



THE PACIFIC ELECTRIC MAGAZINE



Vol. 12

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No. 11



Huntington Library Building at San Marino

Privileges and Advantages of Employees

During the course of a year many new employees come into our big system and that they may be reliably informed we enumerate and explain briefly below the benefits and privileges to which they are entitled.

TRANSPORTATION

Immediately upon coming into the service the employee is furnished with free transportation between any point on the system and his place of employment. Liberal issuance of reduced-rate tickets and round trip passes for himself and dependents is extended, frequency increasing with length of service.

After five years a system card pass is issued to employee and upon completion of eight years of service a card pass is granted to the dependent members of his family.

Reduced rate and free steam line transportation, depending upon length of service, is also available to employees and dependent family members.

P. E. CLUB

Entitles employees to participate in all social functions of the Club, such as entertainments, dances, vaudeville shows, etc. Also use of Club quarters, equipped with billiard and pool tables, library, rest rooms, music room and many other club accessories.

Membership is 25c per month.

GROUP INSURANCE

\$250 insurance is given to every employee upon completion of six months' service and \$500 after one year's service at no cost to employee. Employees may purchase additional insurance for which they only pay half of the expense. The rate for this insurance to employees is 70 cents per \$1,000, the Company paying an additional 70 cents to the insurance company.

The Mortuary Fund plan provides that 25c per employee be deducted from pay check of all members upon the death of an employee, the gross amount so collected, totaling about \$1,025. This sum is paid within a few hours after death to the beneficiary named. Membership is optional.

MEDICAL DEPARTMENT

A well equipped and highly capable Medical Department is maintained at a fee ranging from 50 cents to \$1.00 per month. Employees are entitled to all surgical and medical attention arising through sickness or accident, also free treatment at hospital when so required. A total of 87 physicians and surgeons throughout the system are employed.

Provisions were recently made whereby the depend-

ents of employees, in sickness or accident cases, may procure the same low rates at the California Lutheran Hospital as paid by the Company.

DENTISTRY

A dental clinic is operated under the supervision of the Medical Department for both employees and members of their families. Workmanship is guaranteed and prices are much below usual charges, which may be paid by payroll deduction.

VACATION

After one year's service all employees are granted 12 days vacation with full pay.

P. E. CAMP

During the summer vacation season the Company operates a camp in the San Bernardino Mountains for the benefit of employees and their families. The only expense to employee is for housing and foods supplied. Many vacation diversions and pleasures are extended free of cost. In the operation of the camp profit is not sought; on the contrary, income received has always been far below operating expenses. Prices to employees are much lower than those charged for similar accommodations in adjacent camps. This camp represents an investment of more than \$100,000.

EDUCATIONAL ASSISTANCE

Seven subjects are now being taught free of all cost to employees in class rooms equipped by the Company. An employed Educational Director supervises study courses and his counsel and advice is available to all employees.

RIGHT OF APPEAL

To insure justice to the occasional employee discharged for cause which the individual may feel unfair, a plan is provided whereby such employee can appeal his case.

In such instances the case may be taken up (1st) with his foreman or immediate superior; (2nd) with the Superintendent or head of his department; (3rd) with the Vice President & General Manager. If still unconvinced that justice has not been done the case may be referred to an impartial tribunal, not named by the Company, and having no responsibility except to do justice.

Cities' Names Interweave Early History

Many Names in Timetable Suggest Padre Days and Link Brave Pioneers in Romance and Daring Adventures Surrounding District

By L. B. YOUNG,
Special Representative, Executive Dept.

MUCH of the history of Southern California can be found between the covers of a Pacific Electric time-table.

For, as prosaic as railroad time tables generally are expected to be, that of the Pacific Electric stands out as a perpetual record of the romantic life, the picturesque landmarks, the momentous events, the pioneer families, whose influence in the early history of the territory is so poetically commemorated in the musical Spanish names which still prevail.

El Pueblo de Nuestra Senora la Reina de Los Angeles—The City of Our Lady the Queen of the Angels! In the time table, just "Los Angeles." But what romance in the word: One of the newest cities in the world with a name as old as time; less than three score years ago the "Toughest Frontier Town in America," today a world center of culture. And the highly eventful history of its transition from Pueblo to Metropolitan Plaza to the vast area now within its extended Metropolitan boundaries, step by step can be pieced out from the memorial names preserved in our time-table.

Early Days

San Gabriel—a name appearing many times in our folders—probably is the landmark most prominently associated with the founding of Los Angeles. For it was from the Mission at this historical settlement that Governor Felipe De Neve with his band of military and religious escorts marched on the morning of September 4, 1781, formally to dedicate the Pueblo. Founding of the Pueblo was only part of De Neve's purpose. He wanted to see the outlying country under cultivation. He planned extensive stock ranches and agricultural projects that would make the new terri-

tory self-supporting, and assure its economic independence from Mexico.

Although De Neve died before this expansion was fairly started, the results of his far-sighted policy are seen in the vast land grants and great farming developments in the outlying areas which now make up the rich territory supported by Pacific Electric service. Verdugo, Dominguez, Los Nietos, Yorba Linda, Santa Ana, Figueroa, Pico, Lugo, San Fernando—they are names familiar enough to all of us as Pacific Electric stations. But back of that they can be recognized as monuments preserving the memory of those pioneer families under whose able guidance De Neve's plans were carried to completion.

In 1784, the year of De Neve's death, the first land grant was given to Jose

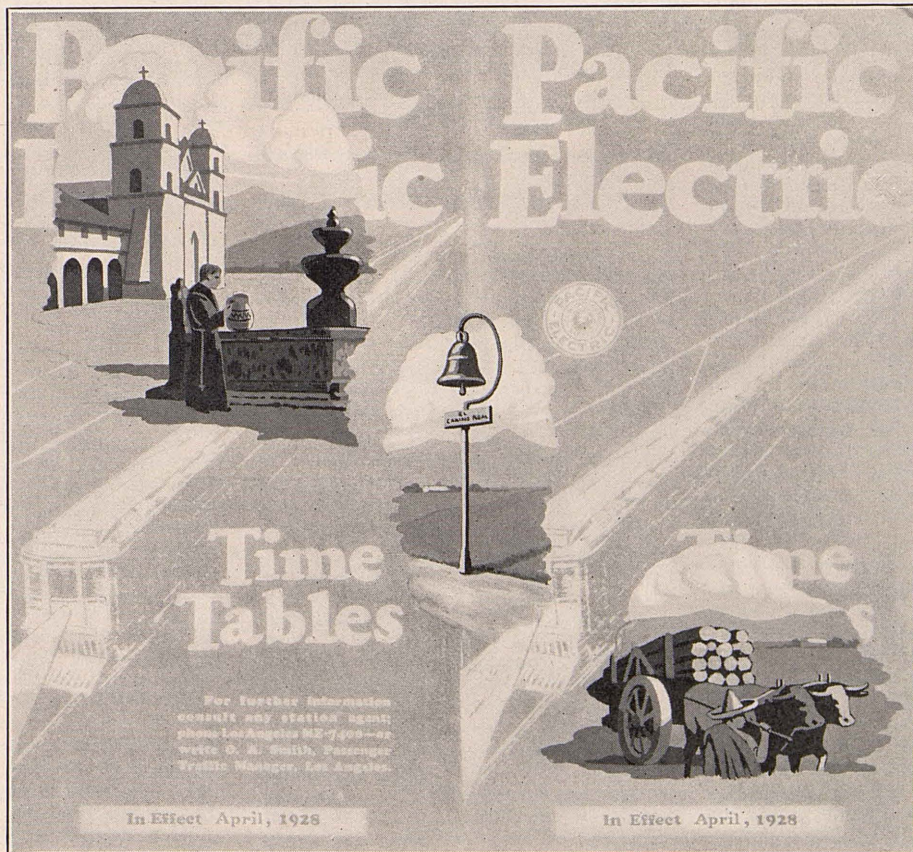
in the hands of the Mission Fathers and comprised largely what is now San Fernando and the Valley of that name.

The Yorba land grant was given in 1810. Almost immediately after this the Yankee influence began to be felt. In 1827 John Temple arrived in Los Angeles, became "Don Juan," and married into the Nieto family. Through this union he acquired the Los Cerritos Rancho which is now the site of a large part of Long Beach, and the name of a station on our Long Beach Line. Don Juan Temple, it is said, opened the first general store in Los Angeles subsequently branching out as a farmer and stock raiser. To remind us of this successful pioneer we have Temple Street in Los Angeles and a Station of that name at the end of the San Gabriel Line.

Although spelled differently and entirely unrelated, our station "Stern" suggests another powerful character of the early days—Able Stearns who came three years after Temple, and, like Temple, became "Don" Abel. Don Abel married Arcadia Bandini, both of which names will be found conspicuously in Pacific Electric time-tables. His land holdings consisted of the Rancho Los Alamitos—now Alamitos station on the Seal Beach Line.

Station Sites

Though their names do not appear directly in our time table, two settlers in the early 1830's are suggested by the Pacific Electric Station at 6th & Main, and the Southern Pacific Station in Los Angeles. These are Jonathan T. (Don Juan Jose) Warner and William Wolfskill. Warner had an orange grove surrounding his residence at 6th and Main, the present site of the Pacific Electric Building. He married into the Pico family and did much good for Southern



Maria Verdugo. This was known as the San Rafael Rancho and included what is now Burbank and Glendale. Manuel Nieto received the long strip along the San Gabriel River to the ocean. His neighbor on the east was Antonio Yorba with the Rancho Santiago de Santa Ana; and on the west the San Pedro Rancho and Juan Jose Dominguez whose descendants are there to this day. Encino Rancho was

Make Reservations now for P. E. Camp. Opens June 1st.

California. Wolfskill had his residence in a vineyard at the present site of the Southern Pacific Station at 5th & Central. He married into the Lugo family and was a commercial power during the early days.

Mt. Wilson Trail on the Sierra Madre Line, though lacking the Spanish atmosphere, nevertheless is named for one of the outstanding citizens of the Spanish period. Benjamin D. ("Don Benito") Wilson came to Los Angeles in 1841. He married Ramona Yorba, and at one time owned what now is the city of Riverside. Largely he was responsible for creating the cities of Alhambra and Pasadena. He served as Mayor of Los Angeles and as State Senator. Mt. Wilson and Wilson Trail are only two of the many points of interest named for him.

A group of highly colorful names suggests the beginning of the end of Mexican power in the South: Alvarado on the Riverside Line; Pico Street on the 16th St. Line; and Castro, Cahuenga and La Providencia out on the Western Division. It was with the help of Manuel Castro, Don Benito Wilson and Juan Bautista Alvarado that Don Pio Pico established himself as the last Mexican Governor of California. Pico came into power by deposing Governor Emanuel Micheltorena and his followers in a military engagement at La Providencia and Cahuenga. Cahuenga is at the present site of Universal City and this battle may have been a forerunner of the movies made there now, as the actual fighting appears to have been more theatrical than effective. It is reported that the conflict ended practically by acclamation after the opposing armies got chummy one night and, as we would describe it today, threw a party together.

In 1847 the city of Los Angeles finally was captured by the Americans. Stockton and Kearney, after occupying the city, made their headquarters in the home of Senora Encarnation Abila whose family name is fittingly preserved by our "Abila"—the first name in the Pacific Electric Station List. This old adobe residence still stands near the Plaza and is well worth a trip to see.

American Pioneers

Following American occupation the strong influence of Old Mexico to a large extent, disappeared from the City's development. But the timetable still reminds us of the newer generation under whose wise leadership the country grew and prospered. Lancaster Brent; Jose Antonio Carillo; John G. Downey who served as Governor in the '80's; Damien Marchesault; Phineas Banning, a power in the development of Los Angeles harbor; Beaudry; Shorb, Waterman; and the many others whose names are prominently associated with the progress of the South.

Beyond its suggestion of romance and color, the Station List also is a distinct commercial asset to Southern California. Those mentioned here are but a meager part of its hundreds of Spanish names and words; and the tourist from New England and Middle States surely is as much intrigued and

Special Railway Night at Mission Play

HAVE you seen the Mission Play? If so, perhaps you may wish to see it again.

In either event, special inducements to both Pacific Electric and Southern Pacific employees will be available on the evening of Wednesday, April 25th, said inducement being a very material reduction in that all important matter of ticket prices.

With the idea in mind of completely selling out the house to railroad employees the management offers the following bargain prices for this occasion:

\$2.20 seats will be sold for \$1.10. There are approximately 150 of these seats. Their location is from rows 1 to 10.

\$1.65 seats will be sold for 75c, these seats being located from the 10th to 15th rows, inclusive.

Those who have witnessed the performance this season in the beautiful new playhouse have expressed much praise for the splendid rendition and at the prices quoted an evening of rare entertainment is available at prices of half and less than half of those usually charged.

EXTEND MOTOR COACH LINE

Discontinuance, effective April 1st, of the rail service on the Avenue 64 Line and substituting therefore service by motor coach through the extension of the La Loma Road-Avenue 64 Motor Coach Line was begun on April 2nd.

Under the new arrangement this motor coach line is now operating through to Roble Avenue and Avenue 64, which serves patrons of this district quite as satisfactorily and at the same time permitting of more economical operation.

charmed by the sonorous pronunciation of our picturesque words as he is by the inspiring beauty of our delightful country.

It is unfortunate that to our rapidly growing population of citizens from other parts of the country, the early history of Southern California is not familiar. Ask nearly any recent resident the meaning of even the most familiar of our Spanish names, and his ignorance will be convincing that the traditions of our Southland are dying out with the newer generation.

It is not right that this should be so. We have the same public duty to keep as familiar with our names as with our land marks.

That shouldn't be difficult to do. With a Pacific Electric time table for a "Prompt Book" the dullest of history students should be able to piece out, from our names and words, one of the most eventful historical stories of our country.

PRESIDENT SHOUP COMMENTS ON CURRENT PROBLEMS

Several factors, having to do with matters of great concern in connection with this railway, were commented upon freely by President Paul Shoup on the occasion of his visit to this city early last month. Our ranking executive gave out the following statement which appeared in the Times of March 7th:

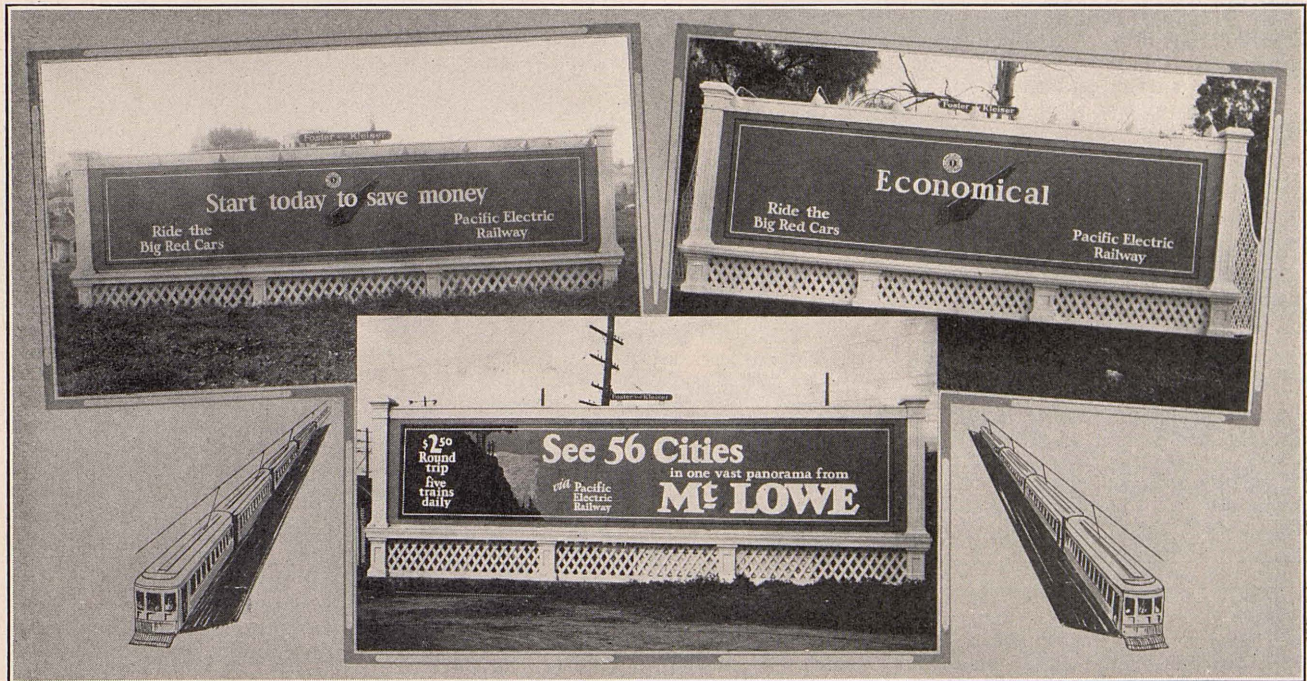
"The facilities and service of the Pacific Electric, both with respect to roadbed and equipment, have been materially improved in the last three or four years. To keep up this service and to justify further expenditures, and become more and more of value from the public viewpoint, with the crowded condition of the streets resulting from increased automobile use, requires earnings that will justify these expenditures from the investors' viewpoint. The Railroad Commission has just completed, with the cooperation of Vice President Pontius and associates of the Pacific Electric, and of the various public bodies in the sections served by our lines, a quite exhaustive review of Pacific Electric conditions. The necessity for increased revenue is apparent to anyone who makes an even casual study of the subject, the real question being the equitable and economical way of getting it. That subject is now before the Commission with very full data systematically arranged and presented by the Commission's committee of engineers.

"The Pacific Electric is and has been for many years the greatest thoroughfare for bringing people in and out of Los Angeles. We are now carrying about 300,000 passengers a day. It is, of course, essential to the welfare of Los Angeles and all its surrounding territory that these great thoroughfares of the Pacific Electric be kept open and ample with respect to facilities to meet the growth of population.

"Our terminal plans for taking interurban cars off the streets are in abeyance simply because of the lack of assurance that added revenues will be created sufficient to justify them. In this connection Los Angeles City and the surrounding communities very properly attach a great importance to the better service that would come with elevated or subway terminals, and who remember that it is of equal importance that the private rights of way outside the business district be not interfered with either by condemning them for street purposes or by putting in unnecessary street crossings, both of which activities interfere seriously with the service given these many thousands of people.

"The competition of motor bus and motor truck companies where facilities are already provided by Pacific Electric would, if minimized instead of being subsidized by too free rights of way being provided on highways, be very helpful in enabling the Pacific Electric to earn revenues essential to the expanding service the public needs and should have. Where there is necessity for motor bus traffic in a section the Pacific Electric has

PUBLIC SHOWN RIGHT WAY ON HIGHWAY



Three of the more recent bill-board displays now appearing adjacent to heavily traveled highways as an aid to selling the public on the idea of riding the Big Red Cars.

adopted the policy of filling that need so that there can be no reasonable criticism from the viewpoint of lack of service because of lack of electric lines. At this time, either on its own account or jointly with the Los Angeles Railway, it has in operation 203 motor buses.

"As for the Harbor situation, I feel that with the cooperation of the Citizens Committee of Two Hundred, under the direction of Mr. H. M. Robison; of the Harbor Commission; of Chairman Allen and his associates; of the Mayor and City Council, there has been established a unified service at the Harbor which should prove quite satisfactory. I know the railroads are cooperating heartily to that end."

P. E. MASONIC CLUB ACTIVE

The P. E. Masonic Club visited El Segundo and Van Nuys Lodges during March and assisted in conferring the Master's Degree upon two fellow employees.

At the next regular meeting to be held on April 10, at the quarters of the Pacific Electric Club, 514 E. 8th St., Walter W. Ogier, Jr., of the California Institute, Pasadena, prominent educator and Masonic authority, will address the members on "Preconstituted Masonry," covering the Egyptian, Persian, Greek and Roman derivatives of Masonry.

The annual ladies night at the Pacific Electric Masonic Club will be held May 8, for which special preparations are now under way.

CONTINUING to tell the public of the economy and desirability of travel over P. E. lines, the bill-board advertising campaign is to be continued throughout the present year.

As would be surmised, this class of advertising is designed to convert the automobile driver into a user of our service and located, as these appeals are, adjacent to heavily traveled highways, they are read by a class of people to whom an appeal is particularly desirable.

Necessarily the copy must be short and pointed and of a character that tends to incite the reader's imagination, which thought is well carried out in the above displays. The background is of light red hue with letters of bold white.

At the present time this Company is utilizing 17 of these billboards, 8 of which are illuminated for night display, while nine are not lighted during the night hours. The boards average comparatively close in to Los Angeles, ten miles from the city being about the distance at which they are erected. One at North Long Beach on American Avenue, twenty miles away, is the most distant display.

Under the contract made the copy on these boards is changed every four months, which gives needed spice from time to time. Some of the former copies displayed on these boards were: "Dependable Service;" "A Good Way to Save Money;" "Save While You Ride, Read and Rest;" and "Ride the Big Red Cars."

Considerable favorable comment has been heard concerning this type of

DISCARDED CLOTHES WANTED

In the many Mexican camps scattered throughout the system there is now an urgent need for clothing of all sorts for use by the 500 odd children residing with their parents.

Miss W. Ashby, Nurse, Engineering Department, who looks after the health and general welfare of those residing in these quarters, asks that all employees who have children who have outgrown or otherwise discarded clothing that is still usable, to kindly bring such articles to her at room 690 Pacific Electric Building.

Varying sorts of children's clothing ranging from baby garments to dresses and suits for children up to sixteen years of age can be put to excellent use and those employees having such clothing are earnestly requested to bring them in without delay.

Mammy Was In Trouble

A colored woman one day visited the court house in a Tennessee town and asked for the judge?

"I am the judge of probate, mammy."

"I'se come to you'all 'cause I'se in trubble. Mah man—he's done died detested and I'se got t'ree little infidels, so I'se cum to be appointed execootioner."

advertising and Advertising Manager Blyth feels that the results have been quite fruitful in getting our message to the public.

'Try This on Your . . ' Memory

SCATTERED throughout the pages of each issue of the Magazine are numerous statements of fact of more than passing interest and with a view to bringing these to attention, from time to time it is the plan to list them in query fashion and answer on another page.

Here are a few questions taken at random from articles in this issue, the answers to which appear in similar order on page sixteen:

1.—What is the estimated cost of the San Gabriel Dam proposed to be constructed at an early date and how long will it take to complete it?

2.—How many miles of track are operated by electric railways in this state?

3.—How many words does the average person read in one hour?

4.—What is the normal number of teeth in the human mouth?

5.—How many physicians and surgeons are on this Company's medical staff?

6.—How many electric railways in this state are seeking fare readjustments at this time?

7.—When was the city of Los Angeles founded and what was its original name?

8.—What per cent of operating revenue do electric railways in California pay as taxes to the state government and how much did this tax amount to in 1927?

9.—How much does the stationery used in the conduct of this Company's business cost per day?

See answers on page sixteen.

CHEST AIDS DISASTER NEEDY

What is to become of the children made orphans by the St. Francis Dam disaster? The widows? The lonely aged?

The Community Chest, in a general rehabilitation survey, states that two of its Agencies, the Red Cross and the Catholic Welfare Bureau, will share the major burdens of intimate human problems, long after the city of Los Angeles has administered, with its \$1,000,000 fund, the restoration of property.

Nearly 500 families are virtually penniless, as well as homeless. About a third have lost one or more members by death in the flood. Many orphans and half orphans need homes. More than half the total sufferers are Mexicans.

The Red Cross, according to the survey, will establish a trust fund and appoint a guardian for each orphan until he or she becomes of age and will place each in a private family, as no "children of disaster" can be placed in orphanages.

Trust funds will be established by the Red Cross for motherless or fatherless families, and for widows and the aged; and homes found for them.

Catholic children will be adopted into private Catholic homes, of which about 80 have been made immediately available, according to Rev. Fr. Thomas O'Dwyer, director of the Catholic Welfare Bureau.

Problems of sundered Catholic families as to employment, and legal, medical and extra-monetary aid will be coped with by the Catholic Welfare Bureau and the St. Vincent de Paul Society, another Chest Agency, for years to come.

"Papa, what makes a man always give a woman a diamond engagement ring?"

"The woman."

TIPS BRING MUCH BUSINESS

Exceeding results of any previous month by a large volume, solicitation efforts of employees during March registered a very considerable volume of business for both this Company and the Southern Pacific.

Summarized, twenty-three employees furnished information and otherwise aided in securing six special movements over P. E. lines that produced revenue from some 250 travelers and affected the sale of 18 one-way and 5 round-trip tickets to various points of the United States.

In addition to the above Mrs. W. F. Wiebers, Clerk at the Freight Station in Santa Monica, aided materially in securing the group movement of 105 passengers, Order of the Amaranth, to San Francisco and return.

The group movements over our lines and those securing them were as follows:

F. E. Taylor, Chf. Draftsman, Torrance, aided by his young son, effected the movement of 60 Malaga Cove School children from Redondo Beach to Mission Play.

Steve Wilson, Trans. Dept., 99 passengers, Knight Templars, Long Beach to Hollywood.

Chas. P. Hill, Transportation Dept., two movements in chartered motor coach handling fleet ball teams from San Pedro to Lawndale and Wingfoot, respectively.

Warren Taylor, Mechanical Dept., Sherman, also arranged a motor coach movement, I.O.O.F. Lodge, Sawtelle to San Fernando.

W. J. Lewis, Conductor, So. Div., party of five friends on Orange Empire trip.

The following are other loyal employees whose tips furnished business to our owning company:

M. A. MacLean, Frt. Conductor, So. Div., 1 one-way, Memphis.

TRAINMEN CHOSEN TO WORK ON SAFETY COMMITTEE

Having been selected to represent their respective divisions, the following Trainmen will serve on the Safety Committee during the months of April, May and June:

Northern Division: G. D. Jeremiah, Motorman, Macy Street; J. W. Kelley, Motorman, Pasadena; L. J. Middleton, Frt. Conductor, Macy Street; R. C. McPherson, Motorman, Macy Street; A. E. Babcock, Conductor, San Bernardino, and A. R. Butler, Motorman, Pomona.

Southern Division: L. C. Bartula, Conductor, Los Angeles; C. D. Cowan, Motorman, Long Beach; T. H. Young, Conductor, Watts; H. H. Wilson, Conductor, San Pedro; C. T. Turner, Frt. Conductor, Pier A, and H. S. Land, Frt. Motorman, Los Angeles.

Western Division: M. O. Smith, Conductor, Sherman; F. H. Lawrence, Motorman, Sherman; B. L. Hamilton, Conductor, Hill Street; G. D. Meek, Motorman, Hill Street; L. C. Boals, Frt. Conductor, Sherman, and J. E. Garner, Frt. Motorman, Sherman.

Besides representing all three divisions of this railway, the above listed men also represent local, interurban and freight service and are therefore in a position to bring up for consideration and discussion unsafe habits or operating conditions that are now being practiced on any part of the system.

The Safety Committee will appreciate the co-operation of all employees to the extent of calling to its attention operating practices or conditions which may appear to be unsafe or detrimental to the service.

J. H. Ream, Motorman, No. Div., 2 r.t., Cleveland.

W. G. Reep, Conductor, So. Div., 1 r.t., New Orleans.

I. J. Shaffer, Conductor, West. Div., 1 one-way, Kansas City.

Geo. T. Brown, Solicitor, 1 one-way, Kansas City.

N. M. Simmons, Motorman, So. Div., 1 one-way, Albany, Ore.

E. L. Crowder, Conductor, No. Div., 1 r.t., New York City.

J. W. May, Sub-station Operator, 1 one-way, Roseburg, Ore.

M. R. Poundstone, Law Dept., 1 one-way, New Orleans.

A. C. McElhinney, Treasury Dept., 1 r.t., New Orleans.

C. P. Dixon, Conductor, So. Div., 1 one-way, Wichita Falls.

Lyle Brown, Clerk, Van Nuys, 1 one-way, Ogden.

Wm. Schmidt, Motorman, Western Div., 4 one-way, Aurora, Ill.

L. J. Bush, Supervisor, Eng. Dept., 1 one-way, Kansas City.

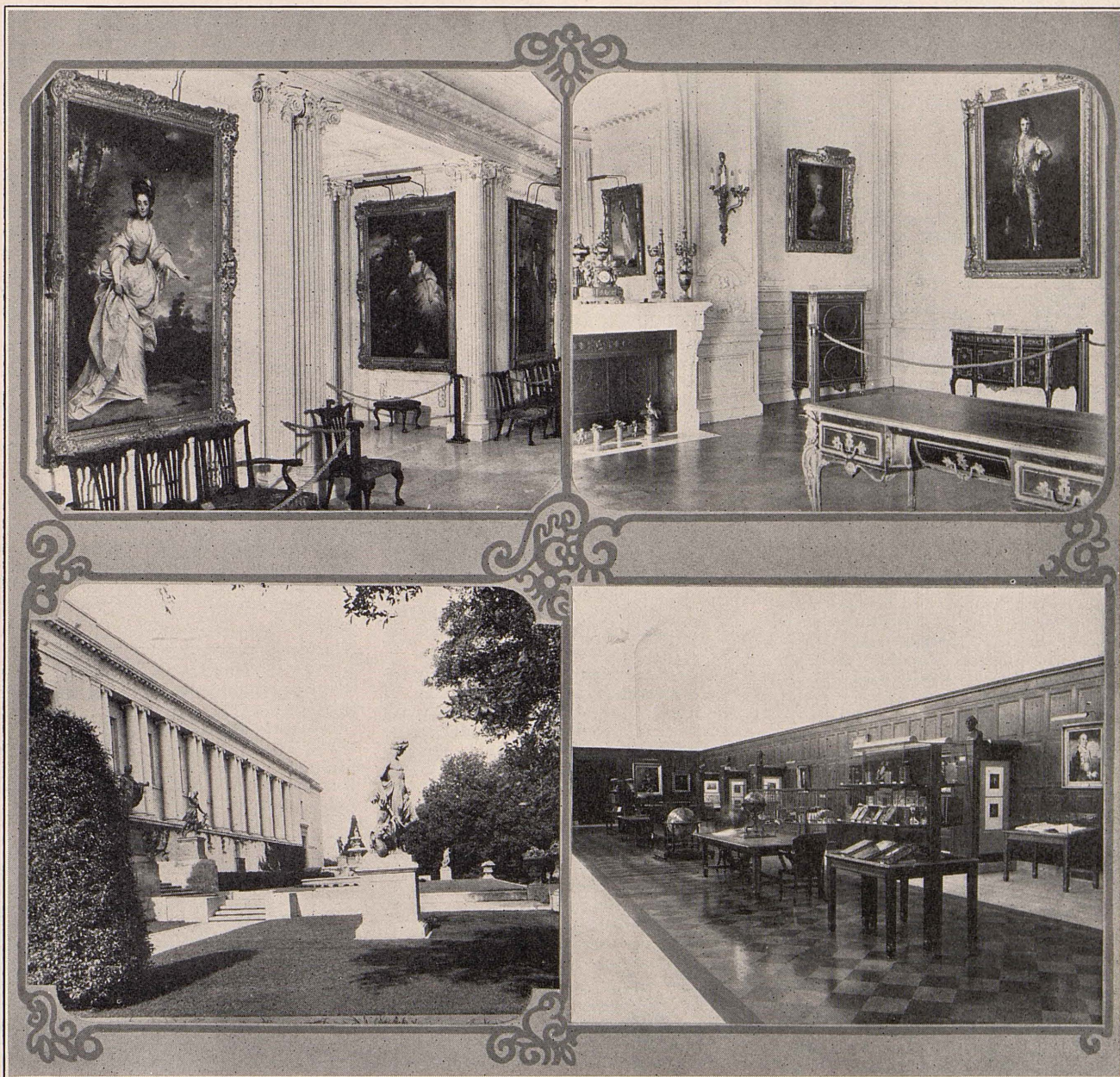
C. E. Rosecrans, Elevator Service, 1 one-way, Kansas City.

W. M. Siratt, Motorman, So. Div., 1 one-way, Dallas, Tex.

F. L. Reynold, Shed Foreman, 1 one-way, Chicago.

C. V. Gillett, Ticket Clerk, 1 one-way, New York City.

PRICELESS TREASURES BESTOWED ON PUBLIC



WHEN announcement was made several months ago concerning the privilege of granting the public admission to the great library and art gallery of the late Henry E. Huntington, only mild public interest was manifested. However, since the plan of admitting 300 persons three days each week has been in effect, there is developing in the public mind an appreciation of the rare privilege bestowed. Full recognition will come with passing years.

To attempt to picture or pen a worthy story of the rare beauty, romance and educational qualities surrounding the innumerable objects of art and literature would be futile. Only a visit will give the layman a real conception of what posterity is to

Exterior of the Huntington Library and interior of the deceased benefactor's home and library in San Marino. Here, three days weekly the public is permitted to view treasures of art, science and literature by master craftsmen dating from early centuries down to the present era. Among the multitude of inspiring objects are treasures of world-wide renown and inestimable value.

enjoy through the generosity of the donor. In the latter ten years of his life, Mr. Huntington devoted his time, talents and large portion of his wealth to the collection of things beautiful, inspiring and educational. He hoped, and with good logic, too, to aid in creating a desire and appreciation of the arts and sciences, to advance intellect that greater might be the joy of living and accomplishment.

With this kind thought in mind in 1919 Mr. Huntington publicly announced that upon his death the Library and Art Gallery would be given in trust for the benefit of the public at large. The grant was made to a Board of Trustees, five in number, self-perpetuating, in whom is vested control and such rules of use as they may deem right and proper. The donor's death occurred on May 23rd, 1927, which automatically caused the trustees to function in administering the affairs of the trust. A few weeks ago public announcement stated that 300 visitors would be received on Mondays, Wednesdays and Fridays.

The Library proper, which contains well over 150,000 printed books and pamphlets and in excess of a million

manuscripts, autograph letters and documents, is a structure of great architectural beauty. Here are many priceless treasures embracing rarities in English and American literature from the beginning of printing in England to the present time, and in American history from the discovery period to, but not including, the World War. There are more than 5,000 printed books issued prior to 1501. Among the many gems of literature, which may be viewed on the Library's public exhibition days are: Ellesmere Chaucer, written in 1420, the Columbus Book of Privileges, the Franklin Autobiography and Washington's Genealogy written by himself.

Appreciating the importance of making the library a potential storehouse of knowledge and a means of increasing world-wide knowledge, the Board of Trustees engaged the services of Dr. Max Farrand, formerly of Yale University and the Commonwealth Fund, as Director of Research. He is now assembling a research staff to engage in studies that will reveal to the world at large many hidden and unknown facts of early history. It is in the direction of knowledge to be revealed that the Library is considered most valuable, although to alone see and visualize the words of man in centuries past is indeed a coveted opportunity.

The equally famous collections of art and paintings of Mr. Huntington are housed in the palatial San Marino residence used during his life time. Barring a few changes made by the Board of Trustees to protect certain of the treasures from an over-zealous public, these objects remain where and how the donor originally placed them.

Representing an investment of several million dollars, this collection is said to be the most comprehensive of any in the world under a single roof. Many of these treasures of world-wide interest were secured in European countries and only after out-bidding other collectors and museums from various parts of the world.

WARNS AGAINST OWNERSHIP OF RAILWAYS BY CITIES

That municipal ownership of electric railways has proven even more disastrous than did Government ownership during the World War, is the contention of Chairman George H. Long of the Transportation section of the local Realty Board. Mr. Long aired his views in no uncertain terms in an address before the City Club a few weeks ago.

"In know of no city in the United States that has profited by owning electric railways or its local transportation system. It would be suicidal for Los Angeles to attempt it," warned Mr. Long.

Save The Pieces

"What a pretty name your maid has!" remarked the visitor.

"Oh, that isn't her real name," was the reply; "we call her 'Dawn' because she's always breaking!"

Trainmen's Courtesy is Best Builder of Good Will

SOME time ago we placed in every car a sign requesting constructive criticism. Our intentions being to secure from our passengers pertinent information which might help us in improving service conditions or operating practices as would add to their comfort and convenience.

Many letters have been received offering suggestions as to equipment, facilities, schedules, operation and personnel, and as might have been expected, some of them cover suggestions impractical and unreasonable.

Quite a few of them, however, are readily adaptable and are being acted upon accordingly.

Many of the letters, while featuring a specific idea, refer also to the courtesy and efficiency of Trainmen; others citing cases of rudeness in answering questions for information, unnecessary arguments with passengers, carelessness in giving bells before passengers are safely aboard, carrying passengers beyond their destinations and other derelictions.

These failures are entirely at variance with our policy as to good and efficient service and put the Company in a bad light, not only with the individual passengers concerned, but also afford extremely unfavorable publicity in the communities in which they reside.

Every traveler is entitled to courteous attention when making use of our service; and to be carried promptly and safely between such points as he or she might elect to ride. Passing them up at scheduled stops, or carrying them by their destination are inexcusable acts and give the Company

a bad reputation for reliable and efficient service.

The thousands of persons who daily make use of our facilities can only know the Company and its endeavors to provide reliable and comfortable service, through contact with its employees, and the major contact is with the Trainmen. Therefore, our Trainmen should make every effort to cultivate and establish friendly relations with the traveling public to the mutual benefit of all concerned.

Another point which is quite generally touched upon is the overloading of cars; and much stress is laid upon the discrepancy in car loads in two or more car trains; the criticism most generally made is to the effect that while there are enough cars in the train, usually the head car is greatly overloaded, with correspondingly light loads in the rear cars.

It is believed this condition can be easily remedied by conductors watching the loading of cars and directing passengers boarding at congested points to take cars in which seats may be had. It would seem that the car loading can be fairly regulated in this way.

All that has here been said may be easily put in practice and unquestionably will result in less friction between train crews and passengers, less unfavorable criticism of our service and a better attitude on the part of the public.

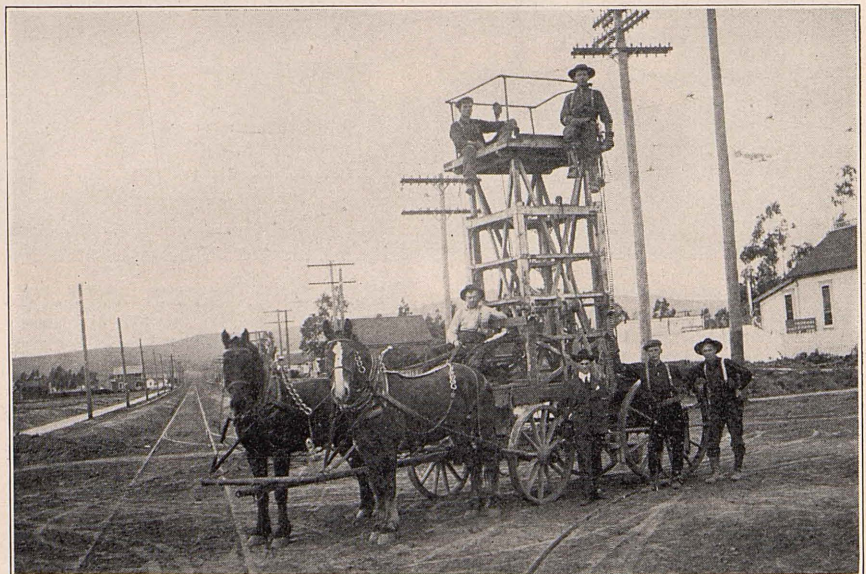
Her Grate Man

"Does your wife ever pay you any compliments?"

"Only in the winter,"

"In the winter? How do you mean?"

"When the fire gets low, she says, 'Alexander, the grate'!"



Just twenty-two years ago the rail line to Pt. Firmin was being built, which accounts for the presence of the above line crew and outfit, then an up-to-date vehicle, on the job at 14th and Pacific Avenue, San Pedro. R. M. Cobb, General Line Construction Foreman, is the only one of the crew who remains in the service. Others in the picture are: L. A. Pauley, now with Southern Pacific Company; Carl Graves, with the Ontario Light & Power; B. Dutton, now a realtor. Mr. Cobb, whose service dates back to October, 1905, is seen in the center of the standing group.

Railroad Tax Burden Shown

Electric Railways of State in Action to Show Handicaps. Paving Cited as Example.

THAT California electric railways are not earning a fair return upon investments and should have relief in form of reduced taxation and street paving burdens was pointed out last month by W. V. Hill, Manager of the California Electric Railway Association. Addressing the California Tax Commission, a state agency, Mr. Hill's appeal is taken as the first step of the electric railways to obtain a lower tax rate on taxable gross revenue. The electric carriers now pay 5¼% of their operating income into the state treasury.

Mr. Hill also asked the tax commission to give thought to the matter of requiring municipally owned utilities to pay taxes on the same basis as privately owned utilities rendering a similar service.

Nine Seeking Relief

"Competition from privately owned automobiles and licensed auto carriers, taxation and paving burdens are the elements which lay a heavy hand against profitable operation of electric railway properties in this State," Mr. Hill said. "At the present time there are eight of our electric railways seeking rate increases from the State Railroad Commission, two others recently having been granted needed relief. Serious as it is at this time, the plight of these railways would be indeed alarming except for the fact that decreasing revenue passengers have been off-set in a measure by increasing freight traffic by the interurban lines. Several, however, have not been able to develop freight traffic and their losses have been very heavy."

Substantiating his claim to decreased revenue passengers the speaker cited the fact that there was a falling off of more than twenty million passengers between 1924 and 1926 and that figures for 1927 would show another drop in passengers handled.

That there is absolutely no justice in the "ancient custom" of electric railways and their patrons paying the cost of paving and maintaining roadways for the use of automobilists and competitors was another fact which Mr. Hill laid before the state tax body. "Under the terms of the existing franchises electric railways have been required to invest millions in street paving adjacent to their tracks," the speakers appealed. "They must keep this paving in repair and re-new it when so ordered. Mind you no part of this surface paving is used nor required for the operation of street cars. On the other hand it is used by other vehicular traffic which in turn take away revenue from the street railway. As a result the street car rider is penalized by higher fares or impaired service to the benefit of the man who used his private machine." Mr. Hill added that Connecticut, Massachus-

setts, New Jersey and Montana have recognized this injustice and have passed laws to eliminate this obligation. Fresno and Stockton in this state have granted relief to the carriers of the paving burden, he added.

The non-requirement of municipally owned utilities to pay a state tax was cited as one of the "inequities" of our tax system by industry's spokesmen. He stated that if the municipally owned street railway in San Francisco had paid taxes in the same proportion as other state railways it would have paid \$3,148,000 since its inception. "The privately owned railroads have shouldered this burden and if the time comes that present privately owned utilities are taken over by local governments it must necessarily result in further increasing the burden of the remaining utilities still subject to the tax," the speaker contended. He quoted Mr. Paul Shoup as authority for the statement that 55 per cent of the net income of electric railways goes

How to Gain Admission to Huntington Gifts

SINCE announcement of permitting visitors to view the Huntington Library and Art Gallery was made several months ago there has been a flood-tide of inquiries and for the benefit of those who may not know the process of gaining admission, we repeat the necessary details.

The Library and Art Gallery is open to the public by ticket from 1:30 to 4:30 p.m. on Monday, Wednesday and Friday of each week.

Application for cards of admission should be addressed to the Henry E. Huntington Library and Art Gallery, San Gabriel, California, specifying the date and number of admissions desired, and enclosing a stamped and addressed envelope for reply.

Applications will be filed in order of receipt, but not more than five cards of admission will be issued to any one applicant, and children under ten years of age will not be admitted. For the present the number of admissions will be limited to approximately 300 each day.

Persons going by the Pacific Electric Railway should take a Sierra Madre car to the Huntington Library Stop, then walk northwest along the Huntington Estate, through the double gates to the Library.

to pay municipal, state and national taxation.

Reasonable Return Asked

"We feel that in arriving at a fair basis for taxation of electric railways, said Mr. Hill," consideration should be given to the fact that their business is dedicated to public service; that they are not earning a fair return on their investments; that the industry is essential to the public and should be permitted to give first class service and receive a reasonable return on money invested in the business.

"We know that the private automobile is primarily responsible for the present plight of the industry. We see the constantly increasing numbers on our streets and highways. We see the constantly increasing demand for improved streets and highways. As these automobiles increase by the thousands and it is now becoming millions—we find our patronage diminishing and our service slowed up by these hordes, using the paving we have provided for them. Notwithstanding this situation, the electric railways are handling from 70 to 85 per cent of the traffic in our cities, and these unorganized car riders should receive some consideration.

Mr. Hill revealed some interesting highlights of the electric railway industry in this state, among which were the facts that they operate 3,100 miles of track, utilize 4,080 passenger cars, 3,333 freight cars and 390 motor coaches; have a pay roll of \$33,000,000 annually; employ 20,000 persons directly and pay taxes of more than \$3,000,000 yearly.

MARCH DEATHS TOTAL SEVEN

The "grim reaper's" March toll was the largest taken from our ranks during the past six months, there having been seven fellow employees called from this life. Following is a list of those taken:

William J. Chambers, Carpenter, Mechanical Department; Guadalupe Ramirez, Laborer, Engineering Department; Martino E. Besio, Helper, B. and B. Department; Trinidad Cruz, Laborer, Engineering Department; Herbert E. Hunter, Car Repairer, Mechanical Department; Hiram C. Porter, Motorman, Western Division, and Allan W. Chanslor, Stenographer, Freight Traffic Department.

Group and Mortuary insurance again brought a measure of relief and comfort to the dependents of those who passed on, a total of \$15,500 having been paid promptly to the beneficiaries named. Under the Company's insurance plan all the deceased were covered by Group Insurance and five of the seven had taken advantage of membership in the Mortuary Fund.

Reports from the Auditor's Office show that sixteen incapacitated employees are receiving varying amounts aggregating \$1,069.50 monthly pending their complete recovery.

To the bereaved families of those who have passed to their final reward, on behalf of their fellow employees, we offer sincerest sympathy.

COURT APPROVES HIGH DAM FOR SAN GABRIEL WATER

Clearing the way for the building of the world's highest dam, Judge Anderson of the Superior Court handed down a decision last month to the effect that the San Gabriel flood-control dam must be built to a height of 425 feet as originally designed and authorized by the voters in 1924. Barring unforeseen circumstances that might arise and add further to the delay of this project, Supervisor McClellan voiced the opinion that work would be started immediately.

The San Gabriel Dam, based upon the plans approved by the Superior Court, will be one of the greatest engineering jobs of the world. It will measure 425 feet from stream bed to top and will rise 500 feet from bed rock. Its length will be 2200 feet at the top and 700 feet at the bottom; in thickness it will taper from 407 feet at bottom, to 30 feet at the top.

The reservoir formed by the dam will impound 240,000 acre feet of water, thus making possible the conservation for useful purposes the water that has always run off during flood seasons causing considerable damage to crops, orchards and other properties. The area of the lake back of the dam will be approximately 2000 acres, with a shore line of 30 miles.

With an estimated total cost of \$25,000,000, the project will furnish employment for a small army of men; 1500 to 2000 will be needed for the next five years. It will call into work every available cement plant in this district; rock, sand, gravel and others materials will be used in large quantities. In the transportation of the material necessary in this huge construction project considerable revenue will be derived by this Company.

FACTS ABOUT HUMAN BODY

The average number of teeth is 32.

The weight of the circulating blood is 29 pounds.

The average weight of an adult is 150 pounds 6 ounces.

The average weight of the brain of a man is 3½ pounds; of a woman, 2 pounds 11 ounces.

Five hundred and forty pounds, or one hogshead and one and a quarter pints, of blood pass through the heart in one hour.

A man breathes about 20 times a minute.

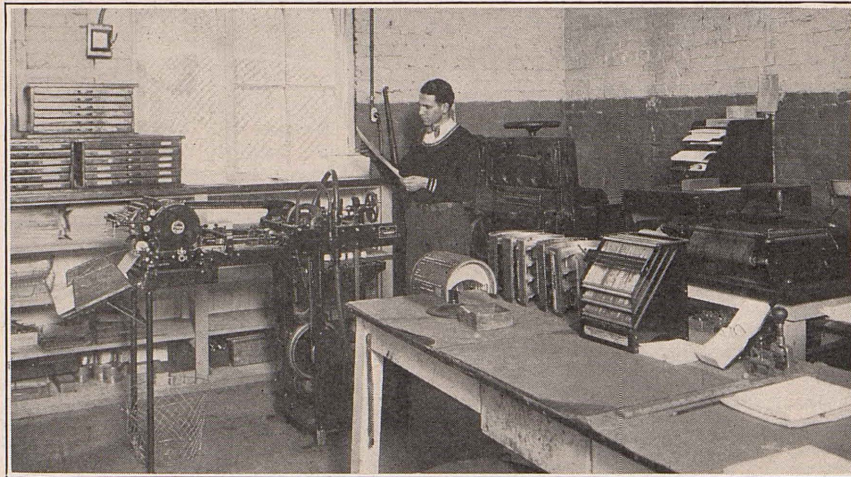
The average height of an Englishman is 5 feet 9 inches; of a Frenchman, 5 feet 4 inches; of a Belgian, 5 feet 6¼ inches.

The heart sends nearly 10 pounds of blood through the veins and arteries each beat and makes four beats while we breathe once.

One hundred and seventy-five million cells are in the lungs, which would cover a surface thirty times greater than the human body.

The average of the pulse in infancy is 120 per minute; in manhood, 80; at sixty years, 60. The pulse of females is more rapid than that of males.

Small Machine - Large Savings



Printing headquarters in the Stationery Store room, where 267 company forms are efficiently printed. Irving Caplan, Operator, is seen in picture.

ISOLATED in a little nook in the quarters of the Stationery Storekeeper is an obscure little machine that would command little attention by the passer-by. It is known as a multi-graph printing machine and while it is small in stature the results of a years' operation lends evidence to the fact that it can effect a saving of considerable girth.

Here it may be pertinent to remind that Stationery Storekeeper Wakefield is authority for the statement that the total expense for office incidentals amount to \$220. each business day; which is also the Company's reason for utilizing this money saving device. On the basis of work done during the past year it is estimated that a saving of approximately \$2,500. was effected.

Few of us realize the tremendous number of printed forms that are utilized in the operation of this railway, nor the astounding proportions of expense that comes with having these forms printed.

Of a total of 1,984 materials carried in stock by the Stationery Storekeeper, just 1,634 are printed forms of varying character. Of these, 760 are printed locally and 607 purchased, they being of a common-standard and adaptable to the needs of all railroads. The remaining 267 forms are those which it has been found can be successfully printed on our own multi-graph printing unit.

The work performed by this machine is of a high standard and can be accomplished at about half the cost of job printing. It is capable of printing on bond paper, onion-skin, post-card and even card-board and can take sizes ranging up to 8½" to 14". As showing its versatility in the recent "Better Business" campaign the letter-head and letter contents were run off at one time. Car-cards are another item that are printed at a considerable saving.

The speed of the machine is one of

its outstanding features, it being capable of running at the rate of 2,100, 2,900, 3,600 and 6,100 impressions per hour, depending on the weight of paper and character of job.

A total of seventeen varieties of type are utilized in the work to date and Stationery Storekeeper Wakefield plans on broadening the scope of the work done.

While small in itself the machine is necessarily complicated to the layman and requires intelligence of no small degree to secure results. Irving Caplan is the operator in charge and the good results so far obtained may largely be attributed to his rapid strides in acquiring a fund of mechanical printing knowledge and applying it to the job at hand.

EMPLOYEES IN HOSPITAL

Roll call at the California Lutheran Hospital as the Magazine went to press found the following members of the Pacific Electric forces confined therein:

H. E. Miller, Dispatcher; C. Whitely, Freight Agent, San Bernardino; C. Stewart, Cabinet Maker, Torrance; Ignacio Lopez, Truck Driver; James O'Neil, Groundman, Electrical Department; Dennis Ellis, Clerk; William Gibbons, Night Cashier; Charles Berg, Motorman, Sherman; Theresa Du-boise, Janitress, and C. W. Stratton, Conductor.

Despite good intentions, many of us fail to visit our stricken friends. Just a short visit works wonders on the sick patient, and the visitor feels better for having brought a little sunshine into the walls of their confinement.

Visiting hours at the California Lutheran Hospital, 1414 South Hope street, are from 2 to 4 and 7 to 9 p.m. daily.

Well Done!

Young wife at the telephone: "Butcher, send me a pound of steak and a half pint of gravy."



AGENCIES OF CENTRAL MFG. DISTRICT ARE EXPLAINED

There has been some confusion through lack of understanding of the situation in the Central Manufacturing District as between the Joint Agency, A. J. Seiber, Agent, representing the Salt Lake, Santa Fe, Southern Pacific and Pacific Electric Railway, and the Agency, C. J. Lump, Auditor and Agent, of the Los Angeles Junction Railway, which for the benefit of interested readers is here explained by G. W. Orr, Ass't. Agent, L. A. Terminal.

The Central Manufacturing District is not unlike a big industrial plant within which are many units all served by its own railroad, the L. A. Junction Railway, the units consisting of stock yards, storage warehouses, refrigeration plant, produce market, etc., and private industries.

The L. A. Junction Railway office, is not a depot and no LCL is handled except in trap cars to or from the Los Angeles depots of the other lines. All switch movements including those subsequent to initial placing and cross town or interyard moves are handled with and by the L. A. Junction Railway. Thus a shipment originating at or subsequently moved from an industry on the Pacific Electric at Los Angeles would move on an interline switch waybill reading from Los Angeles P. E. to Junction Sta. L. A. Junction Railway via Walker Transfer and would not be handled at all by the Joint Agent.

The office of the Joint Agent likewise is not a depot where LCL freight or tickets can be handled, but in other respects is much the same as other stations. Waybills for incoming line hauled cars are reported by the joint agent and switch waybills to the L. A. Junction Railway are issued by his office and on outbound haul loads he takes up the L. A. Junction Railway switch waybills and issue the line haul waybill. From this it will be clear that Los Angeles station has now nothing to do with line haul cars destined to or moving from industries in that district other than as a passing station and Pacific Electric agents having cars for those industries should waybill them on local series direct to L. A. Union Stock Yards, Calif. The L. A. Junction Railway should not be shown in routing space on waybills but may follow name of consignee, although that is not necessary as no other line can handle the cars after arrival at L. A. Union Stock Yards.

The name of the joint agency will be changed to Junction Station effective May 1st, 1928.

BREEZES FROM THE HARBOR

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

The month of March will be the banner month for tonnage on bananas at this port. There will be well over 100,000 stems. Practically all the bananas coming into this port at the present time are exported from Panama and Central American points.

During the month of March there was 8500 tons of sulphur discharged at this port for El Segundo and Los Angeles.

Port tonnage, both in and out of the Harbor, should show a substantial increase for the month of March. No figures are yet available.

The Harbor Department has plans for enlarging the open dock at south end of Berth 90, San Pedro. This will give the berth an additional dockage of about 150 feet. This space was formerly occupied by Fire House No. 2.

The new city hall is being rapidly completed. Plans call for completion about July 1.

The new government building, for which appropriations have been made, will be adjacent to our rails, either on the Plaza site near Seventh Street, or on Harbor Boulevard, at First Street.

We have been favored with some special passenger business in transporting battleship ball teams to various points in Southern California by motor coaches during the month of March. These parties have been very well satisfied with the service we are able to furnish. We hope to have many more of these special excursions.

CHANGES AT P. E. AGENCIES

R. L. McMichael, formerly Agent at East Long Beach, has been transferred to the Freight Traffic Department, March 19. Mr. McMichael has been in agency work with this Company since 1920 and all are pleased to see him receive this well deserved promotion.

The Agency at East Long Beach was put up for bid among the Agents and assigned to C. W. Rutledge, who has been at Brea for the past few years. Bids are now being received for the Brea Agency, but assignment has not yet been made.

Another change occurring during the past month was the transfer of W. R. Moore, Ticket Clerk at Whittier, to the Southern Pacific Ticket force at Long Beach, effective March 20. Our loss is their gain, as Mr. Moore has proven himself a splendid salesman.

The vacancy at Whittier, created by Mr. Moore's promotion, was filled by transferring Robert Neal from Watts, and his position has been filled tem-

FREIGHT DEPT. EMPLOYEES ADVANCE TO NEW POSTS

Through the vacancy created by the unfortunate passing of Spaulding E. Cooper, Traveling Freight Agent, several well-deserving members of the department were advanced to more important posts and slight readjustments made in the work and territory of the staff.

The following is a brief review of the changes made:

T. F. Hunter becomes Traveling Freight Agent. Mr. Hunter was employed in 1923 and capably filled positions in both the Freight Claim and Traffic offices.

P. H. Lyon, formerly Rate Clerk and Tariff Compiler, assumes Traveling Freight Agent's position. Mr. Lyon's employment dates from June, 1920, as Ticket Clerk. He was transferred to the Frt. Traffic Dept. in 1925 and served well in several capacities en route to present post.

E. M. Thurston succeeds Mr. Lyon as Rate Clerk and Tariff Compiler. Entering the service in August, 1922, Mr. Thurston proved worthy in successive advancing positions.

R. L. McMichael, Rate Clerk, vice E. M. Thurston, began his service as Asst. Agent at Whittier in November, 1920. He served successively and successfully in various agencies and in August, 1923, was made Agent at East Long Beach, where he remained until advanced last month.

porarily by John Neal, who has been Assistant Agent at El Monte.

The position of receiving cashier at Sherman is being filled by Relief Agent John N. Rountree during illness of W. A. Gibbons.

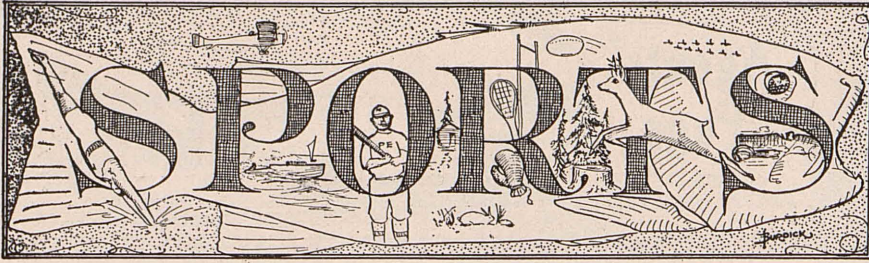
C. W. Whiteley, Agent at San Bernardino, is reported as rapidly recovering from an infection following a slight operation and will probably be back on the job soon.

The Etiwanda Agency was taken over for a week by Assistant Agent Armstrong from Upland, while Agent C. O. Stephens held a session with the "Flu". Mr. Stephens won the decision and is now back on duty.

Still another of our force took the count during the past month. Dennis Ellis, Clerk at Wingfoot, was taken to the hospital for a general overhauling. The doctor reports that, with a few replacements and minor adjustments, Mr. Ellis will soon be hitting on all cylinders again.

Nurse—"Mr. Maloney, you are the father of quadruplets."

Maloney—"What? Them things that be running around on four legs!"



P. E. BASKETEERS NOW LEAD IN INDUSTRIAL LEAGUE

By Geo. T. Winslow, Coach

The P. E. Basketeers have been going great guns during the past month, winning all four of the games played, and are now entrenched in first place.

The Pacific Mutual team, which was leading the league at the last writing, cracked during the past month, losing two out of the four games played, letting our boys and the Richfield team pass them in the win column.

Following are scores of the games played during the past month:

Thursday, Mar. 8th, the L. A. Motor Coach team, which have taken the place of the Globe Mills team, which dropped out of the league, was beaten 19 to 11. Walton, was high point man for the game with 8 points.

Thursday, Mar. 15th, the strong Pacific Mutual team, which was resting in first place, was taken into camp, 20 to 17. The work of reliable "Ham" Hamilton at guard was easily the defense feature of this "battle," while Bowers and Leary made the points, dividing honors with 18 points between them.

The second round was started with a win over the Ducommun Corp. 31 to 24. Captain Bowers scored 17 points, Leary 13 points, and Wood made the extra digit on a free throw. Davidson looked good on the defense. On Thursday, Mar. 22, American Tile was snowed under 24 to 12, Bowers and Howell were the offense stars and "Little Davy" and "Ham" showed the boys how the defense should be played.

During the month of April the following games are to be played, Tuesday, the 10th, Paramount Lasky; Thursday, Apr. 12, Cudahy Packers; the following Thursday, Power Executives; Tuesday, Apr. 24, L. A. Motor Coach.

Manager White, and the boys on the team are asking that fellow employees, come and root for the team.

TROUT SEASON OPENS

In the spring-time a young man's fancy turns to love, while the sportsman's love turns to fish.

Following past practices the devout fishermen of the P. E. Rod & Gun Club are laying plans for the annual trout outing to the P. E. Vacation Camp, where they will celebrate the opening of the trout season in a manner known only to the followers of Izaak Walton.

The party, and it promises to be quite a group, will leave Los Angeles so as to reach the vacation home any time before the gong sounds for break-

fast about 4:00 a.m., Tuesday, May 1st. Return is tentatively set when all have landed the limit of trout.

A committee has been appointed by the Club to arrange details for this outing and those desiring to go should make reservations with Chairman B. F. Manley. Complete information will be sent to all club members and final line-up handled at regular meeting to be held Wednesday night, April 11th.

COMING SHOOTING EVENTS

The blue rock shooting is well under way and Tournament Chairman Spafford is preparing to stage some big events during the next few months.

The first of these is scheduled for Saturday and Sunday, May 12th and 13th at the Bangle Grounds. This will be a team tournament and bids fair to exceed all former shoots held by the Club. A handsome loving cup for the winning team and a goodly array of cash prizes for individual star shooters will be awarded. Boys get your weapons oiled up and don't fail to be on hand.

Another event planned by Spafford is set for May 26th and 27th when he will pilot a gang of nimrods to Yermo, California, to hunt jack-rabbits, shoot blue rocks and annihilate balloons. This will be an outing hard to beat.

Full details later, information of which should make all members fill up the gas tank, hitch on the cart-ridge belt and point the old radiator toward Yermo.

ROD & GUN CLUB PICNIC

Members are reminded not to overlook the annual picnic of the Rod & Gun Club to be held on Sunday, April 15, at Tournament Park, Pasadena.

A "large" time is planned and to miss this event will be just too bad. Two ball games will feature the day's sport—indoor in the a.m. and a play-off of tie game which occurred at Las Vegas between the P. E. Trainmen's team and the Union Pacific team of the desert city.

Jack May is Chairman of the Picnic Committee and he has promised that everything will be lined up to provide a rousing good time for all.

Be sure to bring the kiddies and basket lunches; Club will provide coffee and ice cream. Let's all go!

Plausible

"We're going to get a baby brother at our house today," remarked the small sister to her teacher.

"Because yesterday mother was sick and we got a baby girl, and today Daddy's sick."

WITH THE P. E. BALL TEAM

By virtue of winning the championship of the Saturday Major Industrial League, Pacific Electric team has won the eminent distinction of participating in the final play-off game for the championship of the Southern California Baseball Association. This game was to be played with the Sherman Athletic Club at the General Sherman Ball Park, Sherman, on Sunday, April 8.

The Sherman team has proven its strength by eliminating the champions of four other Sunday leagues and the contest with the Pacific Electric should be a thriller throughout. "Shorty" Williams, employed as a lineman in our own Electrical Department, is Field Captain of the Sherman aggregation, so the elimination series has dwindled down to a final fight for the highest honors between two Pacific Electric employees, "Shorty" Williams and Charlie Hill of the Transportation Department and Manager of the Pacific Electric team. The Sherman team also includes other Pacific Electric boys in its line-up.

The winner of this contest will play the San Diego team for the championship of Southern California.

DIAMOND DUST

As usual each spring, the Pacific Electric team is in the stage of re-organization, account of losing players to leagues. This season seven of the members of the winter team will play professionally. Tony Antista and Gene Gomes have joined the Missions, Coast League; Art Jacobs, the Hollywood, Coast League; Johnnie Lugo, Tucson, Arizona State League; Elmer Phillips, Wichita, Western League, and Vic Ruedy and Red Lowrance, the York team of the Penn League.

Preparations are now under way for the organization of the big Summer League; eight of the strongest teams in the Association will comprise this circuit.

In a game at White Sox Park, Sunday, April 1, Pacific Electric team completely smothered the Los Angeles Moose by a score of 16 to 1. Eighteen hits were secured off three opposing pitchers.

Bob Rachford, the old faithful, has again distinguished himself by his sensational fielding in the right garden during the past month.

"Rod" Murphy, who has held down the job of Chief Clerk in the Efficiency Bureau during the past two winters, likes his place so well that he has asked for and secured his unconditional release from professional baseball affiliation and has about decided not to play professionally any longer.

Shocking!

"Where is your doll, dear?" the family visitor asked the modern young miss.

"Oh," said the child, "the boy next door has the custody of the doll and I'm awarded three lollipops a week alimony."

While Regulating State Should Also Protect

Brimful of numerous true statements that throw full light upon the difficult problems of steam and electric railways in this and other states, the splendid editorial which follows appeared in the Los Angeles Times of March 12th, under the heading "Let Us Be Fair."

A FEW DAYS ago the State Railroad Commission granted a permit to a bus line to operate in direct competition with one of the beach lines of the Pacific Electric Railroad. Without regard to the merit of this particular proposition, it should be said that the general policy enunciated in such permits amounts to subsidizing competitors of railways and that in principle it is unfair and inequitable.

The railroads are California's heaviest taxpayers. In addition to paying local taxes on their non-operative property, they must turn into the State treasury 7 cents out of each dollar of gross receipts from passenger and freight traffic. In addition the railroads are obliged to bear, unassisted, the heavy costs of establishing and maintaining their roadbeds, trackage and rights of way.

Inequity Shown

On the other hand, bus lines pay almost no taxes at all. They are not required to give up 7 per cent of their earnings to the State. They make a contribution toward the building and maintenance of highways through the gasoline tax, to be sure, but this is a minor item, the great bulk of the expense of highway construction and maintenance is borne by the general public and the railroads. Practically speaking, their roadways are built and maintained for them without charge.

California owes a tremendous part of its development to the railroads; without them much of its area would still be ranches and desert, sparsely settled and almost unproductive; they are still the major reliance of the State in getting its products to market. They have been of immense utility and still are, but if their business is to be killed off by having the traffic which they themselves have helped to develop handed over to competitors in this fashion, the end of their economic existence is in sight.

Even this does not tell the whole story. If the railroads had been treated like ordinary private businesses in the past, allowed free sway in setting their own prices for the services they render, they would have no ground for complaint if another agency succeeded in obtaining the business. But they were not given a free hand; their fares have been regulated, their earnings restricted even while their taxes rose; they have not been allowed to accumulate a fund which might now be used in protecting themselves in a competitive rate war. This is not argument against public regulation; it is an argument that if the State does

regulate, it is in duty bound to protect. It has limited railroad earnings on the ground that railroads are a natural monopoly; the plain corollary is that this recognized monopoly should not be interfered with artificially and without compensating grants.

Free Roadbed

Were the bus lines required, as the railroads are, to furnish their own highway, if they were regulated and taxed on the same basis as railroads, the conditions of competition would be even. Also, the bus fares probably would be as high as the rail fares, if not higher.

The Times holds no special brief for the railroads. It has had several hard battles with them in the past, outstanding examples being the fight for a free harbor at San Pedro and the fight for a union station at the Plaza, in both of which most of the other newspapers of the city took the railroad side. It has consistently opposed the railroads when it believed them wrong, and just as consistently it has been for them when it believed them right.

It believes now that this whole matter of bus competition with the rail carriers needs to be taken up and settled according to the plain principles of equity and justice, and that the railroads should be given just as fair treatment as the public they serve.

First Kid—Gee, Jimmie, when I went by your house this mornin' I heard somebody swearin' something awful!

Second Kid—Aw, that was my dad. He was late for church an' couldn't find his hymn book.

CALIFORNIA SUPPLIES N. Y. ONE-THIRD OF ITS FOOD

Emphasizing the dependence of the civilized world upon the net-work of rail arteries covering the land and also blazing in bold letters California's part in supplying the nation with articles of foods, the recent report of the United States Department of Agriculture shows that New York City received 174,945 cars of domestic fruits and vegetables during the year 1927, and of this total California contributed 56,890 cars. Imports of these commodities from foreign countries totaled 15,000 carloads (excluding bananas), making receipts of the metropolitan area approximately 190,000 cars, or an average of 640 cars each business day.

Of the 91 commodities listed in the report, California supplied shipments of 46, and led in the volume received of 19 of these. The California shipments were over twice as large as her nearest competitor, Florida, and well over three times as great as the carlot supply from New York State itself. In fact, only 10% of New York's food requirements are provided by nearby producers, the report states.

Receipts, of course, are not actual unloads, but as New York is a terminal market almost all of the produce received is consumed in the immediate territory.

Ignorant

Trying to be brutally frank to a flapper, we told her that her hair looked like a mop. "What does a mop look like?" she asked.



As candidates in a beauty contest the above group of he-men are better blacksmiths, garagemen, storekeepers, paving and signal workers. They are only a few of the many who work out of the Washington Street Yard and whose duties play an important role in keeping the wheels of our great transportation machine running. The picture was taken and supplied the Magazine by Ed. Periard, Signal Department. We would like to publish other representative groups throughout the system.

Those in the picture, left to right, top row: Jerry Rons; George Buchanan; Ted Rowe; Ted Olsen; Dominick Guarino; Fred H. Sharp; W. C. Smith; Max White; B. C. Edmunds; Warren Knight; Hutch Cooper; Robt. Corey. 2nd Row: B. C. Baldwin; Fred Williamson; Front Row: Thos. Riggs; Fred Butcher; Claude Culver; H. O. Williams; Pedro Conteras; S. F. McFarland and Roy Davis. Kneeling: F. Rosalez.

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 Fred HopkinsStores Dept.
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"I JUST can't find time for reading."

The foregoing phrase many of us have heard repeated time without number. But that most of us waste a golden opportunity for doing more reading than the average person finds time to do is an indisputable fact.

We have reference to the time spent in commuting back and forth between our homes.

One demon statistician, basing his calculations on the accepted theory that the average person reads at the rate of 12,000 words an hour, has figured that an astonishing volume of print can be read by the person who spends a half hour morning and night in commuting. If the commuter who rides six days, fifty-two weeks per year spends his riding time in reading he can have read 75 books of 50,000 words within a year's time.

A nationally known publisher has been loud in his claims of what can be accomplished through fifteen minutes of intensive reading per day. No one can successfully dispute his argument.

Instead of gazing idly out of the car window night and morning may we suggest you acquire the habit of putting these golden minutes to use by reading a magazine or book. You will be surprised at the pleasure to be gained and at the volume of profitable reading that can be accomplished.

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How Wealth Benefits the Great Mass

THE men who make money are, as a very general rule, also capable, industrious and useful, and our most dependable citizens. There are objections to the system which permits a man to accumulate more than he needs, but the system has more advantages than disadvantages, or men would not maintain it century after century. First among its advantages is that it is an incentive to every man to become a respectable and useful citizen. The system is at the foundation of our civilization, and we should not abolish it because of an occasional fortune put to bad use. For every fortune wasted, thousands have been of the greatest service to humanity; for every fortune made by speculation bordering on dishonesty, thousands have been made by useful and honest work.

—E. W. Howe

GOVERNMENT OWNERSHIP

Mr. Henry S. Ives of Chicago, speaking before a recent conference in Birmingham, said: "Government ownership is the product of loafing minds and loitering ambitions. It is the indolent offspring of the static mind and its ancestry may be traced back through a long line of dawdling political soothsayers. As a theory, it lacks imagination, originality, inspiration and romance. As an actuality, it is a stupid, dull, languorous method of carrying on the work of the world.

"It is the substitution of government deficits for private profits. It is the dragging brake on individual enterprise and a stubborn barrier to industrial progress. . . . It has never won an economic battle, despite the unfair advantages it demands in its own behalf. It has never developed a new idea, it has never created anything except jobs.

"It is destructive of wealth growth and productive of debt growth. It deadens the will to do and nourishes the will to be done for. It makes politics instead of business the national dividend producer. Such is the indictment of experience. The conspicuous government failures in the world have been in public ownership.

"But despite this record there has developed in this country a very strong agitation for the adoption of a system which hasn't worked anywhere else and which has always proved an effective bar to industrial development. In fact, Socialists use it deliberately as a curb to prosperity, because continuing prosperity spells the doom of Socialism."

L. A. VERIFIES ITS CLAIMS TO BUSIEST INTERSECTION

That Los Angeles has a just claim on the Nation's "busiest intersection" was shown by the results of a recent check made by the Los Angeles Traffic Commission at the intersection of Wilshire Boulevard and Western Avenue. On three separate days checks of the travel were made, the heaviest being on a Saturday when 74,755 automobiles were counted. The Sunday travel showed a considerable decrease with 64,405 cars, while the third day's check, which was on a Thursday, showed that 65,862 cars passed this point.

No intersection in New York, Chicago or Detroit can compete with these figures, checks from these cities indicate, the Traffic Commission heads stated.

The data for comparison is contained in replies received by the Commission in answer to inquiries sent authorities in the east asking for figures of the heaviest traveled intersections in the various cities. Following are the results of checks made at three eastern points:

Chicago: Upper Wacker Drive at Michigan Avenue, check from 7 a. m. to 11 p. m.; total cars 62,459. Wilshire and Western, same hours, 64,338.

New York: Park Avenue at Fifty-seventh Street, check from 7 a. m. to 7 p. m.; total cars, 42,377. Wilshire and Western, same hours, 49,325.

Detroit: Woodward Avenue and Grand Boulevard, check taken 7 a. m. to 7 p. m.; total cars, 40,373. Wilshire and Western, same hours, 49,325.

The check, aside from establishing the fact that Los Angeles has the busiest intersection in the United States, and probably in the world, emphasizes the fact that horse drawn vehicles are practically a thing of the past. During the three days the check was made at this local intersection only nine horse-drawn vehicles passed, all of which were milk wagons.

CHICAGO SURFACE LINES

How a political situation can hamstring a transportation company is well shown by an American Electric Railway Association bulletin.

Here is a Company, it shows, that is in receivership for no other reason than that politicians cannot agree on the kind of a franchise it should have. It is operating without any franchise whatsoever and no one knows when a franchise will be granted, because the State Legislature may not act on the situation for a year or more yet.

Despite this existing receivership, the road made an unprecedented record during the six days preceding Christmas when it carried 30 million passengers in round numbers, or about five million passengers per day. During three of these days every piece of equipment on the property was in use.

Just in passing, the record demonstrated anew that the street car is the only vehicle which can handle mass transportation.

NEW LIMITEDS AND TWO NEW TRAINS BETTER SERVICE

Speeding up of the San Bernardino line service and two new trains to El Monte were among important schedule changes made effective on April 1st.

Reducing the running time 15 minutes under the new schedules, San Bernardino, Riverside and Redlands will henceforth have four Limited trains daily at their service. Train formerly leaving Los Angeles at 9:15 a.m. daily was converted into a Limited and will make the 58 mile run to San Bernardino in one hour and 45 minutes. The train that left San Bernardino at 4:00 p.m. now leaves at 4:10 p.m. also making the run in Limited time. Leaving and arriving time of the other ten trains on this line were not affected.

Providing an extra train during p. m. peak hour and another during the late evening, El Monte benefits materially under the new schedule. One new train will leave Los Angeles at 5:31 p.m., making 3 trains to that city between 5 and 6 p.m. The other new train leaves Los Angeles at 10:45 p.m.

Altadena patrons of the Pacific Electric were benefited by faster through service on account of Mt. Lowe train formerly leaving Los Angeles at 4:00 p.m. being changed to leave at 4:15 p.m. and routed via the Short Line instead of the Oak Knoll, making a saving of about 12 minutes in running time.

Suggestions to Improve Telephone Service

WITH a view to learning some of our shortcomings and endeavoring to standardize certain practices that will be helpful in expediting telephone service, Mrs. Margaret Thomas, Chief Operator, was asked to supply information on this subject. She pointed out the following as being aids to improved service:

There are three outstanding practices of employees that tend to hinder the service, they are not new, but are mentioned merely as a reminder. Here they are: the slow answering of calls; calling wrong number, and hanging up the receiver before the party has time to answer.

Many calls are made by parties from the outside who do not know just exactly who they want and in such cases the operators connect them with the department their business appears to be with. However, under such conditions it is apparent that frequent transfers will have to be made from one station to another within the building in order to care for the business in question. When such transfers are desired the individual should flash the operator by moving the hook **slowly up and down**. When operator answers use the words **TRANSFER TO STATION _____**, or **TRANSFER TO MR. _____**.

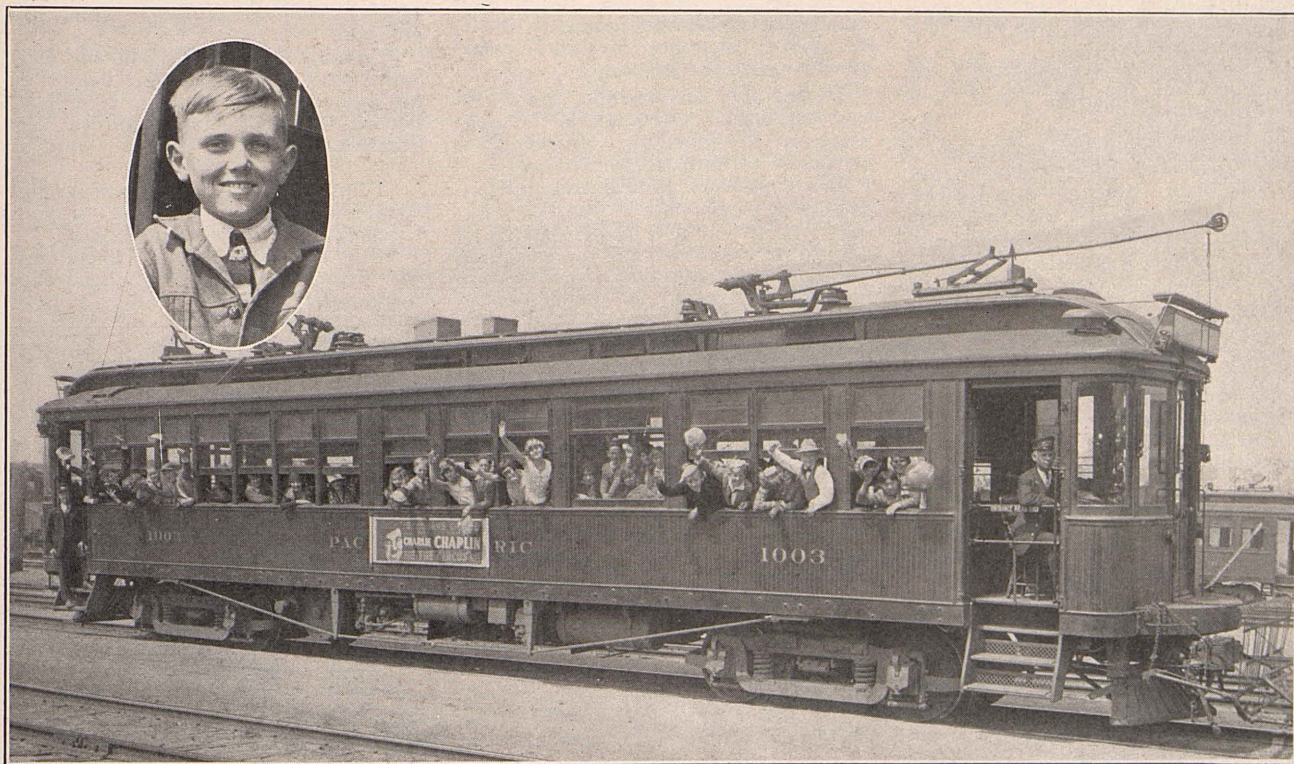
Occasionally some one will hang up the receiver long enough for the operator to disconnect altogether and

then comes back and asks that "this party be given to Mr. _____." In these cases the party seldom gets the same operator who had the call and if he does she probably will not know which trunk line the call was on, thus requiring her to go through all the lines not connected and by that time the central operator probably has the disconnect signal, which means that the party on the outside will have to call again.

It is the calling party in a telephone connection that governs the disconnect signal. If a person calls an outside number, any tie line or private long distance line, the signal of the calling party is the only one received by the operator. Therefore, when a person wants to get central after finishing a call, it is necessary to hang up the receiver and call again.

There is a wide range in the way various people go about to get "Central." Some say "Central;" others, city, outside, line, operator, exchange, Los Angeles, out, trunk, Metropolitan, number, etc. Metropolitan is really our central exchange, but with the telephone company changing numbers and exchange names so often it is hard to tell how long such will be the case. It is suggested that in order to establish a uniform rule, parties desiring to get the central office ask for **CENTRAL**.

When answering the telephone lift the receiver from the hook, otherwise you either give the operator a flash or a disconnect signal. A great many of the disconnects are caused by the least touch of the dial or hook by the



Sixty excursionists of the Malaga Cove School, Redondo Beach, enroute to the Mission Play at San Gabriel, last month. The young fellow, with the Lindy smile, is Spence T. Taylor, youthful son of Frank T. Taylor, Chief Draftsman, Torrance. Spence, it will be recalled, was the boy who had considerable to say when his father's company was criticized in his classroom. Later when his class talked about an excursion to the Mission Play, Spence told his father, who furnished the tip that resulted in sixty revenue passengers.

Better Reserve Early for a P. E. Camp Vacation. Opens June 1st.

calling party. It is not a good practice to touch the dial or hook after getting a connection because it may result in some inconvenience.

Every employee should inform his family as to how he can be reached in case of emergency.

The ladies handling our telephone exchange are endeavoring, and succeeding, too, to render a high class of service. It is essential, however, that they receive intelligent co-operation. As shown the volume of business they are required to handle it may be enlightening to know that they answer 3,100 calls daily through the exchange. These are classified into 1,000 incoming, 600 outgoing, and 1,500 station to station. Connecting the Company, which has 260 stations, with the outside world are thirty-five trunk lines, supplemented with tie lines to the Southern Pacific, Santa Fe, Union Pacific, Los Angeles Railway and the local freight yard. These latter tie lines, incidentally, should be called by simply asking for "L. A. Railway, please," etc. etc.

And while thinking of the above suggestions it is well to remember that "courtesy always pays."

QUESTIONS ANSWERED HERE

Answers to questions propounded in the forepart of the Magazine are as follows:

1. Estimated cost of the San Gabriel high dam is \$25,000,000, and it is estimated that five years will be consumed in constructing it.

2. The electric railways in this state operate a total of 3,100 miles of track.

3. The average person reads an average of 12,000 words per hour.

4. Thirty-two is the normal number of teeth of a human.

5. Eighty-seven physicians and surgeons are on the medical staff of this Company.

6. Eight electric railways in this state are seeking fare adjustments at this time.

7. The city of Los Angeles was founded in 1781; it was originally known as El Pueblo de Nuestra Senora la Reina de Los Angeles, meaning The City of Our Lady, the Queen of the Angels.

8. Five and one-quarter per cent of the gross freight and passenger revenues of California electric railways is paid as a state tax. This tax amounted to \$3,068,580.88 in 1927.

9. The cost of stationery used by this Company totals \$220 per day.

Dangerous for One

A young man recently married one of two very beautiful twins, as alike as two peas in a pod. Many people remarked at the likeness between the two women and often wondered how the husband knew one from the other.

One day one of his friends met him on the street and being curious said: "John, the whole town is interested in your case. What we would like to know is—how do you tell the two of them apart?"

"Well, to tell the truth," replied John, "I don't try. The wrong twin just has to look out."—Kablegram.

Veteran Builder Retires

LAYING aside, figurative speaking, his "hook and belt" for all time, A. Kean, Line Foreman, Electrical Department and a pioneer in electrical development, retired from active service on February 15th.

Mr. Kean came to the Pacific Coast from Boston in 1903 with the intentions of continuing a journey around the world, but conditions here attracted him, causing him to tarry, with the result that he became a permanent resident. He arrived in Los Angeles when the electric railway systems in Southern California were just about getting under way, and one of his first big jobs was in connection with the rebuilding of the overhead electric lines for the Los Angeles Railway in 1903.

In 1905, Mr. Kean became affiliated with the Pacific Electric and was appointed General Construction Foreman of overhead lines, and continued in this capacity up to 1912 during the building of all of the earlier lines, including the Santa Ana, Santa Ana-Huntington Beach, Glendora, Covina, Pomona, Pasadena, 4-track and Long Beach 4-track lines.

Before coming to the Pacific Electric, Mr. Kean had had an eventful career filled with colorful experiences. He was one of the earlier employees of the old Thompson-Houston Company, having spent 12 years with that company before the consolidation was affected with the Edison Electric Company, creating what is known as the General Electric Company. He continued with the new company for five years longer, resigning to become Chief Engineer of the plant of the R. H. White Company, a noted industrial concern of that period.

During this early period, Mr. Kean was playing an active part in the early electrical development, especially as it pertained to industrial activities.

His experience ranged from the installation of steam and electric equipment in the textile mills throughout the New England States, to installing and testing the equipment in the battleships of that time. He made some of

CLUB'S ST. PATRICK DANCE ATTENDED BY OVER 300

With more than three hundred P. E. revelers keyed with enthusiasm for the occasion, St. Patrick's Day was fittingly celebrated at the Club Ball Room on the evening of March 15. Dancing was the regular order of the evening, with special Irish features adding to the entertainment.

The green of old Saint Patrick adorned all present and decorations about the Ball Room were in line with the general color scheme; even the punch was green in color.

Presenting a specialty dance, the Irish Lilt, Miss Anna Springer, the daughter of Henry J. Springer, of the Rip Tack at Torrance Shops, drew the praise and admiration of the entire audience.

If you missed this dance the best advice that can be given is to watch closely for coming Club events and arrange your dates accordingly.

the very first incandescent lamp installations in the United States, as well as a large number of other important installations, including that on Ellis Island, New York. Probably one of the most historical installations made during his experiences was the first electrical equipment in Harvard University in the late '80's.

Mr. Kean retires with the best wishes and highest regards of all. He possessed a genial personality and was kind and patient with those under his immediate jurisdiction, and especially so with a beginner. There are countless numbers of young men that have him to thank for the thorough and careful training received under his guidance.

We shall miss "A. K." in our daily activities, but will have the benefit of his association from time to time as he will assuredly find time to visit occasionally and talk over old times.

"Tommy, isn't it rather extravagant to eat both butter and jam on your bread at the same time?"

"Oh, no, mother. It's economy. You see the same piece of bread does for both."

COMPARISON OF ACCIDENTS DURING FEBRUARY, 1927 AND 1928

	Northern Division 1928-1927		Southern Division 1928-1927		Western Division 1928-1927		Motor Coaches 1928-1927	
Interferences with vehicles ..	94	111	80	97	169	189	41	35
Collisions & interferences								
with cars	2	4	4	4	3	2	0	1
Persons struck by cars	4	3	3	5	3	1	0	1
Derailments	6	9	9	21	2	18	0	0
On and off moving cars.....	15	11	4	6	14	7	2	0
Miscellaneous	11	18	24	34	22	32	6	7
	132	156	124	167	213	249	49	44
	Dec. 24		Dec. 43		Dec. 36		Inc. 5	
			1928	1927				
Interferences with vehicles			384	432	Dec. 48		11.11%	
Collisions & interferences with cars			9	11	Dec. 2		18.18%	
Persons struck by cars			10	10				
Derailments			17	48	Dec. 31		64.58%	
On and off moving cars			35	24	Inc. 11		45.83%	
Miscellaneous			63	91	Dec. 28		30.76%	
			318	616	Dec. 98		15.91%	

P. E. EXECUTIVE COMMITTEE MEETING HELD AT CLUB

The P. E. Club Executive Committee met in the Auditorium of the Club Rooms on Wednesday, March 7, at 2:00 P. M. The following were absent: J. H. Ickes, L. H. Covell, H. A. Wilkerson, C. E. Moser, C. J. Hileman, M. T. Spencer, T. L. Wagenbach, C. S. Alexander, T. J. Day, and L. A. Lovell.

Club Fund

Balance, 2-1-28.....\$ 31.69
Receipts 1112.10

Total\$1080.41
Disbursements 891.81

Balance, 2-29-28.....\$ 188.60

Relief Fund

Balance, 2-1-28.....\$ 42.38
Receipts 1108.50

Total\$1066.12
Disbursements 800.00

Balance, 2-29-28.....\$ 266.12

Unfinished Business

Mr. Rice stated that the car, which has been placed at the disposal of the shopmen at Macy Street, is now completely equipped for their use.

Mr. Hunkin offered his thanks, together with that of the men at Torrance, for the splendid condition of the Base Ball Diamond.

Mr. Miller stated that the seat at Nogales has been moved up to the desired location and that lights have been placed in the telephone booth at Van Nuys.

New Business

Mr. Miller spoke of the delightful time enjoyed by the men and their friends, who went with the Rod & Gun Club outing to Las Vegas.

Mr. Allen asked for the use of horse shoes for the men at Torrance on the rip-track. Mr. Geibel promised to supply.

A complaint was brought in concerning the condition of the cues and pool tables at Sherman Trainmen's Rooms. Mr. Geibel will attend to this and report at a later meeting.

Mr. Tozier ask for magazines in the Trainmen's Room at Macy Street, and for lockers, a table, and four chairs in the Trainmen's Room at State Street.

Mr. Geibel spoke of the excellent attendance at the Annual Ball held at though a slight shower in the after-Redondo Beach Dance Pavilion. Although there were some nine hundred of our noon doubtless frightened some away, employees and their families and friends present.

Many compliments were passed on the splendid music rendered by the Varsity Eight Orchestra.

Mr. Geibel announced a meeting of the ladies, of the families of the employees to be held in the Club Rooms on Thursday afternoon, March 8, 1928, at 2:00 P. M. It is thought that enough ladies will attend this meeting to form a Ladies' Auxiliary of the Club, which will meet once a month to discuss topics of common interest.

P. E. CLUB BULLETIN

From April 15 to May 15, 1928

Monday, April 16:

P. E. Band rehearsal, 8:00 p.m.

Thursday, April 19:

Club Dance in Ball Room, 8:30 p.m.

Friday, April 20:

General Staff meeting, 10:30 a.m.

Monday, April 23:

P. E. Band rehearsal, 8:00 p.m.

Thursday, April 26:

Southern Division Trainmen's meeting at Club, 8:00 p.m.

Ladies' Auxiliary meeting at Club, 2:00 p.m.

Monday, April 30:

P. E. Band rehearsal, 8:00 p.m.

Wednesday, May 2:

Executive Committee meeting, 2:00 p.m.

Thursday, May 3:

"May Day Dance" in Ball Room at Club, 8:30 p.m.

Monday, May 7:

P. E. Band rehearsal, 8:00 p.m.

Tuesday, May 8:

Masonic Club meeting, 7:45 p.m.

Wednesday, May 9:

Rod & Gun Club meeting, 8:00 p.m.

Thursday, May 10:

Ladies' Auxiliary meeting at Club, 2:00 p.m.

Friday, May 11:

Car Foremen's Club meeting in Club Auditorium, 7:45 p.m.

Saturday, May 12:

Agent's Association meeting, 8:00 p.m.

Monday, May 14:

P. E. Band rehearsal, 8:00 p.m.

FORM LADIES' AUXILIARY

With marked enthusiasm that bids fair for its future success, a group of twenty ladies met in the Club Library on March 8th and formed the "Ladies' Auxiliary" of the Pacific Electric Club.

Mrs. J. B. Green was elected President; Mrs. John Jackson, 1st Vice-President; Mrs. E. H. Pierce, 2nd Vice President; Mrs. Walter White, Secretary. There being no club dues, a Treasurer was not elected. The meetings will be held at two o'clock in the afternoon on the second and fourth Thursdays of each month.

As most of the time was devoted to organization, no definite line of Club work has been outlined, but from the enthusiasm shown, an active and successful year seems certain. The work promises to be entertaining, as well as profitable, and it is hoped that all Pacific Electric Club ladies will avail themselves of this opportunity.

Forty-two members were enrolled at the second meeting.

Mrs. H. Womersley accompanied by Mme. Machon, obliged with two clever cello solos, and Mrs. R. L. Brainard kindly gave several popular piano selections in her usually fine style. Tea was served during the social half hour following adjournment.

The Boss: "A man who can not express himself is an idiot! Now do you understand me?"

Office Boy: "No, sir."

LONG BEACH & HARBOR

By V. L. Swart

In all walks of life there must be a leader for any venture to succeed and so it happened that a recent coon hunting expedition into the Carlyle Canyon country "fopped" because our Assistant Gen. Foreman Boswell, an experienced coon hunter, developed an acute case of chillblains, accompanied by an overwhelming desire for sleep, just at the time the other enthusiastic members of the party awaited Jim to track the elusive Mr. Coon to his lair.

Be it said in Mr. Boswell's behalf, however, that he had been up for two nights previously without sleep, getting a couple of "oil drags" off the ground.

The other members of the party, including Charles Heisel, Frank Hudson, O. W. Stewart and W. H. "Tex" Lowry, report that Jim somewhat retrieved himself later by laying down a smoke barrage while Mr. Stewart robbed the bees of a tub full of honey.

Due to mis-directed mail the following happy event was lost to these columns in the last issue of the magazine:

Inspector T. R. Trujillo, San Pedro, was married Feb. 14th to Miss Francis Gomez. The cigars went the rounds and Mr. Trujillo was the recipient of hearty congratulations from his many friends on the Southern Division.

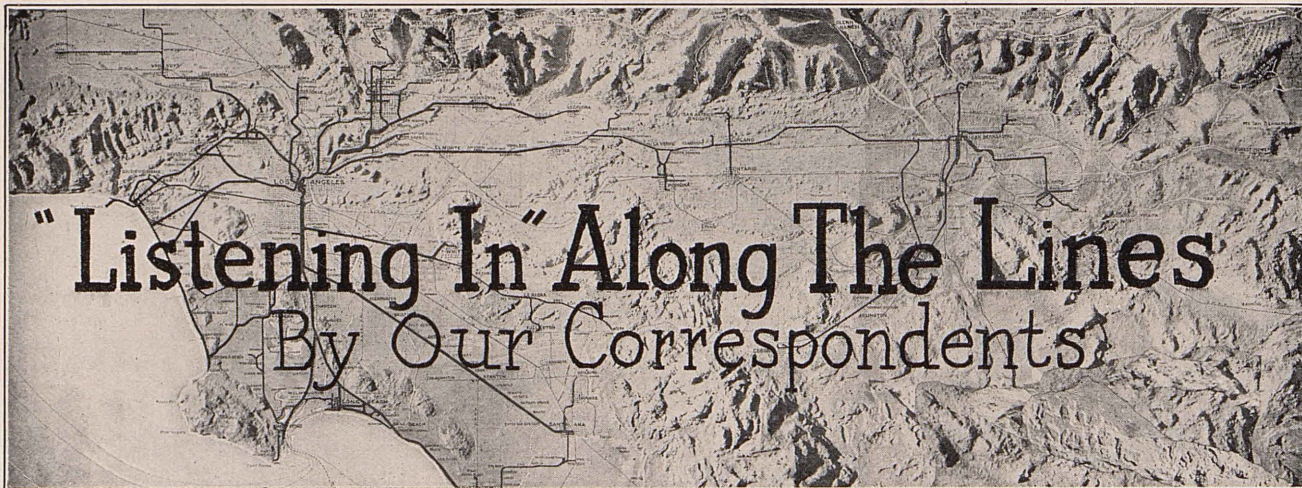
San Pedro has been most lucky with the "Havanas" during the past year with its many marriages, so we at Morgan Ave. may feel hopeful as we still have among us a couple of handsome young bachelors.

Inspector Eric Johnson, Long Beach, has returned from his annual two weeks' vacation, which he reports was both pleasant and profitable, due to the fact that he sold at a handsome gain that "famous Overland" which he advertised would do 30 miles to the gallon and run as fast in "low" as in "high."

Inspector John Prestegaard, Long Beach, who recently underwent an operation at the California Lutheran Hospital, is reported as doing nicely and his many friends wish him a speedy recovery.

Miss Ruth Bevier has transferred from San Pedro to Long Beach for duty.

A gentleman slipped on the top stair of the subway and started sliding to the bottom. Half way down, he collided with a lady, knocked her off her feet and the two continued the journey together. After they had reached the bottom, the lady, still dazed, continued to sit on the gentleman's chest. Looking up at her politely, he finally exclaimed, "Madam, I'm sorry, but this is as far as I go."



SOUTHERN DIVISION
Samuel J. Mason,
Passenger Director

Remember the tie game between the P. E. Team and the Las Vegas baseball artists on the occasion of the recent Las Vegas outing? Here is something else to remember—said tie game is to be played off at Brookside Park, Pasadena, on April 15th, that being the day when the Rod and Gun Club Picnic is to be held. And the ball game is to be one of the big attractions at the "sports" outing. Tickets may be secured from Mr. McCulley, Southern Division Terminal Foreman, L. A. Street Yards. The suggestion is made that ticket seekers see Bill Otto, Motorman, Watts Line, as he is reported to have some very good ideas in regard to securing tickets to the game.

"There is oil in that ground," so quoth Bob Lowe, Yardmaster, L. A. Street Yards, as he left to spend his vacation at Huntington Beach, where he has a property interest.

John Walker, Switchman, don't mind reporting for duty at 3 a.m., but when a policeman stops him at this hour in the morning, that "gets his goat."

After spending several weeks in an Oregon College finishing some studies that he had started some time ago, W. D. Everhardt is again on the job.

W. Parsons, Conductor, is the proud daddy of a set of twin girls. Mrs. Parsons is reported as doing nicely and father is expected to survive.

Dispatcher is the new title of A. A. Jones, former Conductor on the Long Beach Line.

L. R. Spafford says that isn't a mooring mast at Bangle; it's a flag pole for the new flag and pennant of the Rod and Gun Club.

Ray S. Harmon, Night Station Master, Sixth & Main Street Station, reports a big crop of strawberry short

cake and spring chickens on "Rancho de Harmon" at Garvey, California. (This is not an advertisement).

Bill Foote, formerly of the Baggage Room, Sixth and Los Angeles Streets, has accepted an appointment with the Passenger Traffic Department at the Subway Terminal.

ACCOUNTING DEPT.
By George Perry

Ice skating and Sunny California is the combination which has gained much favor among the younger set in the Accounting Dept. Following is a list of the "Gang", who may be found on the rink Tuesday and Friday nights. Fred Vanasek, George Chrystal, William Scholl, Guy Rasmussen, Eugene Lince, Harold McCall and Clark Matthews.

Miss Gladys Curren, Freight Accounts Bureau, left the service March 31st, to return to her home in Tacoma, Washington. Her friends and co-workers all join in wishing her good luck and god-speed.

Charles Sein, Miscellaneous Accounts Bureau, must have missed the measles during his childhood days so he went back and got them last week. He is now on the job with his cherry grin and a pair of dark goggles.

A Moon roadster, which he recently purchased, is the proud possession of "Bill" Scholl, Disbursements Accounts Bureau. He never gets anywhere because he is always trying to see how short he can stop with his four-wheel brakes.

The 6th of March was quite an eventful day at the Manhart home in Pasadena. The occasion being the arrival of Master Richard Ralph, weight 7 lbs. Mother and son are both doing fine. Best wishes from the Accounting Dept.

The vacations are starting a bit early this year with a few finishing up last year's allotment, following is a list of

those on vacation during March, 1928.

William Keelin, spent his vacation at home working on his car which "Does not choose to run"; "Dixie" Brand is taking a trip to New Orleans, where he will visit friends and relatives, on the return trip he plans to visit at Houston and El Paso. "Bill" Reed had an enjoyable vacation at his "home sweet home" in Santa Monica. C. W. Knight went touring in the southernmost part of the state visiting El Centro, Calexico and San Diego. T. E. Dickey stayed at home getting a perfect rest. James Gould says that he spent his vacation at home, but we'll wager you would have found him sooner had you looked on the Bowling Green at Exposition Park.

FREIGHT DEPARTMENT
SOUTHERN DIVISION
By Thomas A. Lyons

A remarkable dog is that one Ted Downing owns! After being lost for about two years the dog was found lying in front of Ted's locker one morning recently. The reason for the disappearance and the why-for of the sudden return still remain mysteries.

With a beautiful radio now a part of his home, Al Tyler is trying to convince his wife that a car should be included in the family property. Yes, Al is going to enjoy life if it is at all possible.

A fine fellow is Trolleyman Sweeney and the boys are all glad to see him back on the P. E. again.

Tom Skillington and Ray Thomas gave up their Conductor's rights during the past month, but just why we haven't been able to find out.

That deep thought on the part of Yardmaster Hemphill was not so good. Try again, Victor.

The nice spring weather we're having means that the rock will soon be rolling.

It's been a long, hard struggle, but his efforts have not been in vain for at

For a Vacation at Small Cost—Visit P. E. Camp. Opens June 1st.

last "Spud" Murphy has landed an appointment on the police force. Don't forget your old friends, "Spud."

A bowling team is being organized to compete in the P. E. league. Considerable interest has been shown and we expect to have a team that will give the others plenty of competition. All who are interested in bowling please get in touch with the writer of this column.

**NORTHERN DIVISION
PASADENA
By Edmund C. Fox**

Conductor I. H. Lundy and family are spending an extended vacation in Colorado visiting friends and relatives.

Motorman H. G. McDaniel, who for a number of years held No. 24 Oak Knoll, lost his run to F. B. Perkins. McDaniel in making his selection decided on a run out of Macy Terminal.

Conductor T. L. Hoag and Motorman C. R. Rose, holding two of the longest service records with our Company, lost their runs April 2nd when Motor Coaches supplanted the rail line on Ave. 64. From all indications Mr. Hoag and Mr. Rose will choose runs on the South Pasadena Line.

Motorman E. E. Frick is the proud father of a 6½ lb. boy born March 10th. Congratulations Mr. and Mrs. Frick.

Conductor G. Foster is on a leave of absence, enjoying the visit of his son from the East.

**7TH ST. WAREHOUSE
By Daniel Sanchez**

"No wedding bells" has been the byword of our Notification Clerk James Brownlee, but he weakened. The ceremony was performed at Antioch, California, and the girl's name was Eleanor Wells.

Before leaving Jimmie was presented with a beautiful gift from his fellow-workers who all join in wishing the pair happiness and success.

But that is not all the work Dan Cupid has done. We heard that Bill Clerk Ralph Malone will follow Jimmie's foot steps sometime this month. It is understood that Glen Day, Record Clerk, and Miss Carol C. Probst, Stenographer, will be married in May. Who's going to be next?

Perry Netzley, Clerk, while out riding one evening, recently, noticed a wrecked automobile on the side of the road and upon closer observation discovered three ladies in the wreckage, all badly injured. Without any preliminary ceremonies he put the injured parties in his car and rushed them to the Georgia Street Receiving Hospital.

Joseph M. Kearney, Terminal Market Clerk, who has been in the hospital for some time has recovered sufficiently to be moved to his home where he is now rapidly regaining his strength.

Bill Odell, Stevedore, and wife are at Hot Springs, Arkansas, where they are enjoying an early vacation. Dave Pardee is also an early vacationist, he having just returned after two weeks spent in painting his home and doing some of the many other tasks that must be tended to with the coming of spring.

Lawrence Flood, Bill Clerk, is sporting a nice new "Chevie". This makes the third for him; some of the boys have been laying awake nights trying to figure out how he does it.

**MECHANICAL DEPT.
By Willis M. Brooks**

Born to Mr. and Mrs. Arnold E. Eckland, February 25, 1928, a daughter.

Mr. Eckland is a member of the Air Repair Force.

Mrs. Eckland, we all remember as the daughter of our Superintendent at the Torrance Shops, E. O. Straub.

This makes Ed a granddad. He claims he feels younger daily—perhaps from playing with his grandchild, but in any case congratulations are extended to all.

Dolph Cain, of the Mill, is planning a trip to Omaha to visit his parents, while F. A. Francis, of the Upholstery Shop, has just returned from a trip east.

Ed Albachtin's many friends will be glad to know he is recovering nicely, under the efficient care of our Medical Department, from a very serious illness.

Obituary: William J. Chambers died March 3, 1928. Mr. Chambers entered the service in 1906 as a carpenter and has a fine record as an employee, a citizen and a father. He leaves a widow and one son, to whom the sympathy of the family is extended.

The Torrance Post (Bert L. Crossland Post) of the American Legion is putting on a "Flower Show" this coming summer under the direction of C. B. Bell of Mr. Straub's office at Torrance.

There are quite a number of men at Torrance who have had wonderful success in flower growing and we hope they will get behind Mr. Bell and place an exhibit. Anyone wishing bulbs can obtain them from E. A. McGuire in the Air Repair Shop.

Mr. Thomas, Foreman, of the Freight Repair Shop, has constructed six small portable rivet furnaces for use on freight repairs. The old forges burned a considerable number of rivets and as they are of large size, the steady loss soon runs into money. By the

use of the new furnaces, not a single rivet has been lost by burning. The furnaces are portable and are wheeled near the job, connected to convenient gas and air mains and are ready for operation.

Al Rice in the Air Repair Shop is working on a new method of installing gear case bearings on dynamotors.

The old method was to fit the bearing by scraping the high spots, after which the bearing had to obtain a wearing surface or glaze. By rolling the bronze bearings into place by an expansion roller an absolutely true fitting bear is obtained and the glaze finish or hardened wearing surface is obtained by the action of the roller. A micrometer adjustment on the roller permits fitting to one, one thousandths of an inch.

Bearings rolled in, it is believed will give a much longer service life, besides saving a very considerable amount of money in labor and material.

E. A. Leahy, Assist. Foreman of the Wiring and Test Shops, has made improvements and changes in the old type K-14 controller, fitting it to replace the large, heavy type L-4 controller, on the 920 class cars.

The remodelled K-14 controller will require far less maintenance, is considerably lighter than the L-4 and more easily operated.

A new cover has been designed to replace the group and reverser covers on 1200 class equipment, which it is claimed, will reduce group troubles from dirt and moisture to a minimum. The new covers are being installed as rapidly as 1200 class cars go through the shops.

**NORTHERN DIVISION
Eastern Lines
By Ruth Thompson**

Motorman J. A. Severance, now on his vacation, is spending his time at Los Angeles, Redondo and San Pedro, renewing old acquaintances.

Conductor H. A. Bates has been on the sick list, having had an attack of measles.

Motorman G. F. Parkins has been ill for the past month, but is now rapidly recovering.

Freight Agent Whiteley, who has been very ill from septicaemia, returned to the hospital late last month as traces of the poisoning had shown up again.

Dispatcher Hatch's wife is recovering from a recent operation.

F. E. Peachey, Asst. Superintendent, and family spent Sunday, March 25, in Imperial Valley.

Dispatcher Cadd and family also spent a week-end recently in Imperial Valley, which makes us wonder what the attraction is in those parts.

WESTERN DIVISION
By Leroy V. Greene

We are happy to introduce to our Western Division friends Leroy V. Greene, who will henceforth "bat" as official correspondent. Leroy is a hail fellow and incidentally, knows what running a column is all about. He can't, however, possibly see and hear everything, so help him out by informing him of general interest items. He'll do the rest, and well.

—Editor.

Trainmen of this Division feel keenly the loss of Motorman H. C. Porter, who died as the result of an accident while on duty. We wish to offer our deepest sympathies to his relatives, and express to them our admiration of him as a man who had "love for all and malice toward none."

Motorman Carlson left Ocean Park for a run at Sherman. But it won't be long now. These interurban boys that bid in a local run always come drifting back to the "high speed territory." R. M. Hightower and T. Greenley both held a seeming monopoly on the Westgate Jiggers. But they are back on the "eights and nines."

Conductor Yarborough has threatened to resign his switching job at the Vineyard if Motormen Bean and Crippen are ever turned lose together again. Their last time out he had to spend the rest of the day straightening out rigid switches.

The fellows are all calling each other by their first names since Terminal Foreman Arthur Day started it. He has been taking Professor Hill's course in Personal Leadership and the Prof. teaches that the use of the first name promotes good fellowship. So the boys aim to "follow in the footsteps of the great." Conductor Adams is the only one who doesn't like the idea because everyone has started to call him "Josephine."

Be that as it may, Prof. Hill has a course that is hard to beat but at the same time our Ocean Park "boss" is hard to beat, and the idea of calling men by their first names is another one of the many things that helps to make him and this terminal such a very pleasant place to work. Anything that makes the day smoother is always appreciated by the men, and the "boss" is an expert in that art. For instance, he listens to our troubles (and we have plenty, so this is a task in itself), gives advice, and takes a real human interest in our every day personal affairs. To come right down to it there isn't a man here who won't swear by him any time or any place.

A few incidents we have noticed:

Conductor Button coming to work with a beautiful shiner, and about ten questionable excuses.

Conductor M. N. Woods spending his entire vacation at the barn playing pinnoche.

Former Conductor Welkers strutting around Venice in a nice new, shiny policeman's uniform.

Supervisor Linder's new nickname, "Bad News" (he brings around the shortage slips.)

Motorman going to work notices the new courtesy poster—puts a smile on his face and starts to work. A lady, weight two hundred pounds, bawls him out; courtesy poster is total loss for rest of day.

MACY STREET TERMINAL
D. B. VAN FLEET
Terminal Foreman

On Thursday evening, March 15th, the Northern Division Trainmen's meeting was held in the Macy Street Club Rooms. The attendance was very good and keen interest was manifested throughout. After adjournment light refreshments were served.

Sunday, March 18th, the Moose Lodge enjoyed a big outing to Mt. Lowe. About 1000 members were in the party. Special trains from several cities were run to accommodate large parties. The big movement was handled in a most satisfactory and efficient manner and without mishap.

Conductor C. Bennett who for a few months past had a motor coach run in Pasadena finally got his name back on the Macy Street board by bidding in Glendora Line run No. 46. Welcome back, Bennett.

On Monday night, March 19th, Conductor C. Pearce, Macy Street, became the proud father of a 7-pound baby daughter.

Congratulations, Mr. and Mrs. Pearce.

Conductor E. G. Collins, Macy Street, also has just cause to wear a broad smile, for on Friday, March 23rd, he became the father of an 8¼-pound baby boy.

Congratulations, Mr. and Mrs. Collins.

Many Trainmen while still on duty call through the Dispatchers Office to find out what they are marked up for the next day. Many of these men tie-up directly at the Terminal where the mark-up board is located, and in many instances will later look at the board themselves. Still they prefer calling before their run is completed.

However, Trainmen should bear in mind that during the afternoon and evening traffic rush that the Dispatchers are all very, very busy and that it is most essential that all telephone lines be left clear for necessary business. Some Trainmen not realizing the high tension that is in evidence during these hours, will call Dispatcher and ask for Terminal Foreman, then inquire as to his mark-up for the next day.

This practice hinders the Dispatchers who have hundreds of necessary calls to contend with, so let us all try to avoid these calls while on duty and wait until run signs off.

STORES DEPARTMENT
By Fred B. Hopkins

On Wednesday, March 28th, General Storekeeper Fenimore, accompanied by Torrance Storekeeper Ward McCall, with the Section Storekeepers and others, including General Freight Car Repair Foreman Dickson of the Mechanical Department, paid a visit to the General Stores of the L. A. & S. L. Unit of the Union Pacific System at Los Angeles. They were cordially received and escorted about on a tour of inspection by General Storekeeper Cragin and several of his Assistants. The result of the trip was that many new and beneficial ideas in Storekeeping methods were obtained, some of which are to be incorporated and adopted in our department.

Since last we chronicled the news of the Stores Department there have been numerous changes, brought about through transfers of some of the personnel.

George Hudson, former Assistant to Storekeeper F. B. Clark at the Macy St. Store, has been assigned as Assistant to Section Storekeeper Archie Sharp at the Torrance Store, exchanging places with Arthur Prather, who has gone to Macy St. Ted Gartner, former Assistant to Section Storekeeper Royce Robertson, is now Assistant Stationery Storekeeper and is succeeded by Robert McLaughlin, formerly of the 6th and Los Angeles Sts. Store. The new Assistant to Storekeeper Huntington at 6th and L. A. Sts. is William S. Clark, formerly of the Stationery Store. George Melrose is a new member of the Stationery Store personnel.

Electrical and Line Storekeeper John Jackson is seriously ill at his home at 534 West 102nd St., Los Angeles. He is suffering with considerable pain from an abscess on the optic nerve. His many friends look forward to a speedy recovery.

On Monday evening, March 12th, Miss Lena Gill of the Stores Accounting Bureau, entertained the young ladies of the Stores Department offices at her home in Hermosa Beach, where a very happy evening was enjoyed. Some disappointment was occasioned these same ladies on Saturday, March 24th, when they were obliged to forego the elaborate plans for a picnic owing to the abundant rain.

A certain auto is a very popular car with members of the Stores Department, there now being nine of this particular make in possession by various members. Three new owners are: Carroll Taylor, B. Mercer Martz and Hessel Vander Zee. Others of the Stores Dept. who own one of the like kind are Frank Winterberg, Frank Shanahan, Leonard Jones, Edward Rand, Francis Clark and Allen Nichols.

Section Storekeeper Roy Ewing has returned to Venice to live after a brief residence in Torrance.



Visitor to No. 1897: "You know, stone walls do not a prison make, nor iron bars a cage."

No. 1897: "Well, if they don't I've been crazy for sitting here this long."

No Tears

New Boarder: "When I left my last boarding place the landlady wept."

Landlady: "Well, I won't. I always collect in advance."

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."

He: It wouldn't be much trouble for us to marry. My father is a minister, you know."

She: "Well, let's have a try at it, anyway; my dad's a lawyer."

"Daddy, why is that man running up and down the smoking-car with his mouth open?"

"My son, that is a Scotchman getting a free smoke."

Do Your Duty

She: "I'm afraid I can never be more than a sister to you."

He: "All right. Kiss your brother good night."

"Bobbie, I have a surprise for you." "I know all about it—I even know their names."

"Why, Bobbie!"

"Yes, when the doctor told Pa he said, 'Twins, hell and blazes!'"

Willing to Oblige

The famous criminal lawyer had won a shockingly bad case by eloquence and trickery, and a rival lawyer said to him, bitterly: "Is there any case so low, so foul, so vilely crooked and shameful that you'd refuse it?"

"Well, I don't know," answered the other with a smile, "what have you been doing now?"

A real estate salesman tried to sell a house to a newly married couple. Said the wife: "Why buy a home? I was born in a hospital ward, reared in a boarding-school, educated in a college, courted in an automobile, and married in a church; get my meals at a cafeteria; live in an apartment; spend my morning playing golf, my afternoons playing bridge; in the evening we dance or go to the movies; when I'm sick I go to the hospital and when I die I shall be buried from an undertaker's. All we need is a garage with bedroom."—Christian Register.

He: "I wish I had enough money to marry."

She: "Are you serious?"

He: "Yes, I'd take a trip to Europe."

"Bredren," said the colored preacher "you have come to pray for rain. Bredren de foundation of religion am faith. Whar is yo' faith? You comes to pray foh rain and not one of you brings his umbrella."

What a Pity

"I hear that you have lost your valuable little dog, Mr. Taylor."

"Yaas, in a railway accident. I was saved but the dog was killed."

"What a pity!"

But Not Bashful

Johnny's Aunt: "Won't you have another piece of cake, Johnny?"

Johnny: "No! thank you."

Aunt: "You seem to be suffering from loss of appetite."

Johnny: "It isn't loss of appetite. What I am sufferin' from is politeness."

"Why do you wear rubber gloves when cutting hair?" asked the customer.

"For the purpose," replied the barber, "of keeping our celebrated hair restorer from causing hair to grow on my hands."

He sold a bottle.

Aunt Sidonia, an Alabama negress, was a great advocate of the rod as a help in child-rearing. As a result of an unmerciful beating which she gave her youngest and "ornriest," she was brought into court one day by outraged neighbors. The judge, after giving her a severe lecture, asked if she had anything to say.

"Jest one thing, jedge," she replied. "I wants to ax you a question. Was you ever the parient of a puffedly wuthless cullud chile?"

Rastus, out in a boat with his best girl, Mandy, had been teasing for a kiss, but she refused again and again. Finally he became desperate.

"Mandy," he threatened, "effen you don't lemme kiss yo' I'se gwine to up-set dis here boat."

Getting home, Mandy told her mother all about it.

"An' did you let the gentleman kiss you?" her mother asked.

"Well, did you all see anything in de paper dis mawin' 'bout two niggahs drownin'?"

Teacher (to James): "Correct the sentence: Sam can write better than me."

James: "I can write better than Sam."

Growing Business

Some Bird!

"You-all reminds me of one o' dem aery-o-planes."

"How come? 'Cause I's sech a high flyah?"

"No, 'cause you ain't no good on earth."

Not Conducive to Business

"I've brought back that second-hand car I bought."

"What's the matter, Parson, can't you run it?"

"Not and stay in the ministry."

Agatha: "It says here in the story, 'She pressed her hungry lips to his and for three whole hours kissed him.' How ridiculous! Can you imagine kissing a man for three hours?"

Miranda: "Three hours? I've imagined it all my life."

An Englishman was filling out an application for life insurance. His father had been hanged, but he did not like to admit the fact. So when he came to the line "cause of father's death," he wrote the following: "Met his death while taking part in public function, during which the platform on which he was standing gave way beneath him."

Two Scotchmen were riding on a train. They were both heavy smokers. The first Scot asked the second for a match. The second handed him the match. The first Scot, feeling around in his pockets, said, "By George! I can't find my tobacco."

The second Scot, holding out his hand, said, "Well, you won't be needin' the match then."

Hard Boiled

The waitress, very much out of sorts, sailed haughtily up to the table at which sat the grouchy customer. She slammed down the cutlery, snatched a napkin from a pile and tossed it in front of him.

Then striking a furious pose, she glared at him.

"Watcha want?" she snapped.

"Couple of eggs," growled the diner.

"How ya want 'em?"

"Just like you are."

Noah and Publicity

The railway line was flooded on account of the heavy rainstorms, and the traveler was obliged to break his journey at a village. He made his way in the pouring rain to an inn, and said to the waiter there, "It is like the Deluge!"

"The what?"

"The Deluge. Haven't you read about the Deluge—Noah and the Ark and Mount Ararat?"

"No, sir," said the waiter; "we have had no papers here for three days."—Epworth Herald.

No pedestrian needs to be told that this is Leap Year.

Relatives are people who wonder how in the world you manage to get by.

"Who was Shylock, Aunt Ethel?"
"My dear! And you go to Sunday school and don't know that!"

Wife: "I think I hear burglars. Are you awake?"
Husband: "No."

Meat the Wife

"Do you take this woman for butter or for wurst?"
"Oh, liver alone. I never sausage nerve!"

For Good Measure

Mother—Well, darling, did you put your tongue out to the doctor when he came, as I told you to?
Bobby—Yes, and I made faces too.

"How is your son getting on at college?"

"He must be doing pretty well in languages. I have just paid for three courses—\$10 for Latin, \$10 for Greek and \$1000 for Scotch."

Yes and No

"Do you like to go to school, little boy?"
"Yes, sir, I like going to school and coming home all right. It's the time in between that I don't like."

"Kindness is more powerful than compulsion."

Have you ever noticed that the fellow who catches a big string of fish never walks home through the alley?

Her Reward

Bride—"Dear, if I do the cooking for a whole year, what do I get?"
Bridegroom—"My life insurance."

Pompus physician (to man plastering defective wall)—The trowel covers up a lot of mistakes—what?

Workman—Yus, gov'nor—and so do the spade.

Helping Out

She: "Would you put yourself out for me?"

He: "Of course I would."
She: "I wish you would, then, because it's late."

Repatee

Actor—"A horse, my kingdom for a horse."

Voice from the Gallery—"Will a jack-ass do?"

Actor—"Sure. Come right down."

Your Turn

A student failed in all the five subjects he took. He telegraphed to brother:

"Failed in five. Prepare papa."
The brother telegraphed back:
"Papa prepared; prepare yourself."

"A kind word often does more good than a large gift."

Sue: "This picture doesn't do me justice."

Sam: "You want mercy, not justice."

The honeymoon is over when the bride insists that a heater be installed in hubby's coupe.

Swat the Serpent

Grandma—"Oh, Jenny, darling, I am surprised! Aren't you going to give your brother part of your apple?"

Jenny—"No, Grannie. Eve did that and she's been criticized ever since."

Fat, Fair and Bald-Headed

Wish to correspond with lady to early marriage, must be poor working lady. I am poor workingman, but honest and the lady must be same, age 35, weight 210 lbs., 5 ft., 8 in., bald-headed, but good looking.

Fatal Revelation

The prisoner was asked why he beat the victim.

"Well, judge, he called me a rhinocerus."

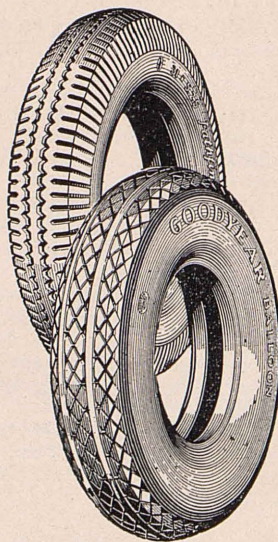
"Umph! Rhinocerus, eh? When did this happen?"

"Jess about three years ago, jedge."

"Three years ago! Why did you wait until to-day to get even then?"

"Well, judge, de facts am dat I never seed no rhinocerus until dis mawnin'."

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Sherman Garage
Thursday

Torrance Store
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PARTIAL LIST

Name	Disability	Amount	Name	Disability	Amount	Name	Disability	Amount
Andreae, Fred, Influenza.....		\$20.00	Durrett, Grady V., Concussion.....		60.00	Medley, Charles J., Lumbago.....		11.00
Blair, Claude D., Diseased Tonsils.....		24.00	Fisher, Lawrence, Indigestion.....		26.66	Minghine, Joseph L., Acute Gastritis....		12.00
Blume, Gordon H., Infected Teeth.....		28.00	Gallahar, John W., La Grippe.....		36.00	Nichols, Robert S., La Grippe.....		16.66
Howell, Le Roy D., La Grippe.....		12.00	Gardner, Robert, Pleurisy		60.00	Rindone, Joe, Cold		32.00
Burt, James H., Indigestion.....		38.33	Grotholdt, A. P., La Grippe.....		40.00	Roan, William A., La Grippe.....		10.00
Cain, David A., Hernia.....		56.00	Harrison, Ted, La Grippe		16.00	Stamp, Charles, Influenza		12.00
Churchill, John, Cold.....		20.00	Hilburn, Robert E., Acute Gastritis.....		12.00	Strope, Benjamin F., Fractured hand....		72.00
Clary, Roy E., Strained Back.....		32.00	Howell, Lee Roy D., La Grippe.....		12.00	Weeks, Dallas, Contusion of knee.....		14.00
Crockett, Carroll E., Boils.....		16.00	Jones, Ernest L., Bruised ribs.....		300.00	Wickersham, Issac, Acute Gastritis.....		18.00
Dawson, Mose W., La Grippe.....		28.00	Kennedy, Will E., Ulcer cornea of eye....		18.00	Willoughby, James O., Indigestion.....		10.00

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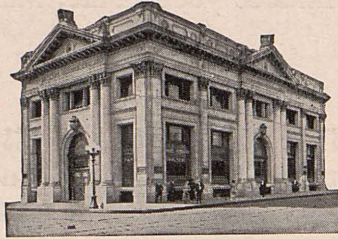
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