fully appreciate this, let each Conductor imagine himself in charge of a car full of friendly acquaintances all pleased to see him again, and then compare that with handling a load of passengers, all strangers to him, some of whom felt antagonistic to all Conductors because of an unpleasant ex-

perience with one some time in the past. What a difference in the day's work.

Then let us look at it from the Company's standpoint. The public is largely influenced in its opinion of the Company by the treatment received from the employees with which it comes in contact. What salesman carrying any line of merchandise would expect to succeed or would be allowed to continue to represent the Company if he did not show his customers every courtesy and consideration?

Let us suppose that each one of our thousand salesmen made one new friend for the Company each week. Surely that is not a large order when one thinks of the thousands of customers with which each salesman comes in contact, yet it would amount to 50,000 new friends, for both the Company and the trainmen, gained each year.

Such friendship is not always gained by consideration shown direct, but the admiration and friendship of several sitting nearby may be won by a little thoughtful kindness shown to some passenger who, through age, illness, or merely being a stranger in our midst, needs a little special attention.

Bringing it Home

Just hold a little conference with yourself, and think how you would feel if your mother or father or wife told you of some time when, worried or in trouble, a Conductor straightened everything out with a little thoughtful courtesy.

To get results in a friendship campaign it is not necessary to issue a lot of printed matter, hold meetings, call out the band or anything like that. Just let every one of our 1000 salesmen resolve to win a few more friends from among the strangers who patronize them and the deed is done. Pick out some individual who does not look like he had smiled in a month; greet him with a cheery "Good morning" when he boards your car, say "Thank you" when he pays his fare, and if he does not fall dead from surprise, you will be a long way on your road towards adding another friend to the family.

Come on! Let's go! 52,000 more friends for the Pacific Electric before next Fourth of July!

Fire! Fire!

Mrs. Harris (seeing sky-writing for the first time): "Say, Mrs. Higgins, what is that?"

Mrs. Higgins: "I dunno, less it be some o' that wireless caught fire."

Speaking of a Horse

A man drove into an old-fashioned hotel yard, and addressing the hostler, said:

"Extract my quadruped from the vehicle and give him an adequate supply of nutritious aliment, and when the aurora of morn shall illuminate the horizontal horizon, I will award you a pecuniary compensation for your amiable and obliging hospitality."

The groom thought for a moment, then rushed into the hotel and said: "Hi, Bill! There's a foreigner wants to speak to you."

Child's Slogan is Winner in National Contest

AT A MEETING of the National Safety Congress in Chicago two months ago a slogan contest was inaugurated among the school children of the United States. From the many thousands of slogans received, the prize was awarded to a 13 year old boy who submitted the following:

FOOLS — FLIVVERS —
FLAPPERS — FLASKS
— FLOWERS

A little consideration of the above would produce not only considerable thought and amusement, but an arriving at the ultimate conclusion that the party represented by the first word would soon receive the last.

Our friend, S. A. Bishop, General Claim Agent, who was in attendance at this congress reports the above and also advises of much constructive progress made by the Congress in the interest of Safety.

THE PACIFIC ELECTRIC



MAGAZINE



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

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

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Contributions of Items of Interest by all employees solicited. Address all communications to the Magazine, to Bureau of News, Room 664, Pacific Electric Building, Los Angeles.

How Do You Answer Questions?

HAVE you ever been a stranger in a distant land or city and compelled to ask guidance from a stranger?

Do you remember the attitude of those from whom you inquired—whether the information was cheerful, helpfully, accurately given; or, did you meet with a gruff, grudging, unhelpful response?

Travelers upon our railway are for a large part, strangers in our midst, unfamiliar with the country and with localities and the operation of our service. Many of them board our cars with only a vague idea as to their destination or how to reach it. Some of them, in addition to the anxiety of travel, may also carry the burden of worry—or age may have impaired their natural faculties. They need the helpful hand and advice of brotherliness. Do you give it cheerfully when requested, just as you would like to receive it were you the inquirer?

Suppose it were one of your dear ones in a similar position. How would you like for them to be answered?

Suppose you cannot answer the question asked. Could you not give a little of your time to find some one who could answer?

Misinformation is worse than no information. Never guess at an answer for a stranger's inquiry. It were far better to say "I do not know" than to misinform.—But better yet to say, "I do not know, but will try and find out for you."

Courtesy and kindness are priceless virtues and always return their reward to those possessing them.

This railway aspires to be known as the most courteous and kindly in America.

Are you doing your part to make

High Honor is Bestowed Upon Mr. Pontius

ELECTION of Vice President and General Manager Pontius to the Presidency of the Board of Commissioners, City Health Department, took place at the monthly meeting of that board last month. Mr. Pontius succeeds Michael Creamer, former President, who resigned to accept an important post with the State Board of Health. Our Executive had previously served a two year term as Commissioner of the board.

One of the busiest of local utility heads, Mr. Pontius has long been active in local development and civic affairs, having given freely of his time and talents to the accomplishment of many major projects. Since the organization of the Los Angeles Traffic Commission he has been untiring in furthering projects of traffic relief and is now director of that body. The Mission Playhouse was brought into being in no small part through the efforts of Mr. Pontius, he now being executive Vice President of the governing body. Chairman of the Transportation Group on Major Disasters, Chamber of Commerce, is another civic activity in which our busy executive takes a leading part.

that true and letting your answers to others be solely on the "golden rule plan"?

AMERICAN RAILWAY SERVICE IS SUPERIOR TO EUROPEAN

Refuting statements oft times made to the effect that European railroads are superior to our own, Samuel O. Dunn, Editor of the Railway Age, in a recent article gave forth some contradictory information. While admitting that the best trains of England, France and Germany are on a par with our best, Mr. Dunn stated that those of other European countries are slower than and inferior to corresponding trains in this country.

Regarding safety, Mr. Dunn shows that, although the United States has 251,000 miles of railroad as compared with 208,778 miles for a combined total of the 16 principal countries of Europe, the number of employees killed in the United States, taking on each side of latest year for which figures are available, was less than 52 per cent of the number killed in the 16 European countries, and the number of passengers less than 22 per cent of the European total.

The number of steel passenger cars in use in Europe is surprisingly small and there is hardly a block signal in service on the entire continent, this authority revealed.

One of the most noticeable differ-

ences in the railroad service of the two continents is that of sleeping car accommodations. The passenger in the United States has little trouble securing reservations by applying a few days in advance and can generally get an upper berth up to the time the train leaves, but not so in Europe. The experienced European traveler well knows that if he is to get sleeping car accommodations for an early train departure he must, by way of extra remuneration, bribe the sleeping car employees. Also, the costs for sleeping car accommodations, in American money, is greater in Europe than in this country.

SERVICE IS MORE IMPORTANT FACTOR THAN PRICE OF IT

Reflecting an appreciation of the present day conditions, Philip H. Gadsden, President of the Philadelphia Chamber of Commerce, in a recent address before the Traffic Club of Philadelphia, stated that "service, and not rates, is the most important consideration in any discussion of the transportation problem—not so much what the transportation costs, as what is the quality of service to be rendered."

"For the last few years we have become so accustomed to increased efficiency of our railroad service," continued Mr. Gadsden, "that we have been prone to take first-class service for granted. The fundamental difference between railroads, street railways, gas, electric and telephone companies, and other classes of business, is that in unregulated business you are purchasing or dealing in a definite commodity or article of merchandise, whereas in the field of regulated business, such as railroads and public utilities, you are seeking service for present and future needs. Service, therefore, is the first consideration.

"Poor or inferior service is costly at any price. The greatly increased efficiency of our railroad service since the roads were returned to their stockholders after the World War, is responsible in no small measure for the prosperity which we are now enjoying. The excellent service railroads are rendering has made possible radical reductions in inventories throughout the business world, and released for productive purposes, millions of dollars formerly used for payment of interest on unnecessarily large stocks on hand.

"The government under which the American people have become the most prosperous and progressive nation on earth, has been predicted upon giving the largest possible freedom to individual initiative and private enterprise. Our belief has been that government should confine its functions to seeing that every citizen should have fair play and an open field in the battle of life.

"A man's self respect doesn't depend so much on the wages that he makes, as it does on the wages that he saves. He holds his head high when he knows that he is independent and can weather any storm.

To Better Serve Newport Patrons



New combined passenger and freight station at Newport Beach.

By L. S. WILKINSON
Agent, Newport Beach

NEWPORT Beach now has an "honest to goodness" fine new railroad station. Perhaps that word "station" should be in capital letters for it looms large to us as transportation people, and also to the community.

To get the real genesis of this recent accomplishment we must go back some little time. A number of years ago the town of Newport Beach was incorporated and commenced the experiences that all developing places must experience. Later the time came when some of the bigger and most necessary things must be brought about. A comprehensive sewer system was planned, costing something like a half million dollars. Then a paving campaign was gotten under way. Another half million, if you please. A street lighting system was installed.

While all of this was going on the joint agency of the Southern Pacific and Pacific Electric Companies served the public in a makeshift location on the land end of the Southern Pacific wharf. After the public improvements mentioned became finished products, some of our "live wires," to whom we always turn when we need real service, invited the railroad officials to "come see." The outcome of this visit was a promise that the Southern Pacific and the Pacific Electric Companies would do all in their power to help on the progressive spirit of the community, and that in due time they would construct a station that would be in keeping with its surroundings.

The wharf was sold to the city with a piece of land leading up to it, which was a big item to the city. What was to be a temporary agency was then established in a box car, and eventually landed in an out-of-the-way place, where the public could find it, but not always without a guide. The months ran by and some of our people thought that we had been forgotten, but this

spring the material for the building put in an appearance and the work began.

The new station is a very fine looking structure, brick wainscot with stucco, and asbestos shingle roof. The open waiting room faces the southeast. As you look from this end of the building, the Pacific Electric rails are to the right and the Southern Pacific to the left. A generous door opens into the waiting room, a bright pleasant room. As you enter, the ticket window greets you with its pleasant appearance of being the place that you are seeking. On the right are the lavatories, finished in tile and exceedingly neat. On the left is another door leading out to the Pacific Electric tracks. The door to the office is on the Southern Pacific side of the house, which gives ingress to the counter over which we attend to the billing of freight.

A door inside the office leads up a short flight of steps to the freight

house, not too large, but of a size to serve our purpose for some time to come. The outside doors are all heavy plate glass and well screened, as are the windows. The whole building is electrically lighted, and waiting room and office are heated with gas steam radiators.

In short, we have a beautiful building, well located and convenient, where the public can get the service that should be given our friends. We no longer have to apologize and tell what will be done some day, but rather we rejoice in what we have, and our citizens appreciate what has been done and rejoice with us.

TROLLEYS CARRY THE MASSES TWO LATE TESTS REVEAL

"Two surveys recently made in Cleveland and Boston into the riding habits of people demonstrate clearly the great need for public transportation," the Ohmer Fare Register rises to remark.

"In Cleveland, a test was made in a cooperative effort between the street car company and the merchants, it was shown that three out of four were using public transportation service. They either rode the electric railway company's cars or buses. Only about one person out of five went downtown in a private automobile.

"In Boston, a recent count showed electric cars were outcarrying automobiles by large numbers. The Boston Chamber of Commerce conducted the test.

"A count taken at Governor Square, in the Back Bay section, showed that between 8 a.m. and 12 p.m. 57,750 motor vehicles carried 97,175 persons, or an average of 1.7 passengers including the driver, to a car.

"At the same time, according to the figures of the Boston Elevated Railway, some 3,100 street cars passed through this square, carrying 90,000 passengers, or an average of 29.3 per car.

"The folks who have been weeping for years about the passing of the electric railway may dry their tears."

COMPARISON OF ACCIDENTS DURING JUNE 1926 AND 1927

	Northern Division 1927-1926		Southern Division 1927-1926		Western Division 1927-1926		Motor Coaches 1927-1926		
Interferences with vehicles	92	95	68	62	172	188	24	28	
Collisions and Interferences with cars	2	2	1	2	2	7	1	0	
Persons struck by cars	3	4	2	5	2	8	0	0	
Derailments	7	8	13	8	7	14	0	0	
On and off moving cars	9	13	2	8	14	8	0	0	
Miscellaneous	27	22	34	33	49	49	10	8	
	140	144	120	118	247	274	35	36	
		D-4		Inc. 2		D-27		D-1	
				1927		1926			
Interference with vehicles				357		373		16 Dec.	4.3% Dec.
Collisions and Interferences with cars				6		11		5 Dec.	45.5% Dec.
Persons struck by cars				7		17		10 Dec.	58.8% Dec.
Derailments				27		30		3 Dec.	10.0% Dec.
On and Off Moving cars				25		29		4 Dec.	13.8% Dec.
Miscellaneous				120		112		8 Inc.	7.1% Inc.
				542		572		30 Dec.	5.2% Dec.

IMPORTANT BETTERMENTS IN PROGRESS OR PLANNED

Below is another interesting review by W. Z. Shaw, Cost Engineer, of betterments approved by the management during July for early attention; also comments on progress of two major grade separations:

Equip Terminal Foreman's and Trainmen's quarters at Hill Street Subway Terminal with furniture at an estimated cost of \$2,620.00. This for the convenience of two hundred fifty trainmen working out of this terminal.

To protect traffic and to reduce hazard of accident three automatic flagmen, at a total estimated cost of \$1,829.00, will be installed at the following locations: San Pedro Street on the Watts-Redondo Line, Merrill Avenue, Rialto, on Riverside R. R. and at Virginia Road on Monrovia-Glendora Line.

To reduce hazard of accident and to comply with request of the public, one Hayes derail will be replaced with tongue switch derail (estimated to cost \$489.00) on North Lake Avenue at Mariposa Street, Altadena.

Renew 18 60-pound with 75-pound split switch turnouts and one double split switch including ties, timbers and bonds, at an estimated cost of \$20,734.00, at Butte Street Yards. The old switches are badly worn and to reduce maintenance cost immediate renewal is necessary.

Retire old culverts on La Habra Line at Hazzard, Scott and Leon Junction and install corrugated iron pipe culverts with necessary ditches at Hazzard, Scott, Leon Junction, Barnett, Des Moines, La Habra, East Brea, Oleo, Loftus, Dill Stations, and at farm crossings at a total estimated cost of \$4,537.00. Present culverts are inadequate for storm waters and to prevent damage to Pacific Electric property and adjoining property, improved drainage must be provided.

Reconstruct spur tracks across Wilmington Street on Whittier line, replacing 60-pound with 128-pound girder rail joints, gravel with crushed rock ballast, redwood with treated ties, install concrete culvert, automatic flagman, and pave crossing with asphalt concrete and oil macadam pavement, total estimated cost \$2,251.00

To conform with improvements being made in First Street, Artesia, on Santa Ana Line by the County of Los Angeles it is necessary to reconstruct and pave tracks across First Street, replacing 60-pound with 128-pound grooved girder rail and joints, redwood with treated ties, install crushed rock ballast and pave with asphalt concrete, at an estimated cost of \$2,175.00.

Renew present 127-pound D. T. over D. T. shop built with a maganese crossing at Seventh Street and American Avenue, Long Beach, at an estimated cost of \$5,624.00. This crossing is used by all Los Angeles-Long Beach inter-urban trains and by East Seventh Street local service, and is so worn that further repairs are inadvisable.

Install temporary street crossing at Horizon Avenue, Venice, while renew-

An If For Agents

(With apologies to Kipling)

IF YOU CAN keep your head
when biz is rushing,
Just fifteen minutes ere the
trains are due,
And load them on the truck the
proper way,
Then on the fone tell Jones the
time of day—

If you can bill and load ten coops
of chickens
And be careful not to break their
wings or legs,
And also bill out nine barrels of
apples
And seven cases of fresh hen'ry
eggs—

If you can take your little old
wheelbarrow
To get a load of mail for Uncle
Sam,
And find the P. M. has not got it
ready,
And waiting, still refrain from
saying Damn—

If you can hustle back with
loaded mail sacks,
And hear your fone ringing loud
and clear
And answer and tell angry Mrs.
Williams
Just why her Larkin order isn't
here—

If you can skip out to the freight
house platform
And check and bill out forty cans
of cream,
And when you have the waybill
all completed,
See Bobtail bringing six more on
his team—

If you can sell each waiting one
his ticket,
And on the wire take down a
thirty-one
If you can do all this in fifteen
minutes
You'll be a Station Agent then,
my son.

—Exchange

MORE FREQUENT SERVICE ON PICO BOULEVARD LINE

Greatly increasing the frequency of service on our Pico Boulevard motor coach line, announcement early this month made public a revised schedule which became effective Monday, August 8th.

Fifteen minute service will henceforth be operated between the Pico St. terminus and Beverly Drive during both morning and evening rush hours, while half hourly service will be given between the city terminal and Westwood. Under the new schedule ten additional trips will be made daily, except Sunday, between Beverly Drive and Pico Street, and eight more than heretofore operated between Westwood and the city terminus.

The 15-minute service now in operation replaces the former 20-minute headway, while the half-hourly service is double that of the former schedule.

The continued growth of the Westwood, Beverly Drive, Fairfax Avenue and Preuss Road districts and resulting increase in patronage of motor coaches made necessary the operation of additional service.

KEEP CARS IN MOTION

It is the opinion of Lucius S. Storrs, Managing Director of the American Electric Railway Association, that the practice of parking cars in downtown areas, or in what might be termed the "civic center" must be abolished. It is an injustice, his point is, to allow a few cars to block traffic by their parking and prevent street cars, carrying many more people than drive automobiles, from operating to the best advantage.

Or, to put into his own language: "Think of the injustice of permitting one man to park his car at the curb and throw traffic over in front of a street car and delay 75 or more workers."

Mr. Storrs contends that the parking problem can never be solved on the present basis of parking downtown. In the nature of the case no adequate space can ever be provided in any thickly populated center.

Had Bridget's Number

Plumber—"I've come to fix that old tub in the kitchen."

Youngster—"Mama, here's the doctor to see the cook."—Cynic.

ing ties, joints, bonds and spikes, installing automatic flagman and paving with oil macadam, entire cost estimated at \$1,222.00. This crossing will tend to relieve traffic congestion on other streets in this immediate vicinity pending settlement of the trolleyway opening project.

While out near Vineyard Junction stop and see the new grade separation being installed at Pico Boulevard on the Sawtelle Line, under the supervision of M. C. Halsey, Structural Engineer. Excellent progress has been made to date on this job; the nourishing of the foundation is practically

completed, 50 per cent of the piers have been poured, and the first three spans of the elevated deck have been formed and are ready to be poured, the approach fills are approximately 80 per cent completed, and with this progress it is expected the structure proper will be completed by November 1, 1927.

The Fletcher Drive Grade Separation on the Glendale Line, which is also under the supervision of Mr. Halsey, is progressing nicely. The foundations are in and the steel has just arrived and is being erected by the Bridge and Building Department under the direction of Mr. Plank, with George Redd, Foreman, in charge.

PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

P. E. EXECUTIVE COMMITTEE MEETING HELD AT CLUB

The July meeting of the Pacific Electric Club Executive Committee was held Wednesday, July 6, at 2:00 p. m. in the Auditorium of the Club. The following were absent: F. R. Fysh, H. Gray, L. H. Newport, A. C. Russell, C. A. Thomas, H. L. Legrand, P. H. Mann, J. W. Anderson, F. E. Mayfield, A. E. Stevens, C. C. Rice, Vernon Swartz, T. L. Wagenbach, B. F. Manley, and W. A. McCammond.

Club Fund

Balance, 6-1-27	\$ 108.47
Receipts	1,084.75
Total	\$1,193.22
Disbursements	245.19

Balance, 6-30-27	\$ 948.03
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Relief Fund

Balance, 6-1-27	\$ 717.62
Receipts	736.00
Total	\$1,453.62
Disbursements	970.65

Balance, 6-30-27	\$ 482.97
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Mr. Vickrey asked permission of the Executive Committee to advance the date of the coming Executive Committee election a week or ten days to enable this work to be completed before the Employees' Annual Picnic on Saturday, August 27.

A discussion arose concerning the fact that no writeup appears in the P. E. Magazine from the Mechanical Department. Mr. Geibel replied that very little or no news comes in and that each person who has any news item should give it to the Executive Committeeman from his department, who in turn will turn in all to Mr. Brooks, the editor from that department.

Messrs. Lovell and Vickrey gave an excellent report on their week-end at the P. E. Camp over the Fourth of July. Mr. Lovell stated that he was told by Mr. Jensen, geologist for the Pacific Electric and the Associated Oil Company, that our camp has no equal in any part of the world.

On the evenings of July 3rd and 10th(it was found necessary to make an extra trip with the bus to accommodate the large crowd of our employees entering Camp for a stay of a week or more. Taking it all in all, the Camp is one hundred per cent better than in the past years and every one reports a most enjoyable time.

Unfinished Business

Mr. Vickrey stated that the work order for the equipment for the Trainmen's room at Hill Street has gone through and that this will be forthcoming very shortly.

Mr. Drake informed the Committee

that the road at Macy Street Mechanical Shops has been improved and that they are now in need of a shed for their autos.

New Business

Mr. Hodge asked for toilet facilities at Covina, stating that ten crews lay over there. A drinking fountain is also much desired. Mr. Vickrey will take the matter up with Mr. Annable.

A request was made for a top to a table at Pasadena used by the Trainmen for card playing and counting their money. The subject will be reported on at the next meeting.

Mr. Spencer asked for more ample toilet facilities for the lady car cleaners at Sherman. Mr. Thorburn replied that repairs are to be made at Sherman and this should be taken into consideration at that time.

Mr. Drake complained of the water in the pits in the Mechanical Department at Macy Street Shops during the rainy season. Mr. Geibel promised to look into the matter.

P. E. CLUB BULLETIN

From August 15 to September 15, 1927

Monday, August 15:

P. E. Band Rehearsal, 8:00 P. M.

Friday, August 19:

General Staff Meeting, 10:30 A. M.

Monday, August 22:

P. E. Band Rehearsal, 8:00 P. M.

Monday, August 29:

P. E. Band Rehearsal, 8:00 P. M.

Monday, September 5:

P. E. Band Rehearsal, 8:00 P. M.

Wednesday, September 7:

Executive Committee meeting, 2:00 P. M.

Friday, September 9:

Car Foremen's meeting at 7:45 P. M. in the Auditorium.

Monday, September 12:

P. E. Band Rehearsal, 8:00 P. M.

Wednesday, September 14:

Rod & Gun Club meeting, 8:00 P. M.

NEW LIMITED TRAIN BEGINS SERVICE FROM VAN NUYS

Improvement of the inbound morning service from San Fernando Valley points became effective Monday morning, August 1st, when a new limited train leaving North Sherman Way, Van Nuys, was added to the schedule.

The train now leaves North Sherman Way daily, except Saturday and Sunday, at 7:00 a.m. making local stops in Van Nuys, after which the only stops to be made between that city and Caluenga Pass are Lankershim and Wilcox Avenue, a distance of 10.46 miles in which only two stops are made, effecting a time saving of 10 minutes.

For the convenience of passengers at non-stop stations a local car will leave Van Nuys at 7:07, making all stops enroute.

EMPLOYEES BOTH AT PACIFIC AND LUTHERAN HOSPITAL

Fifteen of our fellow workers were confined to the hospital as the Magazine went to press early this month. Owing to the change in hospitals they are located at both the Pacific and California Lutheran, the latter of which will care for all employees in the future, as recorded in detail elsewhere in this issue.

Those still confined at the Pacific Hospital at the time the new arrangement went into effect and who are still located there, are as follows: Joe Cannon, Trolleyman; Joe Carlson, Car Repairer; Thomas Riggs, Signalman; Edward Foster, Motorman; Apolinar Rosa, Laborer, and Antonio Domain, Laborer.

The following sick and injured employees are located at the California Lutheran, 1414 So. Hope Street: M. F. Wygal, Motorman; J. L. McCann, Motorman; B. F. Wright, Brakeman; F. J. Mangold, Tariff Clerk; F. E. Woodford, Conductor; A. Pejsa, Car Repairer; L. Marshall, Motorman; Chas. E. Smith, Wireman, and F. Aguilera, Laborer.

We repeat the plea made each month that employees fulfill their duty in visiting their afflicted friends. To do so means much toward hastening the recovery of the sick and pays well in the satisfaction of having done one's duty to a fellow in distress.

FIVE DEATHS DURING JULY

Five deaths, the largest number occurring in any single month so far this year, was the toll exacted from our forces last month. Those receiving the call were:

Charles S. Phillips, Gateman, Southern Division; Frank J. Clending, Brakeman, Southern Division; Emanuel Fresneda, Watchman, Mechanical Department, Sherman; Herman D. Raub, Motorman, Southern Division, and Ira G. Snyder, Conductor, Western Division.

To the dependents of those who passed on, Group and Mortuary Insurance again brought a measure of relief and comfort, a total of \$12,696 being promptly paid to the beneficiaries named, the average payment being slightly in excess of \$2,500.

At the present time there are 15 employees receiving various amounts in the form of monthly disability payments, the aggregate sum so disbursed being \$947.23.

SYRACUSE NOW HAS STRAIGHT TEN CENT STREET CAR FARE

Street car fares in Syracuse, N. Y., have just been advanced from seven to ten cents by order of the Public Service Commission. The company was earning only a little more than 3 per cent on its investment under the old rate. It is estimated that the new rate will produce approximately an 8 per cent return.

Is your lodge, school, club, church planning a trip? If so, furnish the tip.

THIRTY-THREE TICKETS SOLD THROUGH TRAVEL TIPS

The turning in of travel tips by employees to the Passenger Department of the Southern Pacific during the month of July resulted in the sale of 33 tickets to various parts of the United States.

A total of 17 employees were instrumental in securing this valuable business for our parent company's lines. A number of other employees than those shown below also kindly supplied the names of prospective travelers who were not successfully solicited for one cause or another.

With vacation season here and reduced summer rates still in effect the month of August should prove equally as fruitful and employees are requested to supply promptly the names and addresses of persons contemplating a journey to any point.

F. E. Watson, General Passenger Agent of the Southern Pacific expressed the wish that the Magazine extend his appreciation for the fine co-operation our employees have given in the matter of supplying traffic tips.

Those whose tips produced travelers last month are as follows:

D. Vidal, Clerk, Huntington Beach, 1 r.t. Pittsburg.

Stanley Scott, Porter, Pass. Dept., 1 r. t. New York City.

Hugo Dummer, Frt. Clerk, Glendale, 1 r. t. Portland.

G. C. Holcomb, Motorman, So. Div., 1 oneway Texarkana.

Chas. Randolph, Refund Clerk, 2 r. t. Birmingham and 1 r. t. New York.

Lawrence Klein, Conductor, West. Div., 4½ r. t. New York City.

F. R. Fysh, Chf. Special Agent; 1 one way New York City.

H. T. Bennett, Conductor, So. Div., 1 r. t. Grants Pass and 1 r. t. Portland.

H. A. Ruysers, Motorman, West. Div., 2 one-way Kansas City.

Geo. T. Brown, Solicitor, 2 r. t. St. Louis and 1 r. t. Chicago.

Chas. P. Hill, Chf. Clerk, Trans. Dept., 1 r. t. Washington.

O. E. Margason, Conductor, No. Div., 1 r. t. St. Louis.

L. L. Brock, Baggage man, Riverside, 1½ r. t. Denmark, Ga., and 1 one way New York City.

Walter Monroe, Trainmaster, Riverside, 1 r. t. Eureka.

C. E. Robitson, Motorman, No. Div., 2 r. t. New York City and 1 r. t. New Orleans.

W. H. Shurtz Motorman, West. Div., 1 r. t. Houston.

S. W. Moore, Conductor, West. Div., 1 r. t. and 1 one-way New Orleans.

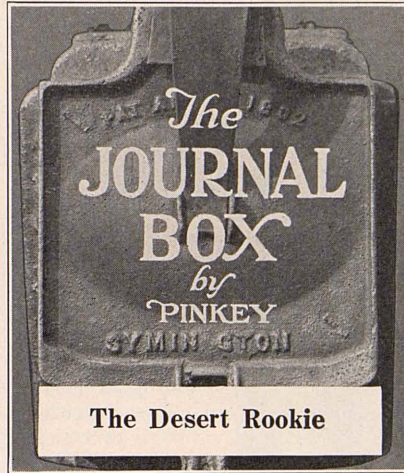
One Look Enough

An Alabama ducky was telling a friend of a certain church service he had attended.

"De preacher wasn't feelin' so good last Sunday," he said, "an' he made de stove preach de sermon."

"Made de stove preach?"

"Yessuh; made it red hot from top to bottom, an' den he tells de sinners to take a good look at it an' go to thinkin'!"



THERE is no particularly good reason for telling it except that the rare bits of humor in that melancholy desert country are long remembered and often told and retold by the hardened, weather-beaten, sunburnt old-timers. Everything there on the Arizona desert has the touch of pathos, all sounds and colors are in the minor key.

Even at the moment when this story begins, the four long blasts from the engine whistle, like the mournful call of some weird creature, without echo or recoil, reached out through the hazy atmosphere and settled down to become a part of the wasteland. Ed Cavanaugh stood in the rear doorway of his caboose gazing westward over the sun-baked stretches of sand and sage brush. The heat of that scorching day had passed, and in the half light of evening he could discern the figure of a man, sitting on a rail at a bend in the road a half mile westward.

Ed Cavanaugh contended that it was one thing to break in a railroad man, and still another matter to initiate a man to the desert, while to do both at the same time had been his own particular job for the past thirty years. He had seen many come and go and many who stayed. He had initiated scores of rookies on the Arizona Division, over the same stretch of barren waste where he was then watching his latest tenderfoot protege, a half-mile westward, protecting the rear end of his train.

"Well, come on there, lad. You're called in, so let's get goin'." Cavanaugh was addressing the rookie. No one could hear him, but for that matter a man was entitled to the privilege of talking to himself after thirty years of desert railroading, especially a conductor.

The rookie roused himself, dropped a red fusee and started toward the caboose with a slow shuffling walk, tired, hungry, thirsty. A sudden breeze from the West caused miniature spirals of sand to glide ghost-like before him. Glancing back, he saw a gray hulk bounding toward him, silently, weirdly.

"Son of a gun," exclaimed Cavanaugh. "Don't mean to tell me that lad's a runnin'. Shore is b'gosh, and

WOOD A LUXURY IF FOREST FIRES DO NOT CEASE

Forest fires caused by carelessness may make kindling wood a luxury 100 years from now, according to W. H. Kirkbride, Engineer of Maintenance of Way and Structures for Southern Pacific.

Last year Class 1 railroads expended \$186,291,000 for the direct purchase of about 15 per cent of the total timber cut of the United States. Indirect purchases brought the railroads' 1926 consumption of forest products up to approximately 25 per cent of the country's output.

"Because of these huge expenditures the railroad regard fire prevention as of utmost importance," Kirkbride said, "But the average citizen should be no less concerned, for if forest fires continue on the present scale wood will eventually become so scarce as to render almost prohibitive many commonplace articles now regarded as necessities."

NEW TRAIN TO TEMPLE

An additional train to Temple each Saturday afternoon is now being supplied residents of that city. The new train, which became effective Saturday, July 30th, leaves Los Angeles at 1:20 p.m. It was primarily added to the schedule for the benefit of workers residing in Temple who leave their places of employment in Los Angeles at 1:00 p.m.

The trains leaving Los Angeles for that city at 12:50 and 1:50 p.m. will remain unchanged, as will the 24 other trips operated from Los Angeles daily.

runnin' hard, too. What in thunder's after 'im.'

He saw a red light shoot upward and disappear, then a white light. It was getting dark, but Cavanaugh could discern that the rookie had thrown his lanterns back at a moving object about ten feet in the rear.

"Taint a bear, though it's about the size of a small one. Taint no coyote, though it's about that color. Aint gainin' on him none an' aint losin' none, either—what! Well I'll be—"

The rookie was about a car length from the caboose. "Help me, Ed," he cried. "Throw somethin' at 'im—do somethin' for the luvapete." He reached the caboose and clambered up the steps. "Wha-wha-what was it, Ed?"

"There he is," said Cavanaugh, "right there under the draw bar. 'Nothin' but an old tumbleweed. They'll foller you as far as you want to run, 'specially when the breeze is just right."

"Gosh, gosh," gasped the rookie. "You mean to tell me that I threw away my new lantern at that tumbleweed? When will I ever get over bein' a tenderfoot. Ed?"

"Well, son," drawled Cavanaugh, "dunno when you'll learn the tricks of this here desert but you'll make a railroad man for sure, anyway, 'cause you looked back once, and that's more than an engineer'll do."

P. E. EMPLOYEES ELECTED TO C. OF C. OFFICES

That employee representatives of this Company at various places upon our system are awake to their obligations to the communities in which they live and are actuated by a desire to be of service to their fellow citizens, as well as looking after the business interests of the Company, is evidenced by the fact that three of such representatives have recently been elected to important positions in civic organizations.

J. W. Mee, General Agent, San Pedro, who, since 1921, has served in various positions of responsibility in the San Pedro Chamber of Commerce, was the first part of July elected to the presidency of that organization. Although the title is a new one for Mr. Mee, the responsibilities of the office are not, he having been at the head of the Chamber for the past year due to the fact that the past President was called east shortly after assuming the office and the duties fell upon the shoulders of Mr. Mee, he then being First Vice President.

For the last three years Mr. Mee has been head of the Parks and Playgrounds Committee and has been largely responsible for securing and beautifying the parks in San Pedro, as well as carrying out the building of Cabrillo Beach. He has also been Chairman of the Industrial Sites Committee and has been active in locating many concerns in the Harbor District.

H. C. Froude, Superintendent of the Waterfront at Redondo Beach, was last month chosen President of the Redondo Beach Chamber of Commerce and W. C. Bonser, Agent, Redondo Beach, elected to the Board of Directors of the same organization. Both these men are well known in the beach district and are well qualified to serve in the positions to which they were elected. Mr. Bonser has been a director for quite a number of years and has ably served on several important committees.

GOOD TEETH ESSENTIAL

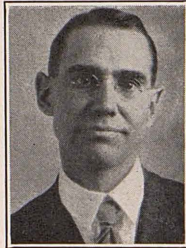
The average grown person can exert 1.5 pounds pressure when chewing with the molars. The chewing of certain foods, such as some restaurant steaks, requires a force of more than 100 pounds and much of the force used is transmitted to the gums. This requires that the teeth be kept in the best of condition.

Pyorrhea, a disease of the gums, may destroy the gum tissue and cause the teeth to become loose. In addition, it may cause infections of the kidneys, gall bladder, heart tissues, appendix, joints and muscles.

To prevent pyorrhea, the teeth should be brushed at least twice a day and all food between the teeth removed promptly with dental floss. The teeth should be examined twice a year by a dentist so that conditions which cause inflammation of the gum margins can be corrected.—Pullman News.

Conductor Writes the Story of Glendora Journey

HOW MANY of us in our daily travel from the home to our places of toil are thoroughly acquainted with the numerous scenic points and historical landmarks enroute? How many, were it imperative, could sit down and write a 2500 word story concerning the daily viewed beautiful landscapes, cities rich in romance and agricultural wonders all about us? The noes have it!



H. W. Mosher

That such a story, thoroughly well worth reading, can be written about any journey into the metropolitan area was well exemplified recently in a little travelogue story written by one of our observing Conductors, H. W. Mosher, of the Monrovia-Glendora line. Many of us, times without number, have journeyed over the same route and scarcely given a thought to the romantic history that abounds in the little foothill cities enroute. Interurban travel has become so commonplace to our minds that we have ceased to grasp the significance of things seen in panorama on our daily journeys.

Woven into the romance are recollections of the very early days when names of hidden meanings were given by Spanish settlers, and, coming down to modern times, we find names of places which present-day residents of Southern California, in memory enshrine their former places of habitation.

For instance, Sierra Vista—view of the mountains; Sierra Madre—mother of mountains; Michillindi—consolidation of Michigan, Illinois and Indiana.

These little highlights are only random thoughts brought out by the Conductor-author. The succeeding paragraphs are brimful of informative and interesting data.

Through the Car Window

"We travel out of Los Angeles by way of Sierra Vista, Spanish for 'Mountain View.' Look out of the window to the right and see if it is not well named. This same line is used by the Mt. Lowe cars as far as El Molino, which, by the way, is Spanish for 'The Mill,' so named because it was the site of an old grist mill erected by the Mission Fathers in the 18th century. This mill is still standing nestling among the trees about a half mile north on the Old Mill Road, which you cross just after leaving El Molino.

"On the heights to the north you will see the drab grey Huntington Hotel, which is located in the Oak Knoll section, a fine residence district of Pasadena, and just beyond, on a clear day, you can plainly see the incline to Mt. Lowe, and auto trail zig-zagging upward to Mt. Wilson, which

is crowned by one of the finest observatories in the world.

"The lands on both sides of the track as you leave El Molino are a small part of the vast estate of the Huntington family, and the building activities are completing the ideals of the late head of the family, who had long visualized a large and beautiful city at San Marino. You will find the nucleus of a town—i. e., a city hall and fire department at the station. The late Henry Huntington lived in a large white house in a commanding position on the left side of the road, just before we get to San Marino.

"As we leave San Marino we get a fine view of the mountains. These are the San Gabriel range of the Sierra Madre Mountains. In them there are several well known peaks, the best known being Mt. Lowe, one mile high peak which rears its head just back of Pasadena, and has an electric line reaching nearly to the summit. The cleared strips running up the ridges are firebreaks, from 20 to 40 feet wide.

"Shortly after leaving San Marino we cross the first of the many washes crossed by this line. The Spanish name for them is 'arroyo seco,' meaning dry ditch. In the summer they don't seem to be of much use, but just get a good fall of rain on the hills and they are raging torrents. The orange trees in this section are old timers and are known as seedlings, the fruit of which is used for beverages and preserves. The modern varieties are budded onto a two or three year old seedling and the sprout from that bud is the tree that produces the orange of commerce.

"Just a short distance beyond Michillinda (named after three eastern states) we strike the west limits of Arcadia. This is the town of 'Lucky' Baldwin's fame, as it got a good start from being near his racetrack some twenty-five years ago. You will see what is left of the old track on the right hand side. It was turned over to the government during the World War, which converted the stables into barracks, put up two hangars and some officers' quarters, and used it as a balloon school. The Baldwin home ranch is on the left hand side, and under his will must be kept intact until the direct heirs are all dead. The rows of eucalyptus trees seen all through Arcadia were set out by Baldwin as a windbreak, or to mark off his fields.

"Arcadia is a paradise for the small rancher and there are hundreds of chickens and rabbit ranches within its borders.

"After leaving Arcadia we are in Monrovia, and it is hard to tell where one town leaves off and the other begins. Monrovia is the largest town on this line, and is second to Pasadena in point of size among the foothill towns. Like all of them, it has a fine water supply and plenty of it. It is probably due to this and the high altitude that Monrovia ranks so high as a health center.

"The Pottenger Sanitarium, located in the north part of the city, well up on the mountain side, near the mouth of the beautiful Monrovia Canyon, is one of the best equipped and most suc-

cessful sanitariums in the country in the treatment of lung trouble.

"On the far side of the city we pass a new park and playgrounds, which typifies the fraternal and progressive spirit of this growing community. After leaving Monrovia, we draw near to the mountains and in places are only a few hundred feet from the foothills.

"Two miles north of the Duarte cut is the Spinks Avacado, or alligator pear, ranch. This is one of the finest in this section and it is a sight long remembered to see these magnificent trees twenty or thirty feet high with great clusters of fifteen or twenty of this nut-like fruit weighing near a pound apiece. Some of the trees have two or three different varieties grafted on them.

"Soon after we pass through the cut and after the descent of a long grade with orange groves on both sides of the track, we pass a little station named Las Lomas, Spanish for 'The Hills,' and as we round the curve, we get an inspiring view of the snow-capped peak, Mount San Antonio, or Old Baldy, as it is more commonly known, looming in the distance through the San Gabriel Canyon. Eleven miles from the mouth of this canyon, a dam is being built, 425 feet high, 372 feet thick at the base, 30 feet thick at the top, and when full of water will make a lake 7½ miles long. This river bed or wash is very interesting to the lover of nature. Here you have the strangely beautiful and sometimes nearly grotesque vegetation of the waste places.

"At Puente Largo, meaning 'Long Bridge,' we have a deep gravel pit and rock crusher where stone is crushed and washed, then shipped to all parts of the Southland for construction work of all kinds. A test shaft was sunk 200 feet and they still found gravel. Mother Nature has spread it out with a lavish hand all these many centuries and man is now getting the benefit.

"On the other side of the track they are engaged in the manufacture of a gas used to fumigate the citrus trees. This is one of the deadliest gases known, that is why the plant is so far from town. A canvas cover is drawn over the trees, the required amount of gas is pumped in, and a few minutes later everything under that cover is dead.

"Azusa, the next town, has been dubbed by some as 'The Dam City,' because of its proximity to the big dam. Don't take this too seriously, because this is a nice little town of about four thousand happy, prosperous people.

"After leaving Azusa we strike a navel orange grove, second to none. Here you have the best of conditions for successful growing of this incomparable fruit. Frost being heavier than the atmosphere, settles in the low places, so you have the frostless cold nights and the warm days which some experts say makes the oranges sweet. It takes a year to make an orange, so it is a great advantage to be in a frostless locality. The lemon trees are producing ripe fruit nearly the year round, and you will find them with

blossoms, green fruit, and ripe fruit all at the same time.

"Glendora, at the end of the line, is where Frank Chance, the 'peerless leader' of the old Chicago Cubs ball team, invested his money. The Cub Building, one block south of the station, was erected by him, and about two miles southwest of town he owned twenty acres of oranges.

"How can the sweet fragrance of the orange and lemon blossoms be wafted to you by a string of words or can you get any idea of the beauty of the light and shadows that change from day to day in the hillsides. Who would attempt to describe the rosy tint of winter twilight on the snow-crowned Mount Antonio."

Telephone Pests

WOULDN'T it be a joyous act
Of undiluted bliss,
To smash the goof who greets you
On the phone with, "Who is ziss?"
Southern Pacific Bulletin.

YES, that would be a lot of fun,
We all know that is true,
But what about the other bird
Who always says, "Guess who?"
Missouri Pacific Magazine.

BUT he who irks me worst of all—
I wish he was in h—;
That dizzy gink who answers
With a sharp, pugnacious "Well?"
—Louisville and Nashville Magazine.

SURE—they're bad, but might be
worse,
I'm tellin' you, I know!
Let's swat the bird who answers
With that discourteous "HELL-o."
—Railway Life.

AND how about the small-bore boss
(Most places have one in it)
Whose steno gets you on the 'phone,
Then warbles "Just a minute!"
—Pacific Electric Magazine.

Miss Helena Strom to Wed

Miss Helena Strom, a beloved and worthy member of the Car Service Bureau, announced her early marriage preceding her resignation from the service on July 30th.

The wife-to-be of some lucky young man has been in the employ of the company for the past eleven years, ten of which Miss Strom had charge of per diem records and accounts. Her work and value as an employee were liberally praised by Car Service Agent Maison.

Previous to leaving on her final day at the office Miss Strom was presented with an elaborate electric percolator, urn type, "an humble token of our regard and wishes for a most happy future from each of her office associates," as Mr. Maison expressed it.

Life is what our thoughts make it.

HEALTH AND BEAUTY AIDED BY STREET CAR RIDES?

Calling the attention of its patrons to one of the latest scientific discoveries in the art of beauty culture, a local street car company of Omaha, Nebraska, has entered into an extensive advertising campaign with the underlying motive of acquainting the public with the fact that during a ride on a street car all passengers are unconsciously receiving an electrical beauty treatment.

"Beauty treatments while you ride," is the heading on the new posters and as an explanation of this statement are found the following paragraphs:

"For a long time electrical engineers have known of a constant loss in transmitting electricity. It has been noted that the loss is greater in heavily loaded cars. Internationally famous scientists now claim that this electrical loss is absorbed by the human body, and is a great health preserver.

"Instead of going to the beauty parlor for treatment, ladies will find great benefit from riding the street cars."

ACCOUNTING DEPT. By George Perry

The month of July was uneventful for this Department, excepting for those who had the opportunity of taking their vacations during the warm weather, which we have had:

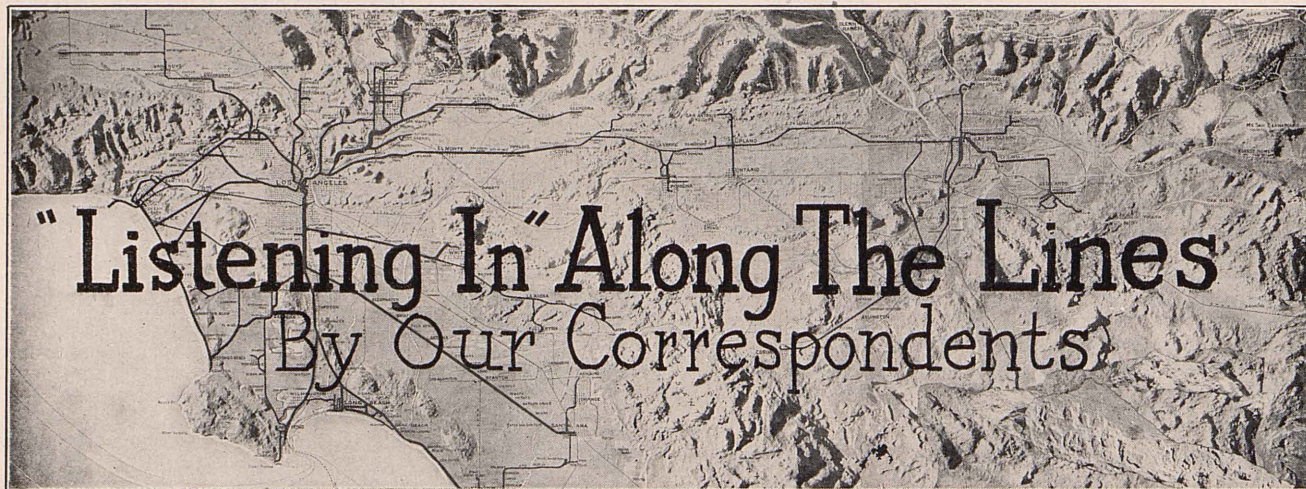
Vacations

May Painter, San Francisco.
Gladys Howell, Home.
Mrs. Sadowsky, P. E. Camp.
Miss Bell, Jacumba Hot Springs.
Mrs. Dale, Home.
Miss Hoover, P. E. Camp.
Miss Bettis, P. E. Camp.
Miss Andrea Nielsen, Home.
Miss Sylvia Altpeter, Home.
Martha Brucher, Capistrano Hot Sprs.
Mrs. Irene Hurlburt, Home.
Miss Bernice Grose, Home.
Elizabeth Reckweg, Lake Tahoe.
Miss Sparks, Lake Tahoe.
Miss Ester Quast, P. E. Camp.
R. G. Jones, Home.
J. L. Smith, Yosemite.
J. R. Cattle, Denver.
W. L. Brown, P. E. Camp.
J. C. Saunders, San Diego.
L. E. St. John, Ranch near Willits, Calif.
Steve Werbetz, Home.
J. F. Ogden, Home.
B. M. Billhardt, Home.
P. E. McAsey, St. Jo, Mo.
Harry Caplan, Home.
Leo Becker, Arrowhead.
H. Clark, Home.
W. Falkenstein, Home.
G. Lamm, Home.
J. K. Hubbard, Catalina.
John Thatcher, Catalina.

Salute Your Captain

Newlywed (after the ceremony):
"Dearest, do you really think that I'll prove a satisfactory mate?"

Mrs. Newlywed: "Oh, you'll do for a mate, all right. Now look me over and tell me what you think of your captain."



7TH ST. WAREHOUSE
By Daniel Sanchez

Most of us remember Robert Morgan as a mere boy and it is now, after hearing of his recent marriage to Miss Viola Dowell, hard to realize that he is the head of a home. It was only a short time ago that he entered this department as an office boy, but his diligent efforts soon won for him a promotion and he is now holding the position of Bill Clerk, besides taking care of the responsibilities contracted for at the time of marriage.

Robert and Wife were presented with two electric articles, a percolator and waffle iron, as a wedding present from the force.

C. A. Albright, Abstract Clerk, now comes forth with his annual testimonial of praise for the P. E. Camp. Albright has spent his vacation at the Camp each summer for the past several years and each year returns with more praise for our San Bernardino Mountain Paradise. He has adopted the motto "See the P. E. Camp First" and is carrying out his resolution to the last letter.

Two weeks training with the U. S. Army at El Monte, in which organization he holds the commission of Major, has placed A. E. Ingold, Chief Clerk, in first class physical and mental condition and he has returned to his office with all the pep of a football rooting section.

Thiel Victor, Trucker, was compelled to spend several days of last month in bed as the result of injuries he suffered in an accident. C. C. Dickson, Expense Clerk, was also the victim of an accident, which resulted from an unscheduled automobile collision on July 4th. Both men are well on the road to recovery and we hope that before long they will again be on the job with us.

The following employees have enjoyed vacations during the past month: Carol Probst, Stenographer; Nick

Romo, Trucker; Harry Denison, Trucker; Charles F. Holt, Checker, Mrs. Dorothy Collins, Stenographer; William Turner, Checker, and William N. Hon, Trucker.

Appropriate cash prizes have been arranged for those showing the most skill in the art of horse shoe pitching at the Annual Picnic at Redondo on August 27th. Any duo-members under the impression that they know the game can have the satisfaction of finding out by addressing the writer, Chairman of the Horse Shoe Pitching Contest, who will arrange to book them in regular contest on Picnic Day.

MACY STREET TERMINAL
By L. I. Mosier

Your correspondent for this column, Terminal Foreman D. B. Van Fleet, is at this time on his vacation. We received a card from him a few days ago from Yosemite where he reports having a very enjoyable motoring trip. He having taken 30 days leave, we no doubt will hear of some very interesting experiences when he returns.

A card from Brakeman E. O. Hoffman tells us he is spending his vacation traveling to Seattle, Wash.

Another ocean fishing trip to Redondo was taken Friday, July 22nd, by Conductors L. N. Velzy, G. G. Ganes and R. S. Copeland. They report catching some 50 or 60 mackerel. The writer got three of them.

Conductor L. E. Segar, Sierra Vista Line, is on a leave of absence and has taken over the position of Chief Chef at the P. E. camp. Can he cook? Ask Trainmaster A. S. Kuderna, who has just returned from a very restful stay at the Camp. Mr. Kuderna says the Camp is just the place for a real rest, excellent eats, and the recreation is wonderful.

Our old friend, Dispatcher C. A. Shook, is spending his vacation around

home and taking in the beaches. Mr. Shook says the scenery at the beach is fine, but the sunburn not so good.

The recent decrease in freight business on the northern division made it necessary to pull off some freight runs. Run 668 was cancelled July 15th, and Run 659 set back from 9:15 a. m. to 3:25 p. m. Then, July 27th, Run 663 was pulled off. Then started the bumping. And the bumping seems to have become an epidemic. Who will be next?

Conductor W. F. Brown, San Bernardino line, is back on the job again after being on the sick list for a few weeks with a broken wrist which he received while getting off a moving train.

Motorman H. Ruth, who has been working Sierra Vista line for some time, has bid in and is working Run 42. Sierra Madre.

The following men from Macy Street are now on vacation: Conductors, O. A. Gercken, W. T. Gryder, F. T. Johnston, R. F. Waugh, C. L. Ennis, A. P. Baker; Motormen, C. O. Thorngren, P. A. Bowles, H. Dupree, F. W. Goldsberry; and Brakemen G. Osman, N. J. Lucia, R. E. Clarey, S. A. Slavens, E. O. Hoffman and J. Brock.

On July 26th Motorman J. W. McDonald had a day off. So, like a mail man taking a hike on Sunday, he jumps in his bus and takes a hike to the P. E. Camp, spent about an hour and a half at the Camp, then motored back home. Mr. McDonald had never been to the Camp before, and he just wanted to see what it was like.

H. A. Roberts, Cashier at Macy Street, is on a 30 day vacation and is traveling east. This will be quite a vacation for him, and we hope it will be well spent.

Well, boys, lets all look forward to the picnic day at Redondo on August 27th.

Speaking of fishing trips, have you heard the one about Supervisor G. H. Peake and Yardmaster G. G. Woods? They started out bright and early one Sunday morning, made a mad rush for Redondo, violating all of the speed laws, hurried to the nearest lunch room, gulped down a hasty breakfast, and caught the first tug for the barge over the kelp beds.

In their equipment they had several barley sacks and a large galvanized iron wash-tub to carry home their big catch. Peake had suggested that they hire a trailer to pull behind the car so as to provide ample room for the larger fish, but they decided that they would stop fishing before their catch reached such large proportions.

They fished until one o'clock in the afternoon without even a strike and came home empty handed. They had spent all that day baiting hooks and tossing them overboard.

So if you want to know how good the deep-sea fishing is just ask Peake and Woods, but be prepared to duck under a padded brick.

WESTERN DIVISION
By E. C. Brown

Every place where Trainmen meet their talk is of the P. E. Camp. Those who haven't been there can't appreciate what a wonderful place it is. The Western Division representatives realize this fact and are wasting no time in seeing for themselves the beauties of the San Bernardino Mountains. Complimentary remarks are always forthcoming from visitors to the Camp and last month testimonials of praise came pouring forth in even greater volume than heretofore.

The following Western Division representatives have made recent visits to the Camp: P. D. Demarest, Conductor, and family; J. P. Chambers, Section Foreman, San Fernando Valley lines; Jesse Hanselman, Terminal Foreman, and family; W. E. Smart, Conductor, and family; J. L. Kincaid, Terminal Foreman, and wife; Ben Porter, Trainmaster, and wife; and G. L. Sanders, Brakeman.

T. R. Burt, Motorman, is a sad man since his wife and family left on a trip to Texas to visit the "folks." T. R. says that three weeks is a long time to live the life of a bachelor.

W. Keil, Collector at Subway Terminal, is on a vacation trip to Kentucky where he is visiting the scenes of his childhood.

A. E. Einert, Brakeman, is happy again since returning to his old job in San Fernando Valley.

Things seem to be straightened now since Conductor Whitley of the freight service has ceased being a brakeman. Reports are that he is a mighty fine Conductor.

Better make your reservations now for that trip to the P. E. Camp.

SOUTHERN DIVISION
Samuel J. Mason,
Passenger Director

While on his way home early Saturday morning, July 16, H. D. Raub, Motorman, Run 19, was hit by a milk truck, receiving a fractured skull from which he died at 11 a. m. the same day. The body was shipped to New York for interment.

Since 1922, when Mr. Raub entered the service of this company he had made many friends, all of which join in expressing their sincere sympathy to his wife and family.

S. H. Cox, Trainmaster, Southern Division, is back after a three weeks vacation, two of which were spent at the P. E. Camp. Mr. Cox has a coat of tan and reports a nice time and the inevitable fish stories.

H. (Dolly) Gray, Conductor, is improving in health on his ranch. More power to you, "Dolly."

Prunes and more prunes! F. L. McCulley, Terminal Foreman, L. A. Street Yards, has purchased a twenty acre prune ranch

John B. Riley, Motorman, Run 71, is back again after a 60-day vacation in the eastern states.

F. D. Wright, Conductor, is the proud father of a 7½ pound boy. Thanks for the cigars, F. D.

R. S. Harmon, Night Station Master, Sixth and Main, is spending his vacation on his chicken ranch at Garvey, California. He intends to visit Jack Richie at his mountain camp near Santa Paula before returning.

Chas. B. Heisel, Mechanical Foreman, L. A. Street Yards, is back to work again after a two-weeks' fishing trip into the Santa Monica Mountains.

Other vacationists during the past month are: Leslie A. Dix, Gateman, Sixth and Main; O. L. Oug, Flagman; R. J. Stinson, Motorman; W. F. Silver, Conductor; R. T. Boardman, Motorman; H. E. Wilmont, Conductor; W. T. Hunter, Conductor; W. T. Phillips, Conductor; C. R. Shields, Conductor; and E. Porter, Traffic Officer.

NORTHERN DIVISION
PASADENA
By Edmond C. Fox

R. H. Dorman, Terminal Foreman, has returned from his vacation, seven days of which were enjoyed to the fullest extent at the P. E. Camp.

Walter J. Fox, Conductor, has left our ranks to return to his home in Missouri. He is greatly missed, but we all join in wishing him the best of success.

On July 4th last, Conductor D. B. Gardner became the proud father of a

baby girl. Congratulations. There is also great rejoicing in the home of D. C. Burget due to the arrival of an 8½ lb. boy July 22nd. More congratulations.

Motorman J. W. Spiegel, who for many years held Mt. Lowe run No. 37, has bid in No. 31, a night run on the Oak Knoll.

Conductor G. E. Whitehurst bid off of No. 9 Short Line and is now working a daylight on Lincoln Avenue. Motorman J. A. Johnson, also of No. 9, has been assigned to Mt. Lowe run No. 37.

A tip to fight fans. Before making any wagers on future fights, see Conductor M. N. Turney.

Introducing new members to the Pasadena forces: B. R. Hobbs, G. R. Pierson, J. F. Mahan, W. H. Eskite, C. D. Richardson, W. W. Andrus, W. T. Richards and A. I. Patterson.

Conductor H. A. Morin has returned to work after a five months seige due to a fractured arm.

MECHANICAL DEPT.
By Willis M. Brooks

Mel Sodowsky, Winding Room, and wife spent a pleasant week at the Pacific Electric Camp. They were delighted with the "Camp."

Walter G. White, Chief Accountant, and family were also Camp vacationers. Walter, like all others who visit our Camp, was well pleased with its service and appointments.

Willis A. Bishop, of Mr. Geibel's office, returned August 1st from a camping trip in the High Sierras, principally at Tuolumne Meadows. "Bish" reports good fishing, plenty of mosquitos and several large bears. One bear wrecked his camp hunting meat, and another shortened his life seven years by snorting behind him some ten feet. He reports this latter bear, at first sight, to have been 12 feet high and broad in proportion.

Gus De Plaris has been granted a 90 day leave in order that he may go to Italy and bring back his wife.

Jack Liston, Asst. Shop Superintendent, is away on vacation.

Charles Dyer, Machine Shop, is spending vacation at the Camp. Chas. is an ardent follower of Isaac Walton and winner of many big fish prizes.

A regular annual event is the deer hunting trip of Geo. Wheaton, Harry Pierce and Wm. Husbands. They start out on the 13th this year for Santa Cruz.

The Pacific Electric indoor ball team of the Mechanical Department is well in line for their league championship, having so far lost but one game and

won four. Pierce and Vellenave are batting stars, with Hugh Leonard winning distinction at third base.

Jas. H. Clewett, Trimming Shop, is on his way to Madison, Wisconsin, to participate in the first family reunion during a lapse of 49 years.

Michael Shannon, Carpenter Shop, is on a trip to his old home in Ireland.

Clearen Ackerman, Paint Shop, is the proud daddy of an 11¾ pound boy. Mother and son are both doing well, although the attending physician stated the baby to be the largest so far in his experience.

The old home seems to have an extra appeal this year. B. A. Collins, Wiring Shop, is visiting his native place near Chicago, Ill.

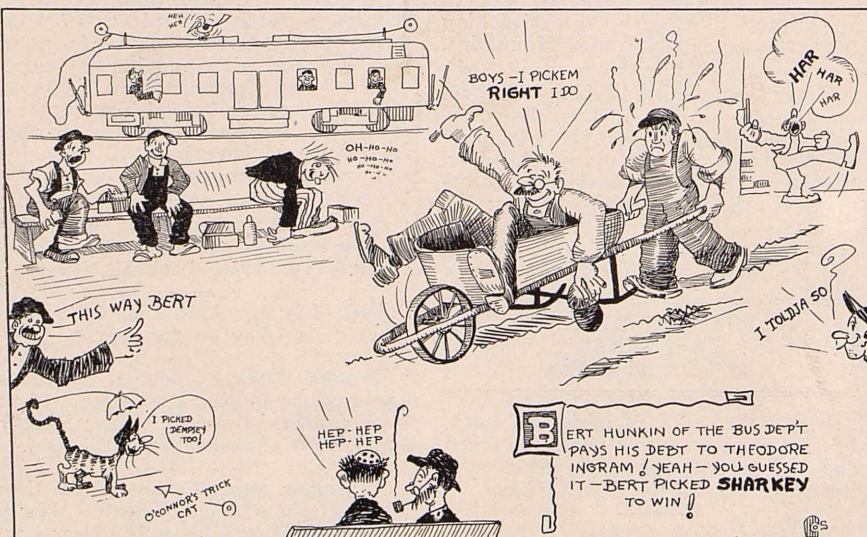
Mrs. Alma Merritt of Mr. Straub's office is visiting the old home in Loveland, Colo.

E. O. Straub, Shop Superintendent, is vacationing in Salt Lake City, Utah.

E. A. McQuire, Sr., Air Brake Machinist, has been displaying at his bench some very beautiful gladiolas and dahlias which have been admired by his fellow workmen. Mr. McQuire is studying for the ministry at Redlands University during school year. He recently filled the pulpit at the Torrance Evangelical Church with great credit to himself and to the pulpit.

Frank Thompson, Air Brake Machinist, with his wife and son recently returned from a visit to his wife's parents in Arizona.

The cartoon shown here was penned by Clarence D. Strong of the Torrance Shops. We expect more to follow.



Charles E. Chaplain, Air Brake Machinist, and family spent the best vacation of his life at the P. E. Camp. Chas. plays an alto horn in our justly famous P. E. Band. Visitors at the Camp enjoyed a series of solos by

Charley, with his daughter Ada accompanying him at the piano.

The Family joins in extending a hand of sympathy to J. J. Johnson, Janitor at the Shops, whose mother passed on during the night of June 30, 1927.

Although June has passed, the little old bow and arrow is still on the job. It is with pleasure that we announce the marriage of Harry Fifield of the Wiring Shop and Mrs. Florence Stuart of Long Beach.

Also, Eddie Leonard of the Truck Shop and Miss Sylvia Brown of Redondo Beach. Details of both weddings are lacking. However, Mr. and Mrs. Leonard will make their home at the El Prado Court, Torrance.

George S. Green, Carpenter, entered the service in 1909. Served with honor until retired July 1, 1927, at the age of 64 years.

Richard D. Gibbons, Machinist, first entered the service in 1909, leaving in 1910. Again employed in 1911 and served with honor until retired June 1, 1927, at the age of 78 years.

F. E. Geibel, Asst. Mechanical Superintendent, just returned from an enjoyable vacation trip to the Yosemite Valley, San Francisco, and intermediate points.

NORTHERN DIVISION
Eastern Lines
By Mary Surr

Assistant Trainmaster W. C. Monroe and wife are enjoying a vacation to Olmstead, Kentucky, where they are visiting with their respective families.

Motorman J. A. Severance is also

on a trip to his "Old Home," he spending a thirty-day vacation in Maine. While in the east Mr. Severance plans on making a short trip across the border to see some of the especially interesting Canadian wonders.

Not to be outdone by other members of the company, Motorman F. E. Lord and wife have left for a prolonged vacation to the east with headquarters at Boston.

Other employees who are vacationing at the present time are Conductors R. L. Patterson, B. F. Moore, L. W. Herring; Motormen L. G. Wilson, C. E. Ives; Brakemen J. J. Raker and P. J. Moore.

The Arrowhead Springs Water Company has erected two additional stand pipes for loading water. With this addition to the loading facilities, rail movements will be greatly speeded up.

The Engineering Department is engaged in widening the bridge at Bench to allow the Santa Fe to install another track.

FREIGHT DEPARTMENT
SOUTHERN DIVISION
By Thomas A. Lyons

He looks down from the great classification yard and smiles upon us. A friend of every man that knew him. He passed within a few hours of the time that he pulled his last pin. Good old Frank Clendening has passed to his reward.

For a week he would talk to no one, there was a downcast look on his handsome face and then in a fit of sadness he revealed the cause to his Conductor, George Bryant. It seems that Brakeman L. A. Christy through some misfortune lost his "make-up box" and that during the days that passed before he secured a new one, the sunshine was taken from his soul. However, things are different now for a new box seems to have brightened his life again.

Ray Moran, Trolleyman, is working on a rubber trolley-pole and his Motorman, Lee Cole, is looking upon the invention with much admiration and approval.

"The Police Department of Los Angeles is the greatest and the finest body of men in the world. Heaven does not compare with Southern California," so quotes Motorman W. T. McCormick, our city's greatest booster.

Terminal Trainmaster Earl Whiteside went to San Diego on his vacation. While there he took a trip across the border and witnessed the whippet races at Tia Juana. My how those dogs can run!

Brakeman C. W. Ward is visiting his old home town of Jersey City and writes that he is having a "most delicious" time.

Henry Packer, Assistant Trainmaster, is out of the hospital after losing his blooming appendix. Blooming is right, Henry.



Obvious

Stranger (to boy beating rug): "Boy, is your mother at home?"

Boy: "Of course, you dumbbell!"—Life.

The guy who said the lesser can not contain the greater had never worked in a women's shoe store. —Vancouver Star.

A Gentle Hint

Wife (buying a new hat): "What sort of a bird shall I have on it?"

"Hubby: "One with a small bill."

A Good Reason

Conductor: "Do you like cabbage?"

Brakeman: "Yes."

Conductor: "Well, I don't. And I'm glad I don't. Because if I did I'd be eating it all the time; and I hate the darn stuff!"

I Don't Know

A lady phoned the water office relative to hours for watering the lawn.

"What is the proper time to put on my hose?" she asked.

"Really madam, I believe after your B. V. D.'s," came the ready response.

Triplicates

A local politician was called up at his office recently and notified that his wife had presented him with triplets. He was silent for a moment, and then boomed forth: "I demand a recount."

Art vs. Life

"What makes you think Higgins was lit up last night?"

Well, I sat next to him at the movies, and when they showed the news-reel he tried to set his watch by a clock in one of the street scenes."—Life.

"You gave your seat to a poor old Irishman last night, didn't you, dear?"

"Why, no. What makes you say that?"

"Well, I distinctly heard you say in your sleep: 'Oh, that's all right, I'll stand pat!'"

"Ask Me Another"

"Does this sound like a list of cities in the United States?" writes William Mallahan. "They are all in Pennsylvania."

Athens, Belfast, Berlin, Berne, Buena Vista, Canton, Corsica, Damascus, Delphi, Dover, Edinburgh, Egypt, Florence, Geneva, Halifax, Hamburg, Hyde Park, Lima, Limeuch, Liverpool, Luzerne, Mexico, Moscow, Rome, St. Petersburg, Scotland, Vera Cruz, Versailles and Victoria.—Selected.

Girls have a right to dress as they please

A maiden remarked with vigor. But some of them lack the nerve And some of them lack the figure.

Quotation from school examination paper:

"George Washington married Mary Curtis and in due time became the father of his country."

Blarney

Mistress: "Bridget, it always seems to me that the crankiest mistresses get the best cooks."

Cook: "Ah, go on wid your blarney."

A Shell Game

"You may bring me a dozen fried oysters," he said.

"I'se awfully sorry boss," apologized the colored waiter, "but de fact is, sir, we's out of all shell fish 'ceptin' aigs."

"You look like a good risk, Mrs Malone, but will you kindly tell me what your father died of?"

"Oi can't rightly remember as to thot, sur, but sure it was nothing serious."

Semi-Dialogue

"Pop, what's a monologue?"

"A monologue is a conversation between husband and wife."

"I thought that was a dialogue."

"No, a dialogue is where two persons are speaking."

Reminded

"The storm burst upon us so suddenly and violently that we had no warning of its approach," said the tornado victim, relating his experience to a friend. "In an instant the house was demolished and scattered to the four winds. How I escaped being torn to pieces I do not know! We—"

"G-good gracious!" said Mr. Meeke, jumping to his feet. "That reminds me! I almost forgot to post a letter for my wife!"

One Reason Why

An automobile standing or parked occupies 100 square feet of surface, remarks a man with an inquiring turn of mind. And if moving at 20 miles an hour, it takes up 400 square feet of surface. In like vein a locomotive at rest covers 650 square feet of surface, and moving at 20 miles an hour it has possession of 2,600 square feet. Thus it should be obvious to everyone that a grade crossing with an area of 700 square feet cannot accommodate both automobile and locomotive at one and the same time.

Why the Exception?

"Clean dancing at Harrington Beach every night except Monday. Great music."—Advertisement.

Lovely!

Husband (reading aloud a newspaper report of a fire)—"One woman escaped down a waterpipe at the back of the house."

Wife—"How lovely to be as slim as that!"

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.

A Waste of Energy

Mr. Batz: "You ought to brace up and show your wife who is running things at your home."

Mr. Meek (sadly): "It isn't necessary, she knows."—Soo Line Topics.

Magistrate—So you heard the dispute between the defendant and his wife? From the sounds what did the defendant appear to be doing to her?

Policeman—He appeared to be listening to her.

Not Enough for Two

The train halted for a moment at the station and the traveler reached out, called a small boy, and said: "Son, here's fifty cents. Get me a twenty-five-cent sandwich and get one for yourself. Hurry up."

Just as the train pulled out, the boy ran up to the window. "Here's your quarter, Mister," he shouted. "They only had one sandwich."

The Dutiful Cow

In an out-of-the-way corner of a Boston graveyard stands a brown board showing the marks of age and neglect. It bears the inscription, "Sacred to the memory of Eben Harvey, who departed this life suddenly and unexpectedly by a cow kicking him on the 15th of September, 1853. Well done, thou good and faithful servant."

Unforgivable

Rev. George Washington Jackson had lost a fine, fat 'possum. Later, at a revival, one of the grief-stricken mourners would not be comforted.

"Cheer up, brothah," exhorted Rev. Jackson. "No mattah what yo' sin, it will be fo'given."

"But not diss'um," sobbed the mourner. "Ah sho' am a pow'ful sinnah."

"Yo' stole some white man's chickens?"

"Wussen 'at."

"Oh, Lawd, help dis po' lamb. Has yo' used a razzuh?"

"Wussen 'at. It's wussen murdah. Brothah Jackson."

"Den Ah knows," shouted the preacher, coming down from the pulpit, peeling his coat. "De good Lawd kin fo'give yo' effen He feels dat a way, but Ah's gwine to climb yo' frame. Yo's de skunk what stole mah 'possum."

Warm Hospitality

Sermon—"On the Road to Hell"
Everybody Welcome.
Sign in front of a Pennsylvania church.

MacGregor: "Are ye the mon who cut ma hair last time?"

Barber: "I don't think so, sir. I've only been here six months."

Tuning in the Microbes

Fussy Old Lady (as radio broadcaster sneezes)—"There! Now, I'm sure I shall catch cold."—Boston Transcript.

Son—"What is the school of experience, dad?"

Father—"It's the school that teaches you to keep your mouth shut."

Love and Obey

When the colored couples were being married by the clergyman and the words, "Love, honor and obey," were spoken, the bridegroom interrupted:

"Read that again, suh. Read it once moh, so's de lady kin ketch de full solemnity ob de meanin'. I'se been married befoh."—L. G. B.

Delays Are Dangerous

Guest—"I wish I had come here a week ago."

Hotel Proprietress—"Ah! You are flattering to my establishment."

Guest—"What I mean is that I should have preferred to eat this fish then instead of now."

Sign on high school student's flivver: "Bored of Education."

The darkest hour in any man's life is when he sits down to plan how to make money without earning it.

Be Patient

"Dear Sir: I got your dune what I owe you. Now be pachunt. I ain't forgot you, please wate. When some other fools pay me I pay you. If this wuz judgment day and you wuz no more prepared to meet yur maker as I am this account you sure would go to hell. Hoping you will do this, I remain yours very truly."—Exchange.

A Scotchman and his wife wished to take an airplane ride.

"It will cost you \$7 if you holler and \$5 if you don't," the pilot told the Scotchman.

The couple was taken aloft. Upon return to earth, the pilot said:

"Well, you win; you didn't holler."

"Yes," replied the Scotchman, "but you nearly had me once."

"When was that?"

"When the Old Lady fell out."

Suppress

Mrs. Jhones—"Yes, John, as I was saying, Miss Blank has no manners. Why, while I was talking to her this morning, she yawned eleven times."

Old Jhones—"Perhaps, my dear, she wasn't yawning—she might have wanted to say something."—The Sydney Bulletin.

Absent Minded Barber (shaving himself): "I see your hair's a little thin, sir. You should try some of our hair restorer."

Marks—"My wife kisses me every time I come into the house."

Simpson—"Affection."

Marks—"No, investigation."

Trims Him

"Trim little craft, that wife of yours, old man."

"Craft? Well, she's a revenue-cutter, anyway."—Boston Transcript.

Toot! Toot!

"Are you a clock watcher?" asked the employer of the candidate for a job.

"No, I don't like inside work," replied the applicant, without heat, "I'm a whistle listener."

A colored man took out a marriage license. A few days later he asked the clerk to substitute another woman's name for the one on the license, as he had changed his mind. He was told it would cost him another dollar and a half.

"You mean I got to get a new license?"

"Yes," said the clerk.

The applicant replied with an air of determination. "Never mind, boss, this ol' one will do. Dar ain't no dollah an' a half difference 'tween dem two, no-how."

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Assets Now Over \$300,000

This Association has again paid a normal dividend, July 1, 1927. Over 675 members participated in these earnings.

RAILWAY MUTUAL BUILDING AND LOAN ASSOCIATION
 201 Pacific Electric Bldg., Los Angeles, California

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

PARTIAL LIST

Name and Disability	Amount	Name and Disability	Amount	Name and Disability	Amount
Albert, LeRoy E., High Blood Pressure	\$30.00	Eneim, Ffed, Influenza	6.66	Johnson, Willie O., Indigestion	8.00
Andreae, Fred, Sprained Ankle	35.00	Favill, Veiner W., Bruised Finger	56.00	McGilvary, Jack, Stomach Trouble	18.00
Barrett, Frederick L., Sprained Knee	6.00	Fuller, Howard N., Sore Throat	12.00	Melton, Harold J., Eye Trouble	38.00
Bean, Frank E., Stomach Trouble	16.00	Garnett, Thomas C., Lumbago	14.00	Nagle, Rubard J., Cold	6.00
Binder, John, Jr., Cold	20.00	Green, LeRoy, La Grippe	8.00	Noel, Francis B., La Grippe	8.00
Bullock, Stanley W., La Grippe	8.00	Gregory, Frederick W., Eye Injury	8.00	Presley, James A., Sun Stroke	10.00
Button, Victor E., Appendicitis	64.00	Greenley, Dee, Bruises	12.00	Robert, William G., La Grippe	70.00
Chaffin, Roy M., Stomach Trouble	26.00	Hall, Grover G., Neuritis	8.00	Shurtz, Wm. Harvey, Jr., La Grippe	14.00
Danyeur, Jesse Lee, Sprained Knee	34.00	Hasse'l, Milton L., Autotoxemia	14.00	Smith, Robert, Appendicitis	60.00
Douglal, William F. Tonsilitis	8.00	Herold, Edwin E., Operation	10.00	Stamp, Charles, Sprained Back	16.00
Drummond, Walter S., Cold	6.00	Hutson, Martin E., La Grippe	20.00	Raub, Herman D., Sku'l Injury	1500.00

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It has always been the desire of the V. A. Corrigan Company to sell good timekeepers—not mere watches.

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V. A. CORRIGAN CO.

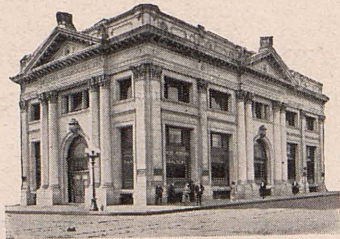
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