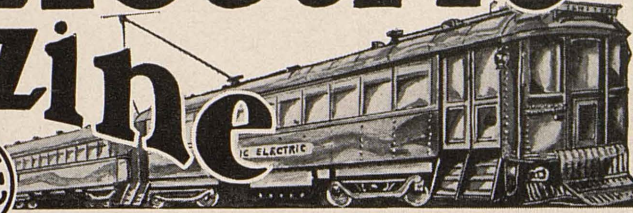
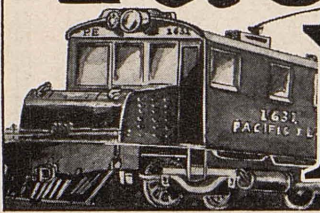


Pacific Electric Magazine



Vol. 13

LOS ANGELES, CAL., MAY 10, 1929

No. 12



Vacation Joys at P. E. Camp Begin May 29th.

Mother's Day

THERE is magic even in the word itself, and in the expression of it comes a reverence from all mankind to the person it typifies.

Mother — first to welcome us to the earth.

Mother—constantly watching o'er us through life.

Mother—the very last to leave us in adversity, and constantly loving, even unto eternity.

Laden with a love unalterable—what a blessed word it is.

Peace and lasting joy to all the Mothers of the earth!

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P. E. Camp Again Offers Vacation Lure

Five New Cottages Head This Year's Improvements. Winter Work of Nature Leaves Mountains in Their Most Beautiful Garb

ERE THE beginning of another month, the 1929 P. E. Camp season will be under way.

It's only a short time to May 29, when the doors of our mountain resort will be opened to all employees for the commencement of the thirteenth season, one which is assured through present plans there "won't be any better than."

Designed to bring the Camp to a highly modern condition, \$7000 are being spent on improvements, bringing the total capital investment in this recreational resort to about \$112,000. With the facilities now nearing completion and to be available for use during the coming season, the record-breaking attendance of last year will undoubtedly be exceeded before the season closes on September 15.

Construction of five new frame cottages heads the list of improvements. Each of the new cottages will be 16x20 feet in size and contain two bedrooms. They are designed and built particularly for large families and may be obtained at the low rate of \$10 per week.

Camp visitors are certain to be impressed with the permanent character of the Camp structures, its frame cottages and bungalows, permanent walks and stairs, together with other improvements, have all added to its stateliness.

Having started work on the Camp improvements on April 20, a force of men under the direction of H. E. DeNyse, Assistant Engineer, San Bernardino, are busily engaged in completing the improvements and putting the grounds and buildings in readiness for the opening week-end celebration.

Good news is forthcoming to the disciples of Izaak Walton in the announcement that twelve all-steel non-sinkable boats, having a seating capacity of four persons, are now available. The fact that the new boats are equipped with air chambers in each end makes the joy of boating on the clear, cool waters of Lake Arrowhead all the more attractive because of the safety factor.

Heavy snows in the mountains during the past winter, combined with several rains this spring, have filled the lake to its brim. The fish have not been bothered for several months and fishermen of the Rod and Gun Club assure us that the hook and line may be used to advantage.

The new high gear automobile road in the San Bernardino Mountains will soon be completed and offers a marked contrast to the steep grades and switch-backs that have had to be traveled in the past to reach our Camp. The new road eliminates the switch-backs entirely and reduces all steep grades, the maximum of which is now 6 per cent. Instead of it being difficult to drive, the new high-gear road is graded and oiled until it is virtually a mountain boulevard and may be driven with comparative ease and utmost safety. The National Government, State of California and San Bernardino County have all participated in the construction of the new mountain highway and may well be proud of the completed product.

Assurance that the Camp will be in

agreed that the children's hour shall be carried out again this year. The plan calls for an hour being set aside each day for the special entertainment of children. Games and other forms of amusements dear to the heart of every child are to be played and during this hour mothers will be permitted greater relaxation and freedom to enjoy themselves, knowing that the children are being properly entertained.

The camp bus is now at Torrance undergoing a thorough overhauling and will shortly begin making its regular trips between San Bernardino and the Camp.

The essential features for the transportation plan of the coming season are as follows: Free passes may be obtained from any point on the system to San Bernardino and return for

employees and their dependents. The Camp bus will operate each Wednesday and Sunday from San Bernardino to the camp, transporting free of charge those entitled to such transportation, application for which should be made through regular channels at the time Camp reservations are made. Week-end visitors, friends and guests of employees, or those spending less than a week, will be required to use regular auto stage or provide their own transportation, the stage fare for which, San Bernardino to the Camp and return, is \$3.50 for adults and \$1.75 for children between the ages of 5 to 12 years, which is a special low excursion fare that has just been placed in effect this year.

A reasonable amount of baggage will be carried free on both our special camp motor coach and the regular stage. Baggage should be limited to essential clothing and toilet articles, there being no necessity of taking bedding or other camp equipment as the Camp is fitted to take care of all such needs.

No resort anywhere offers its guests the many privileges and pleasures without cost that are offered at our Mountain Camp. Its many hundred visitors of past years have come to realize this fact, but for the benefit of those who have not availed themselves of this pleasure, some of the free diversions are herewith enumerated:

1. Free fishing privileges on Lake Arrowhead. Free row boats (usual charges at all others resorts \$1 to \$1.50 per day.)

Attendance Anticipated to Exceed Banner Record of Last Season

THE 1929 Camp season will be officially opened on Wednesday, May 29, with a special Decoration Day week-end celebration, and will close September 15. The closing date is fifteen days earlier than last year, which fact should be borne in mind and all reservations made at the earliest date possible.

Five new frame cottages now adorn the Camp site, which, together with other improvements of a permanent nature, have been installed this year at a cost of approximately \$7000, bringing the total capital investment in this recreational resort to about \$112,000.

Twelve non-sinkable, steel boats are to be placed at disposal of Camp visitors with the opening of the season.

Accessibility to the Camp will be greatly increased through the contemplated opening on June 1 of the new high-gear road in the San Bernardino Mountains. This fact, together with the same arrangements regarding free transportation of employees and their dependents between San Bernardino and the Camp each Wednesday and Sunday in the Company motor coach, as was in effect last year, should attract many new visitors.

The appointment of Mrs. L. H. Huntington as Camp Superintendent for the coming season means that Camp activities will be ably directed.

All reservations should be made at the office of the P. E. Club, 910 Pacific Electric Building, Los Angeles.

capable hands during the coming season comes with the announcement that Mrs. L. H. Huntington has been appointed Camp Superintendent. Two years of experience at the Camp has well qualified her for the position and taking as an indication for the coming months her accomplishments of past years, there is certain to be a spirit of hospitality reign in the Camp again this year. Most of last year's employees will also be on hand for the opening day.

Having proved to be exceedingly popular last year, Mrs. Huntington has

2. Free launch rides around the lake; the number depending on the number of persons stopping in Camp. (Usual charge for this is \$1 per trip.)

3. Frequent trips in big bus to picnic parties wishing a picnic outing to beauty spots in surrounding mountains.

4. Free wiener bakes, marshmallow roasts, corn bakes, plunge bathing, croquet, games and amusements for both adults and children.

5. Free dancing in large dance hall.

6. Free auto parking space within Camp grounds, conveniently located.

The housing accommodations of the Pacific Electric Camp, which total about 160 persons, consist of two dormitories of six rooms each, capable of accommodating one or two persons to each room; 18 single bungalows with accommodations for up to five persons each; two double bungalows, which will accommodate up to eight persons each; six cabins, each of which will accommodate up to four persons, ten frame cottages, accommodating six persons each, and a few tent cottages, each of which will house up to six persons.

All bungalows, cabins and cottages are fully equipped, including bedding, cooking utensils, etc. Dormitories are not equipped for cooking and none will be permitted therein. Coal oil for cooking, groceries, fruits and other supplies may be purchased at the store at cost to this company. Free wood is provided for heating purposes in the bungalows.

Vacationists may do all of their own cooking or may purchase cooked food at the store delicatessen or take meals at the dining room, as preferred.

Following is a table of charges for housing accommodations and meals:

Weekly Rates

	Per Week
Tents	\$ 7.50
Cottages, double	10.00
Cabins	10.00
Single Bungalow	12.50
Double Bungalow	17.50
Guests, add Per Guest	5.00
Dormitory—Single	5.00
Dormitory—2 Persons	7.50
Guests, add Per Guest	4.00

Day Rates

	Per Day
One Person, Dormitory	\$1.00
Two Persons, Dormitory	1.50
Two Persons, Tent Cottage	1.50
Two Persons, Cabin	2.00
Two Persons, Single Bungalow	2.00
One Guest, Dormitory	1.50
Two Guests, Tent Cottage	2.00
Two Guests, Bungalow	2.50
One Guest in Bungalow, Cabin or Cottage	1.50

Employees may double and occupy same quarters and save money as follows:

	Per Week
Tent Cottage, occupied by four or less	\$10.00

**High Gear Road to Camp
Soon in Service**

BIDDING adieu to the famous but unpopular switchbacks, the new high-gear Lake Arrowhead Road in the San Bernardino Mountains is being rushed to completion in the hope that it may be opened to traffic on or before June 1, with definite assurance that it will be placed in service early this summer.

The new road, which has been constructed at a cost of some \$600,000.00, has a maximum grade of only six per cent and will, therefore, greatly increase the accessibility of the P. E. Camp. Aside from the great engineering feat accomplished in its construction, from a scenic standpoint it will be unsurpassed.

An interesting fact in connection with the new road is that it will provide an excellent fire protection break, in addition to enabling fire fighters to reach any trouble with greater dispatch.

With the opening of this new mountain road, P. E. Camp visitors are assured a pleasant trip to and from the Camp, in addition to the usual good time always had while there.

Guests, add Per Guest	5.00
Cabin, occupied 4 or less	12.50
Guests, add Per Guest	5.00
Sgl. Bungalow, occupied 4 or less	15.00
Guests, add Per Guest	5.00
Dbl. Bungalow, occupied 6 or less	20.00
Guests, add Per Guest	5.00

Meals—Employees' Rates

Breakfast	\$.50
Lunch .....	.75
Dinner .....	.75
Coffee and Toast .....	.20
Coffee and Hot Cakes .....	.25
Fruit .....	.10

Meals—Guests' Rates

Breakfast	\$.75
Lunch	1.00
Dinner	1.00

Occupants of Bungalows, Cabins and Cottages may purchase prepared food, or do all or part of their own cooking. No cooking in Dormitories.

Guests of employees will be admitted to the Camp, but must occupy the same quarters as the employee, and an extra charge will be made for guests. Guest charges must be paid by the employee and not by the guest.

Deferred Payments

Employees who so desire can arrange for deferred payments for housing accommodations through payroll deduction, but all supplies used while in Camp must be settled for at the time purchased. This time payment provision is made for the purpose of

assisting employees with large families to enjoy a vacation and spread the cost over a period of three months.

All reservations for Camp accommodations must be made at the Pacific Electric Club, 910 Pacific Electric Building, Los Angeles. Due to the season being two weeks shorter this year than last year, the closing date having been set for September 15, all those anticipating a trip to the Camp should make reservations early in order that they may secure the desired accommodations.

Assignments to living quarters will be made in the order in which reservations are received. Every effort will be made to accommodate occasional visitors and week-end parties, but first consideration will be given employees spending a full vacation term of one or two weeks at the Camp. Families of two or more persons will be given consideration over single individuals.

Each day an increasing number of inquiries are made about visits to the Camp, which indicates that Camp enthusiasm is gaining momentum and the record-breaking attendance of last year is due to be surpassed during 1929.

Our advice is plan your vacation to the Camp early and make your reservations accordingly.

Vacation—P. E. Camp!

**SHRINERS TO STAGE A HUGE
CIRCUS AT COLISEUM**

More than 60 separate acts will be featured in the gigantic Circus Maximus which the Shriners will stage in the Coliseum here during the 55th annual Shrine convention on June 4, 5 and 6. Final bookings for this galaxy of entertainers have just been completed, according to Stanton H. Bruner, chairman of the Shrine Circus Maximus Committee.

Arrangements have been made to assemble nearly half of the troupes, now spread throughout North America, Europe and Asia, in Chicago about May 15. They then will proceed on a special train to Los Angeles to begin rehearsals for the spectacular event.

Four performances of the Circus Maximus will be given and then what has been called the greatest assemblage of high-class circus and vaudeville talent in the world will be dissolved forever. The single night performance of the Circus Maximus, which will take place on Tuesday night, June 4, is expected to rival the monstrous \$1,000,000 motion picture electrical pageant to be staged in the Coliseum two nights later.

Vacation—P. E. Camp!

Up to the Neck

The teacher said to her class: "Words ending in 'ous' mean full of; as joyous means full of joy and vigorous means full of vigor. Now give an example of such a word."

Tommy raised his hand and said: "Pious."

Special Memorial Day Week-End Celebration at P. E. Camp.

Aid of Education Broadcast



"Ladies and Gentlemen: For the next five minutes you will hear an address by D. W. Pontius, Vice-President and General Manager of the Pacific Electric Railway Company, on 'Education and Its Relation to Industry'."

With quite the same ease with which he solves the manifold problems of this Company, Mr. Pontius demonstrated last month that the microphone and millions of listeners-in to which the waves of KPLA extend holds no terrors for him. The occasion was when asked to give a radio talk in connection with Educational Week Activities, he responded with a message of optimism.

The full text of his address follows:

UPON the foundation of education is built the industrial and social life of the Nation. Better citizenship and greater industrial efficiency is dependent upon education more than upon any other factor.

There should exist between the schools and industry a spirit of harmony and unity. Our schools are laying the foundation of qualifications in our boys and girls which will fit them for responsibilities in the industrial world. The young men and young women who are entering the industrial work today are to be the executives and leaders of tomorrow. The educational qualifications and equipment of these young people will usually mark the degree of their success in the business world.

I am proud of the public school system we have in Los Angeles and of the educational work that is being conducted throughout the State of California. Everyone cannot attend a University and those attending the public schools should know that their chance of industrial success is not blocked because they cannot attend college, however, a public school education is necessary before one may expect to be recognized for substantial industrial advancement.

Take, for example, the heads of the large railroad systems of our country. Few are graduates of colleges, the greater majority coming from the public schools and practically all have commenced right at the bottom.

The Pacific Electric Railway with

an investment of \$100,000,000 and some 7,000 employees, of which I happen to be the resident custodian of the property, is doing all it reasonably can to assist employees to further their education.

We have under construction at this time a Pacific Electric Employees' Club Building, costing, when fully equipped, something near a half million dollars. This building, in addition of having the many features contained in many clubs, will have educational rooms for the classes presided over by their Educational Director. The Educational Department, which has been carried on for the past five years, has the full cooperation and support of the Los Angeles Board of Education, and the Superintendent of Schools, who furnishes able instructors in such subjects as: Public Speaking, Personal Leadership, Spanish, Mathematics, Traffic Management, Stenography, Typing — and others. These classes not only prepare our employees for more efficient work and advancement, but create a better attitude of mind toward their work and their associates, and reflect definitely in a better home life and better citizenship.

I am informed by educational leaders that the educational program of the Pacific Electric Railway is looked upon as a model for other industries to follow—not only of California, but that it was recognized by the National Educational Association at its convention in Minneapolis last summer, as an outstanding educational achievement.

The Los Angeles evening high schools are furnishing a wonderful opportunity for those employed during the day and the large enrollment in these evening classes is evidence of the fact that thousands of those whose earlier education has been somewhat limited are finding their way back to the class room for further knowledge and understanding. Every industrial executive should take an active educa-

tional interest in his employees and encourage their attendance at these evening classes. The public schools of Los Angeles are the greatest of our assets, and not only should the students take full advantage of our schools to insure themselves success, but parents should continually impress upon their children this very definite necessity.

Industry must look upon education and our educational institutions as a vital part of our industrial success. Industrial concerns should take a greater interest in our public schools and encourage the establishment of curricula that will fit our boys and girls to solve the problems of life, build for better citizenship and properly equip them to meet the industrial needs of our Nation. And these same young men and women, after entering the employ of an industry, should be given every opportunity and encouragement by that industry to continue to study in order to realize their ambitions of a broader and fuller life of usefulness to the world.

Vacation—P. E. Camp.

URGING ADOPTION OF MODEL TRAFFIC ORDINANCE

Throughout the country electric railways are urging the adoption of the Model Municipal Traffic Ordinance as drafted under indorsement of President Hoover, while Secretary of Commerce, by the National Conference of Street and Highway Safety. Among the organizations which are supplying funds for its work and showing a great interest in the adoption of the ordinance is the American Electric Railway Association.

The Association is developing a series of posters designed to encourage public investigation of the Ordinance, which are being placed in many of the 75,000 electric cars of the United States. It is also distributing a pamphlet which describes the twenty-five high points of the ordinance and tells how, through the mediums of safety and traffic congestion relief, its adoption is a benefit to urban development.

Vacation—P. E. Camp!

STREET RAILWAYS ENTITLED TO A FAIR PROFIT

It is authoritatively forecasted that the average street railway fare in this country will soon be ten cents, says an editorial in the San Francisco, California, Mission Enterprise.

"Street railways or any other industry cannot operate at prewar rates when wages, cost of supplies and expense of operation have increased greatly," the Enterprise continues. "It is only logical that fares should be compatible with the financial situation of the times.

"Lack of adequate street car service is a calamity in any large or medium sized community. This has been discovered too late in some sections after lines have been forced to suspend operations because of losses. A wise public is favorable to a fare that allows street railways to meet expenses and earn a reasonable profit."

Observance of Simple Laws Road to Health

Chief Surgeon in Talk Before Educational Class Outlines How Observance of Simple Practices Will Insure Health

By DR. W. L. WEBER, Chief Surgeon

CONSERVATION of energy, when applied to the human machine means preserving and protecting those qualities, physical and mental, which are essential to the harmonious working of the human body.

What concerns us particularly, is efficient personal leadership in industry and in order to be efficient in one's work, whether the individual be an executive or of lesser capacity, it is absolutely necessary to possess both mental and physical well-being. Many executives have risen to great heights despite severe physical handicaps, but upon analysis it will be found that they were persons of great courage and will power, and it is difficult to say what greatness they might have achieved had they not been so afflicted.

The stress of modern life is such that executives, and those occupying minor positions as well, would soon wear out if great care were not exercised to guard against the wear and tear of such stress. An individual who is gifted with good health may, by observing the following simple rules, do much to obviate premature physical and mental impairment:

Value of Diet

Food should be taken at regular intervals—with at least five hours elapsing between meals. For those leading a more or less sedentary life, I would advise that the noon day meal be light, or perhaps still better, be done away with altogether. It is a natural tendency for most persons of forty or over to take on weight, and to those who lead an indoor and more or less physically inactive life, this natural tendency is greatly augmented by a heavy noon day meal, and as a result that individual becomes sluggish both mentally and physically; and by the accumulation of harmful partially digested food products becomes a ready victim to high blood pressure, arterio-sclerosis, kidney disease, diabetes, etc.

Eat only plain foods, not fancy ones; never overeat; it is wise to leave the table still a little hungry. At this point I would suggest that excessive meat eating should be done away with—a small amount of plain meat for the evening meal or still better, meat three times a week, would be suffi-

cient. This is especially appreciable in a climate such as Southern California enjoys.

Avoid eating when overly tired; or, avoid overeating when tired. When one is suffering from fatigue the various digestive and other functions are for the time being below par. At such times the digestive juices cannot properly digest the food taken nor can the body properly assimilate the products of digestion. At such a time it is much better to lie down for a short time and thoroughly relax or sleep if possible.

You all know that after a strenuous day, not necessarily physical, a

efficient sleep. If you must have a night out or sit up late at cards, etc., reserve Saturday night, or some other night, the morning following which you may sleep and thus make up the lost time.

Moderation

"Moderation in all things" is a useful slogan and should be the universal rule. This applies to work, play, tobacco, alcohol, eating and in all indulgences which could possibly affect one's well-being. It applies especially to eating, the use of tobacco and indulgence in alcohol.

Overeating perhaps has caused more disease and unfitnes than even drinking. Few competent individuals of the present day over-indulge in alcohol, and the majority are markedly moderate. Alcohol has never been known to be of any value from a medical standpoint. It is true that alcohol in moderation is stimulating, but the after effects are always depressing; therefore, either as a mental or physical stimulant its use should be avoided. The habitual user of alcohol is certainly below par mentally and physically and cannot hope to successfully compete with the individual who does not so indulge.

Exercise, when properly taken, is one of the greatest boons to mankind. In the present day of intensive existence it is absolutely necessary that some form of exercise be taken, and at least one-half hour daily should be set aside as a minimum allowance for this purpose. It may be the ordinary setting up exercises taken in the morning, working in the garden, walking part way to or

from work, tennis, golf, etc. Here in California walking can be done practically every day in the year and should be done more than usually is the case.

In my opinion one should not wait until symptoms of illness appear, but by periodical physical examination, sickness can often be forestalled and actually prevented. I cannot state too forcibly the necessity of such examinations. By so doing, disease in its incipiency, and often long before symptoms appear, may be recognized and proper steps taken to cure or check it.

Examinations of the Pacific Electric Trainmen have shown the great wisdom of such examinations. Needless to

Would You Enjoy Utmost Health Practice Daily These Rules

WHAT are you doing to insure fair treatment of yourself—physically and mentally?

In the turmoil of our present day existence, we are all prone to pay little or no attention to life's most valuable asset—Good Health. 'Tis well that we pause and heed the sound advice below of our Chief Surgeon, Dr. W. L. Weber, given in an address before the Personal Leadership class last month:

Eat regularly, allowing at least five hours between meals. Eat plain foods. Never overeat. Avoid eating when overly tired.

A wise plan to follow is to be in bed at 10 p.m. and up at 6 a.m. Sleep before midnight is better than after.

Moderation in all things should be the universal rule.

At least one-half hour daily should be set aside as a minimum allowance for exercise.

Make it a rule to be thoroughly examined by a competent physician at least twice each year. Our Medical Department will gladly perform such examination for employees.

Every person should cultivate a hobby as a means of insuring recreation.

Live such that unnecessary worry is avoided. Only too often one's worries are about the things that might happen, but in reality rarely or never do.

day of intense mental effort, how mentally exhausted one becomes. Proper thinking is impossible. The individual may be exceedingly nervous and irritable and is quite unfitted to properly perform even ordinary tasks.

Sufficient sleep is the great cure-all for such a condition, and practically everyone should take at least seven hours, better eight, undisturbed sleep. Sleep before midnight is much better than after—a wise plan to follow is to be in bed by ten o'clock and up at six. Many individuals who are constantly tired don't know why—upon inquiry we find that they get to bed too late and as a result obtain insuf-

say, when symptoms actually appear consult a physician at once and follow absolutely his advice.

Every person needs recreation—this may mean nothing more than an hour's walk at noon or some other convenient time—it should be something that is profitable as well as pleasurable—the doing of something that is a diversion from the ordinary routine daily work.

Everyone, no matter what his station in life, should cultivate some hobby. This should be distinct from one's vocation and can range from the raising of chickens to the cultivation of an art gallery. There are many individuals who, when they cease their active work, do not know what to do with themselves and often do not last long.

We now come to the subject of worry. Individuals worry greatly in their reaction to grief and other vicissitudes of daily life. Some, at the slightest provocation, whether fancied or real, worry unnecessarily. Ill health, family trouble, financial difficulties, inability to master a situation and other trouble may cause one to worry. At times we cannot help but worry, but we should never allow it to be reflected in our work or in our attitude toward our associates. The worried executive can cause much trouble among his associates by transmitting to them the same feeling, thus bringing about an atmosphere of confusion which results in doubt, hesitation and inefficiency.

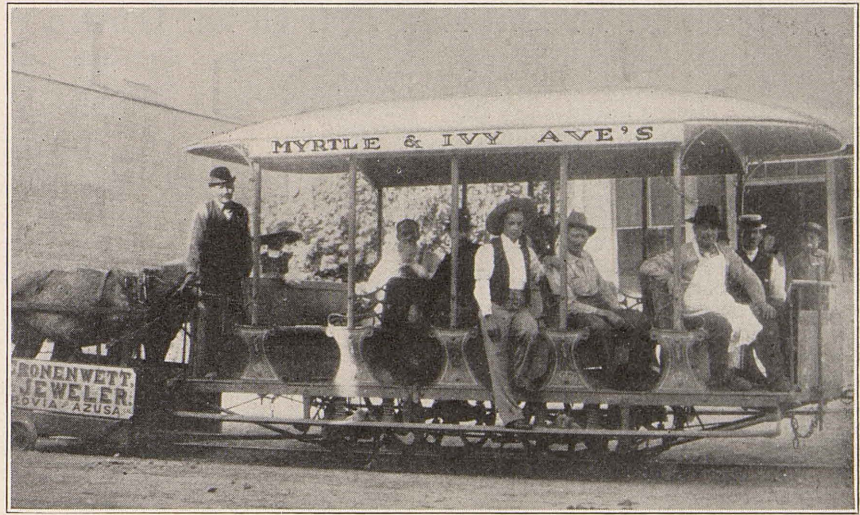
Sometimes one works through fear of not being able to accomplish a task or problem which has been given him by his superiors, or which comes up during the routine of work. Usually in such cases, it is only the fear of failure of accomplishment that is the nightmare and not the actual failure of the task in question. Such an individual should take himself to task, reason things out, consult his associates or supervisors and he will then usually find himself and obtain a proper perspective.

The question comes up, is it ever necessary to worry? We might answer this by saying that it should never be necessary to worry. However, as above noted, there are conditions outside our work that may be a cause for worry, but these should always be disassociated from one's work.

Only too often the worries incidental one's work are about the things that might happen, but in reality rarely or never do. Of course, the person who, by reason of inattention to his work, carelessness, etc., invites disaster is not to be confused with the person who is always on the job, thinks clearly and straight and who by reason of his conscientiousness, dependability and ability is almost always free from worry. To the latter, the most difficult tasks cause no fear and he is able to go about and perform his work in a manner that steers the worrisome individual by the apparent ease of its performance.

There is nothing more true than the old saying, "work never hurts, but worry kills."

When Maud Moved Monrovia



"Try this on your . . ." memory. "'Member" the ol' mule-powered contraption called a street car that used to serve Monrovia? This is it.

PRESENTING "modern transportation" in Monrovia some forty years ago.

With a track extending from the Santa Fe depot, which is located on South Myrtle Avenue, north to Lemon Avenue and east to California Street, a distance of approximately one and one-half miles, Monrovia started operating its first street railway transportation system on February 23, 1888.

The Myrtle and Ivy Avenue line was built by the city of Monrovia and operated by that municipality for eight years, it having been sold to L. Barnes in 1896. Mr. Barnes continued to operate the line until 1917, when his interests were purchased by this Company.

Mr. Barnes operated a passenger service, so we are told, and in addition was Agent for the Wells-Fargo Express Company. He handled the express business on this car from the depot to the express office.

The mules that constituted the motive power pulled the car on the north-bound trip and were allowed to ride on an improvised trailer on the return journey. During the course of the countless trips back and forth, on one occasion while coasting down hill the car gained more than the anticipated speed with the result that said mule power was shaken from its platform. After this experience it was never again possible to get the mules to ride and subsequently horses replaced them, but were required to walk at all times.

The riders of Monrovia's first street car, pictured above, are (left to right), W. C. Williamson, deceased; W. Murrish (meat and produce dealer), deceased; A. L. Palmer (painter), deceased; Sam A. Wilson (painting contractor), 627 West Orange Avenue; Ben F. Crews (druggist), deceased; Archie Wiggins (butcher), deceased;

NEW MAPLE FLOOR LAID AT OUR REDONDO BALLROOM

With the completion of work involving the laying of a new maple floor, construction of an additional ladies' rest parlor and painting of exterior woodwork, the approximate cost of which was \$5,000.00, the Redondo Ballroom may now boast of being one of the finest and most unique on the Pacific Coast.

The new floor is exceedingly attractive, as well as having the quality of durability, it being a 1½" type of A-1 maple with an end-lay of black mahogany which forms a center rectangle with fan-shaped ends. The old floor was removed and a layer of felt placed on the subfloor under the new flooring, thus giving it a cushion base.

The ladies' new rest parlor installation, modern in every respect, is located in the northeast corner of the hall.

All woodwork on the outside of the ballroom has been painted in black and red in keeping with the interior Chinese decorations. This, in addition to the Chinese motif decorations installed a few months ago, gives the Mandarin Ballroom an individual appearance, there being none other like it in Southern California.

Billy Markus and his Mandarin Band are playing a pre-season series of dances every Friday, Saturday and Sunday evenings, as well as Sunday afternoons, to a goodly number of dance enthusiasts.

W. C. Bagley (mining man), deceased.

For the above information acknowledgment is made to J. M. Kinsey, Agent, Monrovia, who through various means of research secured it for the Magazine.

Railways' Taxes Burdensome

Chief Executive Shows That Electric Railways of State Under Present Law Bear Unfair Burden

UNDER the provisions of the constitution and statutes of the State of California, electric railways are taxed and the rate thereof is measured as 5¼ per cent of the gross receipts. For many years it has been known that the electric railway industry was paying very high taxes and that the operators of electric railways in California had not been successful in passing these taxes on to the riders. It is doubtful if any electric railway in California has been earning a full return upon the fair value of the property devoted to public service. In many instances the amount of taxes paid them in California exceeded 50 per cent of the net revenue.

Taxes 50% of Net Revenue

The California Tax Commission, appointed by the Governor to make an investigation and report upon the matter of revenue and taxation in California, authorized by the act approved May 12, 1927, has recently filed a special report with the Governor, which has been transmitted to the legislature.

That report is very illuminating and confirms the fact that has been known to exist so far as electric railways are concerned, to the effect that the existing tax rates are too high.

This report, transmitted to the Governor of California on January 10, 1929, has made three assumptions as a result of its investigation, as follows:

"If it is assumed that the ratio of assessed to full value of property is the same for personalty as for real estate, the tax burden on full value in 1928 is \$1.79, using the data of the State Board of Equalization. If it is assumed that the ratio of assessed to full value is 33.3 per cent for tangible personalty and 7 per cent for intangible personalty, the tax burden on full value in 1928 is \$1.62. If the assessed value of intangible personalty is removed entirely from the assessment base and the taxes paid by such property are dropped from the tax levy, the tax burden figure is \$1.73."

The report further shows, a table entitled:

"Comparison of 1928 Rates on the Gross Receipts of Various Classes of Public Utilities and the Rates That Should Be Imposed in Order to Equalize the Burdens Among Classes of Utilities", and under the head of "Electric Railways" is set up this result:

Class of Utility	Present Burden on "fair value" (per cent)	Present tax rate	Tax rates required to equalize among classes at burden level of			
			\$1.79	\$1.73	\$1.65	\$1.62
Electric railways	\$2.207	\$5.25	4.25	4.12	3.93	3.85

In view of the fact that the report of this special tax commission showing the results of its investigation so clearly indicates that the electric railways in California are grossly over taxed when the tax they pay is compared with the taxes on other prop-

APPROXIMATELY fifty per cent of the net revenue of electric railways operating in California is paid to the State government in the form of taxes, a burden which no other industry of the entire state is called upon to bear in like proportion.

In an article appearing in a national trade magazine Paul Shoup pointed out the inequality of the present tax rate (5¼% of gross receipts) assessed against electric railways. The article, which follows, is highly illuminating.

it, it is hoped that remedial legislation will immediately be adopted. In fact, it is understood that bills have been introduced in the legislature proposing to correct this gross inequality in taxation at this session of the California Legislature. While a general readjustment cannot be made at this session of the legislature, it would be possible to correct the present inequalities and materially reduce the unjust burden that is now being assumed by the industry in this state.

What Is Fair Taxation?

It is to be remembered that the bases above set out of valuation for taxation purposes are those found by Messrs. L. S. Ready and W. C. Fankhauser as of December 31, 1927. Mr. Ready is an engineer of broad experience and for quite a while was chief engineer of the California Railroad Commission, and Mr. Fankhauser has been in charge of the security issues of that commission for many years. If the value of electric railway properties of California for tax purposes was arrived at by taking the capitalized value of the net earnings on either a 6 or 7 per cent basis, the fair value for purposes of taxation would be found to be much less than that found by the tax commission, and the excess payments now being made by electric railways over the payments being made by other property in the state would be found to be much greater.

It would seem that the valuation of the operative properties of electric railways for tax purposes should be based upon a figure arrived at by capitalizing the net income. Particularly is this true because these prop-

erties are dedicated to public use and subject to complete and controlling public regulation. The property so dedicated to public use is limited to that use and cannot be devoted to any other beneficial use. The operators

of such property so devoted to public use cannot change the passenger rates or any other rates except after long investigation by the public authorities and then only with the consent of such public authorities.

Onerous Indirect Tax Burdens

The development and use of the private automobile in California has been so extensive that the volume of passengers carried by electric railways has not by any means increased in proportion to the increase in population, with the result that the said spectacle is presented of a very necessary public service instrumentality struggling along with the major part of its net receipts being paid out annually for taxes. Unless these properties devoted to public use ultimately earn a return upon the property they will of necessity disappear, to the detriment of the communities they serve.

In addition to the direct tax burden these electric railways have imposed upon them many other charges, including pavement of streets, and charges against their rights of way for works performed in local improvement districts. In many instances these assessments levied under the guise of benefits in reality are a detriment to the business of the electric railway rather than a benefit.

In view of the great importance that the service of electric railways be continued in a satisfactory manner and thereby be enabled to meet the great requirements of the traveling public, it would seem a matter of wise public policy that the tax rates and other impositions by public authority of burden upon these carriers should be measured largely by the ability to pay, and the valuation for tax purposes be fixed on a capitalized basis of net income! otherwise the burden will be too heavy and the character of service found to deteriorate to the great detriment of the communities in which such service is rendered. Apparently a sympathetic consideration is being at this late date given by those having this matter in hand and it is expected that within the relatively near future these harsh and unjust impositions will be so readjusted as to be fair and reasonable and within the ability of instrumentalities of this character to pay.

Vacation—P. E. Camp!

"Say, looky hya, Rastus, you know what you're doin'? You is goin' away fo' a week and they ain't a stick of wood cut fo' de house."

"Well, what you'all whinin' about, woman? I ain't takin' de axe wid me, am I?"

Vacation—P. E. Camp!

I LIKE IT

A little poem once published in a book on smoking, humorously sums up the pleasures of tobacco with more punch than the psychologists: Tobacco is a dirty weed,

I like it;
It satisfies no normal need,
I like it;
It makes you thin, it makes you lean,
It takes the hair right off your bean,
It's the worst darn stuff I've ever seen,
I like it.

Anaheim Orange Exhibition to be Splendorous

UNSURPASSED beauty and enchantment will mark the ninth annual California Valencia Orange Show, states George W. Reid, General Manager of the Citrus Exposition.

The eleven days of this event, May 23 to June 2, will witness a sight unique in exposition annals. Though this exposition is an annual tribute to a single product, the show will embrace not only all the phases of the citrus industry, but will likewise present the latest developments in the realm of science and invention as applied to modern living.

One of the big marvels of the exposition will be the show building itself. Some 35,000 people will be able to congregate under the huge roof at one time, in addition to the scores of booths and exhibits already occupying floor space. An unusual feature of this building, which is said to be the largest steel-framed canvas-covered structure ever erected in America, is that it is both rain-proof and fireproof, having been treated with a specially prepared chemical. It contains 90,000 square feet of space, is 775 feet long and 52 feet high. The roof has been decorated to resemble a sky blue tile. The sides are of adobe design. No poles on the interior will mar the view.

Five major departments with more than 200 booths and displays will give the Valencia show an aspect of a world's exposition.

Every year a popular story book of childhood days is selected to provide the dominating theme of the show and this year the committee chose Daniel Defoe's "Robinson Crusoe," which story will supply the motif for all decorations and exhibits.

Vacation—P. E. Camp!

HEARING ON COMPANY'S FARE ADJUSTMENT PLEA HELD

Hearing on this Company's application before the Railroad Commission of the State of California for certain readjustments in the present passenger fare schedule was held in Los Angeles on April 26, Commissioner Leon Whitsell presiding. Not having been completed, the hearing was adjourned until May 21, when additional evidence will be presented.

The Company's application for certain moderate increases in rates, containing various exhibits setting forth the present status of our passenger service, were formally placed on record, the details of which were given in last month's issue of the Magazine.

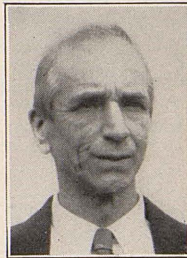
The Pacific Electric Railway was represented at the hearing by Frank Karr, Vice President and Chief Counsel and C. W. Cornell, Attorney. O. A. Smith, Passenger Traffic Manager, and E. L. St. John, Assistant to Auditor gave testimony substantiating need of desired adjustments.

Vacation—P. E. Camp!

"Rastus, does you lub me, honey?"
"Mandy, you is one woman Ah don't like none other no bettah than!"

Company Mechanic-Artist Gains Recognition

FROM relays and switches to an artist's brush and palette is a far step, but one that is performed daily by Frederick Fox, Electrical Machinist of the Torrance Shops. For eight years Mr. Fox has been with this Company as an Electrical Machinist at the Torrance Shops and for an equal length of time he has diligently practiced and studied, aiming at proficiency.



Frederick Fox

With earnest effort came improvement and increased interest in the field of art, so much so that during the last three years he has made an intensive study of it. Success too has crowned his efforts for at the Second Annual State Art Exhibition held recently at Santa Cruz his water color painting entitled "Flowers and Butterflies" was highly commended.

Appreciative of his ability and the quality of his paintings, the Art and Nature Magazine, Commercial Art Student Magazine and others have used the products of his brush and he now finds a ready market with such publications for his drawings.

Practically any kind of art work is within the scope of his ability. However his specialties are book illustrations, character drawings and nature studies.

Fox's hobby, one which occupies his attention during practically all his spare time, is one that has developed him from the rank of an ambitious amateur to that of a finished artist.



One of the character pen sketches by Mr. Fox

Railroads Surpass Former Records During Year

REFLECTING tremendous strikes in greater efficiency in operation, 1928 statistical data broadcast by the American Railway Association reveals among other things that despite a material reduction in gross tonnage and revenue over 1927, the net return to Class A carriers was increased from 4.28 in 1927 to 4.65% in 1928. The increased earning was made possible only by economies brought about by improved operating methods.

Other outstanding operating records of 1928 pointed by the association are:

1. Fewer trains and locomotives, in proportion to the amount of traffic hauled, were required in 1928 than ever before.

2. The average load per train was the highest ever reported, having been 2.6 per cent greater in the first ten months of 1928 than in the same period in 1927.

3. The distance traveled each day per freight train averaged more than 307 miles, an increase of approximately 20 per cent over that for 1923, when the average was 259 miles.

4. The number of tons of freight moved one mile by a train per hour was greater in 1928 than ever before.

5. Freight traffic in 1928 was handled with the greatest conservation of fuel ever reported, coal consumption per 1,000 gross ton miles having been 125 pounds, compared with 129 pounds in 1927.

This performance record has been largely brought about by the investment of more than \$6,500,000,000 of capital expenditures since 1920 for new and improved equipment and other facilities used for the transportation service.

Due to the splendid record of the railroads in 1928 in the matter of increased efficiency and consequent saving in operating expenditures, the carriers during the current year were able to counterbalance the effects of reduced traffic and increased wages.

Vacation—P. E. Camp!

L. B. TRAINMAN COMMENDED

Recognition came to Bernard Wasserman, Conductor-Motorman on the Seventh Street Line, Long Beach, last month in the form of a feature story and picture of himself appearing in the Long Beach Press-Telegram. Enumerating many of the little details of his daily travels, the story cites as his outstanding quality that of "humanity toward man."

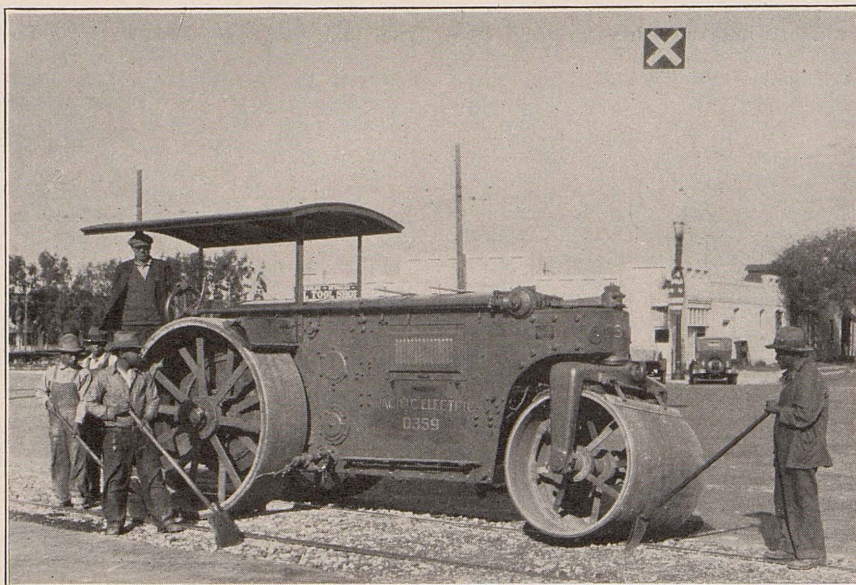
Having entered the service of the Company in 1922, "Barney," as he is known to the riders of his car, is reported to have made some 50,000 trips from one end of the line to the other and in so doing to have piloted his car some 150,000 miles.

Vacation—P. E. Camp!

Cicero the Cynic Says

The only time some husbands get the last word is when they apologize.

Gas Road Roller Put in Service



Engineering Department's new 12-ton road roller now in daily use "smoothing things out" in connection with street paving work throughout the system. Fred Williamson, Operator, is at the wheel.

BRINGING our fleet of road rollers up to six in number, the Company recently placed in service a new 12-ton Austin Autocrat. This last piece of paving equipment, purchased at a cost of approximately \$7,000.00, is powered by a four cylinder gas motor and is of a modern steam-line design, affording the operator an unobstructed view of the work of both front and rear rolls.

Other distinctive features of this new piece of paving equipment are the electrically operated self-starter, power steering operated by a silent chain drive from the motor, automatic sprinkling system and a three-speed transmission.

Where tracks are paved-in, the Company uses either the asphaltic concrete or oil macadam type, thus making it necessary that a road roller be on the job. These pieces of road construction work being scattered over the entire system and due to the relatively slow speed of the rollers, special heavy duty trailers have been drafted into service to meet this need for fast transportation.

Of the six rollers, three are equipped with pneumatic scarifiers, a type of plow attachment used in loosening hard road surfaces, and two have as regular equipment scraper blades. With these attachments the rollers can be used to their greatest advantage, resulting in a labor saving of no small proportion.

Although adapted to any kind of work where a roller is required, the Company's fleet of six rollers are almost constantly in use on paving construction, which work is under the direct supervision of L. J. Bush, Paving Supervisor.

DENTAL OFFICES MOVED TO MORE SPACIOUS QUARTERS

The moving to new and more spacious quarters, employing of an additional dental mechanic, doubling of office help and installation of several pieces of new equipment headed the list of important developments announced last month by Drs. Samuel Kaufman and J. H. Grollman, Dental Surgeons, in connection with the opening of the Company's new dental headquarters in Rooms 826-831-833 Pacific Electric Building.

Having started four years ago in small quarters, the dental offices of today present a marked contrast with their spacious and attractive waiting room, five operating rooms and the added convenience of a recovery room for the use of patients after having had extraction performed. The new equipment is of the latest type, the addition of which makes the Pacific Electric dental offices one of the most modern to be found in the entire state.

Realizing there were many employees needing dental attention who were temporarily unable to pay for same, arrangements were completed early in 1927 for a payroll deduction plan to meet this situation. The plan has been in effect ever since its inauguration and employees are reminded that they may make use of it if they so desire.

All employees and dependent members of their families are entitled to the reduced charges made by our Dental Department.

California Gains in Vote Rank With Other States

THE very creditable improvement in voting throughout the State at the last national and other recent elections resulted in California gaining prominence in rank among state of the nation. The California Development Association has led an active campaign for getting voters to polls and improved citizenship. The gratifying results of these activities is reflected in a recent broadcast by the Association, quoted below:

"California ranked thirty-second in voting percentage among the States of the Nation in the general election of 1920.

"To develop a higher degree of citizenship the California Development Association organized a campaign to get out a greater vote in the general election of 1924, and to stimulate state-wide interest, offered a cup to the community of the State securing the highest voting percentage. Complete organization of the movement was accomplished through tying in local communities, chambers of commerce, civic groups and women's organizations to a coordinated program.

"Each local committee undertook a definite campaign to get the voters to the polls. The citizenship cup was closely contested, and was won that year by Ramona, in San Diego County, with a voting percentage of 89.3.

"This first state-wide program resulted in raising California's voting percentage to 73% in 1924, as well as raising her position from 32nd to 21st place among the States in the Union.

"These favorable results lead to the establishment of a permanent Better Citizenship activity as a part of the work of the Association, and during the last three general elections has resulted in raising the voting percentage of California to 79.7% in 1928, as compared to the previous average of 65.7% during the years 1900 to 1924.

"In addition, California's national ranking has been raised to eleventh place.

"The spirit of this movement is well reflected in the activity of the city of Ramona in winning permanent possession of the Association's cup through victory in three successive 'get-out-the-vote' contests which has been attended by Ramona establishing, according to known data, a national record in 1928 with a voting percentage of 98.6%."

Vacation—P. E. Camp!

Poor Paw

Sonny, what's the noise upstairs?
Maw's dragging paws' pants over the floor.

That shouldn't make so much noise.
I know, but paw's in them.

Vacation—P. E. Camp!

Gert: "Did you get your husband a surprise on his birthday?"

Sadie: "I'll say I did. You never saw a more surprised man in your life."

Gert: "What did you get him?"

Sadie: "Breakfast."

Travel Tips of Employees Bring Added Revenues

RECENT activity of employees in handling travel tips of prospective travelers has resulted in considerable business being secured by Southern Pacific Lines. Ten employees furnished information through which our parent company sold twenty-three one-way and three round-trip tickets to various points in the United States and Canada. Those manifesting this commendable activity and to whom appreciation is expressed, are as follows:

Hugo Dummer, Freight Clerk, Glendale, two one-ways, Chicago; two one-ways, Cleveland; and three one-ways, New York.

Howard Bennett, Conductor, Hawthorne-El Segundo, two one-ways, Seattle.

G. W. Caldwell, Freight Agent, Venice-Ocean Park, three one-ways, Olean, N. Y.

W. Woodbury, Dispatcher, San Bernardino, one one-way, Kansas City.

J. R. Hamilton, Inspector, Engineering Department, one one-way, San Antonio.

Muriel Ridgeway, Mechanical Department, three round-trips, New York.

H. E. Rodenhouse, Asst. Superintendent, Pasadena, four one-ways, Toronto, Ontario, Canada.

William Fisher, Freight Car Repairer, Butte Street, one one-way, San Francisco.

Wm. R. Fielder, Conductor, Los Angeles, one one-way, Oklahoma City.

Frank Anders, General Yard Master, Los Angeles, three one-ways Parkersburg, West Virginia.

Many other employees have been active in furnishing information as to prospective travelers and, although their tips have not as yet been successfully solicited, will be the means of securing much revenue in the not distant future.

Vacation—P. E. Camp!

ORIGIN AND SIGNIFICANCE OF "MOTHER'S DAY"

In 1908 Miss Anna Jarvis, of Philadelphia, was asked by the Superintendent of a Sunday School in the Virginia town where she was staying, to arrange a Memorial Service. While engaged in this sacred work, there came to her mind a realization of the growing lack of consideration for absent mothers. It was then that she conceived the idea of Mother's Day to commemorate the mothers of the land; a day that holds such a universal appeal.

The official flower to be worn is the white carnation for the one who has been bereaved of his mother, while the pink carnation is worn for the living mother. The second Sunday in May is the day set aside to pay this tribute, and this year the day falls on May 12.

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

READERS of the Big Red Cars, appreciative of the many courteous and courageous acts that are daily being performed by employees of this Company, continue to express to the management their pleasure of coming in contact with such a high type of service men.

During recent months seventy-two employees were commended for various deeds ranging from expressions of gratitude for ordinary courtesies received to help rendered in trying situations. Honesty on the part of employees, the guidance exercised over children and deeds of proficiency were also the subjects of much praise.

The Management is indeed proud of the many profuse letters of commendation received and while it is to be regretted that space will not permit their being reproduced in full in the Magazine, they are carefully preserved and become a permanent record. The Company appreciates fully that the favorable impressions created by employees in the minds of the public is one of its greatest assets.

WESTERN DIVISION

Trainmen	Line	Nature of Commendation
V. B. Bonham	Santa Monica	Particularly pleasing and efficient.
J. H. Rowe	Hollywood	Returning lost article.
B. Jenkins	Glendale	Courtesy and efficiency.
A. E. Landers	Sherman	Exceptionally courteous conduct.
L. Kline	Hollywood	Outstanding services rendered.
B. Putnam	Sherman	Cheerfulness and courtesy.
P. D. Neithercutt	Sherman	Affable and pleasing manner.
O. B. Glandon	Hollywood	Efficiency and courtesy.
C. B. Swope	Hollywood	Unfailing courtesy.
E. Adler	Sherman	Splendid conduct, courtesy.
P. D. Strobridge	Edendale	Special act of courtesy.
C. J. Rowe	Hollywood	Courtesy and efficiency.
E. E. Mapes	Pasadena	Splendid service rendered.
W. F. Reardon	Western Division	Cheerfulness and courtesy.
G. C. Meek	Western Division	Unfailing courtesy and efficiency.
J. D. Mobley	Echo Park	Affable and pleasing manner.
T. G. Cooney	Glendale M Coach	Returning lost purse.
M. F. Guinn	Glendale M Coach	Efficiency and courtesy.
T. Slack	Hollywood	Courteous conduct at all times.
W. B. Dixon	Santa Monica	Courtesy and cheerfulness.
M. O. Smith	Girard	Courteous treatment of passengers.
I. E. Black	Western Division	Splendid conduct of duties.
F. A. Johnson	Western Division	Outstanding courtesy.
L. McDonald	Glendale	Courtesy and competency.
W. H. Jenkinson	Hollywood	Efficiency and courtesy.
O. R. Jones	Hollywood-Venice	Unfailing courtesy to passengers.
C. Forsyth	Hollywood	Special courtesy to passenger.
R. A. Van Ness	Venice Short Line	Thoughtfulness and courtesy.
H. Whisner	Venice Short Line	Exceptional courtesy.
R. M. Chaffin	Westn. & Franklin	Cheerfulness and politeness.
T. A. Marren	Glendale	Splendid conduct of duties.
L. R. Crippin	Hollywd M Coach	Courteous manner.
I. Iverson	Santa Monica	Efficiency and courtesy.
I. J. Shaffer	Hollywood	Cheerful attitude and efficiency.
W. C. Lambert	Hollywd M Coach	Outstanding courtesy and efficiency.
W. K. McPheely	Venice Boulevard	Courtesy and competency.
L. P. Patterson	Western Division	Courtesy and efficiency.
F. J. Carhart	Western Division	Exceptionally courteous.

NORTHERN DIVISION

Trainmen	Line	Nature of Commendation
R. T. Harmer	Northern Division	Courtesy and competency.
L. C. Garrison	Redlands	Cheerfulness and courtesy.
D. B. Gardner	Pasadena Local	Efficiency and courtesy.
W. J. Burfitt	Sierra Vista	Returning lost article.
J. Ritchey	Sierra Vista	Courteous conduct.
C. W. Nysewander	Mar Vista	Unfailing courtesy to all people.
W. R. Lummis	Mar Vista	Exceptionally splendid conduct.
M. H. English	Sierra Vista	Special act of courtesy.
V. A. Morgan	Riverside	Courtesy and efficiency.
B. G. Jones	San Bernardino	Unfailing courtesy.
R. Connors	Lake Avenue	Courteous treatment of passengers.
C. McElhenny	Pasadena	Courtesy and competency.

Solve Your Vacation Problem by Selecting P. E. Camp.

L. N. Johnson	.....Pasadena	.....Splendid conduct of duties.
O. L. Sweek	.....Pasadena	.....Efficiency and courtesy.
G. Foster	.....Pas. Oak Knoll	.....Special courtesy and kindness.
H. K. Riordan	.....San Bernardino	.....Affable and pleasing manner.
A. R. Butler	.....San Bernardino	.....Courtesy and efficiency.
A. E. Babcock	.....Riverside	.....Outstanding courtesy.
Wm. Haden	.....San Bernardino	.....Exceptional courtesy and efficiency.
W. Anderson	.....Alhambra	.....Unusual efficiency on duty.
R. J. Ballinger	.....Alhambra	.....Outstanding courteous conduct.
W. F. Dougall	.....Pomona	.....Cheerfulness and courtesy.
A. E. Hataway	.....Monrovia	.....Unfailing courtesy.
John Roberts	.....Riverside	.....Efficiency and courtesy.
B. Perry	.....Pomona	.....Special courtesy and kindness.

SOUTHERN DIVISION

Trainmen	Line	Nature of Commendation
S. G. Randall	.....Long Beach	.....Efficiency and courtesy.
A. W. Ross	.....Long Beach Local	.....Special courtesy to passenger.
W. J. Bisson	.....Watts	.....Courtesy and competency.
R. H. Smith	.....Watts	.....Unfailing politeness to passengers.
L. E. Goodman	.....Redondo-Gardena	.....Outstanding courteous conduct.
F. E. Cornwell	.....Santa Ana	.....Cheerfulness and courtesy.
H. E. Henderson	.....Redondo	.....Courtesy and efficiency.
C. O. Pierson	.....Watts	.....Exceptionally splendid conduct.
W. G. Dyer	.....5th & Main Depot	.....Unfailing courtesy and efficiency.

EMPLOYEES IN HOSPITAL

Confined in the California Lutheran Hospital, as the Magazine went to press, the following members of the Pacific Electric Family were under the care of our Medical Department:

Frank Jones, Machinist; Dolores Dominguez, Laborer; R. B. Goodman, Conductor, Western Division; R. L. Rinehart, Freight Car Inspector; Leo Strong, Lineman, Engineering Department; L. M. Livingston, Conductor, Northern Division; F. E. Wilson, Checker, Transportation Department; M. W. Pike, Lineman's Helper, Engineering Department, and Herbert Clark, Motorman, Northern Division.

Everything possible to hasten a speedy recovery of our unfortunate fellows is being done by those in charge, however, an invitation is extended to friends and co-workers to visit the ailing ones as a further stimulant to a regaining of their former vigor.

The hospital is located at 1414 South Hope Street.

Vacation—P. E. Camp!

"DAD" SPENCER EUGOLIZED

Bringing to a close his sixty-nine picturesque years upon this stage of life, the final curtain fell before Meredith T. "Dad" Spencer on April 17. Always loved by his associates for his energetic work in their behalf and for his willingness to help one in need, during his thirty years with this company, "Dad" Spencer won the friendship and devotion of all.

Other details of his service with this Company and the outstanding events of his life history are recorded in the Departmental Notes. Let it suffice here to quote a eulogical letter received from "A Friend," which expresses the universal esteem in which "Dad" Spencer was held.

"The news reached us of the passing of Mr. M. T. Spencer, on old and trusted employee of the Mechanical Department at Sherman.

"Over this great net-work of rails men now grown well towards middle

life paused in the every day rush of affairs to face with solemn resignation the fact that a friend for Oh! so many years, had answered his last earthly call.

"Many can well recall twenty and twenty-five years ago when they first knew Mr. Spencer. No one can help remembering his great store of human kindnesses and knowledge he so freely gave for the benefit and uplifting of his fellowmen. The hour was never too late nor the night too stormy for him to leave a beaten path to lend a helping hand, or pass a ray of sunshine into some one's life.

"Our old friend, 'Dad' Spencer, is gone. But long will live the memory of him for he measured to that great standard of a 'Real Man,' pure gold,

NEWS FROM THE AGENCIES

In recognition of good service, reward was forthcoming last month to Robert Neal, former Ticket Clerk at Whittier, who was drafted by our parent Company and stationed at Long Beach, reports Frank Farnham. Supervisor Mail and Baggage Service.

With the promotion of Robert Neal, the Ticket Clerkship at Whittier did not pass from the family as John Neal, a brother, took over the position.

Due to increased Southern Pacific and Pacific Electric Motor Transport business, a new position was created at Claremont, with A. O. Foote being transferred to fill the position. Mr. Foote's position has been filled by J. C. Stockberger, who has been acting as Assistant Agent at Santa Monica during the past few months while Mrs. E. D. Wiebers, Asst. Agent, has been on sick leave, the latter having returned to duty May 1.

A Joint Station, handling Pacific Electric Motor Coach and Southern Pacific tickets, has been opened at Laguna with W. O. Frost, former Ticket Clerk at Riverside, in charge. The Riverside position was taken by George T. Winslow, who has been acting as Relief Agent for the past two years.

O. J. Hamble, Agent, Rialto, who has been off duty since last November, due to a serious accident, has returned to his station and G. C. Haase, who has been in charge of the Rialto Agency during Mr. Hamble's absence, will resume Relief Agent duties.

a kind husband, loving father, loyal to his freinds, respected and trusted by all."

Active Campaign Again Begins For Obtaining Southern Pacific Travel Tips

WITH the summer travel season now in the offing, the most fertile season for travel tips is at hand. Although during the entire year employees' activities are productive of considerable new business, it is particularly true during the period "Back East Excursion Rates" are in effect.

Beginning May 22 and lasting throughout the summer months, greatly reduced fares are offered, reduced to such an extent that prospective travelers cannot afford to pass the opportunity by. During this period it will be possible to purchase a round-trip ticket via Southern Pacific Lines to Chicago for only \$90.30; Houston, \$75.60; New Orleans, \$89.40; New York, \$151.70; Washington, D. C., \$145.86, with proportionately low fares to all other points.

Our parent company maintains a corps of highly trained passenger traffic representatives who render a service of great convenience to the traveler. Upon being notified of a prospective traveler a representative calls, quotes fares and Pullman charges, explains optional routes, stop-over privileges, arranges delivery of tickets, checking of baggage and even taxi service. Hence it is seen that a person planning a journey is relieved of much detail and is invariably pleased with the service rendered.

Appreciative of our activities, on several occasions communications have been received from Southern Pacific officials by Mr. Pontius citing the splendid spirit of co-operation manifested by Pacific Electric employees. At the last Staff Meeting C. L. McFaul, Assistant Passenger Traffic Manager, expressed his keen gratitude of the good work done in this regard.

Following previous practice, the names of those turning in tips successfully solicited will appear in each month's issue of the Magazine.

THE PACIFIC ELECTRIC MAGAZINE

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

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

Vol. 13; No. 12 May 10, 1929

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- Daniel Sanchez L. A. Freight Terminal
- Ruth Thompson Northern Division
- E. D. Arthur Mech. Dept.
- Edmund C. Fox Trans. Dept.
- Max Shuring Engineering Dept.
- George Perry Acct. Department
- C. H. Spence Trans. Department
- Charles Hill Trans. Department
- R. M. Cobb Elec. Department
- Don Houston Trans. Dept.
- J. N. Shafer Purchasing Dept.
- Carton B. Bell Mech. Dept.
- Dr. W. L. Weber Chief Surgeon
- Willis M. Brooks Mech. Dept.
- J. P. Geopfert..... Elec. 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.

A TRIP to the P. E. Camp? Hunting and fishing?

Travel—the click of the rails?

These and innumerable visions of similar trend come to mind with the arrival of spring.

And what a glorious thing it is that each of us has been or will “go on our vacation.” We lay aside temporarily the cares that arise in our work-a-day life; we relax, rest and rejoice, take a new hold on life, throw out our chest, lift our head and return with increased enthusiasm at the joy of living.

Vacation In Its True Sense

That no employee of this Company, no matter what position he or she might hold, will be deprived of the privilege of a vacation in its true sense, approximately \$112,000.00 has been invested in an employees' pleasure resort in the San Bernardino Mountains. Our Camp is now on the threshold of its thirteenth season, each succeeding one of which has seen improvements made and a steady increase in attendance.

Just as any sensible individual would not invest in an enterprise without a thought that he would be profited thereby, the vast sum expended by this Company is an employees' pleasure resort has not been appropriated without the Management being convinced that employees' welfare would be bettered thereby. Although this cannot be measured in any tangible way, the results have been very satisfactory. Following a real vacation invariably comes increased efficiency in one's work.

And so we are obligated to ourselves to take such a vacation, everything having been done to make it within the means of all. A vacation, as before stated, is for the purpose of rest and rejuvenation and unless we, in returning to our various posts, feel as though such has been accomplished, our vacation has not served its purpose.

One mad dash to a distant point, having been set as far distant as possible, travel day and night, with little or no sleep, meals at irregular hours, and after the vacation is over a return to work “all in.” Such never has been nor ever will be a vacation in its true sense.

Quite true, traveling is an enjoyment unsurpassed and one that in the natural course of events comes with a vacation. The thing that makes some so-called vacations a mockery is the itinerary so planned that the body and mind have no chance of rest.

Herein lies the true adaptability of the P. E. Camp. Supplying all diversions necessary for a real vacation, being within the means of all, it presents possibilities to be found at no other place.

Ask the fellow who has been there. He knows!

NO-PARKING ORDINANCE IS SUCCESSFULLY TRIED

Results of prohibited parking in the central district of Chicago have been astoundingly in favor of that method of traffic control, states the Transportation News for April. Business has not been adversely affected, the facility and safety of traffic movement have been greatly augmented, accidents are fewer, street cars operated more efficiently, the number of police required is less and parking arrests have decreased 27.7 per cent.

Chicago's no-parking ordinance has been in effect since January 10, 1928. At that time it was agreed that at least ninety days should elapse as a trial to make such minor adjustments as inevitably would be necessary, as well as to give the public a chance to adjust itself to the new ruling.

After a year's study the street traffic committee of Chicago recommends a continuance of the no-parking policy, recognizing that much has been accomplished in the relieving of traffic congestion since it went into effect.



Just two months ago the cover picture on our Magazine showed Mr. Pontius participating in the time-honored ground breaking ceremony in connection with initiation of work on our new Club Building. That “it wont be long now” is evidenced in the progress picture above.



Bowling Honors Are Won by Signal Dept. Five

HAVING subdued all opposition, the Signal Department team was last month named champion of the Pacific Electric Bowling League for the 1928-29 season.

Symbolic of the League Championship, each member of the team was awarded a gold medal, which, incidentally, is a reminder to all other participants of the bowling alleys this year's champions, with a record of winning 59 points against 29 losses are a pretty hard bunch to beat.

The personnel of the Signal Team, whom it has been suggested be handicapped next season by being required to use croquet balls, is Captain Wood, Arzate, McNeill, Weston and McCubbin.

The next event of importance on the bowling calendar is the annual Pacific Coast Bowling Congress, to be held at Fresno. The Pacific Electric Railway is to be represented by a team consisting of A. Brahm, Yaeger, Ralph, Hodge, Arzate and Cobb. A goodly number of boosters have signed up to make the trip and cheer the boys to victory. Our team bowls on May 11th and 12th, so listen for a series of loud crashes on these dates.

Several of the bowlers are practicing at regular intervals with the hope of "burning up the alleys" next season. Competition for places on the various teams is certain to be keen and those desirous of winning a berth will need to be in trim.

Vacation—P. E. Camp!

MASONIC CLUB DEGREE TEAM HONORED AT MT. LOWE

A party of one hundred and seventy, composed of members of the Pacific Electric Masonic Club and their families, journeyed to Mt. Lowe on the evening of April 12th, and enjoyed a dinner and dance given in honor of the members of the Masonic Club's Degree Corps. The affair was one of the finest and most successful ever given by the Club.

The dinner and service was par excellent and in addition F. B. Clark, Manager of the Tavern, and his staff left nothing undone to make the evening one of lasting remembrance.

Through the cooperation of the Transportation Department, the group was handled in both directions with promptness and dispatch which added materially to round out a most pleasant evening.

Vacation—P. E. Camp!

Hints to Brides

It is not necessary to use soft water for soft boiled eggs or hard water for the hard boiled ones. A liberty bond is not a divorce decree.

GOLFERS VIE FOR HONORS

With weather of golfers' delight, the Second Pacific Electric Golf Tournament was held Sunday, April 21, at the Sunset Field Golf Course, Los Angeles.

Old Sol came out in all his glory, bringing along a large number of golfers and a considerable sized gallery of followers. After much golf of all varieties, the scores were computed and prizes awarded as follows:

First—L. W. Speake and G. N. Allen (tied).

Third—N. J. Richards.

Fourth—C. Tomkinson, A. Moreno and D. Houston (tied).

Play has started in the Saturday Industrial Golf League and the Pacific Electric Golf Team played its first

CATALINA OUTING SOON

The Pacific Electric Railway Employees' 1929 Annual Outing to Catalina Island will be held Saturday and Sunday, June 29th and 30th.

The tentative arrangements are practically the same as of last year, which proved very satisfactory.

match against the Los Angeles City Water and Power Department. Not having been favored with beginners' luck, the Pacific Electric Team got off to a bad start, losing all four matches.

With a little more practice, similar results will not be recorded of future contests. Several new members have joined the team and the boys are planning sweet revenge.

Arrangements are now under way for a golf tournament to be held over the Palo Verdes Golf Course the morning of the Annual Pacific Electric Picnic at Redondo. Details of this tournament are not as yet complete, but will be given in a later issue of the Magazine.



Victorious Signal Department Bowling Team, (Left to Right) standing, D. R. McCubbin, J. E. Weston, W. K. Wood; kneeling, Robert Arzate and S. R. McNeill.

A Tenderfoot Goes Trouting

Rainbows, in Sympathy With Newcomer, Reject Invitation of Old Timers

HAVING carefully adjusted a pillow in my chair, for good reasons the reader will subsequently understand, we begin what has all the ear-marks of a fishy yarn, but ain't.

Recalling that for a number of years past some fifty sportsmen of the Rod & Gun Club made



a pilgrimage to the P. E. Camp in quest of the elusive trout on opening day and talked about the fun for weeks after, we hit upon what we thought would be a happy idea. In search of news for the

Magazine, why wouldn't it be a good idea for the Editor to accompany the gang? It would be, he thought.

With child-like innocence it never occurred for a moment that there was anything behind Burley Manley's suave insistence that I should go. On the journey camp-ward visions of land-ling speckled beauties come to mind and so pleasant became the anticipation that I began to chastise myself for having so long denied me the pleasure.

Dastardly Plot

The first intimation I had that all was not well, nor going to be well, was when Jack May approached me in the recreation hall armed with a trumped up charge of having smoked enroute up the mountain. Hailed before the infamous Kangaroo Court, there sat the same Burley Manley, who had mustered more dignity than was becoming.

Among the persecuting witnesses were: Jim Clark, D. E. Plank, H. L. Wiggam, Harry Pierce, Dave Porter, Jean Adams and "Scotch" Thorburn.

Having been told the charge, said Burley gave me a look that would have been justified only had I robbed the penny banks at an orphans' home. I glanced toward Frank Karr, our law expert, in hope of moral, if not legal support. He gave me a look that indicated nothing but a hanging would bring about justice. On my own, thought perhaps I could floor 'em with some high sounding legal verbiage; but my ace retort that everything presented "was irrelevant, immaterial and not a part of the Res Gesta," fell on deaf, if prejudiced ears. Why, they wouldn't even hear to a postponement!

It finally developed that I could have my choice of being turned over to the Sheriff at San Bernardino, or sign the dotted line of a Rod & Gun Club application blank. I chose the latter, foolishly, as you will presently see.

Awakened at 2:45 a.m. the following morning (just a moment please, while I re-arrange this pillow I'm sitting upon) I had visions of our Camp being afire, that being the only excuse I could think of for anyone getting up at that time. But Dave Porter and Jean Adams, my room-mates, insisted that it was the agreed arising hour. Certain that they would next be chasing butter-flies, I concluded the best thing to do was to humor them, whereupon I arose and beheld a mob of excited, if misguided, sportsmen preparing to shove off. We finished eating breakfast at 3:15 a.m. By 4:00 a.m. some twelve boatloads of "sportsmen (?)" were on their way.

Now I have heard of "trolling," but it never occurred to me that during the process someone had to keep rowing, and of all the things I like to do least, rowing heads the list. My boat-mates, Gus Siefield and John Husbands, each having taken a turn, nothing remained but that I should be a sport and heave-to.

I rowed and rowed, and rowed some more, all the while trying to look like I was having the time of my life. Forty-five minutes did I tug at those oars. I relieved myself with the thought that it must be nearing noon, but upon looking at my watch discovered it was five minutes to seven! Ye Gods! The darn seat in the boat was getting harder every minute.

When it came my turn again to row, I suggested that I be permitted to take a run over to the Camp and get a pillow and they actually looked at me as though it were a foolish idea! Little they knew or appreciated my suffering.

Also, imagine the mental torture I endured when the discovery came to me that what had all the ear-marks of being a hamper of food turned out to be a creel, I believe my boat-mates termed it. Gosh, and all the while I supposed it to contain a fine lot of nice sandwiches!

In the meantime all the trout that had been caught, despite the technique and experience of my two mates, had been landed by the rank tenderfoot, whose suffering on account of not hav-

PRIZES AWARDED FISHERMEN FOR OPENING DAY SUCCESS

Rod & Gun Club members, some forty strong, made another jaunt to the Pacific Electric Camp to greet the trout on opening day, May 1.

That fishing will prove a pleasant and worthwhile sport during the summer months is evidenced by the results of the season's first endeavor.

Following the usual practice, prizes were awarded to fishermen whom luck or skill, can't tell which, favored. Here they are:

First—A. M. Cross, \$5; second—Woodruff and Oefinger (tied), \$7.50 divided; fourth—Cliff Thorburn, \$3; fifth—Fred Maddy, \$2.50; sixth—E. H. Pierce, \$2; seventh—J. M. Geopfert, \$1.50, and eighth—J. L. Wood, \$1.

In addition to the above, Jean Adams donated a fountain pen which was awarded to the conqueror of the largest fish.

The boys extend to B. F. Manley, Chairman of the Committee in Charge, many thanks for the efficient way he handled the many details which contributed to the outing's success.

ing a pillow continued to the near exhaustion point.

By ten a.m. my seat in the boat had been imposed and reposed upon for six and a quarter hours. Human endurance had reached its limits; I envied the little trout peacefully at rest in the hamper—no, I mean creel. Finally I pleaded with my mates to permit me to disembark, they to continue fishing while I took a nap under a towering pine. For an hour and a half I slept (on my stomach) as I never slept before.

My experienced mates in the meantime expected to use my fishing pole and line, they attributing their ill-luck to my having a better outfit. While I slept they used it and returned with the count still nothing in their favor and seven for the tenderfoot. Five minutes after I returned to the boat I landed another, making my count eight to their nothing.

Incidentally my total count was exceeded by but four of forty of these "experienced and technique" employing fisherman. "Beginner's luck," they jeered jealously.

I could write on and on and tell how I did it, but that would gratify some members of the Kangaroo Court,—and besides this dern pillow is getting hard!



BASEBALL TEAM COMMENCES SUMMER SCHEDULE GAMES

Opening the summer season on April 7 with a display of well played baseball, the Pacific Electric team defeated the Los Angeles Fire Department nine by a 10 to 6 score in a game played on the Soldiers Home grounds at Sawtelle.

The following two Sundays all was not so rosy, our team having been defeated in successive games by the Palms Merchants, 3 to 1, and the fast Pasadena Buick team, 9 to 3.

Our team also played two Saturday games, one versus the Whiting-Mead team on April 20 with the final score 8 to 4 in favor of the opposition, and the second on April 27 with the A. J. Bayer nine in which the latter won 8 to 3.

Several prospective candidates for the regular Pacific Electric club were given a chance to show their wares in the Saturday games, which, although the immediate results were not so favorable, will prove of value in succeeding games.

In a game played before some four thousand baseball fans at the Los Angeles White Sox Park on Sunday, April 28, the Pacific Electrics fought ten innings to an 8-8 tie against the El Paso Shoe Store men. Tying with the El Paso boys is quite a feat, that team being the champions of the Spanish-American League and at that time boasting of a record of fourteen straight wins.

Fans following the Pacific Electric Club are assured of first class games during this summer as Manager Chas. P. Hill, ably assisted by George Grace, has lined up an attractive schedule.

Vacation—P. E. Camp!

FOUR DEATHS DURING APRIL

During the month of April the summons to the great beyond was answered by four of our fellow employees, to the beneficiaries of whom was paid a total of \$10,434, through Group Insurance and membership in the Mortuary Fund, the total payment having been reduced by approximately \$600 through monthly disability benefits previously paid by the insurance company to one of last month's deceased.

Those who answered the call were: Edward C. Kohler, Conductor, Northern Division; James T. Turner, Waterman, Western Division; Reckard Johnson, Carpenter, Torrance, and Meredith T. Spencer, Foreman, Sherman.

One new disability claim was approved by the insurance company last month, bringing the total to twenty-two employees who are now receiving monthly payments aggregating \$1587 due to their being totally and permanently disabled.

On behalf of all our employees, the Magazine extends to the homes saddened by death, heartfelt sympathy.

Redondo Beach is Scene of Student Group Picnic

OUR SCHOOL picnic held at Redondo Beach on April 20, the program of which consisted of bathing, basket luncheons, special entertainment features and dancing, was enjoyed by some 200 students and friends, reports J. N. Shafer, Educational Department Scribe.

The first event of the scheduled program was a swim in the famous Redondo Plunge, after which the carefully prepared basket luncheons were very much in evidence and the contents of said baskets disappeared with remarkable rapidity.

The entertainment came next with short talks by E. W. Hill, Educational Director, and F. E. Geibel, President of the Pacific Electric Club, together with the following program:

The Womersley Trio—consisting of Mr. R. W. Womersley, violin; Mrs. H. Womersley, cello, and Mrs. Avila Hatch, piano. Song by Mr. E. D. Arthur, accompanied on the piano by Mrs. Arthur; duet by Miss Mae Rowe and Miss Helen Hager; song by Mr. Roy Wadleigh; trombone and piano duet by Mr. and Mrs. Zahradnick, and

a song by Miss Gloria Zahradnick.

The group then sang the songs contributed by the various classes so that they might determine which should be selected for the school song.

Dancing on the new maple floor of the Redondo Ballroom rounded out an enjoyable afternoon and evening.

The students of the Pacific Electric School wish to thank the Management for the splendid co-operation and support through which the picnic was enjoyable to the utmost.

School Dance to Be Held

The next social event of our Educational Department will be a "School Day Dance" to be held on May 16. It is planned that each one shall wear "kid" clothes or costumes representative of school days of the past.

All are invited to attend this dance, which will be held at the Foresters Hall, 1329 South Hope street, Los Angeles, the hall where the regular monthly Club dances are held.

Attendance Contest Progressing

Our attendance contest is progressing nicely with all classes striving for first honors. Members of the winning class are to be the guests of honor at a banquet to be held the latter part of June.

The three leading classes in their respective order are: Business English, English Literature and Engineering Mathematics.

Class Officers

Herewith is complete list of P. E. School Class Officers:

Interior Decorating—Mrs. W. A. Bishop, Pres.; Mrs. W. E. Smart, Vice-Pres.; Mrs. G. W. McClevie, Secretary; Mrs. W. E. Ruppel, Treasurer.

English Literature—Mrs. M. E. Gilks, Pres.; Mrs. C. O. Snodgrass, Vice-Pres.; Mrs. F. E. Miller, Secretary; Mrs. A. Donnette, Treasurer.

Stenography Class—Mary Hardiman, Pres.; Catherine Cleary, Vice-Pres.; Mae Rowe, Secretary.

Spanish Class—MaBelle Rosenberg, Pres.; U. L. Drake, Vice-Pres.; L. R. Snell, Secretary.

Personal Leadership—D. W. Banks, Pres.; E. D. Arthur, Vice-Pres.; F. A. Shultz, Secretary.

Public Speaking Class—J. B. Green, Pres.; Jesse Harry, Vice-Pres.; Mrs. J. B. Green, Secretary.

Typing Class—I. E. Mankin, Pres.; Burdette Hardy, Vice-Pres.; Kathryn King, Secretary; Frank Gryder, Treasurer.

Traffic Management—L. B. Leary, Pres.; H. W. Attlesey, Vice-Pres.; J. F. Conners, Secretary; B. H. Mayer, Treasurer.

Business English—J. N. Shafer, Pres.; Wesley Scott, Vice-Pres.; Julia Shamrock, Secretary; W. S. H. Weeks, Treasurer.

Engineering Mathematics—Victor Labbe, President.

Psychology Class—B. M. Geissinger, Pres.; Mr. Terfing, Vice-Pres.

Employees Avail Selves of Auto Insurance

NUMEROUS requests having been made by employees during the past few weeks for details of the automobile insurance plan placed in effect last January, the essential facts in connection therewith are again brought to attention.

The plan was adopted in recognition of the value and increasing need of all persons operating automobiles for a reliable and moderate priced automobile insurance. In order to give employees the benefit of the lowest rate, the Company, although not financially interested, entered into an agreement with the Allen T. Archer Company, Insurance Brokers, whereby a 30 per cent saving was effected through an employees group purchasing plan.

All forms of automobile insurance, with the exception of collision, can be purchased at the regular discount. The forms of insurance available are Fire, Lightning, and Transportation; Theft, Property and Pilferage; Theft of Extra Equipment; Public Liability, and Property Damage.

Additional information can be obtained by addressing P. H. Vance, Secretary, Allen T. Archer Company, 215 West Sixth Street, Los Angeles, Telephone MUtual 2372.

PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

The Pacific Electric Club Executive Committee met in Room 711, Pacific Electric Building in regular session on Wednesday, April 3, at 2:00 P. M. The Following were absent: F. E. Billhardt, J. F. Hawkins, F. O. Evans, L. H. Covell, B. R. Hottinger, C. F. Langley, C. E. Moser, F. E. Mayfield, M. T. Spencer, J. M. Geopfert, T. L. Wagenbach, John Jackson and Miss C. B. Templeton.

Club Fund

Balance, 3-1-29	\$1153.34
Receipts	1098.00
<hr/>	
Total	2251.34
Disbursements	1891.57
<hr/>	
Balance, 3-31-29	\$ 359.77

Relief Fund

Balance, 3-1-29	\$ 13.60
Receipts	1576.25
<hr/>	
Total	1589.85
Disbursements	1381.00
<hr/>	
Balance, 3-31-29	\$ 208.85

Unfinished Business

E. E. Hunkins asked concerning the wrestling mat for Shops at Torrance. Mr. Vickrey stated that as soon as some necessary repairs had been made the mat would be sent to Torrance.

Mr. Osborne inquired concerning the extra seats for use of the men at Torrance during the lunch hour. F. E. Geibel informed him that the space required for the placement of these seats would be surveyed and arrangements carried to completion.

New Business

Inquiry was made by Mr. Swartz as to date P. E. Camp would open. Mr. Vickrey informed that a complete article would appear in the May issue of the Magazine giving all details.

F. E. Geibel spoke of the organization of a P. E. Band among the employees of the Mechanical Department at the Torrance Shops. It is thought that to have the organization in one central location will be most advantageous. Up to the present time satisfactory progress has been made in this regard.

R. B. Hooper asked for window shades and book cases in the Terminal Trainmen's Rooms at West Hollywood. Mr. Vickrey stated that a careful study of this request would be made.

T. J. Day gave a most interesting talk on the newly organized Pacific Electric Motor Transport Company, outlining briefly some of the work which is being done to further our freight traffic business.

B. F. Manley announced that an all day picnic for the Rod and Gun Club members would be held at Tournament Park, Pasadena, on Sunday April

NELSON'S ENCYCLOPAEDIA IS DONATED TO CLUB LIBRARY

The Club reference library was greatly augmented last month with a complete set of Nelson's Encyclopaedias in twelve volumes, the same being generously donated by our Chief Surgeon, Dr. W. L. Weber. The many students of the Educational Department have already put these reference books to good use and in future research study they are certain to prove of untold value.

Off the press but a few weeks since, Educational Director E. W. Hill presented the Club with a volume of Airplane Transportation, of which the donor and J. G. Woolley are joint authors.

Always appreciative of additions to its Library, the Club extends a vote of thanks for the above gifts.

Books of any nature are accepted by the Club Library. One case alone is filled with books dealing with outdoor life and stories for boys, all of which are gifts to the Club and are in constant use. An invitation is extended to visit the Library and take home a book for leisure hours. There is no charge and books may be held for two weeks.

WITH THE MASONIC CLUB

During April the Masonic Club and Degree Corps assisted in conferring the Third Degree upon three fellow employees at Torrance Lodge, Torrance; Covenant Lodge, Los Angeles and Redondo Lodge, Redondo.

The event of the month was the dinner and dance given at Mt. Lowe Tavern in honor of the Degree Team on the evening of April 12.

The next regular meeting will be held Tuesday evening May 14, in Room 714 Pacific Electric Building. A special program has been arranged for. Come and enjoy a smoke at the expense of W. A. McCammond. The reason? Come and find out.

21. Members are requested to bring their lunch and enjoy a day outdoors.

Paul T. Porter discussed at some length the change in fares proposed by the Company and answered many questions from various members of the Executive Committee.

F. E. Geibel announced that the Educational Department has two hundred and sixty pupils registered in the various classes, and attending with pleasing regularity.

Vacation—P. E. Camp! Their Punishment

Parson—"Surely, you have not caught these today?"

Little Boy—"Yes, that's what happens to fishes that goes chasin worms on Sunday."

Ladies Auxiliary Studies Current Civic Affairs

EVER keeping abreast of the times, the Ladies Auxiliary last month devoted their meeting principally to a study of the present political situation in connection with the coming City election.

The program for the first meeting of the month, April 11th, was featured by addresses from three prominent candidates upon political questions of the day, reports Mrs. Lon Bishop, Official Scribe for the Ladies Auxiliary. Each of the addresses were enlightening and all present gained an insight of the workings of public offices and courts.

Departing temporarily from the study of politics, the Ladies participated in a well-arranged card party on April 18th. Many new faces were present and all expressed themselves as having enjoyed the games of the day, Bridge and 500. First prize at Bridge went to Mrs. Smart, while Mrs. Prosser, a guest, won second honors. First honors at 500 went to Mrs. Jack Haughton, with Mrs. J. B. Green running a close second.

Back into their study of politics again, the Ladies Auxiliary at their meeting of the 25th was given two more views of our political situation, two more aspirants for City offices having told their solutions for the problems of the day.

Due to the illness of Mrs. Tyler, Leader in Parliamentary Law, the regular drill on that subject was not held at the meeting of the 25th. However, assurance is given that Mrs. Tyler has fully recovered and will again be on the job at the next scheduled meeting.

According to the report of our Treasurer, the Club's strong box needs some more quarters, informs Mrs. Bishop, and continues by appealing to all ladies to reserve May 16, 2:00 p.m., for the next card game.

At the last meeting the Club Room looked as if some one had been given a flower shower, thanks to the thoughtfulness of Mr. Heisel of the Mechanical Department.

The Ladies' Auxiliary of the Pacific Electric Club will hold its annual election on June 27, 1929.

Those wishing to make nominations will please send names, with office for which nomination is made, to Mrs. W. E. Ruppel, 938 Arlington Avenue, Torrance, before May 23, 1929.

Vacation—P. E. Camp!

Well Equipped

Dorothy, the little daughter of a tire salesman, had seen triplets for the first time.

"Oh, mother," she cried, on returning home, "what do you guess I saw today?"

"I can't imagine, dear. What?"

"A lady that had twins—and a spare."

P. E. Camp Opens May 29—Make Reservations Early.



NEWS of the P. E. FAMILY By Our Correspondents



ENGINEERING DEPARTMENT By Margaret E. Maitland

The boys in Halsey's office are still wondering which of them is to receive the prize for the "Hearst Temperance Contest."

R. F. Gies is the proud possessor of a new Buick and is advertising free rides, "Ladies only" and please apply in person.

Mr. and Mrs. Hubon gave the Dodge a workout, spending the week end at Palm Springs.

We are very glad to hear that Thelma Meighan is getting along nicely and is expected to be back on the job soon.

The latest employee in the Engineering Dept. is Joseph Wolf, File Clerk, who is getting down to business like an old-timer.

"Bob" Houseman started overhauling the Ford, but when he got it back together found he had a number of extra parts, even with the assistance of Howard Christenson they could not find use for them all; however, the Garage man did so Bob is now working on the fishing tackle.

S. R. Florence has not been feeling well the last few days, owing to the fact that he was unable to go fishing the first of the season—just got the summer started wrong for Sam—sympathy is extended by all the fishermen.

R. Walker has taken a three months' leave of absence, on account of his wife's ill health and is leaving with his family for the east.

Mr. and Mrs. Perry, and Mr. and Mrs. Humphreys spent the week-end at Big Bear and report a very enjoyable trip.

Ed. Weston is doing Kitchen Police for the Signal Dept. around the Yard. Somehow we don't miss Heinie so much, since Ed. is around.

Roger Lemelle has deserted the Haskell Indians and cast his lot with the McFarland forces in the Signal Shop. From the Wigwam to the Wig-wag.

The Store Dept. had a counter erected to keep out visitors and souvenir-hunters. The early morning rush now looks like a bread-line at the Midnight Mission.

Paint and brushes are flying in all directions as a result of the Cleanup Campaign. Several new painters were placed in the B. & B. Dept., although the Signal Maintainers, like typical flappers, still do their own painting.

Ben Attrill was absent for a few days on account of his wife's illness, so Ted Cuccia was again called in to pinch-hit for his former pupil. Ben studies the different catalogues at night, so as to be able to help Shorty Beckwith out with his mechanical problems. In the meantime we notice "Shorty" with about thirty cents worth of "the smile that won't come off" and wonder why. . . .

Jim Clark's manly beauty is more in evidence, as he had his mustache shaved off. If some movie magnate spies him, he may be in the movies any time now.

Leo Strong is in the Lutheran Hospital with an injured back as the result of a fall, when a ladder, on which he was standing, broke. We sincerely hope he will soon be able to be

around again. We also extend our sympathy to Morris Pike who is in the hospital.

(Captain) B. F. Manley lead the annual pilgrimage to the P. E. Camp for the opening of the Trout-season, which practically turned the Yard into a grave-yard for a day, as some of our best fishermen (either by word or deed) took in the excursion and returned with all kinds of . . . stories about the ones that got away. It is remarkable how men, who apparently have no other magic powers can increase the size of an absent trout from six to twelve inches by just re-telling the old, old story.

Sights we never expect to see:
Earl Haskell without his mustache.
John Christensen without a chew.
Geo. Curtis without Laddie.
Jerry Rons without Homer.
Roy Davis without his pipe.
Chas. Beckwith without Ben.
Carl Schenefield without his little ford.
Ray Cragin without a requisition.
Geo. Redd without a search-warrant for tools.
Chas. Estes without a yarn.
Frank Manley without Angelus Stock.
Daddy Woods without Bob Shuler's Magazine.
Max White without a confidential message.
Ernie Engleman without his tool bag.
Tommy Riggs without a shave.

We have heard about "riding the goat", "getting their goat" but—did you ever try milking a goat—for further details ask Max Schuring.

SHERMAN TERMINAL By E. D. Arthur

Meredith Talmadge Spencer, better known to friends and company employees as "Daddy" Spencer, died at his home at 839 Larrabee St., Sherman, Calif., 7:00 a.m., Wednesday, April 17, 1929.

"Daddy" Spencer was born June 3, 1860 in New York State and came to Los Angeles in 1897 at which time he entered the service of the Los Angeles Pacific Railway Company, which company later consolidated with the Pacific Electric Railway. He has been continuously employed as Air Department Foreman since that time. His genial personality and ever-ready greeting and pleasing smile made him beloved by all who knew or came in contact with him and this was evidenced by one of the largest and most beautiful floral offerings ever given an employee of this Company.

Services were conducted by the Hollywood Masonic Lodge 355 at the Masonic Temple at 2:00 p.m. Friday, April 19, 1929, of which Lodge "Daddy" Spencer was Past Master.

Worshipful Master Charles E. Boag, officiated and interment services were read at Forest Lawn Memorial Park, Glendale, by Doctor Ryland, Hollywood Lodge Chaplin.

The Pacific Electric School Banquet held at Redondo, Saturday, April 20th, was well attended and an enjoyable evening was the result. The Alumni presented the members of the Faculty with a large all-day sucker, but due to the size and the late hour of the presentation it was decided to hold it over until the following day for consumption. A delightful musical program was rendered by class members and friends, after which all attended to the opening dance of the season at the Redondo Ballroom.

Joseph Walker reports a quiet vacation spent at his home in Sawtelle.

F. Laton Jones, Machinist, is reported improved from a partial stroke of paralysis, which recently came upon him at his home in Sawtelle. Mr. Jones is now at the California Lutheran Hospital.

George C. Reed, Garage Mechanic at Glendale, has returned from an enjoyable trip and vacation. Tell us more about it, George.

W. J. Proctor, Garage Mechanic at Glendale, is reported slightly improved from a partial stroke of paralysis, but is still confined at the Hospital.

MACY STREET TERMINAL D. B. VAN FLEET Terminal Foreman

Too late for mention in the last issue of the Magazine we found that another of our Trainmen had gone into the old South to choose his bride.

This time it was Motorman H. Dupree, Sierra Vista Line, who quietly journeyed back to his old home State of Texas, where in Texarkana, on March 19th, last, he was united in marriage with Miss Opal Carpenter, of Mt. Vernon, Texas.

After the ceremony the happy couple spent several enjoyable days visiting friends and relatives and then extended their honeymoon trip to the Pacific Coast and now make their home in Los Angeles.

Congratulations and best wishes.

Early in the morning of April 2nd, Freight Conductor L. J. Middleton, State Street, became the proud father of a 7½ pound baby girl.

Congratulations, Mr. and Mrs. Middleton.

One year ago we announced the election of Conductor A. P. Baker, Sierra Vista Line, to the office of Vice Dictator in the local chapter of Moose, Golden State Lodge No. 29. This year we are indeed pleased to announce his advancement to Dictator, the highest office of the local chapter, to which he was elected on the evening of April 4th, last.

One year from next June he will be the local delegate to the National Convention which will be held in Chicago.

Congratulations, Mr. Baker, and best wishes for your continued success and that of your lodge while under your leadership.

Let's not forget our fellow workmen who are occasionally confined in the California Lutheran Hospital. At present Motorman H. Clark, San Bernardino Line, is a patient there. A visit by his friends will be appreciated.

The steady increase of the freight business has warranted the putting back as a regular run, No. 667, the night hostler and helper motor. Conductor J. H. Ickes and Motorman H. E. Draper, both of the San Bernardino Line paper train crew, bid the job in.

We are glad to welcome Conductor R. E. Atkinson back to Macy Street again and in addition extend the welcoming hand to Conductors R. E. Freeman, E. B. Merritt, I. E. Nicholson, A. R. Picking, E. L. Smith and Motorman A. A. Bish, all newcomers to our Terminal.

It was with sorrow that we received the news of the sudden passing of Trolleyman Ed. W. Kohler, State Street, on the morning of April 11th.

The Macy Street Trainmen extend their sincerest sympathy to the bereaved family.

**NORTHERN DIVISION
Eastern Lines
By Ruth Thompson**

On April 22nd, San Bernardino observed Paul Shoup Day, in honor of Mr. Paul Shoup, President of the Southern Pacific Railway, who spent the earlier part of his life in this city. A reception was held at the home of Mrs. H. M. Barton, in the afternoon, making it possible for the many friends to meet the members of the Shoup family again. In the evening a banquet was given at the California Hotel, attended by many prominent people from all over California.

The Pacific Electric Camp, located in the San Bernardino Mountains, is being made ready for opening the latter part of this month. As the fishing season is now open, a good many fishing parties are expected at the camp earlier in the month, to take advantage of the excellent facilities for that sport.

Motorman J. E. Winters is vacationing in Illinois, his old home.

Motorman A. D. Smith has returned to work after a vacation spent in Southern California.

Conductor Livingston is in the Company hospital at Los Angeles for treatment and is reported to be responding nicely.

Motorman G. Grimsley expects to return to work soon, having been ill for about six weeks.

**MECHANICAL DEPARTMENT
By Carleton B. Bell**

Twenty-nine years is a long time to work on a job without making a single enemy. So far as can be learned Reckard (Johnny) Johnson established the above record during his sojourn with the Pacific Electric. It is needless to say that a gloom was cast over the entire shops when the news came April 16 that he had passed away. "Johnny" was noted for accomplishments rather than words and his memory will linger long.

Mr. Liston is getting along fine. A few evenings ago when talking to some visitors he said he felt better than any day since he had been sick, and he surely looked the part. Had heard much about his wonderful radio and had often wondered if it was nearly as good as the description. After hearing said music box, one is thoroughly convinced it is all he ever claimed. Visit Mr. Liston even if you can only spare a few minutes. It will do you both good. He lives at 952 Hemlock Street, Los Angeles.

We have all been expecting an announcement from Johnny Van Vliet for a long time, and now we have it. The information should be authentic as he told the details himself. He is to be married on June 29 to Miss Ardenell Van Heinsbergen of Montebello, Cal. The happy couple intend taking a honeymoon trip to Yosemite Valley, Yellowstone National Park, Grand Canyon and other points of interest.

Formal announcement of the engagement was made at a dinner at the home of the bride-to-be Sunday, April 21, at which a number of the friends of the young people were present.

Jack De Yager, Painter, has had a very good reason for rejoicing since the arrival of an 8½ pound daughter. She is the best in the land, Jack says so.

Stanley Lay has just returned from a vacation trip into Old Mexico, where he visited Mexico City and many other places of interest. Had a very good time, he assured us, and the trip was rather diversified—wonderful scenery, beautiful ladies, exciting bull fights, dodging stray bullets and drinking soda water that is different from anything obtainable in this country.

Stanley Ruse is in the hospital recovering from an operation which was performed on April 10. He is getting along just right and hopes to be out in a few days. Mr. Thomas

will indeed be glad to see him back on the job.

Just received a card from Frank Mayfield, Armature Winder, who is in Phoenix, Arizona, on a leave of absence. He says it is warm there and that he and the wife are having an enjoyable time.

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

Golfers in the ranks of the Pacific Electric were given an opportunity of entering an event on April 21 at Montebello Park Golf Course. A foursome from Pasadena including R. H. Dorman, J. G. Rovai, C. E. Thompkinson and W. J. Richards were given handicaps. W. J. Richards and C. E. Tompkinson were out for prizes, the reports are that they won second and third. This is how they did it. Richards proved on the first hole that he had a horse shoe with him, by holing out from the sand trap. Dorman showed some very fancy work on the seventh hole by banking his shot from the trees into the middle of the fair way, Dorman also showed us his idea of a sand storm on the thirteenth hole when he got into a sand trap. Rovai played a very consistent game nursing his ball along with pet words and jigger. Tompkinson was a very able assistant to the ground keeper, cutting nearly all the weeds on number seven and some in other places.

Few things are more tragic to parents than that which was brought upon Mr. and Mrs. H. E. French when their youngest son Muier, eight years of age, was struck by an automobile April 19. His condition which as first appeared lacking of all hopeful signs, has changed for the better, and attending physicians are now confident of a favorable outcome.

The monthly Trainmen's meeting was held in the Pasadena Club Rooms on April 18. It is gratifying to note that the meeting was attended by a large gathering of interested employees.

The vacation season is on in Pasadena. The following are enjoying their twelve days of rest and recreation: J. G. Sprowl, A. Nowlin, W. Crawford, C. M. Conner and J. J. Lockshaw.

W. E. Kennedy is taking an extended leave of absence, accompanied by Mrs. Kennedy and daughter. They have embarked for Oregon where they will visit the parents of Mrs. Kennedy.

L. J. Heim assigned to Run 131 on April 17, has returned to Macy terminal, having bid in Run 139.

H. E. French, E. A. Paul and C. S. De-Baun opened the trout fishing season May 1, with a trip to Deep Creek in the San Bernardino Mountains.

W. R. Lummis, a familiar figure on the Los Robles motor Coach line, has bid in a run on the La Manda Park Junction line.

G. M. Britt, formerly motorman on Number Seven Short line, has bid in a daylight local on the Montana St. line.

Introducing the following new men: L. Anslern, F. R. Cummings, T. K. Gwinn and J. C. Knapp to all of whom we extend a friendly welcome.

**LONG BEACH TERMINAL
By C. H. Spence**

Conductor N. H. Edmundson, who was injured in an accident during January, is again able to be around. Edmundson lives at 106 East Los Angeles Street and will appreciate a visit from the boys.

Conductor W. L. Browning is also able to get around again and we will surely be glad to see him back on the job.

Sam Berg has gone on his annual vacation,

this time to Seattle and San Francisco. Have a good time Sam.

A. P. Sisk has returned from a thirty-day vacation to the wide open spaces of Wyoming and Southern Idaho. Sisk reports a great trip and says the country looks fine.

Have you all noticed what a waist line "Shorty" Russell has developed. "Shorty" says it is a question now whether to go on a diet or buy a new vest.

Boys if you happen to see any hot journal boxes or broken springs on the "Subs" you will know who caused it. No other crew can compare with E. H. Parks and H. R. Brown, the 3rd Street Heavyweights. Don't ever get on their car and start anything because Parks weighs around 265 pounds, while his motorman has him beat by some few pounds. We really believe this crew should belong on the San Pedro cut-off to assist the "gobs" in finding seats.

Motorman D. A. Cain is the proud owner of a new Ford sedan, and Conductor Demoret has a new Chevrolet sedan. These boys will make the Oil Companies produce more gas.

**ACCOUNTING DEPARTMENT
By George Perry**

L. A. Lovell, Auditor, is attending the annual convention of the Railway Accounting Officers Association which is being held in Cleveland, Ohio, this year. He was accompanied on the trip by Mrs. Lovell and it is expected that they will be away about two weeks.

Carroll Bone is a new member of the Miscellaneous Accounts Bureau staff.

Chevrolets appear to be very popular with the Accounting Dept. this month with Cathryn Fox and William Falkenstein each a new Chevrolet Six and Margaret Bell a late Model 4 Chevrolet. We understand that Miss Fox is getting along splendidly with her driving lessons, although the steering apparatus seems to have a strange attraction to garage doors and telephone poles.

Welcome back, G. B. Lamm. We're all glad to see you fully recovered from that long siege of sickness.

The many friends of Mrs. Marie Astier, formerly Miss Marie Aubert, Conductors Accounts Bureau will be pleased to learn of the birth of a daughter to Mrs. Astier at the French Hospital. Mother and baby are both getting along nicely.

The following vacationers consider "there is no place like home" for a good rest: Elise Monson, May Painter, Helen Spafford, Marie Thomsen, Marion Snowden, Bernice Grose, Emma Taylor and Mrs. Marley.

The wonderfulst has taken Gladys Howell to Vancouver, B. C. for a month's vacation. Recent postcards indicate that she is having a wonderful time. Mary Neuser is helping on the bills payable desk during Gladys' absence.

Dean Watson spent a week's vacation at Morgan Hills, which is situated about 20 miles this side of San Jose. He had intended to spend some of the time hunting but only saw one rabbit, which was too far away to shoot.

Mrs. Prior took a motor trip in her new Nash to the north visiting Oakland and San Francisco.

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

Commercial Checker, F. E. Maddox left for his vacation a few days ago to visit relatives in the East.

Walter H. Cochran, after being out of service for some time, has rejoined the Terminal forces. Welcome back, Walter.

Rex Heath, Trucker, has spread the news

that a certain young lady in Glendora is about to make him happy for the rest of his life. Good luck to you, Rex.

New voice on our PBX switchboard, Lena B. Perry, Relief Operator, officiating during absence of Edith Brown, who is on a vacation.

L. H. Napoleon and W. F. Whitlock—new additions to our Warehouse forces. Napoleon, however, is not a stranger to us, having been employed in the yard forces a few years ago.

Many employees of the Terminal are busy planning vacations—some taking trips East, while others plan to enjoy Southern California. Still others, again are extolling the beauties and restful comfort of the P. E. Camp where many members of the yard force will go on vacation this summer.

After two weeks' vacation Checker A. J. Gilber and R. E. Anderson are back on the job, both of them looking younger and exhibiting considerable "pep."

We are sorry to report that John Zimmers and Roy Weaver, Truckers, are on the sick list. We hope for their speedy recovery and to see them with us again soon.

We are looking for our new time piece very soon. Thanks to Mr. King, Foreman of Shed No. 1, for his efforts in securing this for us.

The yard of our warehouse is no place to gamble. And the worst place of all is in a refrigerator—at least while Mr. Phelps, our Day Watchman, is on the job. Mr. Phelps was the cause of the arrest of seven asserted gamblers last month. Single-handed he held the men until the police arrived.

**FREIGHT DEPARTMENT
SOUTHERN DIVISION
By Thomas A. Lyons**

George Paul Terry the First, is planning a trip to Europe. Bohemia, Austria, and Poland will be visited by George and his wife. We hope they have an enjoyable trip.

George Bryant has taken up aviation and will soon be ready for his solo flights. It is our hope that George always will keep his proper distance.

The Trolleyman who bids in the job with Frenchie Neville will have more to do than to hold onto the rope. He will learn perfect balance with George Roy on the other pivot of the balance.

Brakeman Henyan is a new man who has just reported for work. We bid him welcome to our ranks.

Springtime brings thoughts of vacation. If there is a better place in Southern California to spend that vacation than the Pacific Electric Camp near Lake Arrowhead, we have never seen it. What a wonderful place for the kids and after all that is a great vacation—to be able to spend it with the kids.

"Fat" Coombs and George Corey are taking up wrestling. The one drawback to "Fat's" advancement in the game is that it is hard to catch Corey.

The market crews have seen so many bananas in the past month that they are wondering if the country has not turned banana. Whatever becomes of all the peels.

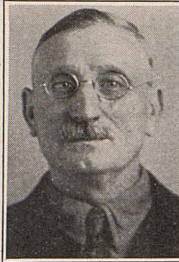
Practice makes perfect, the bowling team is going to practice every week through the summer.

Lyle Foord in his sickness and misfortune is always wearing a smile. To help keep that smile shining, give him a call at his home.

**MECHANICAL DEPARTMENT
"OLD TIMERS"
By Willis M. Brooks**

Down in the Torrance Shops, repairing lanterns, trainmen's signal cases and the thousand and one seemingly insignificant sheet metal details of car construction, are the artisans of the "Tin Shop".

Those of you who have tried your skill with a soldering iron and found the d—m solder wouldn't run; or if the solder fused, it wouldn't hit the right spot, or hitting the right spot it wouldn't stay put, but spattered off onto the floor, will agree with us that a competent tinner is an artist of no mean skill. At the head of our Torrance group of skilled tinner is Mr. Joseph R. Hughes, Foreman Tinner.



J. R. Hughes

Joe loves to travel backward over his life's journey; back to these scenes of his childhood in the little village of Tamworth, Staffordshire, England, where, on October 20, 1866, he first saw the light of day. Back to the deep dark workings of the coal mines of this district, where he first went to work at the age of 12 years; to the days of his apprenticeship with Allday and Company, Tinsmiths of Birmingham, England. Joe landed in the United States in 1885, going to Brightwood, Indiana, where he stayed one year before coming to the coast. Here he joined the construction crew building the South Pacific Coast R. R. running from Alameda to Santa Cruz. Coming to Los Angeles in the fall of 1886 he worked for a short time with the Los Angeles and San Gabriel Ry., which later sold out to the Santa Fe and built the Los Angeles Cable lines, with Joe still with them.

Next he went to the Southern Pacific under C. E. Donnatin, who later became the first Mechanical Superintendent of the Pacific Electric Ry., taking Joe with him. The Pacific Electric, although a thriving infant, could not hold him for shortly he went back to the Southern Pacific at Sacramento, for eleven years. He returned to the Pacific Electric in 1902.

In the meantime little Dan Cupid had shot an arrow and Joe and Miss Mary Ann Owen were married in October, 1888 at the Court House (where the municipal building now stands). Of this marriage two sons were born before Mrs. Hughes passed on in 1918. In 1920 he married Mrs. Anna D. Speer. There are now three sons, two of whom are working for the Pacific Electric at the present time.

Mr. Hughes is an earnest, faithful employee.

Our Company is fortunate in having such men on their roll, for they form the backbone of any Company. Newer employees follow the trail they have broken and the example they set, for to them, loyalty is more than a filler for high sounding phrases.

OLIVES IMPORTANT CROP

Among the interesting statistics in a statement recently made by the California state department of agriculture was one in respect to olives, says the Los Angeles Herald. It was reported that the United States as a whole imported olives to the amount of \$9,000,000 and olive oil valued at \$20,000,000 last year.

That is important to this state in view of the fact that California has practically the only potential olive land in the United States, the only other places where they have been grown successfully being limited areas in Arizona and New Mexico.

The amount of imports reveal the fact that there is still plenty of room for expansion of the California olive industry. The tree, a native of western Asia, was first introduced into California in 1769, by the planting of seed, brought from Mexico, at the San Diego Mission. From here cuttings were sent to the other missions, and up to 1880 the "Mission" olive was the only variety known in the state. Now, however, a number of varieties are being grown.

Vacation—P. E. Camp!

She: "Of course, it's always the woman who pays."

He: "Pr'rps; but who is it gives her the money to pay with?"

Vacation—P. E. Camp!

Congenial Role

College Boy—"Do you pet?"

The Girl—"Sure—animals."

College Boy—"Go ahead, then; I'll be the goat."

Vacation—P. E. Camp!

Economy

"Why did Scotty MacLaughlin have every one of his teeth pulled?"

"He wanted to save all his tooth-paste money."

COMPARISON OF ACCIDENTS DURING MARCH, 1928 AND 1929

	Northern Division		Southern Division		Western Division		Motor Coaches	
	1929	1928	1929	1928	1929	1928	1929	1928
Interference with vehicles	111	113	84	68	194	179	23	35
Collisions and interferences with cars	1	3	3	7	1	3	1	0
Persons struck	3	4	2	4	5	4	0	1
Derailments	9	4	12	16	5	8	0	0
On and off moving cars	13	9	9	11	12	20	0	2
Miscellaneous	18	14	43	14	37	20	6	3
	155	147	153	120	254	234	30	41
	8 Inc.		33 Inc.		20 Inc.		11 Dec.	
			1929	1928				
Interference with vehicles			412	395	17 Inc.	4.30%		
Collisions and interferences with cars			6	13	7 Dec.	53.85%		
Persons struck			10	13	3 Dec.	23.07%		
Derailments			26	28	2 Dec.	7.14%		
On and off moving cars			34	42	8 Dec.	19.05%		
Miscellaneous			104	51	53 Inc.	103.92%		
			592	542	50 Inc.	9.22%		

THIRTEEN MONTH CALANDER PROPOSAL ADDS "ADENDA"

How would you like to change the date of your birthday, or even have it in a different month?

Many such changes would be necessary should the 13-month calendar scheme, proposed by Professor F. E. Ormsby of Los Angeles, be chosen by the Committee on Calendar Reform.

Being similar to many other proposals to add a thirteenth month to our calendar system, Professor Ormsby divides the 365-day year into 13 months of 28 days each. The extra day is New Year's Day—an entirely independent day coming between two years and belonging to no month. Every four years, when accumulated surplus time has amounted to a day, the Ormsby system adds an extra "spare day" to the year, preceding New Year's Day and, like it, a holiday belonging to none of the months.

The thirteenth month, Professor Ormsby names "Adenda," indicating something added to that which already obtains. Adenda would be placed between December and January, so that all the extra calculations involved in a new month and independent days are brought together.

Birthdays would fall on new dates for everybody except those persons born between January 1 and January 28.

Vacation—P. E. Camp!

PAY-AS-YOU-LEAVE-SYSTEM

In order to speed up running schedules the Schnectady Railway Company of Schnectady, N. Y., has announced that it will inaugurate a pay-as-you-leave system on its street cars to be in effect every day after ten o'clock in the morning. The decision is a result of an extensive study which the railway company has been making during the past several weeks.

The survey has shown that the flow of morning traffic is inbound and is picked up over a scattered territory with a few passengers boarding the cars at each point and leaving large numbers at the industrial plants and the pay-as-you-enter system is more desirable it was explained.

In the afternoon and evening hours a large percentage of the traffic is moving outbound and many passengers board at the heavily congested loading points. The pay-leave system under these conditions is thought will result in a quicker movement of cars through the congested districts brought about by faster loading.

Vacation—P. E. Camp!

No Latitude

Judge: "Sam, do you solemnly swear to tell the truth, the whole truth and nothing but the truth?"

Sam: "Ah does, sah."

Judge: "Well, Sam, what have you got to say for yourself?"

Sam: "Jedge, with all dem limitations you jes' put on me, Ah don't believe Ah has anything at all to say."



"Our office boy whistles while he works." "Ours whistles."

He—Let's kiss and make up.
She—If you'll be very careful I won't need to.

"Jack is so crazy about radio I can hardly drag him away from it."

"Excellent training for a husband, my dear—listening."

Proud Author

"Have you heard the story that's going around about Alice?"
"Heard it? Why, dearie, I started it."

Righto!

Teacher—Compose a sentence with the word "gruesome" in it.

Willie—The man stopped shaving and grew some whiskers.

Moseley: "In order to be a great musician, they say one has to begin very early in life."

Geo. Cooper: "Yes, it must require many years to grow all that hair."

Modern Version

Donny—"Have you heard the new England pants song?"

Ruth—"No, what is it?"

Donny—"London Breeches falling down."

I met her in the garden;
The night was still as death;
I knew she knew her onions,
'Cause she had 'em on her breath.

College Trained

First Flapper: I say, your brother Dick can dance.

Second Flapper: I know. Oxford's been the making of that boy.

Identified

"Do you think Professor Kidder meant anything by it?"

"What?"

"He advertised a lecture on 'Fools'. I bought a ticket and it said 'Admit One.'"

Times Alter

Bachelor: "Does your wife treat you the same as she did before you were married?"

Married Man: "Not exactly. Before we were married, when I displeased her, she refused to speak to me!"

"John, it's positively shameful the way Junior talks. I just heard him say: 'I ain't never went nowhere.'"

"Shameful? Why, he has traveled twice as much as most boys his age!"

Fanny was thoroughly angry at her swimming teacher. "The fresh thing!" she exclaimed. "After I won the race he came to me and said, 'My dear, you kept up your end magnificently.'"

"Will you be my fair divorcee?"

Said a gent unto his wife.

"Say, for enough alimon-ee,

I'd be your 'ex' for life."

How About Some More Scotch?

Have you heard of the Scotchman—
Who, when asked what he would give to aid a charitable cause, said: "Well, I'll give it thought."

Who refused to equip his office building with fire escapes because it was leap year.

Who never smoked with his gloves on because he didn't like the smell of burning leather?

Who squeezed a nickel so tight that the person receiving it found the Indian riding the buffalo?

May: "What sort of a chap is Johnny?"
Dot: "Well, when the lights went out last night when he called on me, he spent the rest of the evening repairing the fuse."

He was jealous, violently jealous. No wonder, then, that when he heard the Stamford quarterback sing out "1-7-2-4," he leaped through the line and strangled him. It was his girl's telephone number.

An old negro preacher was explaining to his congregation the difference between faith and knowledge. "Now, my brethren," he said, "hit's like dis, dars Brudder Johnsing a sitting on de front seat wid Sister Johnsing and the five little Johnsing. She knows deys her chillen, dat's knowledge. He believes deys his chillen, dat's faith."

Ask Us Another

O, tell me, please, for goodness sakes:
Must night fall because day breaks?
Must fleas fly because flies flee?
Must ships have eyes when they go to sea?
Must pens be pushed and pencils lead?
Must there be spring in the ocean bed?
But most of all, I want an answer,
Is a busy-body a hula dancer?

A psychiatric board was testing the mentality of a negro soldier.

"Do you ever hear voices without being able to tell who is speaking or where the sound comes from?"

"Yes, suh," answered the negro.

"And when does this occur?"

"When I'se talkin' over de telephone."

Cryptic Enough

Educated Egyptian: You have no wonderful hieroglyphics in America, no mysterious inscriptions, no indecipherable relics of an ancient literature whose secrets the wise men have tried in vain to discover.

American Tourist (humbly): No, we haven't any of those things, I admit. But (brightening up) we have our railroad time tables.

It's All in the Family

A Scot and his wife went into a restaurant and ordered one sandwich and two plates, cutting the sandwich in half as it was served. He was chewing away ravenously, while his wife looked on, which led the waiter to ask: "Is there something wrong with the sandwich, Madam?"

"Na," she no'ed, "but Sandy is using the teeth."

Geographically Speaking

Waitress—"Hawaii, Gentlemen, You must be hungry."

First Man—"Yes, Siam. And we can't Rumania long, either. Venice lunch ready?"

Waitress—"I'll Russia to a table. Will you Havanna?"

First Man—"Nome. You can wait on us."

Waitress—"Good. Japan the menu yet? The Turkey is Nice."

First Man—"Anything at all. But can't Jamaica little speed?"

Waitress—"I don't think we can Fiji that fast, but Alaska."

First Man—"Never mind asking any one. Just put a Cuba sugar in our Java."

Waitress—"Sweden it yourself. I'm only here to Serbia."

First Man—"Denmark our bill and call the Bosphorus. He'll probably Kenya. I don't Bolivia know who I am."

Waitress—"No, and I don't Caribbean. Youse guys sure Armenia."

Boss—"Samoa your wisecracks, is it? Don't Genoa customer is always right? What's got India? You think maybe this arguing Alps business?"

Customer—"Canada racket; Spain in the neck."

Ear specialist (to Cockney patient)—Now my man, what about this ear?
Cockney—This 'ere wot.

Many a man who is convinced that woman is a delusion and a snare will continue to hug a delusion.

The Grand Canyon is said to have come into being shortly after a Scotchman dropped a dime down a gopher hole.

His Doubts

"You can say one thing for mother; she's outspoken."
"By whom?"

"Mamma, is papa going to heaven when he dies?"
"Why, son, who put such an absurd idea into your head?"

At night when sudden trembles shake and agitate the casement,
The cause may be a distant quake,
Or rains in the basement.

A man who is clever enough to be boss at home is also wise enough not to brag about it.

And cross-eyed Scotchmen were unknown before the advent of the three-ringed circus.

A can-opener is the instrument a lot of women are using to pry themselves out of matrimony.

Too Late

"Would you mind getting up for just a minute, miss?"
"Why?"
"I want to hang up this notice, 'Wet Paint!'"

Social Worker: Do you believe in the transmigration of souls?
Fisherman: "No sir. I likes 'em fried in the ordinary way."

The latest addition to the list of Scotch stories is that of the man who had two pieces of bread and was waiting at Seventh and Broadway for the jam.

By His Wife

"This play makes me think."
"Yes, it's a most extraordinary play."

"He claims his wife was intractable, your lordship, so he beat her into subjection with a golf club."

"In how many strokes?" asked the judge.

Padre—You'll ruin your stomach, my good man, drinking that stuff.

Old Soak—"Sall right, 'sall right. It won't show with my coat on."

True Enough

"Black boy, you am just like the letter B."

"Huccum?"

"You am always in debt when you know that they ain't no need of it!"

It's easy enough to be pleasant
When life's going merrily 'round,
But the guy worth his chaff
Is the guy who can laugh
When his own garter's coming down.

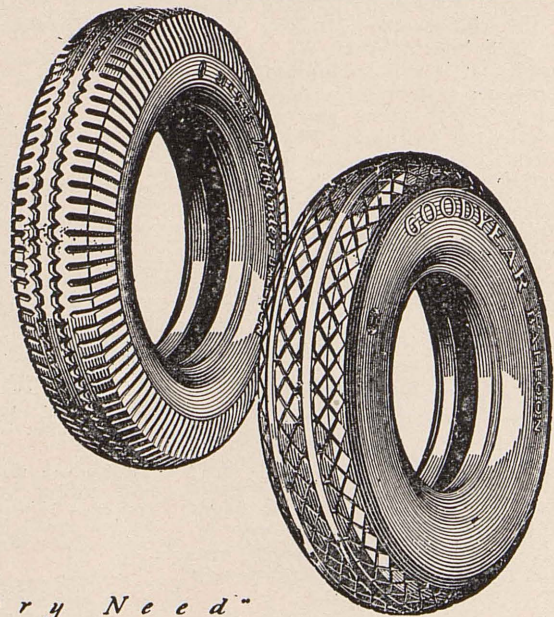
During the Month of April THE PACIFIC MUTUAL LIFE INSURANCE CO. paid the following P. E. Employees Disability Benefits Through the Wm. L. THOMAS AGENCY

PARTIAL LIST

Name	Kind of Disability	Amount Paid	Name	Kind of Disability	Amount Paid	Name	Kind of Disability	Amount Paid
Bidwell, Merle L.	Influenza	\$40.00	Lowe, Ray C.	Rheumatism	24.00	Scarth, Walter	Rheumatism	8.00
Bloom, Walter R.	Injured Eye	10.00	Lynn, Harold	Bruises	40.00	Singleton, Robert J.	Cold	10.00
Broswell, Sidney J.	Lumbago	13.33	Martin, Emmitt N.	Sprain	17.00	Smith, Roy S.	Chicken Pox	32.00
Byers, Wm. W.	Stomach Trouble	60.00	Morin, Herbert A.	La Grippe	8.00	Soule, Le Roy M.	Cold	18.00
Faris, Frank B.	Broken Vein	32.00	Nicholls, Robert S.	Indigestion	23.33	Stephen, Clarence L.	Cold	60.00
Forsberg, Eric	Inflammation	16.00	Oatman, Carl H.	Injured Eye	11.00	Sutten, Ernest	Influenza	212.00
Gilreath, James W.	Pneumonia	82.00	Packer, Edward F.	Cold	8.00	Townsend, Sherman	Fracture	18.00
Hawley, Jay C.	Influenza	18.00	Peters, Robert H.	Influenza	30.00	Washington, George S.	Influenza	6.00
Henry, Ellis E.	Tonsillitis	10.60	Price, James R.	Cold	10.00	Winchell, C. M.	Bronchitis	16.00
Herring, Walter	Toothache	10.00	Patton, Birges R.	Lumbago	10.00	Wright, Luther E.	Tonsillitis	10.00
Hess, Charles	Bruised Hand	34.00	Rowe, John H.	Cold	14.00	Young, Harry L.	Influenza	36.66

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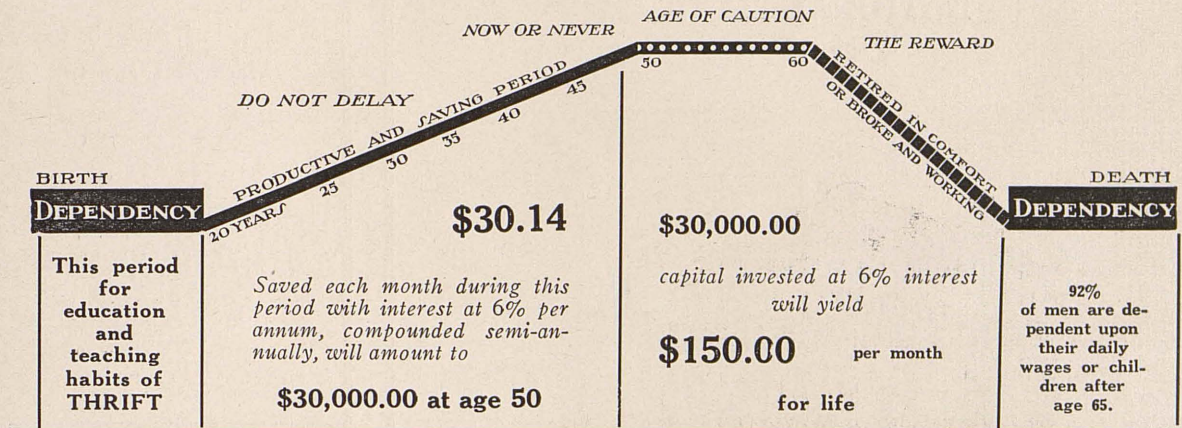
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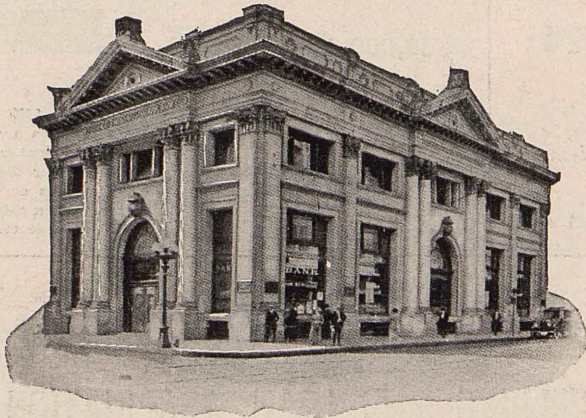
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