

Pacific Electric Magazine



Vol. 14

LOS ANGELES, CAL., AUGUST 10, 1929

No. 3

The central image shows a Pacific Electric train on tracks, with overhead power lines and a large metal structure. Surrounding this are several travel posters for various destinations:

- REDONDO BEACH BATH HOUSE**: Features two women in swimwear.
- CATALINA ISLAND**: Labeled "CALIFORNIA'S MAGIC ISLE".
- MONROVIA**: Labeled "California".
- SANTA ANA**: Labeled "The Ideal City".
- HUNTINGTON BEACH**: Features a woman in a swimsuit.
- LONG BEACH PLUNGE**: Features a woman in a swimsuit.
- VENICE**: Features a woman in a swimsuit.
- SAN BERNARDINO**: Labeled "CALIFORNIA".
- PASADENA**: Features a landscape with trees.
- LAGUNA BEACH**: Features a woman in a swimsuit.
- POMONA**: Labeled "CALIFORNIA".
- MT. LOWE TAVERN and Cottages**: Features a landscape.
- RIVERSIDE, CALIFORNIA**: Features a landscape.
- NEWPORT BALBOA**: Features a landscape.
- OVER SCENIC BEVERLY BOULEVARD**: Features a landscape.
- SANTA MONICA OCEAN PARK**: Labeled "CALIFORNIA".

Small circular logos with the text "PACIFIC ELECTRIC" are scattered throughout the collage.

The Better Way to Charming Scenes.

Lead Them Rightly

A FATHER and his tiny son
Crossed a rough street one stormy day,
"See, Papa," cried the little one,
"I stepped in your steps all the way!"

Ah, random childish hands, that deal
Quick thrusts no coat of proof could stay!
It touched him with the touch of steel—
"I stepped in your steps all the way!"

If this man shirks his manhood's due,
And heeds what lying voices say,
It is not one who falls, but two—
"I stepped in your steps all the way!"

But they who thrust off greed and fear,
Who love and watch, who toil and pray—
How their hearts carol when they hear,
"I stepped in your steps all the way!"

Roy Temple House.

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Plans Complete for Annual Picnic Outing

Many New and All of Former Features on Program at This Year's Celebration. Mexican Employees to be Feted

PICNIC DAY is at hand! August 17 is the date.

What a rollicking, frolicing, joyous good time is in store for employees, their families and friends on this annual Company holiday. Committees have long been at work on the details of the celebration and, as you will soon see, the program has been so arranged that there will not be a dull moment for a single person.

Having proven highly satisfactory last year, there will in reality be two picnics on this date. The regular Redondo gathering is to be supplemented by a picnic at Rose Hill Park for Mexican employees. The special committee on arrangements for the latter group reports that nothing has been left undone in the way of providing a better and fuller program of contests, amusements, sports, dancing and refreshments.

Picnic day is always looked forward to in keen anticipation by the kiddies and they are not to be disappointed. Nothing has been overlooked in the way of providing thrills for the youngsters; free ice cream, rides, contests and gifts will assist in making the day one that will long be remembered.

Included in the long list of events of the day are two innovations. A tennis tournament, with H. D. Turner in charge, and a golf tournament, over which Don F. Houston will preside, are to make their first appearance on the Picnic program. Bowling activities, although participated in last year, are to be greatly broadened, there being 12 teams entered in a tournament which gives promise of a real contest and a lot of entertainment.

Some Details

The Rod & Gun Club has a complete shooting program arranged. Picked teams from various Departments will hold a 50-bird handicap event beginning at 10 a.m. and lasting until noon. The five high men from the morning shoot, exclusive of handicap, will represent the Rod & Gun Club in the special 50-bird event in competition with the Union Pacific and Redondo Gun Clubs. The official referee of this event, which is scheduled for 1 p.m., will be E. L. Young.

All shooting events will be staged on the Redondo Pier, and the public is invited to participate in open shooting between 9 and 10 a.m., as well as between 12 noon and 1 p.m.

Approximately \$100 in cash, in addition to a dozen decoys, donated by Carlton-Stoner Corp., will be awarded as team and high gun prizes.

In order that employees may know the time and location of the various events that will take place, the following summary is given:

Golf tournament, for which 50 entries have already been received, will

Obtain Tags and Tickets at Information Booth

CONTEMPLATING an exceptionally large attendance at this year's Picnic, and to avoid possible confusion or misunderstanding in connection therewith, the Committee in charge of the outing desires that upon arrival at Redondo Beach each employee and dependents thereof apply for an identification tag, which will be issued upon presentation of proper credentials, at the Information Bureau located on the El Paseo, opposite the entrance to Municipal Pier. Children are to be identified by parents or guardian.

Chairman H. T. Bennett of the Information Bureau Committee and his assistants will be on duty all day up to 6 p.m. and will see that everyone is properly directed. Those coming after 6 p.m. will present their transportation or Club Membership Card in Dance Pavilion for free privileges.

Children will receive tickets for free ice cream and souvenirs only at Information Bureau when receiving their identification tags.

be played over the Palo Verdes Course, beginning at 8 a.m.

Tennis tournament will be held on the two cement courts of the Redondo High School commencing at 8 a.m.

Rod & Gun Club shoot is to take place on the Redondo Pier. Departmental team contest at 10 a.m. and shoot between Pacific Electric, Redondo and Union Pacific teams at 1 p.m.

The annual baseball contest between the Transportation and Torrance Shop teams is to be played on the Redondo High School grounds at 10 a.m.

Bowling contest to be held at Redondo Beach Bowling Alleys, commencing at 1 p.m. This event will last all afternoon and during the early part of the evening.

Special vaudeville acts will be presented in front of the El Paseo twice during the afternoon—from 1 to 2 and 6 to 7 p.m.

Free dancing in the pavilion will be conducted in the afternoon between 2:30 and 5:30 and in the evening from 7 to 11:30.

A special two-hour concert will be given by the Pacific Electric Band in the Musical Stand near the pavilion from 4 to 6 p.m.

The popular athletic events, as in past years, are to be held in front of the El Paseo, commencing at 2 p.m.

Acting in the capacity of official announcer will be the one and only Dan Tobey, whose "silvery tones" will vibrate through the air, adding much to the Picnic atmosphere.

Free transportation will be issued between Redondo and all points on the system to all employees and dependent members of their families. This transportation will not count against the regular allowance. Mexican employees' transportation will be issued to Rose Hill Park. All transportation requests should be made through regular channels without delay.

Among the many free concessions which are offered employees are the following:

Tickets to Bath House—issued in booth inside main entrance to Bath House.

Dance tickets—issued in booth inside main entrance to Pavilion.

Coffee and Orangeade—served at picnic tables between Bath House and Capitol Theater.

Ice cream and souvenirs for children—served at booth on El Paseo opposite Bath House.

Merry-go-round tickets for children under 16 years of age—secured at Information Bureau.

Check room privileges in Dance Ballroom.

An emergency hospital will be established in the Bath House. Dr. W. L. Weber and a corps of nurses will be in attendance.

Lost children should be taken immediately to the Nursery on the southeast balcony of Dance Ballroom where they will be taken care of until claimed by parents.

Usual Plan

Employees who, because of the nature of their duties, are unable to attend the Picnic on August 17, may enjoy an outing with their families at Redondo Beach as guests of the Company at any time during the following six weeks, by application to the Head of Department. Transportation will be furnished for employees and dependent members of their families upon request, as will also passes to the Bath House and Dance Ballroom.

For your information and perhaps preparation, the following are the athletic events to be staged at 2:00 p.m. in front of the El Paseo:

Event No. 1—75-yard race for boys over 8 and under 12 years. First prize, \$1; 2nd, 75c; 3rd, 50c.

Event No. 2—75-yard race for boys over 12 and under 16 years. First prize, \$2; 2nd, \$1; 3rd, 75c cash.

Event No. 3—Novelty dressing race

for boys, limited to six. First prize, \$1; 2nd, 75c; 3rd, 50c cash.

Event No. 4—75-yard race for girls over 8 and under 12 years. First prize, \$1; 2nd, 75c; 3rd, 50c.

Event No. 5—75-yard race for girls over 12 and under 16 years. First prize, \$2; 2nd, \$1; 3rd, 75c.

Event No. 6—75-yard race for ladies over 16 years. First prize, \$3; 2nd, \$2; 3rd, \$1.

Event No. 7—75-yard race for winners of Event No. 1 and Event No. 4—Handicap for boys. First prize, \$1; 2nd, 75c; 3rd, 50c.

Event No. 8—400-yard relay race, each man to run 100 yards. First prize, \$20; 2nd prize, \$10.

Event No. 9—Three legged race for men over 20 years, 75 yards. First prize, \$5; 2nd prize, \$3.

Event No. 10—Sack race for men over 20 years, 75 yards. First prize, \$5; 2nd prize, \$3.

Event No. 11—Sack race for boys under 20 years, 50 yards. First prize, \$2.50; 2nd prize, \$1.50.

Event No. 12—25-yard potato race for ladies over 16 years. First prize, \$2.50; 2nd prize, \$1; 3rd prize, 50c.

Event No. 13—25-yard potato race for boys under 16 years. First prize, \$1.50; 2nd prize, 75c; 3rd prize, 50c.

Event No. 14—Free-for-all race for men, 100 yards. First prize, \$10; 2nd prize, \$5.

Event No. 15—Novelty needle and thread race for ladies over 16 years. First prize, \$3; 2nd prize, \$2; 3rd prize, \$1.

Event No. 16—Treasure Hunt for boys under 12 years.

Event No. 17—Treasure Hunt for girls under 12 years.

SUPREME COURT'S DECISION ON RAILROAD VALUATION

Of interest to railroad employees in general has been the much heralded "O'Fallon Case," the same having been a valuation proceeding tried before the United States Supreme Court to determine the correct method of evaluating railroad properties.

Under provisions of the Transportation Act passed by Congress in 1920, any rail line that has a net earning capacity in excess of six per cent of the value of its properties as estimated by the Interstate Commerce Commission, must pay one-half of the excess to the government.

The case in question was that of the St. Louis and O'Fallon Railroad, a nine-mile line in Illinois engaged in the transportation of coal from the mines to the terminal at East St. Louis. For the period from 1920 to 1923 the Interstate Commerce Commission held that the O'Fallon Railroad earned \$226,880 in excess of six per cent upon its value, while the railroad contended that if its value were fairly determined under the law, it would not be indebted to the government.

The estimate used by the Commission was based on the invested cost method of valuation, a method at variance with previous procedure. The case was heard on January 2 of this year, and after four and one-half

Farewell-Welcome Dinner Given as Honor Tribute

BIDDING adieu to F. L. Annable and welcome to A. T. Mercier, a dinner was held on Saturday evening, July 13, at the Alexandria Hotel. Present at the festivities to pay their respects were a total of 144 officers and members of the Staff, all of whom enjoyed an evening marked by splendid speeches in which optimism was the keynote.

After appetites had been appeased by a sumptuous meal, Mr. Karr gave, as only he can give, a most enlightening talk on the history of this Company and its brighter future outlook.

Mr. Pontius followed with remarks equally encouraging that the Pacific Electric would inevitably, and at no far future date, become a greater asset to Southern California than it had ever been before. He based his prediction upon the constantly increasing population and the slowing down of traffic and difficulties to be encountered on highways.

Mr. Annable appropriately expressed the great pleasure of his work and associations while with this Company, outlining some of the Railway's accomplishments in recent years and expressing the hope that activities, particularly those of employees, (in which he has played a most prominent part), would be continued and broadened. He acknowledged gratefully his appreciation for a splendid set of golf sticks, the present of Transportation Department employees, E. C. Thomas having made the presentation speech in his witty and inimitable manner.

Acknowledging his introduction, Mr. Mercier aptly responded expressing his pleasure of coming into the organization and appealing for the continued wholehearted support of the employee mass. He reviewed briefly the problems faced by this Company and upon his audience made a most splendid impression.

The spice of the evening was furnished by S. A. Bishop, whose glib and caustic remarks were up to his usual good form. Several vocal selections were rendered by Mrs. Bessie Brooks Dodge of Yonkers, New York,—visiting sister-in-law of Steve Wilson, Assistant Superintendent, Western Division. The lady possesses a voice of unusual charm and all her selections were generously applauded.

months' deliberation the Supreme Court ruled that "Congress has directed that values shall be fixed upon a consideration of present costs, along with all other pertinent facts; and this mandate must be obeyed," thus conceding the railroad's contention.

Per Ton Mile Freight Rate

In 1921 the railroads received 1.275 cents per ton-mile for freight carried in that year. For 1928 the ton-mile rate was 1.081 cents, or 15.2 per cent lower than 1921, according to figures recently compiled on national freight movements.

NEW SAILINGS TO CARE FOR RECORD ISLAND PATRONAGE

Simultaneous with the inauguration of additional sailings between Wilmington and Catalina to care for the increased travel, which has been of greater volume this year than ever before, this Company placed in service special trains to connect with each daily boat departure and arrival. The summer schedule now in effect calls for five sailings in each direction on weekdays and three on Sundays.

Forenoon travel to the Island is by far the heaviest and to adequately meet all travel requirements, three special trains of several cars each are operated from Sixth and Main Street Station to connect with the 9:40 boat departure from Wilmington, the trains leaving Los Angeles at 8:20, 8:30 and 8:40 A. M. Two special trains connect with the 10:15 A. M. boat, they leaving Los Angeles at 8:50 and 9:00 A. M. The three other daily sailings are scheduled to leave Wilmington at 12 o'clock noon, 5:15 P. M. and 6:45 P. M., while trains connecting with these boats leave Los Angeles at 11:00 A. M., 4:15 P. M. and 5:50 P. M. respectively.

Three boats are operated each Sunday, the departure times from Wilmington being 9:40 A. M., 10:15 A. M., and 6:00 P. M. Special trains connect with the morning sailings, operating on the same schedule as week days, while regular trains provide ample service for the 6:00 P. M. boat.

The above schedule is to remain in effect during the remaining summer months and as long thereafter as travel to the Magic Island warrants. During the balance of the year the former single trip daily schedule is to be supplemented with an additional round-trip, making a year-round service of two or more sailings daily.

Pacific Electric service is also operated between Long Beach and Wilmington connecting with Catalina boats.

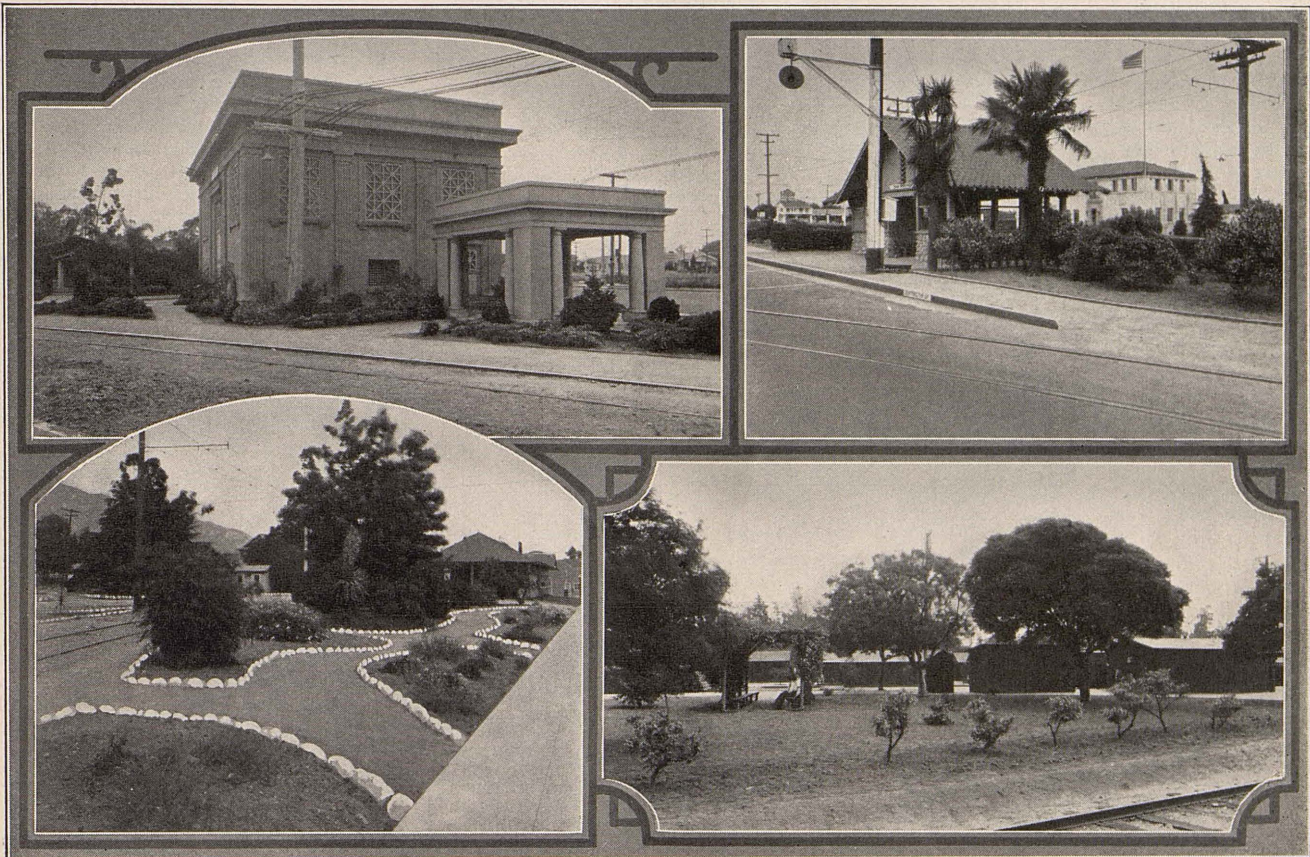
LAUD TRAINMEN'S ALERTNESS

Ever alert in the interest of the Company, Motorman W. H. Goodnight, Hollywood Boulevard Line, through his thoughtfulness recently prevented damage to equipment, and by the same act removed the source of a possible accident.

While on his way to work he felt a little jolt, as if the car had run over some very hard object. He got off the car to investigate and found a small steel slug in the groove of the rail. He removed the obstruction and handed it to the terminal mechanic, accompanied with a Trainmen's Miscellaneous Report.

Thoughtfulness such as Mr. Goodnight evidenced on the above occasion, for which he is duly commended, is the element which unites the various branches of this Company into the efficient transportation system that it is.

GARDENING EFFORTS ASSIST DAME NATURE



THE TIME was, and not so long ago, that beauty and a railroad were never thought of jointly; a railroad was one subject that beauty was never associated with.

Today such is not the case, and railroads of the State are becoming increasingly active in beautifying their properties through the medium of bloom, bush and immortal tree.

Up to fifteen or twenty years ago efforts of western railroads were concentrated on speeding construction programs, the result being that much was left undone in the way of improving depot grounds, shop surroundings and appearance of rights-of-way.

A concentrated effort in this connection was initiated by our Company in 1912, when a survey of the entire system was made with the idea of improving general appearance of our properties. Frank England, Engineering Department Gardener, having had many years of experience in the matter of parking and cultivation of shrubbery made the survey and plans were laid for certain improvements that would have immediate effect toward the beautification of surroundings, as well as the planting of trees and shrubs for the future.

Lawns were sown, flower beds cultivated, rose bushes began to bloom, and trees were planted according to a definite landscape plan.

❖ ————— ❖
Four good examples of the energy and effort constantly being expended to make Pacific Electric properties measure up to a high standard of appearance.
 ❖ ————— ❖

Several years have now passed since this work was commenced, each succeeding year has seen new accomplishments and the trees and shrubs are assuming a stately appearance that only age can bring about.

Recent Planting

One of the most recent efforts of our gardening force has been in connection with the right-of-way through the Macy Street Yard, where there were planted some 200 Lombardy Poplars and Sycamore trees, together with 50 shrubs and a like number of rose bushes. The rose bushes have greatly improved the appearance already, but the true value of the planting will not be realized for a few years yet. This planting will eventually hide unsightly hillsides and shacks and thus greatly improve the view to travelers of our lines.

At many of the stations, Agents of their own initiative, have taken a particular interest in improving the grounds and are devoting much time to the beautification of their surroundings with very pleasing results.

While great has been the accom-

plishment in beautification of railway operative properties, probably a still greater work has been done in improving conditions at our Mexican Camps.

Along in 1912 the Mexican Camp problem was a very serious one. They had been filled to overflow during the time construction work was being done, grounds were in poor condition for planting as rubbish was disposed of by burying it. Further difficulty was due to the fact that most of the track workers were new arrivals from Mexico and not accustomed to conditions in their new surroundings.

With all points on the system requiring attention, it was impossible at first to do any intensive work, but it was necessary that a start be made, so walks were hurriedly laid off and trees and shrubbery planted to partially relieve the bareness of the grounds. This initial work completed, the gardening force returned to do the more detail work as time permitted.

Camps Attractive

Today our Mexican Camps present a very attractive appearance, trees in most cases have grown to good size and serve to screen the Camps and provide shade. Lawns and attractive flower beds are doing their share in the beautification program.

Latin Camp, just north of Watts, is our newest and most modern Mexican

home. Some 10,000 paving blocks that had served in city streets, were used to curb walks, 500 trees and shrubs have been planted and a lawn 50x200 feet sown. The possibilities are that this camp will be a "show place" within a few years.

Its fame has already traveled far as other railroads have sent representatives to inspect it. A State Health Inspector from Sacramento recently made a thorough inspection of the Camp and later declared it to be the best one of its kind in the State.

Ramona Camp, near Alhambra, was recently improved and is also making a good showing. The old board and tie fence on the street has been replaced with 400 feet of steel wire fence and is now covered with a luxurious growth of roses. There is no finer lawn in California than found at this Camp. People of the neighborhood, who were opposed to the Camp being there a few years ago, are now its most ardent admirers.

Several studies have been made to determine whether or not extensive improvements at Mexican Camps are worth the effort that is being put forth. The answer has always been a strong affirmative. Since the Camps were so improved they have attracted a higher class of laborers and the families are more permanent.

Since the beginning of intensive gardening and landscape work on the Pacific Electric System, 18 camps, 20 depot grounds and 8 sub-stations have been laid out, parked and planted by Company Gardener, Frank England, who is ably assisted in this work by Andrew Jackson, Levins Hooker, Frank Chadburn and Marcellano Serano.

New projects are undertaken each year with the ultimate aim of making our whole system pleasingly attractive to the "Riders of the Big Red Cars," as well as to residents adjoining our properties.

HILL APPOINTED CHAIRMAN OF N.E.A. COMMITTEE

Evidence of the fact that this Company's educational plan for employees is looked upon by educators of the United States as a model one is contained in the fact that at the National Educational Association Convention held in Atlanta, Ga., last month our Educational Director, E. W. Hill, was appointed as Chairman of the Industrial Contact Committee of that body.

Professor Hill is to appoint his own committee members who will assist him in making a national survey as to the desire or willingness of the various industries of the nation entering upon an educational program such as is being sponsored by the Pacific Electric Railway and report to the National Association at its next convention.

Before returning Professor Hill made a survey of the educational programs being sponsored by several of the eastern railways.

Fruit Fly Threat Warning Sounded by Authorities

WHILE authorities give assurance that under present restrictions there is no need for alarm as to the immediate safety of California citrus crops from infestation by the dreaded Mediterranean fruit fly that is now playing havoc in Florida, no small concern is being manifested in the Gulf State in the outcome of the heroic battle being waged for the eradication of this most vicious enemy.

An army of more than 5000 men, including the mobilized forces of the Florida National Guard, are working ceaselessly in the infested area to bring under control this insect that first made its appearance on the North American continent early in April of this year. For years a vigilant watch has been kept to guard against its invasion and as to just how it entered this country is still a mystery, one probably that may never be solved.

Other Nations Infected

The Mediterranean fruit fly is not a

pest of recent origin, it having played havoc in various countries of the world for many years past. We are told that it holds sway in Spain, Greece, Brazil, Hawaii, Africa, Egypt, Argentina, Asiatic Turkey and other parts of the world.

The fact that makes the present situation in Florida a serious one is that wherever the fly has made its appearance it has won the battle with human efforts to bring about its eradication. The failure of efforts to cope with the fly once it has established itself is most discouraging. However, in the rapid progress that has been made by science lies the hope that some scientific process will be developed with which man can subdue the invading fly-army.

The adult fly of this particular species is described by the U. S. Bureau of Entomology as "an insect resembling in size and shape the ordinary house fly, but differing greatly in the color, pattern of the body and wings, and in its habits. The glistening black spots upon the insect's back, the two white bands on the yellowish abdomen, and the yellow and black markings of the wings at once distinguish it from other insects."

Evolution of Fly

The fly punctures the ripe fruit's, the puncture being so small that it is difficult to detect, and lays its eggs in the opening thus made, often laying hundreds in a single opening. The eggs hatch into larvae or maggots, which in turn tunnel into all parts of the fruit, ruining it completely. They then drop to the ground as pupae, burrow into the ground and shortly after emerge as full grown flies. The whole process consumes only a few days. The fly is short lived, its span of life being not more than six months. However, during this time it leaves millions of descendants to carry on.

The present fight against the Mediterranean fruit fly, although now centered within the boundaries of the State of Florida, is the concern of all citizens of the United States. The battle is one in which the assistance of every individual is solicited and if any degree of success is to be hoped for, unqualified support must be given to those in charge.

DISCIPLINE

Many a promising young genius never came into his own, because he failed to learn the great lesson of self-discipline.

Discipline is irksome—at first. Most irksome to those who have not yet learned self-discipline, and are most in need of it.

The organization of which you are a part could not exist without discipline. But it can accomplish wonders when working with the smoothness that discipline brings about.

The more this organization accomplishes, the greater the opportunities that your work holds for you.—*The Watchman.*

Rider Commends Our Roadway Planting

Exemplifying the public's appreciation of this Company's efforts toward the beautification of its properties and particularly expressing gratitude for recent plantings in the Valley Junction District, is the following editorial which appeared recently in the Glendale News Press:

COMMUTERS on the Pacific Electric whose course takes them by Valley Junction are aware that the lines pass through a region that for a part of the way is singularly devoid of charm. Just off the right-of-way are shacks that seem about to tumble. On one side are towering dumps down which roll all sorts of junk.

Between these disfigurements and the track there is a level space. Lately the company has caused this space to be planted with trees and shrubs. In a comparatively short time the shacks and the dumps, and happily also the billboards, will be hidden by foliage and bloom.

While a corporation ordinarily is inclined to pay small attention to the aesthetic, this exception to the rule is very welcome. It not only will add to the satisfaction of patrons, but is a fine example. If a corporation that derives no profit from adorning its property nevertheless goes to the trouble and expense of making it sightly, private owners well may afford to follow the pattern.

APPRECIATION VOICED BY CHAMBER OF COMMERCE

Voicing the appreciation of its members for the splendid piece of maintenance work recently completed by Company Engineering Department forces in their city, the following self-explanatory communication signed by Hubert C. Clark, secretary, was received from the Owensmouth Chamber of Commerce late last month:

"We are glad for the opportunity to express our appreciation to you for the work your maintenance crew has done on Sherman Way in this community in filling in and smoothing over the street along the Pacific Electric tracks between Topanga Canyon Avenue and Variel Street.

"That this improved condition of our main street is duly appreciated by the general community is indicated by the expressions of satisfaction frequently heard during the progress of the work.

"Inasmuch as our organization did not make a request of you for this improvement, we cannot let the opportunity pass to thank you for your activity in the interest of service and this community."

PILGRIMAGE PLAY NOW IN TENTH ANNUAL SEASON

Elaborate illuminative and scenic effects recently installed have added greatly to the beauty of the Pilgrimage Play production, which late last month entered upon its 10th annual season.

Ian Maclaren, whose portrayal of Jesus of Nazareth during the last two seasons has been the feature of the performance, is again taking the leading role, being assisted by a cast of 125 prominent players.

In a series of stage pictures, with words selected from the Scriptures, the play tells the story of Christ's life from the manger to the resurrection. Surrounded by hills and other products of nature, the open-air theatre furnishes a rare setting.

The location of the Pilgrimage Play Theatre is near Cahuenga Boulevard and Highland Avenue, only a short distance from the Hollywood Bowl. Special Pacific Electric service is operated from the Subway Terminal to the Bowl and can be used to advantage by those attending the Pilgrimage Play.

CORRECT PRONUNCIATION

Unless you have an intimate speaking knowledge of French, the likelihood is that you have been pronouncing incorrectly the name of our new Vice President and General Manager, A. T. Mercier. Because of the above fact we present the following lesson in phonics:

The name is pronounced with the accent on the first syllable. Phonetically marked it appears "Mer'cier", with the latter syllable being sounded as in "glacier."

Aid Solicited for New Company

Employees Can Aid in Increasing Volume of Tonnage For Recently Formed Motor Transport Company

By L. B. YOUNG, Manager
Pacific Electric Motor Transport Co.

INAUGURATION of Pacific Electric Motor Transport Company service on March 11 to 24 Southern California cities and the subsequent addition of 20 new towns to its tariff on June 1, opened a new and fertile field for employees' solicitation efforts. Offering the public a most reliable service, our Transport Company is in the market for any shipment that ordinary trucking companies will handle, whether it be a pound or a carload, fresh meat or pig iron.

For the benefit of those not already familiar with its operation, it may briefly be stated that the Pacific Electric Motor Transport Company is a subsidiary of the Pacific Electric Railway and is in the business of providing complete freight transportation service from "store-door" to "store-door." That is, the Transport Company's motor truck pick-up freight at the shipper's "store-door" or warehouse at point of origin and deliver it to the merchant's place of business at destination. This is the same service that is being provided by other interurban motor truck lines, and the rates are generally the same.

Cities Served

Transport Company service is operated between Los Angeles and the following 43 towns. Alhambra, Beverly Hills, Corona, Fullerton, Huntington Beach, Ocean Park, Redlands, Santa Monica, Venice, Alta Loma, Burbank, Covina, Garden Grove, Inglewood, Ontario, Redondo Beach, Sawtelle, Whittier, Arlington, Claremont, Culver City, Glendale, Long Beach, Orange, Riverside, Torrance, West Hollywood, Artesia, Colton, El Monte, Glendora, Monrovia, Palms, Santa Ana, Upland, Azusa, Compton, Fontana, Hollywood, N. Hollywood, Pomona, San Bernardino and Van Nuys.

The Transport Company uses motor trucks only for drayage between "store-door" and the freight depot, the long haul between towns being performed by the Pacific Electric Railway. Thus, it will be seen that business for the Transport Company is business for the Railway and every additional shipment that can be secured is a step toward the mutual prosperity of both.

In the distribution of merchandise from Los Angeles wholesalers to the merchants in Southern California cities, the railroads have in the past been somewhat at a disadvantage because of the lack of complete "store-door" pick-up and delivery service. Now, through our Transport Company, this complete service, at low rates, is available.

Employees of this Railway, numbering some 6,500, represent a buying

power of which the merchants are appreciative. If each will make it his business when doing the family marketing or paying the monthly bills to ask these merchants to specify in their future merchandise orders routing via Pacific Electric Transport Company, pointing out to them that our service is as complete and economical as that offered by other truck carriers and that it has behind it the reliability of the parent Company—Pacific Electric Railway—they will be of valuable assistance in increasing the business of the Transport Company.

Increased business makes for increased prosperity of all concerned. Already, the business of the Transport Company has increased to a point where the railway, in order to handle the volume, has found it necessary to put on three new train crews and to employ five additional men in its station service. There is also the work of a concealed nature to be done in the shops, the result of increased usage of Company equipment.

Continued solicitation by employees will be one of the most important factors in building up the business the Transport Company was designed to secure for the Railway.

HUGE CABLES SUPPORT NEW HUDSON RIVER BRIDGE

The steel cables required for the new \$60,000,000 Hudson River bridge in New York to be opened in 1932 offer unusual interest on account of their magnitude, both as to span length and diameter.

Over 107,000 miles of steel wire one-fifth of an inch in diameter will be required to construct the four cables, each three-quarters of a mile in length, which will be utilized to support the platform of the bridge. This is more than four times the amount used in the seven largest existing suspension bridges all combined.

Each cable will be composed of 26,474 wires arranged in 61 strands of 434 wires each all bound in a single unit, compacted with a pressure of 400 tons to form a cylindrical cable 32 inches in diameter and weighing approximately one and a half tons per foot.

The individual wires composing the cable will each sustain a load of 7600 pounds before breaking and the cables have a strength of 230,000 pounds per square inch. The combined strength of all the wires in each of the cables is approximately 200,000,000 pounds.

The cable system has been designed to support a suspended load of 180,000,000 pounds, a weight equivalent to that of 10 heavy freight trains, each two-thirds of a mile in length.

HOW? WHEN? WHERE?



If for 23 years you had answered some 1500 questions daily, could you still do it with a smile? Neither could we, but Miss Sibyl Mather can and does. On August 1st, she concluded her 23rd year in Information Bureau Service.

CHEER up, girls with the blonde locks! There is nothing to the claim that "blondes are beautiful, but dumb." This contradictory opinion is all the more heartening to the flaxen-haired hordes coming as it does from one whose business it has been for 23 years to answer questions.

The foregoing conclusion is that of our own Sibyl Mather, Head of the Information Bureau, who on August 1st concluded her 23rd year of service, during which time she has answered some 10,557,000 questions. Incidentally, the latter figure is not a myth, but is a reasonable estimate based upon her having answered an average of only 1500 questions per day during said term of public service.

"It's an unanswerable question as to which ask the most intelligent or silliest questions, blondes or brunettes," states Miss Mather, who has had an opportunity to study human nature at its best and worst. She adds that there is no mannerism of either that is outstanding as compared with the other.

As to "Stronger Sex"

As to the gents, our authority ventures an opinion that is contrary to that held by "the friend wife." "Taken as a whole," she says, "men ask their questions more intelligently, and have a keener sense of understanding than women."

"The females are not to be denied, however, for when they want informa-

tion they fire a series of questions until they understand what it is they want to know," says Miss Mather. (This is probably due to their cross-examining experience of friend husband.)

In spite of their "intelligence complex," Miss Mather is dubious as to whether Mr. Husband is head of the family. "If such is the case," she asks, "how do you account for the fact that when a couple are together, the woman always asks the question?"

As to the questions asked most and the peculiarities of the inquiring public, she has the following to say:

"Naturally, most all our questions have to do with travel, either the time of departure or the route of getting there. The most frequent query is "what time does the next train leave," which is followed closely by questions as to street locations, with the locations of down-town office buildings ranking third in the list.

"In making a reply we invariably have to repeat the answer two or three times before it is comprehended, while it is not an uncommon practice for us to write the answer out on a small piece of paper which we always have handy for use in such cases.

"Los Angeles being a mecca for tourists, a large portion of all questions are asked by strangers. The one thing that is hardest to make them understand is the Spanish names of our streets and towns. Invariably when

Figueroa Street is involved it is necessary to write it out before they comprehend.

A Misconception

"Eastern people have no conception of distance as it applies to the far West. Almost every day we encounter persons who are surprised to find they cannot make the trip between Los Angeles and San Francisco in two or three hours. Likewise, the average Easterner visualizes San Diego as a suburb of Los Angeles with people going back and forth to work each day."

As head of the Pacific Electric Railway Information Bureau at 6th and Main Streets, Los Angeles, Miss Mather is in charge of the busiest information desk in Southern California. A force of eight capable persons are engaged in that Bureau, which is open to the public from 6:30 a.m. to 11:30 p.m. daily, supplying individuals with desired information and sending them merrily on their way.

SERVICE ON EMERY PARK BUS LINE GREATLY INCREASED

Providing a greatly increased frequency of service on the newly formed Emery Park Motor Coach Line serving the El Sereno-Alhambra District, a revised operating schedule was placed in effect on August 5.

Giving 35 round-trips as against 24 previously, under the revised schedule the first coach leaves Fremont and Commonwealth Avenues at 5:54 A. M., and maintains thereafter a 30-minute headway throughout the day, the last departure being scheduled for 10:54 P. M. In the reverse direction, leaving Huntington Drive and Eastern Avenue, the same frequency is being maintained between 6:15 A. M. and 11:15 P. M.

The new schedule providing for a 30-minute headway throughout the day replaces an hourly frequency, with special trips for peak hours, that has been in effect since service on the new motor coach line was inaugurated on July 15.

"EIGHT MILES PER HOUR"

Reflecting the evolution of speed restrictions over a period of 25 years, a comparison of present day regulations with the following excerpt from a Los Angeles newspaper of 1904 indicates the change that has taken place:

"It is believed that the automobilists are trying to get together to have the speed ordinance amended. Several owners of machines have told the court plainly that they could not run their machines at a speed less than eight miles an hour, and as this would subject them to arrest every time seen on the streets, they will be compelled to purchase other machines of less speed or the ordinance will have to be changed to accommodate them."

New Study Classes Added for Coming School Term

EVIDENCE that employees' educational activities are to be carried on more extensively than ever before is contained in the recent announcement of Educational Director Earl W. Hill, that three new courses have been added to the school curriculum for the coming semester and that several more subjects are under consideration, classes in some of which will no doubt be conducted.

The three new courses certain to be given are all engineering subjects, they being Engineering Electricity, Automotive Engineering and Advanced Engineering Mathematics.

Engineering Electricity is to be a practical course in which a review of the fundamental principles of electricity and their application to illustrative industrial problems will be made.

Automotive Engineering is also to be a practical course outlined to cover the theoretical elements of gasoline automobiles, including the engine, carburetors, valves, cooling systems, lubricating system, clutches, transmission, gears, etc.

Advanced Engineering Mathematics will be a continuation of the general subject covered during the last term. It will include the theory and solution of problems in single, compound, vertical and spiral curves, with a review of the necessary mathematics to solve the problems.

In addition to the new courses, the following subjects are to be taught: Stenography, Typing, Business English, Public Speaking, Conversational Spanish, Personal Leadership, Traffic Management, Interior Decoration and English Literature.

Special classes in any subject will be started when a group of 15 or more employees signify a desire for the class and a willingness to attend until the completion of the course.

The beginning of the school term is but a few short weeks off, the opening having been set for the early part of September. A bulletin is to be issued shortly setting forth in detail the various subjects to be taught and the September Magazine will also have more about plans for the coming school year. In the meantime, think the matter over and decide to attend one or more of the classes, all of which are to be conducted in the new Club Building where special class rooms are being provided.

Motorists' Prayer

Teach us to drive through life without skidding into other people's business.

Preserve our brake linings that we may stop before we go too far.

The able men are not those who are seeking the easy things to do, but rather those who take delight and pride in performing the most difficult feats.

"Don't you dare swear before me."
"Pardon me—go ahead."

Williams Named to Newly Created Position

WITH the creation of a new General Agent position last month to more thoroughly keep in touch with the Company's affairs in the Santa Monica bay district, H. H. Williams, previously Agent at Fullerton, was selected to fill the post.



H. H. Williams

trict, Manhattan Beach, Hermosa Beach, Redondo Beach and El Segundo.

With the appointment of Mr. Williams this district enjoys the distinction of having a General Agent representative of the Pacific Electric with Long Beach, San Pedro and San Bernardino, these three districts being the only section of our system where business is of a volume to require a similar representative in addition to regular Agent forces. Development has increased in this section to such an extent as to make it essential to have a trained representative to properly meet current and future service requirements. Particularly during the past 18 months has growth in this district been exceptionally rapid.

For many years engaged in the railway business, Mr. Williams began his work with the Pacific Electric in 1920, serving in various agency capacities, being Agent at Fullerton previous to his assignment to this district.

STREET CAR IS SUPREME

The Cincinnati Enquirer recently paid a deserved tribute to the street railway transportation of the United States.

"The street car," it declared, "is not a major factor in the increase of traffic congestion. Its limitations are fixed, its potentialities exactly calculable. It is the positive element in the scheme of city transportation. Without it, a mighty volume of people would be reduced to a condition of distress and helplessness. Nothing can take its place or approximate its endurance, reliability and safety."

"What did that naughty park policeman say when you went out nude?"

He said, "Hey there, feller, put on some clothes—don't be so damned effeminate!"

Former Employee is Named to Aerial Transport Post

HIS MANY friends of this Company were elated late last month upon hearing of the most recent success of their former co-worker, Edward H. Sharpe, who is to assume direction of public relations of the Aviation Corporations, one of America's largest aviation concerns. Although regretting that he leaves the Southern Pacific service, all join in hearty congratulations.

Mr. Sharpe began his railroad career as a Stenographer, having entered the service of the Pacific Electric Railway on February 20, 1912. Proficiency in that capacity soon brought advancement and he was in succession made Rate Clerk in the Freight Department, Traveling Traffic Inspector, General Agent, Eastern District, Chief Clerk, Passenger Department, and General Agent, Passenger Department.

The latter part of 1922, Mr. Sharpe was drafted into the service of the Shippers' Committee against dismemberment of the Southern Pacific—Central Pacific Systems. Upon the completion of this special work he again returned to Los Angeles in charge of the local office of the Southern Pacific Bureau of News, which position he held until August of last year when he was transferred to San Francisco as Assistant Manager, Development and Colonization Department.

The Aviation Corporation with which Mr. Sharpe becomes associated owns a controlling interest in five air transport companies. These concerns operate between 54 principal cities in 19 eastern and middle-western States, with one operating a rail-air service between New York and California.

Mr. Sharpe's new headquarters will be in New York City.

COAST TO COAST AIR-RAIL SERVICE IS INAUGURATED

Harnessing of the airplane to the "iron horse" to provide a combine air-rail service between Los Angeles and New York took place on July 8, the new service having been inaugurated by Colonel Charles A. Lindbergh, who piloted the first plane to leave on a scheduled trip of the Transcontinental Air Transport, Inc.

Travel time has been divided between air and rail. During the day TAT passengers are carried via planes, while at night they board Pullmans for the customary hours of rest. The transcontinental trip requires 48 hours, two days in the air and two nights on the train.

The route followed is from Los Angeles via Kingman, Winslow, Albuquerque and Clovis by air, then by rail to Waynoka, Oklahoma, from where the airplane is again brought into use traveling via Wichita, Kansas City, St. Louis, Indianapolis to Columbus, with balance of the trip to New York being made via rail.

Hollywood Bowl is Greatest of Outdoor Theatres

WITH ITS tenth and most impressive season well under way, the Hollywood Bowl is now, as it has been for years past, the means of stirring the hearts of men to greater appreciation of the spiritual or non-material things of life. Thousands thrill at the massive splendor witnessed each evening with little or no thought of the romance, long years of work and personal sacrifice that made it all possible.

The inception of the Hollywood Bowl, in which 30,000 persons may now witness a single performance, was in May, 1916, when the play "Julius Caesar" was presented by a group of public-spirited citizens in Beachwood Canyon, Hollywood, we are told in a pamphlet issued by the Bowl Association. Two years later, in July and August, 1918, "The Light of Asia" was presented, following which a group of men and women prominent in the fields of culture and industry were called together in an effort to devise ways and means for the perpetuation of other such outdoor events.

First Organization

A committee of ten was appointed to formulate plans for a permanent organization and following numerous meetings the Theatre Arts Alliance was incorporated on May 26, 1919, naming a list of nine officers and directors headed by Mrs. Christine Wetherill Stevenson, President.

A special committee composed of E. N. Martin and H. Ellis Reed undertook the selection of a fitting location, and after a careful study recommended the purchase of a site noted for its acoustic qualities near the junction of Cahuenga and Highland Avenues, the location of the present "Symphonies Under the Stars." Lengthy negotiations finally resulted in options being obtained on the 59 acres comprising the present Bowl property, the total purchase price having been set at \$47,500.00.

At this juncture difficulty was encountered in financing the project and it was decided to abandon the enterprise. The plan, however, shortly after was revived by a small group of former members who decided to re-incorporate and re-finance the project on a \$65,000.00 basis. The new organization, formed on October 25, 1920, was known as the Community Park and Art Association.

About this time, in order to enlarge the organization, the Hollywood Community Chorus was invited to join in the development of the new activities. Mrs. Artie Mason Carter, president of the Chorus, was made secretary of the Bowl Association, and it was largely through her untiring efforts that the Hollywood Bowl as we know it today, was brought into being.

Easter Sunrise Service

Few events since the founding of the Bowl have aroused greater enthusiasm than the Easter Sunrise Service in 1922, which was originated by Mrs. Carter. Thousands of people wended their way through the hours of darkness and early dawn to be present on this occasion, we are told.

A little later that summer the operas "Carmen" and "Aida" were presented and as a result of the performance of the former 15,000 wooden seats and some stage equipment were installed, thus making possible the presentation of other productions in the Bowl.

Through the efforts of Mrs. Carter and her Board of Directors, a series of "Symphonies Under the Stars" was inaugurated in 1922 under the masterful leadership of Alfred Hertz. And thus was the beginning of the world famous musical presentations that have each year grown in popularity, and are now being witnessed by some 250,000 people annually.

As a means of perpetuating the Hollywood Bowl Association, title to the property has been conveyed to the County of Los Angeles, thus safeguarding it against liens or losses of any nature and obviating the necessity of paying taxes or assessments.

MERCIER APPOINTED TO BELT LINE BOARD MEMBERSHIP

Following closely the appointment of A. T. Mercier as Vice President and General Manager of this Company early last month was his subsequent appointment to membership on the Board of Operation of the Harbor Belt Line Railroad as the Pacific Electric Railway representative, succeeding F. L. Annable, who served on the board from the time of its organization until his advancement to the Presidency of the San Diego & Arizona Railroad on July 1.

The Board of Operation is composed of five members, one representative from each of the four interested railroads and the City of Los Angeles, which group has direct supervision of all Belt Line affairs pertaining to its physical operation.

Although somewhat of an innovation in the performance of terminal services, the Belt Line organization has completed its second month of successful operation. Some 125 miles of track, constituting the railroad properties in the Harbor District, are now being operated as a single system, thereby effecting major operating economies over the previous method where the various properties were handled independently.

COURTESY IS SAFETY URGE

"Courtesy, the practice of which will help to do away with our inherent selfishness and make us think in terms of consideration for the safety and comfort of others, is the keynote of the August bulletin issued by the Safety Conference of the California Development Association.

Make the streets and highways of California safe for all by using care and courtesy, the bulletin continues. Neglect to practice courtesy by motorists is the cause of a great number of accidents that would otherwise be avoided.

The safety lesson for August urges "Carefulness—Thoughtfulness—Courtesy."



Capable of permitting 30,000 persons to view a single performance, The Hollywood Bowl is known far and wide as the peer of out-of-door theatres, the sound-carrying qualities of the deep ravine in which it nestles being peculiarly adaptable for all sorts of musical renditions. It is now experiencing its tenth successful season.

EMPLOYEES' TIP ACTIVITIES SECURE MUCH BUSINESS

Travel tips furnished by Pacific Electric employees last month again resulted in the securing of considerable business. Records show that from this source came information through which our parent company sold 25 round-trip and four one-way tickets to distant points in the United States.

This Company also benefited directly through employees tip activities in that from information furnished by R. C. Jarrard, Operator, Arrowhead Sub-Station No. 35, a four-carload freight shipment was secured.

Following is a list of employees whose tips were productive of Southern Pacific business last month:

H. A. Gaskill, Conductor, Los Angeles, 1 round trip, New York.

Monte C. Brucker, Passenger Department, 2 round trips, Boston.

W. J. Scott, Superintendent of Employment, 2 round trips, Grand Rapids.

R. Hunsley, Conductor, Redlands, 1 one-way, Chicago.

Howard J. Ousford, Motorman, Hill Street Station, 1 round trip, Kansas City.

W. C. Tonjes, Conductor, Los Angeles, 1 round trip, Des Moines.

R. Hunsley, Conductor, Los Angeles, 2 round trips, Chicago.

W. B. Ward, Wilmington, 1 round trip, Sioux City, 2 round trips, Des Moines, Iowa.

George W. Weaver, Torrance Shops, 1 round trip, Houston.

James Gould, Accounting Department, 1 round trip, Chicago.

William McAllister, Motorman, Western Division, 2 round trips, New York.

Leo Pullian, Dispatcher, 1 round trip, Oregon City.

W. G. Scranton, Towerman, 1 round trip, Kansas City.

Roy M. Crist, Conductor, Southern Division, 1 round trip, Cleveland.

Ben Bowman, Conductor, Northern Division, 1 round trip, Chicago.

R. C. Roberts, Dispatcher, Pasadena, 1 round trip, Boston.

Hugo Dummer, Freight Clerk, Glendale, 3 one-ways, New York.

Chas. Gaskin, Motorman, Los Angeles, 2 round trips, Chicago.

Frank Hite, Motorman, Northern Division, 2 round trips, Nelagony, Oklahoma to Los Angeles.

EMPLOYEES IN HOSPITAL

Encouraging is the fact that but seven employees were receiving medical attention at the California Lutheran Hospital early this month, this being three less than were so confined one month ago. Following are employees in the Hospital as the Magazine goes to press:

Henry Packer, Asst. Trainmaster; C. E. Morlan, Traveling Passenger Agent; R. A. Fields, Motorman, Western Division; J. F. Friend, Freight Car Repairman; Carl Gramling, Machinist; B. Gutierrez, Laborer; and N. Chavez, Laborer.

Friends are invited and urged to make frequent visits during the illness of their co-workers

Club Furnishings to Rival Best

Committee Makes Intensive Survey to Obtain Harmonious and Sturdy Interior Selections

WHILE we are unable to announce the exact day the Club doors will be thrown open to employees, the fact that practically all furnishings and equipment for the entire structure have been purchased gives assurance that the opening day draws near.

Contemplating the opening date, months ago the Furnishings Committee began its work of making the many selections that were necessary and has of recent weeks been in session practically every day. Have you ever furnished a home of your own? If so, you will have some idea of the many problems that have confronted the committee. Even so the furnishing of a home is comparatively simple in that there is but one family to please, while there are thousands of persons to be taken into consideration in our Club project.

Fully appreciating this fact, however, the committee went about its task of purchasing the \$33,000 worth of Club equipment that would most fittingly fulfill our particular needs, that sum having been the amount appropriated for the purpose.

Most Difficult Selection

The selection of carpets, approximately \$5000 worth, was the most difficult task encountered, the committee states. That they did their work well, however, is shown in the fact that an independent carpet expert was called into conference and his recommendations considered, as were those of several carpet manufacturers, after which a group of recognized interior decorators selected those which would in their opinion best harmonize with the Club decorative scheme. The Committee made the final selection with the assistance of Messrs. Pontius and Mercier.

The main lounge, with its large mohair arm chairs, settees, attractive Wilton velvet rug, blended tapestries, floor lamps and decorations, is to be one of the many beauty spots of the building.

The theater on the ground floor is to have 600 leather trimmed chairs and splendid carpeting will be laid in the aisles. Decorations, lighting effects and theater properties have been selected from standard stage equipment and are certain to make our auditorium one of the most attractive in the city. Whether regular or "talkie" motion picture machines will be installed is still under advisement.

Equipment for the dining room will be such that committee or group luncheons can conveniently be held. It will also permit of employees eating alone or with friends, as may be desired.

The committee informs that the selection of all items has been and is being made on the basis of pleasing

the largest number of Club members. Nothing but first quality furnishings were considered, the constant thought being to equip the Club with substantial, comfortable, homelike merchandise.

It would be impossible to fittingly paint a word picture as to the beauty, entertainment and comfort that will be incorporated into the new Club building. Suffice it to say that the Furnishings Committee, composed of C. Thornburn, Chairman; F. E. Geibel, N. B. Vickrey, E. L. Young, E. C. Johnson and M. C. Halsey, is on the job and is accomplishing their most difficult assignment in a creditable manner.

Construction work on the building is rapidly nearing completion. The heavy oak plate glass doors in the entrance have been hung, openings between the Pacific Electric and Club buildings have been made, painting and decorating is well under way, fire alarms and watchman signals are installed, the maple dance floor is being laid and numerous other finishing touches rapidly being completed.

NEWLY ELECTED EXECUTIVES HONORED BY R. R. CLUB

Honoring our new President, D. W. Pontius, and his successor to the Vice Presidency and General Managership A. T. Mercier, some 150 members of the Los Angeles Transportation Club last month feted them at a luncheon held at the Alexandria Hotel.

Following the luncheon complimentary addresses were made by F. E. Scott, Assistant Freight Traffic Manager, Southern Pacific Company, O. A. Smith, Passenger Traffic Manager, Pacific Electric Railway, and by A. G. Arnoll, Executive Secretary Los Angeles Chamber of Commerce, which organization, through Mr. Arnoll, extended its congratulations and best wishes to the new officers.

The affair was one of the most pleasing of its kind in Los Angeles for some time past, and the good will of the membership of the Transportation Club, as expressed to our officers, showed very clearly the esteem in which they are held by the managements of practically all Los Angeles industries.

Numerous tributes were also bestowed upon Mr. Pontius by the Press of Southern California, as well as by industrial and civic leaders, following his recent advancement. High-lights of his many achievements and inspiring career were retold and many beautiful floral pieces, accompanied by written and wired messages of congratulations, were received.

WORK ON BETTERMENTS IS SOON TO BE STARTED

Expenditure of a sum aggregating \$84,094.00 is called for by Work Orders approved by the management during the month of July, informs W. Z. Shaw, Cost Engineer. The expenditure is to be made for improvements and betterments at various locations on the system, commencement of which is to be undertaken at an early date.

Heading the list of improvements is the proposed reconstruction and paving of double track in Aliso Street, Los Angeles, between Alameda and Keller Streets, a distance of 2,426 feet, at an estimated cost of \$55,083.00. Present 72-lb. 87-lb and 93-lb rails and fittings are to be replaced with 128-lb material and track center changed from 11.5 to 13 feet.

On the San Bernardino-Colton Line between Third and D Streets, San Bernardino, present 100-lb. rail is to be replaced with 128-lb. special material, timbers renewed, tie plates installed and oil macadam paving laid at an estimated cost of \$7,095.00.

Improvements at three street crossings are to be made at a total cost of \$4,229.00, the locations being Gardena on the Watts-Redondo Line; Topanga Canyon Avenue on the Van Nuys-Owensmouth Line; and Los Lomas, Fish Canyon Road Crossing, on the Monrovia-Glendora Line.

At the Main Street Terminal, Rear Tower Interlocking Plant, eight single and four double pneumatic switch machines are to be replaced by a like number of electric pneumatic switch machines at a cost of approximately \$3,700.00.

Two other betterments scheduled are the construction of a right-of-way fence between Los Patos and Stolco on the Newport-Balboa Line and the purchase of \$980,000 worth of additional bedding, furniture and cooking utensils to adequately equip cottages at the Pacific Electric Camp.

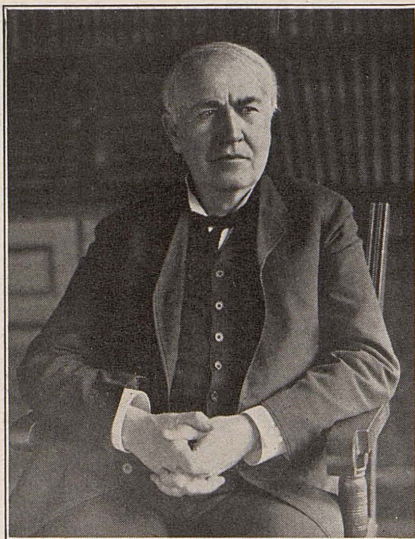
The construction of La Cienega Boulevard Grade Separation on the Venice Short Line is progressing nicely, reports Mr. Shaw. Concrete piling is 85 per cent finished, while other concrete work is 35 per cent complete. The structural steel is under fabrication at the factory and is to be ready shortly. It will require approximately three months to complete the job, which is about 40 per cent finished at the present time. Construction work on this project is under the supervision of Milo C. Halsey, Structural Engineer.

Average Cash Car Fare

The average cash fare of street railway systems operating in cities of the United States which have a population of 25,000 or over was on June 1st of this year 8.3592 cents. This figure is based on an average of 255 cities as compiled by the American Electric Railway Association.

The average cash fare for the month previous was 8.3318 cents, while on June 1st, 1928, it was 8.1945 cents.

Nation in Year Tribute to Electrical Wizard



Thomas Alva Edison

PAYING tribute to one of the world's greatest benefactors of mankind and leaders of industry, all nations are participating in Light's Golden Jubilee, a world-wide celebration in recognition of Thomas Alva Edison and his manifold achievements, which reaches its climax on the morning of October 21, 1929, the fiftieth birthday of the incandescent light. Being a branch of the mammoth electrical industry of which he was the founder, this Company salutes civilization's foremost inventor.

In the space of a single lifetime he has changed the conditions under which men live; and, more than anyone else now living has helped to bring about a new social order, based upon the achievements of modern science. Few men in all history have effected the profound changes that have been brought about by Thomas A. Edison.

When Andrew W. Mellon, Secretary of the Treasury of the United States, presented a Congressional Medal to this 82-year-old wizard of the electrical world he said in his glowing tribute that "Edison's own inventions included the phonograph, the mimeograph, the stock-ticker, the alkaline storage battery, the motion picture camera and many others too numerous to mention here. But his greatest achievements were in the field of electricity, and so vast and varied have been his contributions to its use that there are some men who even believe that electricity itself is merely another one of Edison's inventions."

"All his great inventive skill, his untiring energy, his immense knowledge, his vast experience and his creative genius," Secretary Mellon also stated, "have been used to invent and to perfect things which shall be not merely useful, but also commercially available. As a result, he has raised the

standard of living and has added to the comfort and wealth of humanity."

It was back in 1878 that Edison first started his experiments with the incandescent light. For more than a year he worked in his laboratory at Menlo Park upon the problem at hand. The world, having heard of the work he was doing and that a new light was about to make its first appearance, watched closely as day after day Edison toiled and the solution to his problem became nearer and nearer.

We are told that by October 18, 1879, he had been successful in carbonizing a filament of cotton, but that it broke before it could be connected with an electric current. The Genius kept at his work for three more days and night without stopping for sleep and on the morning of October 21 an electric current was first successfully connected to the globe and a new light came into being, one upon which the present \$10,000,000 electrical industry was founded.

The fiftieth anniversary of the light that burned "without gas or flame, cheaper than oil," is close at hand and the eyes of the world are focusing on Edison's original laboratory at Menlo Park near Dearborn, Michigan, from which came the new light for all mankind.

President Hoover has accepted the honorary chairmanship of the committee sponsoring the world-wide celebration of Light's Golden Jubilee. The committee in general is composed of 100 prominent men and women representing every field of human endeavor, and it is their purpose to enlist the support of all nations in saluting the man whose inventions have done most toward the advancement of civilization.

ASST. SUPERINTENDENT DIES SUDDENLY OF HEART ATTACK

Many friends and co-workers were saddened due to the passing of Ora Taylor, Assistant Superintendent of the Southern Division, on the afternoon of July 28. Death came at the California Lutheran Hospital, where he had been taken when stricken with a heart attack at his home a short time previous.

Mr. Taylor, who was 59 years of age at the time of his passing, came to Los Angeles 28 years ago from Knoxville, Iowa. He entered the service of the Pacific Electric Railway in August, 1912, as a Conductor's Instructor on the Western Division. One year later he was appointed Trainmaster, Western Division, which position he held until January, 1920, when he was appointed Assistant Superintendent of the Southern Division.

Impressive funeral services, attended by a large number of Company employees, were conducted on July 30 at the Graham & Isbell Funeral Parlors under the auspices of the Henry S. Orme Lodge, F. & A. M., of which Mr. Taylor was a member, and interment was in the Rosedale Cemetery.

Surviving the deceased are his widow, Mrs. Margaret Taylor, and a son, Dwight W. Taylor, also a brother and sister.

THE PACIFIC ELECTRIC MAGAZINE

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

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

BRIGHTER days ahead! Particularly encouraging was the optimism expressed by Mr. Pontius and other executives as regards the brighter future of this railway at the Mercier-Annable welcome and farewell dinner held last month. Each of the speakers expressed in no uncertain terms the view that the Pacific Electric in future years would become a greater asset than ever before to Southern California.

Brighter Days Ahead

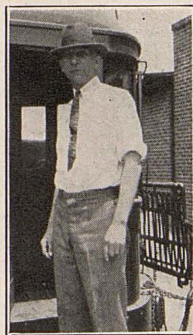
Analyzing these viewpoints we find that there are many sound and convincing reasons why this great railway property should prove an indispensable and invaluable asset to this entire district.

First and foremost is the growth and development that we will inevitably enjoy in future years. Our President has repeatedly made the prediction, and other authorities are equally confident, that within the next seven years another million of population will have been added to the present 1,325,000 residents of Los Angeles. It is reasonable to presume that other cities of Southern California will grow proportionately. Also it is obvious that many thousands of these newcomers will use our Big Red Cars.

If the day has not already arrived, the time is not far distant when there will begin an influx back to our cars and trains. With the constantly increasing number of automobiles on the highways the pleasure of driving is becoming a lost quantity. Too, the haz-

Regular Business Tipper Tells Source of Tips

SETTING a creditable example in the matter of travel tip activities, Hugo Dummer of the Glendale Freight Office has been the most consistent business getter among Pacific Electric employees for some time past. While others have turned-in tips that have resulted in group movements where larger number of tickets were sold, none there are who have submitted tips that have so consistently been successfully solicited.



Hugo Dummer

In the last year Mr. Dummer is credited with having furnished the information through which our owning company sold 19 one-way and one round-trip tickets to distant points in the United States and Canada. These tips have been evenly divided over the various months with three tickets being the most sold from any one solicitation effort.

As to the method Mr. Dummer employs in getting information of prospective travelers, he states that people shipping household goods, whether small quantities or carload lots, are generally figuring on a trip themselves or some of their friends are, and as a whole are receptive to solicitation efforts. Having traveled extensively, he can tell from personal experience the advantages offered by Southern Pacific and in many cases all that is necessary for the Passenger Traffic Solicitor to do is bring the ticket and collect the fare.

Mr. Dummer has been with the Company at Glendale for about six years and since the transfer of H. L. Legrand, former Agent, to San Pedro early in June, has been in charge of the Freight Office in that city.

ards of driving are increasing at an alarming rate, which, together with parking difficulties and congestion with their attendant slowing down of vehicular traffic all are factors which will eventually make it wise and desirable to use our service.

Analyzing further, one needs only to reflect a moment to visualize the large measure of benefit that will accrue to employees of this railway when it shall have become more generously patronized. More riders means more employees in all departments, together with increased supervisory forces. Employees now in the ranks, we know from experience, will receive the bulk of advanced appointments.

While there is every reason to believe that this railway will come into

Patron Lauds Us in Verse

Although many service commendations are received by the management, it is not often that such messages of satisfaction and appreciation from patrons are put to verse. Such is the case, however, in the following commendatory stanzas kindly penned by Miss Caroline Converse:

WITH the peep of the dawn I'm up every day,
And in glad anticipation soon on my way.
At the corner I board a speedy Red Car
That takes me to points both near and far.

With comfort and ease I travel along
All cares forgotten and life's a song;
From crowded streets, to highways wide,
Safely and swiftly the Red Cars glide.

The day may be dreary or cold for a while,
But I look at the world from inside with a smile;
Traffic troubles and worries are never for me;
They're cared for by Trainmen on the P. E.

A smiling Conductor is always at hand,
And asks for my fare with a kindly demand.
He jingles a cord, the signal, dong, dong,
And again we are merrily sailing along.

On Sunday I want to escape from the crowd
Of streets congested and sirens loud,
So I board a Red Car and am sped away
In safety and comfort to enjoy the day.

NOVEL PEDESTRIAN CONTROL

San Francisco recently inaugurated a novel system of pedestrian control designed to avoid collisions between individuals. Under the new method, which went into effect on July 24, pedestrians are required to stop at the building lines to await the "GO" signal instead of at the curb, thus leaving free passage for those desiring to go in cross directions.

its own, realization of that day rests in no small degree upon the rank and file of employees. To hasten and bring it about depends largely on the employees themselves. We cannot rest upon past laurels, but must earnestly and continuously endeavor to improve the quality and courtesy of Pacific Electric service, to the end that we justify increased patronage.

"Remember the misfortunes hardest to bear are those which never come."

PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

CLUB EXECUTIVE COMMITTEE HOLDS REGULAR MEETING

Regular meeting of the Pacific Electric Club Executive Committee was held in Room 711, Pacific Electric Building, on Wednesday, July 10, at 2 p.m.

The following members were absent: F. E. Billhardt, J. W. Hawkins, F. O. Evans, H. L. Young, J. M. Ritter, L. H. Tieman, M. E. Shay, C. F. Langley, C. E. Moser, E. E. Hunkin, C. C. Rice, I. E. Mankins, J. M. Geopfert, Wm. Moesby, T. L. Wagenbach, Miss C. B. Templeton, W. A. McCammond.

Club Fund

Balance, 6-1-29\$ 935.12
Receipts 1071.00

Total\$2006.12
Disbursements 833.68

Balance, 6-30-29\$1172.44

Relief Fund

Balance, 6-1-29\$ 590.39
Receipts 1438.36

Total\$2028.75
Disbursements 1568.10

Balance, 6-30-29\$ 460.65

Unfinished Business

N. B. Vickrey, Chairman of the Accident and Sickness Insurance Committee, gave a report on the findings of the committee, which favored the new policy offered by the Pacific Mutual Life Insurance Company. The Executive Committee approved of the Chairman's report. Questionnaires are now in the hands of the various employees to be filled out and sent to the Club, which will determine how many wish to take advantage of this most excellent offer.

Guy Woolley stated that the Indoor Baseball team at Torrance was then in the lead and desired that more of our employees boost for the boys.

New Business

Mr. King asked for an indoor baseball for the use of employees in the Mechanical Department at San Bernardino.

Glen Hatt requested ice for the use of the Mechanical Department at Ocean Park Terminal.

F. E. Geibel announced that the Annual P. E. Employees' Picnic at Redondo Beach would be held on Saturday, August 17, and that a picnic for Mexican employees would be held at Rose Hill Park, Los Angeles, on the same date. Upon request for nominations for President and Secretary and Treasurer of the Picnic Committee, F. L. McCulley nominated N. B. Vickrey for President and Mr. Bailey seconded the nomination. At once the nominations were closed and the Executive Committee voted to make Mr. Vickrey President of the Annual Employees' Picnic Committee. A. E.

Call for Musicians to Join Club Orchestra

MUSICIANS of the Pacific Electric Railway, of which there are a goodly number, the Club Orchestra is now in the course of reorganization!

Here is a chance for the successful candidates to assure themselves of many good times between now and next spring, as well as to convert a few spare hours into financial reward. The orchestra is to be a five-piece organization, the desired instruments being a piano, banjo, drums and two saxophones.

As has been the practice in years past, informs Club Manager Vickrey, the orchestra will play for Club dances and other entertainments where music is needed. All of the larger terminals of the system are to be visited once or twice during the season; in fact, this is a rare opportunity to become associated with a real live orchestra.

Further information, including arrangements for individual try-outs, can be made by applying to Club Manager Vickrey, 910 Pacific Electric Building, Los Angeles.

Stevens nominated W. A. McCammond for Secretary and Treasurer of the same committee and B. F. Manley seconded the nomination. The nominations were closed and the Executive Committee unanimously voted to place Mr. McCammond in the same capacity in which he has acted for several years past.

Mr. Geibel discussed at some length the transfer of F. L. Annable to the Presidency of the San Diego and Arizona Railroad and the appointment of A. T. Mercier as Vice-President and General Manager of this Company.

Paul T. Porter was asked by the Executive Committee to act as a committee of one to form a resolution of appreciation to be presented to F. L. Annable, whose many friends are glad to learn of his advancement, but sorry to be deprived of his daily association.

"That tenor has a wonderful voice. He can hold one of those notes for half a minute."

"That's nothing. I've held one of his notes for two years."

He saw her stepping from a car

And up to her he sped;

"May I not help you to alight?"

"I don't smoke," she said

INSURANCE QUESTIONNAIRES' PROMPT RETURN ASKED

Although available to employees for only one month, the new accident and sickness insurance policy has met with instant favor. Inquiries that are daily being received by the Club Insurance Committee give indications that its provisions, together with the low rate to employees, are very attractive.

Some 9000 questionnaires have been distributed throughout the system in an attempt to make a complete and comprehensive survey of accident and sickness insurance carried by employees and to determine their individual desires in regard to the special policy the Pacific Mutual Life Insurance Company offers. The committee is desirous of completing its survey at an early date and asks that employees return questionnaires as soon as possible. Blank forms may be secured from the heads of departments, Terminal Foremen or N. B. Vickrey, Club Manager.

A committee composed of N. B. Vickrey, Chairman; L. H. Covell, B. F. Manley, L. D. Bailey, E. A. Stevens and John Jackson investigated the new insurance and recommended the new policy. It has also been indorsed by S. A. Bishop, General Claim Agent, and Dr. W. L. Weber, Chief Surgeon, as being particularly fitted to the needs of Pacific Electric employees. Mr. Bishop has been authorized by the Insurance Company to review all adjustments questioned by the policyholder.

As an added convenience to employees so desiring, arrangements have been made whereby premium payments can be taken care of through monthly payroll deductions.

P. E. MASONIC CLUB NOTES

The Pacific Electric Masonic Club and Degree Corps visited Rising Light Lodge No. 397, Huntington Park, on July 30, and conferred the Third Degree upon J. V. Scofield.

This was the occasion of the year's largest turnout of the Club Members for a similar occasion, despite it being the vacation season.

The next regular meeting will be held on Tuesday evening, September 10, and it is expected that the meeting can be held in the new P. E. Club Building.

Watch for special notice.

DEFINITION OF ELECTRICITY

Having rebuked science's efforts to define it from the time it was discovered to date, someone, just who it is not known, recently offered the following as a definition of electricity:

"Electricity is something that starts the Lord knows where and ends in the same place. It is 1/36 of a second faster on its feet than its nearest competitor: backyard gossip, and when turned loose in Europe will get to the United States five hours before it starts. Nobody knows exactly what it is because it has never stood still long enough.

**FINANCIAL RESPONSIBILITY
LAW EFFECTS MOTORISTS**

Having been passed by the California State Legislature and approved by Governor C. C. Young on May 11, last, the Financial Responsibility provision of the California Motor Vehicle Laws will become effective on August 13.

Among other new provisions, the law now stipulates that in event an automobile accident results in a judgment in excess of \$100.00, which the owner is unable to pay within 15 days after it becomes final, all driving privileges will be suspended. No further license may be obtained until judgment has been satisfied and proof furnished of his ability to pay all future judgments that might arise in any future mishap.

What the law considers as ability to pay future judgments is defined in Assembly Bill No. 593 as possession of an insurance policy which certifies that owner is covered with liability insurance with \$5,000 and \$10,000 limits for personal injuries and \$1,000 for property damage; by furnishing bond executed by a reliable surety company covering the assumption of practically the same obligations; or the depositing of \$11,000 with the Chief of the Division of Motor Vehicles.

Enforcement of such an obligation is all the more incentive to leave the machine at home and use street cars for transportation to and from the office.

**COMPANY TEAM IS TIED FOR
LEAD IN SATURDAY LEAGUE**

With the Pacific Electric, Shell Oil and El Paso Shoes baseball teams tied for first place in the Saturday Industrial League, Manager Charlie Hill is pinning his faith in our boys to come through the final contests without a slip, enabling us to add another silver cup to the goodly number now held.

First place attained in the Saturday League will afford the opportunity of competing for the Southern California Baseball Manager's Association trophy in the play-off games among the several winners of the various leagues.

In the Major Summer League the Pacific Electric team will have to be content with second place, this being due to the fact that they lost to the Shell Oil on July 28, while the Pacific Steamship team won from El Paso Shoes.

The team has made a very good showing so far during the summer season series, winning 20, losing 8, and tying 1, a total of 29 contest in all.

The annual picnic of the Southern California Baseball Managers' Association will be held at Brookside Park, Pasadena, August 18th, and on this occasion the team has been selected to oppose the fast Pasadena Merchants as the feature event of the sports program. This game, as usual, should provide first-class entertainment to the large crowd which always turns out whenever Pacific Electric is scheduled at Brookside.

Public Appreciation Expressed
*Service and Courtesy Bring
Their Reward.*

APPRECIATIVE of the splendid service being performed by and the many courteous and courageous acts of Pacific Electric Trainmen, 50 letters of commendation have been received during recent months highly lauding various employees for exceptionally worthy performances.

The acts for which employees are commended cover a wide and diversified field of activity, ranging from deeds of courtesy to instances of exceptional efficiency. Several instances were brought to light where through the honesty of Trainmen purses and other valuable articles lost, both on and off cars, were returned to the owner. One letter from a person who had traveled over practically the entire system lauded the exceptional high type of employees in Pacific Electric service.

The Management is indeed proud of the many commendatory letters received and is likewise proud of its employees through which the creation of such favorable impressions in the public mind are possible.

WESTERN DIVISION

Trainmen	Line	Nature of Commendation
J. R. Garner	Glendale	Special acts of courtesy.
A. G. Pederson	Hollywood	Particularly pleasing and efficient.
J. R. McCracken	West. Division	Courteous conduct at all times.
R. G. Miller	Van Nuys	Exceptionally courteous conduct.
L. J. Snyder	Hollywood Blvd.	Paying passenger's fare.
E. W. Frazee	Redondo Beach	Splendid conduct, courtesy.
C. M. Kirk	Burbank	Efficient operation of train.
W. H. Soevyn	Santa Monica	Special act of courtesy.
G. P. Stevens	Santa Monica Blvd.	Efficiency and courtesy.
J. H. Fish	Vineyard	Affable and pleasing manner.
P. J. Bever	Hollywood	Exceptionally courteous conduct.
H. B. Ammerman	Rossmoyne Bus	Cheerfulness and courtesy.
O. D. Hanson	Santa Monica	Unfailing courtesy to passengers.
J. Davidson	Glendale M. Coach	Courtesy and efficiency at all times.
H. J. White	Sawtelle	Particularly pleasing and efficient.
T. J. Caldwell	Sawtelle	Splendid conduct of duties.
J. S. Dismuke	Hollywood	Special act of courtesy.
W. R. Farmer	Hollywood	Unfailing courtesy and efficiency.
P. D. Demarest	Glendale M. Coach	Returning lost purse to patron.
J. Jones	Hollywood	Courtesy and efficiency.
M. Mullins	Hollywood	Cheerfulness and courtesy.
J. W. Hale	Santa Monica Blvd.	Capable, careful and courteous.
J. J. Ryan	Glendale	Special act of courtesy.

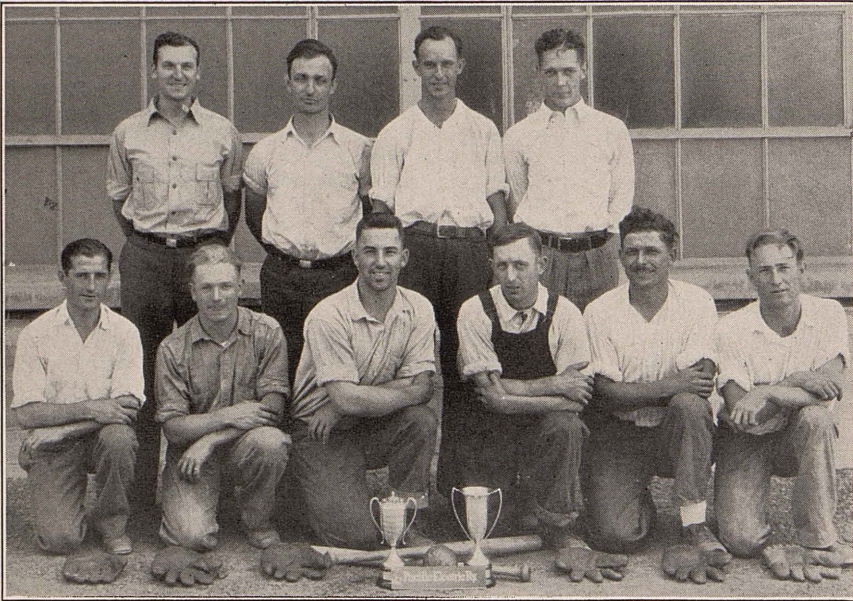
NORTHERN DIVISION

W. M. Alexander	Monrovia	Unusual courtesy while on duty.
L. I. Mosier	Monrovia	Paid passenger's fare.
J. Lynes	Alhambra M Coach	Courtesy and efficiency.
F. B. Newton	Pasadena Sht. Line	Unfailing courteous conduct.
B. S. White	Sierra Vista	Returning lost purse to patron.
S. E. Collins	Alhambra M. Coach	Returning lost article.
A. S. Cooper	Sierra Vista	Outstanding efficiency and courtesy.
A. P. Baker	Sierra Vista	Splendid conduct of duties.
R. F. Ellison	Los Robles Coach	Affable and pleasing manner.
L. Goodwin	Northern Division	Courteous treatment of passengers.
L. L. Garrison	San Bernardino	Courtesy and efficiency.
T. J. Morgan	Pasadena	Pleasing manner and efficiency.
T. M. Lloy	Sierra Vista	Unfailing courtesy and efficiency.
V. A. Light	San Bernardino	Avoiding accident; efficiency.
A. Sandefur	Oak Knoll	Efficiency and courtesy.
W. H. Cannon	Oak Knoll	Splendid conduct of duties.
H. C. Hampton	El Monte	Returning lost purse.
S. Van Sickle	Riverside	Returning lost article.
W. M. Alexander	Monrovia	Courtesy and efficiency.
H. Kraft	Glendora	Affable and pleasing manner.
W. Haden	Upland	Exceptionally courteous conduct.

SOUTHERN DIVISION

C. P. Dixon	Whittier	Outstanding courtesy and efficiency.
All Conductors	System	Courtesy and efficient conduct.
G. B. Moore	Watts	Assisting blind passenger.
F. B. Linthacum	Long Beach	Exceptionally splendid conduct.
A. P. Sisk	Hunt Pk. M Coach	Courtesy to all passengers.
T. C. Garnett	Santa Ana	Splendid conduct of duties.
C. L. Harris	Redondo	Tact and courtesy.
H. E. Wilmot	Redondo	Special act of courtesy.
G. A. Wolff	Seal Beach	Kind and obliging.

Shop Team Wins Championship



Torrance Indoor Baseball Champions, having emerged victorious in the Industrial League of that city, are broadcasting a challenge to any team on the System. Members of the team are: Standing—John Van Vliet, 2b; Vincent Villenave, cf; L. T. Adkins, 1b; and Dale Merrit, c. Kneeling—Louis Dossi, 3b; H. E. Bernhard, lf; Dan M. Leonard, ss and Capt.; Marcus J. Edwards, rf and Manager; Walter Scott, 1b; and H. E. Leonard, 2b. Members not in the picture are Dave Gribbins, E. Singer, H. Bernhard, H. Perry, and Bob Bordeaux.

HAIL the Champions! The Pacific Electric Shops Indoor Ball Team last month won the championship of the Torrance Industrial League after a hard fought campaign by winning the final and deciding game of a play-off series by a 6 to 4 score, informs Carleton B. Bell, Torrance Correspondent.

Led by Captain D. M. Leonard and with the air-tight pitching of Dave Gribbin, the Shop boys were more than the opposition could cope with. Their consistent playing and excellent team work, rather than individual star performers, brought them the coveted championship.

Four teams participated in the regular league schedule of 12 games, at the conclusion of which the Doheny-Stone Drill Company and Pacific Electric Shops teams were in the lead. To decide the winner a championship series of five games was played with the following results:

1st GameD.S.—6—P.E.—5
2nd GameD.S.—1—P.E.—10
3rd GameD.S.—5—P.E.—6
4th GameD.S.—7—P.E.—3
FinalD.S.—4—P.E.—6

In the team's offensive every man did his bit, pounding the ball hard and far. Many extra base hits were poled out during the course of the league schedule and play-off games.

Captain Leonard, besides playing a consistent game at short stop and swinging a wicked bat, has been a most capable leader. That his presence inspired the boys is shown in the fact that the only two games lost were those played when he was absent.

The total score compiled by the Pa-

cific Electric team was 163 as compared with 97 for the opposition.

The games were all attended by large enthusiastic crowds who rooted lustily for their favorites and excitement was at a very high pitch by the time the final game was played and won by the Pacific Electric.

The V. A. Corrigan Jewelry Co. donated a gold baseball watch charm to be awarded to that member of the team as decided upon by the boys themselves. The award was graciously bestowed on Pitcher Gribbin on the basis of service rendered. Captain Leonard and Manager Edwards were the recipients of like awards from the team.

BOWLERS IN READINESS FOR PICNIC DAY COMPETITION

Picnic day will be a large one for Pacific Electric bowlers. The entry list is growing every day, which gives indication that by the time the day of the "big roll" arrives competition will be at a high pitch.

There will be bowling in both the afternoon and evening, it being impossible because of the large number entered to complete the schedule during the afternoon. The alleys are so arranged that they can comfortably accommodate a goodly number of spectators.

Early in September a meeting will be called for the purpose of organizing the Bowling League for the coming season, at which time all teams desiring to participate will be asked for their line-ups and entry fees in order that a schedule and other details can be arranged. Notice will be given as

Sportsmen to Journey Afar

HAVE you made your reservations for the big Boise Excursion?

If not, there is need of some immediate action as only a few days remain during which reservations will be accepted. August 26 has been set as the dead line and all reservations received after that date will be rejected, informs the committee in charge of the Pacific Electric arrangements for the outing.

As announced last month, a special chartered Union Pacific train will leave the Central Station, Los Angeles, at 8 a.m. on Saturday, August 31. It will be routed so as to pass through the Rainbow and Bear River Canyons in daylight, which in itself will make a trip well worth while.

Upon reaching Boise, all excursionists will be the guests of the Union Pacific at that Company's sectional track meet. There will be no admission charge to the meet, nor any other expense while there other than for the meals. The itinerary calls for two days in Boise with the return trip being made so as to arrive in Los Angeles on September 5.

A special rate of \$7 has been made for the Pacific Electric Rod & Gun Club members who desire to make the trip. This figure includes transportation and Pullman charges for the entire 3000-mile excursion.

There will be many new features and entertainments so that the meet will not be a mere repetition of those that have preceded. While the meet proper will be held Monday and Tuesday, September 2 and 3, arrangements are being made to deliver all special trains at Boise not later than noon Sunday, September 1.

From the large number of reservations made to date, indications are that all accommodations will be taken when the Boise Special leaves Los Angeles on its five-day tour.

But Few Parkers Are Customers

Figures compiled by the sub-committee on parking of the Citizen's Street Traffic Committee of New York, show that less than 1 per cent of approximately 140,000 customers in the retail shopping district on May 6 availed themselves of the privilege of parking their automobiles in front of these stores. Nearly 3 per cent came by chauffeur-driven automobiles and a somewhat smaller number by taxicab.

The great majority, about 94 per cent, were classified as pedestrians. Included in this classification were all users of public transportation vehicles, except taxicab passengers, who were separately classified.

to the time and place of the meeting and in the meantime it is suggested that bowlers get their teams lined up.

The league will of necessity be limited to 12 teams, as was the case last year. However, an improved system of prize distribution will be placed in effect. For further details you are referred to L. H. Covell or R. M. Cobb.

Editorial Lauds Company Officials and Service

“THE Pacific Electric Railway Company is one of the most potent factors in our industrial, social and commercial development,” states the San Gabriel Sun in its special edition of July 12, in telling of this Company’s activities in connection with the development of that city. “It is one concern serving this section that has proven that co-operation with the community in which located is conducive, not only to the success of the enterprise, but to the progress of the entire territory.”

Other pertinent and complimentary statements appearing in the same article are, “The Pacific Electric Railway Company has provided this section of California with a service that is unexcelled. Its service is the best to be found in the country and has assisted in bringing about the continued development of the various cities and towns it serves by furnishing transportation at frequent intervals at a nominal rate by means of the most modern equipment.”

“The men in charge have been earnest workers in the interests of the territory served. They are ready at all times to lend personal assistance to propositions that will further the development of this section of California and we wish to take advantage of this opportunity to compliment them on their enterprise and upon the valued service which they render the public.”

THREE DEATHS IN JULY

Three deaths among our ranks marked the toll of those taken from life during the month of July.

Those whom death called, and to the families of whom is extended the sincere sympathy of the entire Pacific Electric family, were:

Casimir Wolfsberger, Carpenter, Torrance; Ora Taylor, Assistant Superintendent, Southern Division, and Frank A. Davis, Upholsterer, Torrance.

Each of the above three named carried both group and mortuary insurance, the total sum disbursed to the beneficiaries named by them being \$10,000.

Two disability claims were approved last month, making a total of 24 employees who are now receiving a total aggregate monthly payment of \$1792.80 due to total and permanent disability.

During the month of June, this year, Mortuary Fund payments to each beneficiary reached \$1026.70, the highest figures yet recorded.

“Gus,” said Bill, as he caught up with him on the way back to Camp, “are all the rest of the boys out of the woods yet?”

“Yep,” answered Gus; “they’re all safe.”

“Then,” said Bill, his chest swelling; “I’ve shot a deer.”



Ten years ago this month our Vacation Camp in the San Bernardino Mountains was in full swing and the Magazine was loud in its praise of improvements that had been made over the preceding two years—the Camp at that time being just two years old.

Ten years ago this month the Pacific Electric Band made a tour of the San Bernardino Mountain resorts, giving a concert at our Camp, Lake Arrowhead and Big Bear. Chronicles of the Magazine indicate that it was a very pleasant trip.

The Magazine of August, 1919, recorded the passing of George E. Pillsbury, who for many years was Chief Engineer of the Pacific Electric Railway and who was succeeded by our present Chief Engineer, E. C. Johnson.

On August 1, 1929, a new trolley was established, known as the Old Mission-Balloon Route Trolley Trip, it having marked one of the numerous efforts to stimulate the sight-seeing business, which even at that time was beginning to fall off in passengers and revenue because of the automobile sightseeing buses.

Mr. and Mrs. C. Thorburn were given a banquet on July 16, 1919, at the Rosslyn Hotel by employees of the Stores Department, marking their joy at the return of Mr. Thorburn from France where he had been in active service with the A. E. F.

“Cliff” has been very modest with reference to his activities in the last war, but from numerous extracts taken from the Magazine, based upon letters received from the boys over there, he had a very active career while in the

August Camp Attendance to Exceed All Former Months

GREETING the Camp for its closing month this season is the largest reservation list of the year. The compilation of August 1 reveals that 76 reservations for 258 people are on file for visits to our Mountain Resort between August 4 and September 15, the closing date.

Camp reservations are coming in daily, reports Club Manager Vickrey, and indications are that every available facility will be drawn into service during the closing weeks. At present there are a few open dates and if you are planning a trip to the Camp this year you had better speed the making of necessary reservations.

Many expressions of pleasure and appreciation have been received from employees upon returning from their vacation at the Camp. A letter of particular interest was that received from Mr. and Mrs. James H. Lloyd, who have spent their vacation at the Pacific Electric Camp during each of the last 10 years, stating that from the time they were greeted by the smiling countenance of Mrs. Huntington until the day of departure, there was not a dull moment.

The new electric lighting system, which was turned on for the first time on July 10, has added greatly to the attractiveness of the Camp. Each night it now showers the entire resort with its white rays and provides added con-

(Continued on Page 20)

army and would have been entitled to much more praise than he received, especially from himself. Since that date Mr. Thorburn has become General Purchasing Agent in place of General Storekeeper.

The Magazine shows that in August, 1919, our Mortuary Fund was paying \$538. At the present time its payments amount to \$1,026.00.

Our Club membership then was 2203 and at the present time it is very close to 4000—another indication of Pacific Electric progress.

COMPARISON OF ACCIDENTS DURING JUNE, 1928 AND 1929

	Northern Division		Southern Division		Western Division		Motor Coaches	
	1929-1928	1928-1929	1929-1928	1928-1929	1929-1928	1928-1929	1929-1928	1928-1929
Interferences with Vehicles	86	91	100	92	167	160	27	21
Collisions and Interferences with Cars	1	1	4	5	5	2	2	0
Persons Struck	3	0	2	3	4	7	0	0
Derailments	7	6	11	11	2	3	0	0
On and Off Moving Cars	16	15	6	6	15	14	1	4
Miscellaneous	17	3	25	16	44	24	7	0
	130	116	148	133	237	210	37	25
	14 Inc.		15 Inc.		27 Inc.		12 Inc.	
Interferences with Vehicles	380		364		16 Inc.		4.39%	
Collisions and Interferences with Cars	12		8		4 Inc.		50.00%	
Persons Struck	9		10		1 Dec.		10.00%	
Derailments	20		20		Same		Same	
On and Off Moving Cars	38		39		1 Dec.		2.56%	
Miscellaneous	93		43		50 Inc.		116.28%	
	552		484		68 Inc.		14.05%	



NEWS of the P. E. FAMILY By Our Correspondents

MECHANICAL DEPARTMENT By Carleton B. Bell

Torrance Shops were honored recently with a visit from our President, D. W. Pontius and our new Vice President and General Manager, A. T. Mercier. They were accompanied by S. H. Anderson, Superintendent of Power and Equipment; C. C. Thorburn, Purchasing Agent and E. C. Johnson, Chief Engineer.

The shop band was practicing during the stay of our visitors and their work was very highly praised, especially by Mr. Pontius who used to be a band member.

William E. Ruppel is detained at his home on account of a badly infected foot caused from an injury he received while playing ball. We are sorry that his vacation ended in this unpleasant manner and hope that the wound will soon heal.

Roy Coultis and wife returned from a vacation trip spent at Santa Rosa. Roy reports an interesting and enjoyable trip.

The American Machine Company is engaged in installing an additional boiler in the power house, making a battery of three large boilers to provide steam for shop use. The boiler in question is of 375 horse power and is being moved from the old steam power plant at Vineyard.

Fred R. Hendricks and John Julian of the Blacksmith Shop both report having spent wonderful vacation trips with their families in Yosemite Valley.

Dave Gribbin, who pitched for our team in the recent Torrance Industrial League, was presented with the beautiful little gold baseball watch charm that was donated by the V. A. Corrigan Jewelry Company. This gold baseball was awarded to a member of the team chosen by the team members themselves on the basis of valuable service rendered in the games.

Rolph Crail and his brother from the track store are having a great time on their vacation. They are fishing on the Platt River in Nebraska and visiting relatives in Omaha.

It is with pleasure that we learn that our old friend John W. Cusick is able to be up and around again.

During his ninety-day leave of absence, Angle Anderson is visiting his birthplace and relatives in Norway.

A reminiscent talk with Hiram L. Bates of the Varnish Room is very interesting. Mr. Bates has been in the employ of this Company for many years, having started originally with the first horse car line in Los Angeles. One of his first jobs was to assist in breaking in 140 new mules for street car work. He said the mules were unloaded at River Station and herded to the barn on the other side of town via Spring Street. What would happen now if anyone tried to drive 140 mules down Spring Street?

Yosemite certainly is a popular place with P. E. folks this summer. Mr. and Mrs. W. M. Robbins spent eight days there and Rob says it is certainly fine.

Something new in sports competition—Bill Husbands will be glad to accommodate anyone that thinks he can shoot the 22 caliber target rifle better than he. He has bought himself the latest Winchester rifle of this type and

last Sunday made a perfect score with ten shots, putting them all within a 3/4" circle at 50 feet.

The open air concert of the shops band on Wednesday was much appreciated by all who heard it. The boys are doing fine and all of them are to be complimented, especially their director John Watson. We hope to have some more of these splendid concerts.

NORTHERN DIVISION PASADENA By Edmund C. Fox

Conductor R. L. Patterson is in the East on a leave of absence, having been called to his home in Philadelphia by the illness of his father.

Asst. Trainmaster W. C. Monroe and wife are the proud parents of a son, William Lync Monroe, born on July 12. Congratulations!

Conductor J. M. Livingston, who has been out of service for some time, due to ill health, is reported as slowly recovering at Beaumont, where he is now living.

Conductor I. L. Myers, who is on a three months' leave of absence, is locating in Arizona, in an effort to find a climate that will benefit his wife's health.

We have the following vacations to report: Conductor Ott—at home and various beaches. Conductor T. C. White—at the beach. Motorman Grimsley—visiting relatives in Hollywood. Conductor Hunsley—at home. Motorman Shaw—at the beach. Motorman Downs—Grant National Forests.

7TH ST. WAREHOUSE By Daniel Sanchez

Cyril McCance, Stevedore, who has been in the hospital for the past two weeks, is reported now on the road to recovery.

Eddy Heighton is now a Conductor on the Beverly Hills run. His former work has been taken over by Louis Billiter. Look out for the movie queens, Eddy.

Changes in office force: Night Bill and Expense Clerk, T. D. Walker to Manifest Bill Clerk; J. D. Masters to Night Bill Clerk and Manifest Chief; Night Chief Bill Clerk C. C. Brown to P. E. M. T. Clerk; L. C. Flood takes his place.

Victor Lynn has returned from a visit in the east.

We are glad to see Odette Coulam back on the job in the Accounting Department after having been absent for some time.

R. A. Schwindt, Correction Clerk, who has been ill for some time, is back on the job again.

Dan Cupid is aiming at one of our boys whose name we won't mention at present. There will be more said and done a little later.

William Collet, Stevedore, is visiting with relatives in Salt Lake City and in Idaho, while on his vacation, while Richard Chavez, Stevedore, is spending his vacation in Old Mexico.

Many members of the force have returned from their vacations with sunburned noses and glowing tales of "good times," among whom we find the following:

C. W. Orr, Assistant Agent, and Chief Ac-

countant Spencer have returned to work after their annual leave.

Chief Claim Clerk, J. Anderson, has returned from an enjoyable vacation spent in Sacramento.

W. Turner and G. Horcasitas, Checkers, are back on the job after an enjoyable vacation.

H. Jordan Tucker says that home is the place to have a good vacation.

Jack Jost, Stevedore, reports that he spent his vacation driving over the good roads of Southern California in his faithful Ford.

L. Lupschultz, Switching Settlement Clerk, reports having had a wonderful time at the P. E. Camp.

Noel Mundell, Assistant Cashier, spent his vacation visiting friends and relatives in Wichita, Kansas.

Lawrence C. Flood is spending his vacation at the beach.

A. K. Hartman, Interchange Clerk, is visiting points of interest in Southern California while on his vacation.

Interchange Clerk W. M. Green is visiting in Tennessee.

Jack Walsh, Interchange Clerk, was called to Santa Fe, N. M., on account of the illness of his father.

LONG BEACH TERMINAL By C. H. Spence

P. F. Griffin and family have returned from their vacation spent at the P. E. Camp. Pete says he had a wonderful trip and that the Camp gets better every year.

Conductor Wm. Johnson and his family are on a vacation trip, visiting in San Francisco, Salt Lake City and Denver.

"Pop" Sievers says he is going to spend his vacation around home and have a good rest this year.

Conductor Jean Edwards is back to work again after being away on account of sickness for a number of weeks.

Motorman L. A. Martin has bid in Run 49 on the San Pedro Line and reports that he likes it fine.

Motorman Butcher on the Naples Line has just returned from his vacation spent in his old home town in Tennessee.

MACY STREET TERMINAL D. B. VAN FLEET Terminal Foreman

The heartfelt sympathy of the Macy Street Trainmen is extended to their fellow trainman, Conductor C. Pearce, whose 16-months-old daughter was suddenly and accidentally taken by death on July 14th, last.

The annual encampment of the California National Guard at their permanent camp grounds near San Luis Obispo was held this year from July 20th until August 4th, and called for the temporary leave of Conductors T. L. Gates, R. C. Francis and A. E. Hataway. Macy Street, all members of the 160th Infantry from Los Angeles. In addition to these three regulars, Conductor L. E. Segar, South Pasadena Line, and former guardsmen, went along, but this time in capacity of Chief for a group of officers.

It is gratifying to note that Motorman R. D. James, Macy Street, has been permitted to discard his crutches and take over the duties of trolleyman on the night yard freight at State Street, thus getting ever closer to his normal work of motorman.

Latest reports are that Conductor L. B. Bower, Macy Street, is also progressing favorably toward recovery from his injuries of a few months ago. We sincerely hope his recovery is speedy and sure.

It is with pleasure that we introduce and welcome to Macy, Conductor B. L. Copeland and Motormen J. H. Gorby, R. W. Gergen, and J. O. Leath, all new arrivals to Macy Street.

We are glad to welcome home again former Macy trainmen, Conductors C. Bennett, L. N. Velzy and Motorman E. C. Herschler, who recently transferred from Pasadena.

No, that Collector who has been working Sierra Vista and Alhambra trailers lately is not a new man, but an "old-timer" in disguise, namely A. E. Spohn, night switchtender at Echandia Junction, who guides and protects the Southern Pacific freights into and out of the lower end of State Street Yard.

A New Use for Block Signal Bridges.—Motorman H. D. Collins, Sierra Vista Line, reports that during the recent erection of the block signal bridges in the Rose Hill District, that an elderly and most indignant lady approached a real estate broker of that neighborhood and strenuously urged him to attend a community meeting their councilman was conducting that evening, to help start a petition against making it compulsory for residents of the district to use the new pedestrian bridges being built over the Pacific Electric tracks. The broker had other business that evening, Collins says.

ACCOUNTING DEPARTMENT
By George Perry

John Nielsen is the new clerk handling the Fanfold Desk in the Misl. Accts. Bureau. He is replacing Carold Bone, who has been advanced.

Frances Jensen left the service very suddenly to take a position with another company. Her duties have been taken over by Ina-Ree Watkins, who joined our ranks during July.

Two new clerks have been added to the staff of the Calculating Bureau, Gladys Alworth and Leona Howe. To both we extend a hearty welcome.

The following is a list of those who were on vacation during the month of July:

Amelia Grenke	Home
Miss Bell	Yosemite
Mrs. Dale	P. E. Camp
Martha Brucher	Home
Juanita Hoover	Home
Margaret Taylor	Catalina
Fildred Edwards	San Bernardino Mts.
Virginia Le Blanc	Chicago
Betty Gorrell	Yosemite
Miss Winter	Provo, Utah
Edna Abell	San Diego
Virginia Flachenecker	San Bernardino Mts.
Mabel Potter	San Francisco
Emely Young	Lake Arrowhead
Ann Shofer	Glacier National Park
Martha Adams	Yosemite
Lillian Toley	Home
Marie Thomsen	Home
Clayton Scholl	San Diego and Ensenada
Harold Huestis	P. E. Camp
J. L. Smith	P. E. Camp
W. L. Brown	P. E. Camp
R. G. Jones	Home
F. J. Ogen	San Francisco
Thomas Hinkle	Huntington Lake
L. C. Saunders	Denver
Dale Hyde	Long Beach
Leo Becker	Yellowstone
B. F. Butler	Home
Harley Clark	Home
Harry Thomas	Fishing

OCEAN PARK CAR HOUSE
By Lawrence Klein

O. T. Peak, Conductor on Venice Short Line, with his wife and daughter, spent a week at the Pacific Electric Camp. Peak's stay at the Camp was so enjoyable that he says he intends to spend his future vacations there.

A. L. Bass, Motorman on the Hollywood-Venice Line, is cooking his own meals for the next two months while his family is visiting in Arkansas.

The stork has been a very busy bird this month. James Perry, Carpenter at the Ocean Park Car House, reports the arrival of an 8-pound boy at his home on July 8; Conductor Schamber is the proud father of an 8-pound baby girl who arrived July 20, and Lawry Murray, Relief Ticket Clerk at Hill Street Station, was presented with an 8½ pound baby boy.

At the regular meeting of the Ocean Park Car House Bachelors' Club it was moved and seconded that congratulations be sent Motorman William Coleman, Santa Monica-Sawtelle Line, who, after a terrific struggle with his own, and nearly every other bachelor's cooking, at the O. P. C. H., and seemingly maddened by the summer heat, rushed away from home and came back with a wife. Bill, if you begin to gain weight due to the improved cooking, some of the other bachelors are likely to follow in your footsteps.

Signed,
FRAZIER, SPURLIN, DOPLER,
Past Exalted Nuobos.

The meeting was closed by all singing the club song:

What think you of our late brother?
Is this man like all the others?
He who was so wild and woolly,
Always bold, and so unruly,
Now he's married can he be
Just the same to you and me?
Ah! we hardly think so really,
'Cause you've got a new boss, Weelie.

The golf buy is loose at O. P. C. H. and the present champion, E. M. Daniels, by his own count, has many new challengers every day. His count for 18 holes is in the low eighties. Davis' count for the same score, 180.

NORTHERN DIVISION
POMONA
By Walter R. Bloom

Our Terminal Foreman, W. B. Foote, is leaving in the near future on an eastern trip. His itinerary will include Tennessee and Florida.

Conductor Bert Perry and his wife will leave soon on their vacation, which will be spent at their old home in Missouri.

Harry York, Claremont Line, is contemplating a trip to the New England States in the near future.

Motorman Walter R. Bloom and wife spent last week-end at Mt. Lowe.

Ford Costner is leaving on the Daylight Limited to spend his vacation in the Bay City.

A. H. Greeley, our genral Ticket Agent, has been busy in the office checking over freight business, etc.

Billy Hennon of the Mechanical Department and his wife have returned from a vacation spent in Iowa.

Motorman Guy Stephenson spent part of his vacation in Bakersfield. Steve says it is so hot up there that the thermometers don't function.

Roy Herr, Conductor on the Line Car, with his family, are on a trip to New York and Pennsylvania. They expect to be gone six weeks.

Conductor Thornton, who bid in Run 73, has bought property here and with his family will make his home in Pomona.

Fletcher Upp, of the Ontario Line, and wife, will take their vacation next week.

Motorman W. E. Smith, who came out from Macy Street, has moved his family here and is living on North Garey Avenue. Conductor Thornton, who bid in Run 73, has bought property here and with his family will also make his home in Pomona.

Motorman W. W. Montrose and family are leaving soon for a vacation trip to the Grand Canyon.

NORTHERN DIVISION
Eastern Lines
By Ruth Thompson

The new Emery Park Motor Coach Line, which was put into service July 15, created two new runs for the Pasadena Terminal. C. F. Kellogg and C. J. McAtee bid in the runs.

Pleasantly above one's expectations was the secret marriage of J. F. Mahan early in July. Congratulations and best wishes for continued happiness.

With reservations completed, the fortunate members of The Rod and Gun Club can look forward to a good time when the special train under the auspices of the Union Pacific Athletic Club pulls out for Boise, Idaho, on August 31. The following members from Pasadena have made reservations: E. V. Armstrong, D. C. Burget, H. R. Goller, C. D. Grames, M. H. Lee, L. E. Neal, J. G. Sprowl and S. Townsend.

A Pasadena Bowling team is now being organized. If interested get in touch with P. A. Lackas. The following members have already proven themselves: F. R. Cummings, C. F. Kellogg, C. A. Pope, A. F. Simpson, and O. C. Victor. This game is becoming very popular since the opening of the new Bowling Alleys on East Colorado Street.

C. E. Tompkinson and W. J. Richards have returned, having enjoyed a vacation in Sequoia National Park. Fishing, of course, was the popular sport.

R. N. Penny has returned from his vacation, having put in the time motoring around and, last but not least, with a trip to the Pacific Electric Camp.

Fishing was good for this trio, M. L. Anderson, H. E. French and E. E. Frick. A delightful three-day trip, to Silver King by motor and then a hike of six miles over the mountains to Cliff Creek. Twenty-seven rainbow trout were taken from the cool waters.

E. L. Gulden is back on the Short Line after an absence of three months in which time he was tending trolley on a freight motor out of Macy Terminal.

FREIGHT DEPARTMENT
SOUTHERN DIVISION
By Thomas A. Lyons

Former occupations of many of the men employed in switching cars on the P. E. will probably cause a gasp of astonishment when it is made known that among them are a Minister of the Gospel, an undertaker, a Captain of the U. S. Cavalry, a movie director, a Chicago policeman, a Houston, Texas policeman, a gold miner, a war ace who downed 26 German planes, a pharmacist, a circus strong man and several cow punchers. There are also five former Pocatella Yardmasters, three steam road "hogheads", four car-washers, several steam road Conductors and former employees of every steam road in the country.

The bowling team will "do their stuff" at the Redondo picnic. They are booked to roll at 7:30 P. M.

Bidding on the Beet job this year was far greater than other years. That Santa Ana air is rather pleasant.

Walter Bayless has just purchased a beautiful new home. The date of the house-warming will be announced shortly.

Several of the boys will attend the American Legion Convention at San Diego on the 19th, 20th and 21st of this month.

Lyle Foord is coming along nicely at the Sawtelle Hospital. A visit from his friends would please him very much.

Frank Girad has returned to work after a long siege of illness. Frank is looking and feeling much better now.

That boy of Ed Fooses' looks and acts like his dad and is just as good natured. And Dave Martin's boy looks no more like the old man than Joe Logan does. Both of the boys are holding trolley.

Jockey Swartz is sporting a new Chevrolet sedan. He said he bought it in order to be assured of less tire trouble on the long trip back and forth every day to this Lankershim estate.

SOUTHERN DIVISION
Samuel J. Mason,
Passenger Director

Mrs. C. E. Walley has gone to Mason City, Iowa to visit with her mother. That accounts for the faraway look on Chester's face. Cheer up, thirty days isn't long.

Bill Silvers, Conductor, Run 42, is visiting old home folks in Idaho. Bill, look out for that potato "bug." (?)

Well boys, it has happened. Bob Lowe's oil well has come in at Huntington Beach, making a little over 600 barrels a day. You may find Bob in the Exchange Building on Spring Street when he is not on surface track.

A. A. Jones, Conductor Line Car, has resigned to accept a position as fireman with the Long Beach Fire Department. We all wish you success A. A.

Freight Motorman Dees is breaking in on the Dispatcher Board.

R. H. Lackey, Motorman, P. E. Shop Train, laid off one Sunday in July to see Southern California. Boys this is very "unusual."

Going to Picnic at Redondo? Sure! P. E. Trainmen Ball Team is playing the Torrance Shop Team.

Mr. McCulley, Terminal Foreman, L. A. Street Yards, received a letter from O. D. Turner, formerly a Conductor, Southern Division. O. D. wrote from the Canal Zone.

H. E. Henderson, Conductor Redondo Line, is back to work after being off three weeks on account of injury. Welcome back, Harry.

Wm. McGrudder, Gateman 6th and Main, is out of the Hospital and will be back to work soon. This is good news to all of Mac's friends.

This is to notify Pat Pope and John B. Riley that a couple of men by the name of Cannin and Barger are looking for them. These men are from San Antonio, Texas. This is not an advertisement.

This Is Easy

Try this on your lead pencil and see if you get the same result:
 In what year were you born?.....
 What is your age?.....
 In what year did you take your present position?.....
 How many years have you worked in this position?.....
 Total3858

Can't Hurt Us

Boss: "Did you collect that bill?"
 Jenkins: "No, sir. He kicked me down a flight of stairs."
 Boss: "You go back and get that money. I'll show him he can't scare me."

In Accord

Old-Timer: "When I was your age I thought nothing of walking ten miles to school."
 Modern Boy: "I don't think much of it, either."

AUGUST CAMP ATTENDANCE

(Continued from Page 17)

veniences through making possible the use of electric appliances.

Following is a list of employees who are scheduled to visit the Camp during the coming month:

- W. J. Sadler, Mech. Dept., wife, mother, 2 girls, Aug. 11-17.
- Mrs. Matten, Mech. Dept., Aug. 11-17.
- C. H. Jones, Agent, wife, 2 sons, Aug. 4-17.
- S. E. Matheney, Motorman, So. Div., wife, Aug. 9-15.
- John R. Sach, Mech. Dept., wife, 2 sons, Aug. 4-10.
- Ludvig Otterstedt, Mech. Dept., guest, Aug. 11-17.
- W. B. Annen, Engr. Dept., wife, Sept. 1-7.
- H. C. Jensen, Trans. Dept., wife, daughter, Aug. 4-10.
- L. H. Covell, Dispatcher, So. Div., wife, 18-24.
- R. C. Byrd, Mech. Dept., Wife, son, Aug. 5-11.
- Arthur Buckley, Mech. Dept., Wife, Aug. 11-17.
- C. D. Hunt, Motorman, West. Div., wife, daughter, Aug. 10-16.
- J. G. Hansen, Mech. Dept., 2 children, Aug. 18-27.
- C. B. Worsham, Conductor, West. Div., wife, 2 children, Aug. 25-31.
- J. R. Leslie, Motorman, West. Div., wife, 3 children, Aug. 11-17.
- P. D. Wheeler, Conductor, No. Div., wife, Aug. 25-31.
- Walter Bloomfield, Mech. Dept., wife, Aug. 4-10.
- C. C. McKee, Elec. Dept., guest, Aug. 18-31.
- W. Z. Shaw, Engr. Dept., wife, 2 children, Aug. 11-17.
- J. B. Green, General Foreman, Macy St. Shops, wife, 2 children, 1 guest, Aug. 18-31.
- J. F. Glines, Conductor No. Div., wife, 2 children, Aug. 18-24.
- Mrs. Bessie Wright, Trans. Dept., husband, Aug. 26- Sept. 1.
- Wm. B. Benson, Acct. Dept., wife, boy, Aug. 9-15.
- H. W. Hunt, Mech. Dept., son, Aug. 18-24.
- A. H. Periard, Engr. Dept., wife, 5 children, Aug. 18-24.
- H. E. Lucas, Mech. Dept., wife, 2 daughters, Aug. 11-17.
- H. M. Benson, Mech. Dept., wife, 2 sons, Aug. 4-10.
- W. H. Baglin, Mech. Dept., wife, Aug. 18-24.
- John Whitley, Mech. Dept., wife, son, Aug. 25-31.
- C. W. Wood, Trans. Dept., wife, Aug. 25-27.
- C. E. Wood, Trans. Dept., wife, son, Aug. 25-27.
- R. M. Hisford, Trans. Dept., wife, 2 children, Aug. 7-13.
- Walter Whitmore, Mech. Dept., wife, Aug. 25-31.
- F. B. Clark, Store Dept., wife, 2 children, Aug. 7-13.
- Eunice Covell, Trans. Dept., 2 guests, Aug. 7-13.
- R. M. Hughes, Trans. Dept., wife, son, Aug. 7-13.
- Mrs. C. A. Messenger, 2 guests, Sept. 1-14.
- H. Wamersley, Mech. Dept., wife, Aug. 7-13.
- Mrs. H. H. Shier, Mech. Dept., 2 children, Aug. 7-13.
- H. F. Miller, Engr. Dept., wife, son, Aug. 21- Sept. 3.
- Mrs. Jos. Brissinger, Mech. Dept., 6 children, Aug. 14-21.
- Mrs. Wm. Dietlin, Mech. Dept., 4 children, Aug. 14-21.

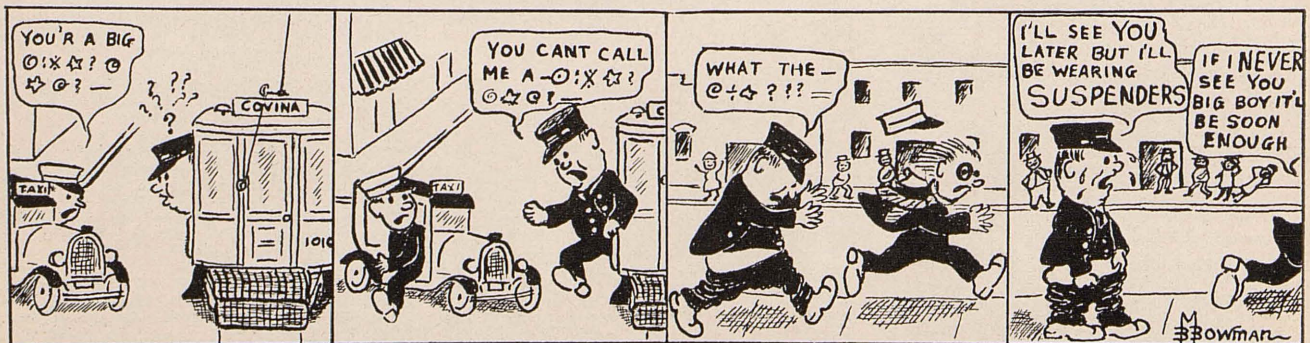
- Paul Porter, Conductor, West. Div., wife 2 children, Aug. 25-31.
- H. A. Gaskill, Conductor, West. Div., wife, 4 children, Aug. 25-27.
- R. W. McDougall, Agent, wife, 2 children, Aug. 11-24.
- John Brenchley, Elec. Dept., wife, 4 children, Aug. 18-31.
- W. E. Renfrow, Conductor, So. Div., wife, mother, 3 children, Aug. 18-24.
- H. J. Palmer, Conductor, West. Div., wife, Aug. 25-31.
- J. G. Newswanger, Mech. Dept., wife, 2 children, 2 guests, Aug. 25-31.
- D. W. Whitman, Trans. Dept., wife, son, Aug. 25-31.
- Earl Britt, R. E. T. & R. Dept., Aug. 11-17.
- Roy McClellan, R. E. T. & R. Dept., Aug. 11-17.
- Bob Goldstone, R. E. T. & R. Dept., Aug. 11-17.
- Robert Mack, R. E. T. & R. Dept., Aug. 11-17.
- Bud Lewis, R. E. T. & R. Dept., Aug. 11-17.
- H. F. Hillier, Mech. Dept., wife, mother, 2 sons, Aug. 18-24.
- G. N. Ramsay, Conductor, West. Div., wife, son, Aug. 15-16.
- H. W. Larson, Elec. Dept., wife, baby, Aug. 11-17.
- E. F. Dietz, Motorman, West. Div., wife, baby, 2 guests, Aug. 12-18.
- F. E. Broswell, Motorman, West. Div., wife, 2 children, 4 guests, Aug. 11-24.
- T. J. Middleton, Conductor, No. Div., wife, 2 children, Aug. 11-17.
- W. F. Lichty, L. A. Freight, wife, 2 children, Aug. 18-24.
- Wife of F. J. Marien, Conductor, West. Div., mother, 2 children, Aug. 21-27.
- L. A. Martin, Motorman, So. Div., wife, 3 children, Aug. 7-13.
- F. M. Carr, Store Dept., wife, 2 children, Aug. 18-24.
- E. A. Lock, Mech. Dept., wife, 2 children, Aug. 18-24.
- W. M. King, L. A. Freight, wife, daughter, Aug. 18-24.
- Chas. Gaskin, Motorman, West. Div., wife, 2 daughters, Aug. 17-20.
- Eva Laff, Engr. Dept., guest, Aug. 3-10.
- E. H. Heydenrich, Conductor, No. Div., 2 guests, Aug. 4-10.
- P. E. Cowden, Motorman, West. Div., wife, son, Aug. 11-17.
- A. C. Smith, Elec. Dept., wife, 2 children, Aug. 21-27.
- Chas. Sutter, Engr. Dept., wife, Aug. 18-24.
- E. H. Ueher, Acct. Dept., wife, Aug. 25-31.
- B. L. Livingston, Agent, wife, 2 children, Aug. 4-10.
- L. H. Leene, No. Div., wife, 3 children, Aug. 25-31.

Whaddaya 'Tink

"I went down by de brewery de odder night wid de idee o' pickin myself up a dame. So I eases de chariot up to de edge o' de curb, and gives a nifty frail de O, O."
 "Howdy, little pansy blossom," I peeps, "Wot's de dope?"
 "Aw, go have a puncture," she pipes up.
 "Wanna go for a little gallop," I chirps.
 "How's de gas?" she comes back.
 "Plenty," says I.
 "Well, step on it," she sings out.
 "Boy, I ain't been so putrefied since de foist time I wore pajamas."

And then—

Colonel (to candidate at O. T. S.): "And the next time I see you, I hope you will be a second lieutenant."
 Candidate: "Thank you, sir. Same to you sir."



**COMMUNITY CHEST POSTERS
TELL HOW TO SECURE AID**

"If someone asks you for aid—financial or otherwise . . .", is the heading of a poster issued recently by D. C. MacWatters, General Manager of the Community Chest. The poster contains instructions as to the procedure to be followed in any case where persons are in need, thereby making the agencies of the Chest available upon short notice.

"Many persons who come to you, seeking aid or employment, may be down to their last few cents, and wondering desperately where to obtain food and shelter," states Mr. MacWatters. "By having a poster available you will be performing a humane service; for the Community Chest exists, among other reasons, to simplify the obtaining of aid by human beings in their times of misfortune.

"Furthermore, because you contributed to the Community Chest, which is the common purse, during the last annual campaign, you need not give aid to every individual who asks it of you," informs the Chest executive. "While you may not want to make any 'hard and fast' rules, and may—out of a kind impulse—make exceptions, we believe it will benefit the needy individual who asks you for help if he or she is referred to either the Community Chest Information Bureau or one of the Agencies listed on the poster.

"We are endeavoring to simplify the problem of human aid, not only for those who receive it but for those who give it; for, in the last analysis, it is your money and that of other citizens which the Community Chest operates," concluded Mr. MacWatters.

These posters may be secured by making application to Community Chest headquarters.

**INTER-CAR PHONE SYSTEM
SOON IN S. P. SERVICE**

An added travel convenience is to be added in the near future in the form of its first inter-car telephone system on a railroad train. The innovation is to make its appearance on the Southern Pacific's crack "Cascade," running between San Francisco and Portland.

A telephone instrument will be placed in each Pullman car in the train with connections running to the diner, club and observation. Through the inter-car communication lines it will be possible for passengers to send and receive messages from any part of the train, resulting in the saving of many steps.

Telephones have been part of train equipment for some time, but not for use at terminals where connections are established with the telephone company's lines. Southern Pacific's new adaptation of the inter-car telephone system will be the first in use on a moving train.



Where can a man buy a cap for his knee?—
Or a key to the lock of his hair;
Can his eyes be called an academy
Because there are pupils there?
In the crown of his head what gems are found?
Who travels the bridge of his nose?
Can he use when shingling the roof of his house
The nails in the end of his toes?
Can the crook of his elbow be sent to jail?
If so, what did it do?
How does he sharpen his shoulder blades?
I'll be hanged if I know—do you?
Can he sit in the shade of the palm of his hand;
Or beat on the drum of his ear?
Do the calves of his legs eat the corn on his toes?
If so, why not grow corn on the ear?

The man who gives in when he is wrong is wise, but the man who gives in when he is right is married.

Talkative Barber: "Madam, your hair is getting gray."
Irate Customer: "Quite possible; please hurry a little faster."

In Cold Blood

He had choked her—
She was dead—there could be no doubt about that. He had listened to her dying gasp.
Now she was cold—cold as the hand of death.
Yet in his anger he was not convinced. Furi-
ously he kicked her. To his amazement she gasped, sputtered and began to hum softly.
"Just a little patience is all it takes John," remarked his wife from the rear seat.

Surprising

Murphy, a newly-arrived Hibernian, while walking through a cemetery read the following inscription on a tombstone:
"Here lies Bill Jones, an honest man and a salesman."
"Sure," said Murphy, "this is a quare coun-
try where they bury two men in the same grave."

Railroad Engineer: "Yep, I built this radio set all by myself, Bill."
Bill: "I believe it; she whistles for every station!"

No Doubt

Eunice—"Admiral Flagg is going to marry that rich widow. I wonder what people will say."
Jack—"That he's a mariner for money, I suppose."



Imagine his embarrassment upon discovery that the transfer he has just cancelled was one of the new dollar bills.
—Drawn by H. C. Huntten, Conductor, Edendale Line.

Jane: "I want a shorter skirt than the one you showed me."
Clerk: "This is the shortest we have. Have you tried the collar department?"

Two girls were walking along the street.
"Oh," said one, "your bloomers fell."
"Thanks," said the other; "I might have lost them!"
"And you just bought them, too," replied the first girl, as she picked up the package and handed it to her friend.

"Did you fall?" asked the conductor as he went to rescue a woman who had slipped on the icy pavement. "Oh, no," she said, "I just sat down to see if I could find any four-leaf clovers."

"You don't love me as much as you used to. Haven't I always played fair with you?"
"Yeh, you're fair, but I like 'em warmer."

A Positive Forecast

Attorney—Don't worry, you won't be convicted. The jury will disagree.
Client—What makes you think so?
Attorney—I'm absolutely positive. Two of the members of the jury are man and wife.

Al—"Yesterday I refused a poor woman who asked me for a small sum of money. I sure did pass a sleepless night. Her voice kept ringing in my ears the whole time."
Dan—"well, you sure have a soft heart, Al. Who was the woman?"
Al—"My wife."

Hurry Call

Meek voice over the telephone: "Doctor, this is Mr. Henpeck. My wife has just dislocated her jaw. If you're out this way next week or the week after, you might drop in and see her."

Visitor: Can you tell me if Bill Jones is in his room?
Student: Sorry, there's nobody home in the top story.

Visitor: Oh, excuse me. I'll ask some one else.

Stupid Things

She: "Don't you think sheep are the most stupid creatures living?"
He (absently): "Yes, my lamb."

Astronomy Prof.: Name a star with a tail.
Stude: Rin-Tin-Tin.

Marooned

Mrs. Blue—"How do you control your husband while you are away?"
Mrs. Black—"I leave the baby with him."

Cohen and his family sat down to dinner on Sunday. To his three little boys Cohen said: "Now children, which of you would want it a nickel instead of meat for your dinner?"

Each of the three decided in favor of the cash settlement, so Mrs. Cohen put the meat away. Then she brought in the pie and put it on the table.

"Now, my children," inquired Cohen, "how many of you want a nickel's worth of pie?"

Take back that package marked C. O. D. I ordered salmon.

Two negro soldiers were discussing the relative merits of their company buglers.

Said one, "Fellah, when dat boy of ouahs plays pay call, it sound 'zactly like de Boston Symphony playin' de Rosary."

The second colored boy snorted. "Brothah, you ain't got no bugler a-tall. When Snowball Jones wraps his lips aroun' dat bugle of his, an' play mess call, I looks down at mah beans, an' I sez: 'Strawberries, behave! You is kickin' de whipped cream out of de plate.'"

Son Will Try

"Don't let me hear any bad report about you."
"I'll try not to, dad, but you know these things will leak out."

Parson Johnson: "De choir will now sing, 'I'm Glad Salvation's Free,' while Deacon Ketcham passess de hat. De congregation will please 'member while salvation am free, we hab to pay de choir foh singin' about it. All please contribute accordin' to yo' means an' not yo' meanness."

One Out of Five

An Irishman in New York started what promised to be a large family. A baby came every year for four years and then no more. A friend said one day, "Pat, why is it your wife presents you with no more kiddies?"

"I don't want any more," says Pat, "they say that every fifth baby in New York is a Jew."

A Blow at Thrift

Tammass—"Mon, these lower taxi fares will make a serious, deference tae us. We'll no be able to save sae much by walkin'."

Secret

First Class Scout: "The secret of good health is onion eating."

Wise Tenderfoot: "But how can onion eating be kept a secret?"

A La Promenades

Customer: "Give me four pork sandwiches to take out."

Counter Man (calling to cook): "Dress up four grunts to go walking."

Harry: "How long have you been married?"
Harold: "Let's see. I bought this suit I'm wearing four years ago."

The sun had long since sank or sunk,
The moon had rose or risen.
He slowly put his hand in hern
'N she put hern in his'n.
He said, "We'll live as cheap as one,"
She smiles 'n said she'd try it:
They're married now, but one of 'em is always on a diet!

The Joke's on the Judges

Who said lawyers haven't any sense of humor? They write two hundred pages on the history of a case and then call it a "brief."

It's rude for a man to sleep while his wife is talking, but, then, a man must sleep sometime.

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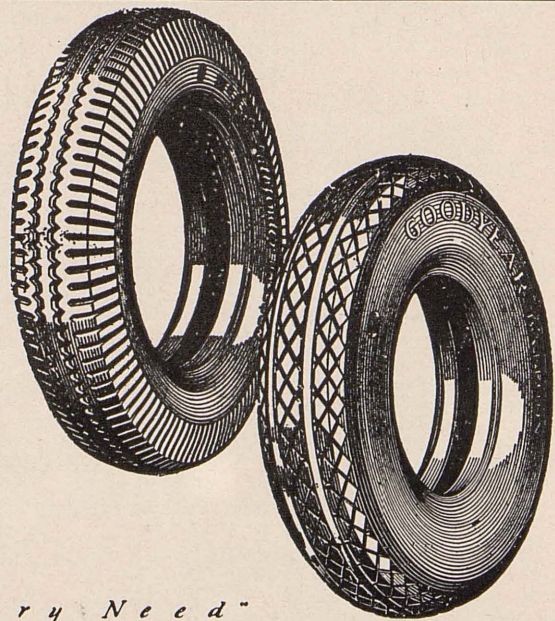
Name	Kind of Disability	Amt. Paid	Name	Kind of Disability	Amt. Paid	Name	Kind of Disability	Amt. Paid
Armstrong, E. V.,	Headaches.....	\$ 22.00	Habura, A. P.,	Indigestion	10.00	Senay, Oregene E,	Indigestion	14.00
Beggs, Shaun I.,	Indigestion	8.00	Haverick, Harley B.,	Sunburn	18.00	Schimelman, Louis,	La Grippe	18.00
Bidwell, C. O.,	Indigestion	8.00	Henderson, Harry E.,	Bruises	101.33	Smith, Donald W.,	Boils	18.66
Bowers, Wm. B.,	Influenza	180.00	Heim, Louis J.,	Lumbago	50.66	Trine, Darrel O.,	Nervous Breakdown	\$1,680.00
Carpenter, S. W.,	Cold	10.00	Hudson, Raymond B.,	Crushed Chest...	120.00	Van Ordstrand, C.,	Foot Trouble	48.00
Donaldson, Carson E.,	Food Poisoning ..	8.00	Johnson, Lester N.,	Gastritis	18.66	Tindall, Geo. M.,	Stomach Trouble.....	8.00
Edmondson, Noah H.,	Internal Injury..	480.00	Kawakki, Charles,	Injured eye	22.00	Vansandt, Hershhal B.,	Corn on foot	13.33
Francis, Russell C.,	Bruised Knee	20.00	Livington, Jos. M.,	Pneumonia (to date)	150.00	Whipple, Henry T.,	Lumbago	13.33
Genho, Elden, Cuts	46.00	Morrison, Earl L.,	Asthenia	16.00	Wickersham, I.,	Injured Shoulder	4.00	
Grider, Forrest G.,	Sprained Foot	8.00	Rhoads, Kressent,	Tonsillitis	20.00	Widdes, Walter W.,	Sore Throat	26.00

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Interest	\$10.00	\$1,330.00	\$ 670.00	\$ 2,000.00	Imagine!
Credited	\$12.50	\$1,662.50	\$ 837.50	\$ 2,500.00	These
and	\$15.00	\$1,995.00	\$1,005.00	\$ 3,000.00	Amounts
	\$17.50	\$2,327.50	\$1,172.50	\$ 3,500.00	in a
Com-	\$20.00	\$2,660.00	\$1,340.00	\$ 4,000.00	Short Period
pounded	\$22.50	\$2,992.50	\$1,507.50	\$ 4,500.00	of
for	\$25.00	\$3,325.00	\$1,675.00	\$ 5,000.00	133 Mos.
	\$27.50	\$3,657.50	\$1,842.50	\$ 5,500.00	
133 Mos.	\$30.00	\$3,990.00	\$2,010.00	\$ 6,000.00	
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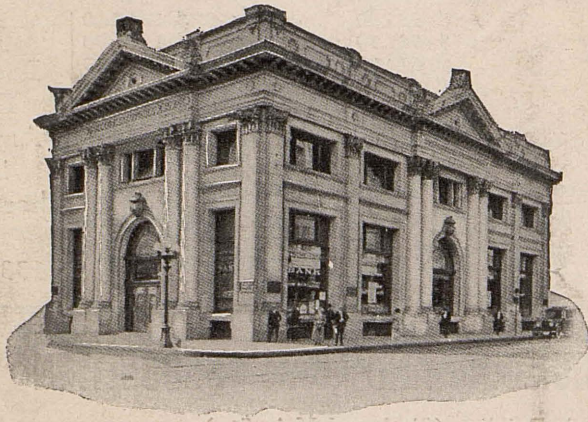
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