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THE NEW PACIFIC ELECTRIC CLUB

The Road to Happiness

Of all the rules for a happy successful life that have come to our attention, none have impressed us as did the following wise and splendid counsel:

K EEP skid-chains on your tongue; always say less than you think. Cultivate a low persuasive voice. How you say it often counts far more than What you say.

Make promises sparingly and keep them faithfully, no matter what it costs you.

Never let an opportunity pass to say a kind and encouraging thing to or about somebody. Praise good work done, regardless of who did it. If criticism is merited, criticize helpfully, never spitefully.

Be interested in others; interested in their pursuits, their welfare, their homes, and families. Make merry with those who rejoice, and mourn with those who weep. Let everyone you meet, however humble, feel that you regard him as a person of importance.

Be cheerful. Keep the corners of your mouth turned up. Hide your pains, worries and disappointments under a pleasant smile. Laugh at good stories and learn to tell them.

Preserve an open mind on all debatable questions. Discuss, but don't argue. It is the mark of superior minds to disagree and yet be friendly.

Let your virtues, if you have any, speak for themselves, and refuse to talk of another's vices. Discourage gossip. Make it a rule to say nothing to another unless it is something good.

Be careful of others' feelings. Wit at the other fellow's expense is rarely worth the effort, and may hurt where least expected.

Pay no attention to ill-natured remarks about you. Simply live so that no body will believe them. Disordered nerves and bad digestion are common causes of back-biting.

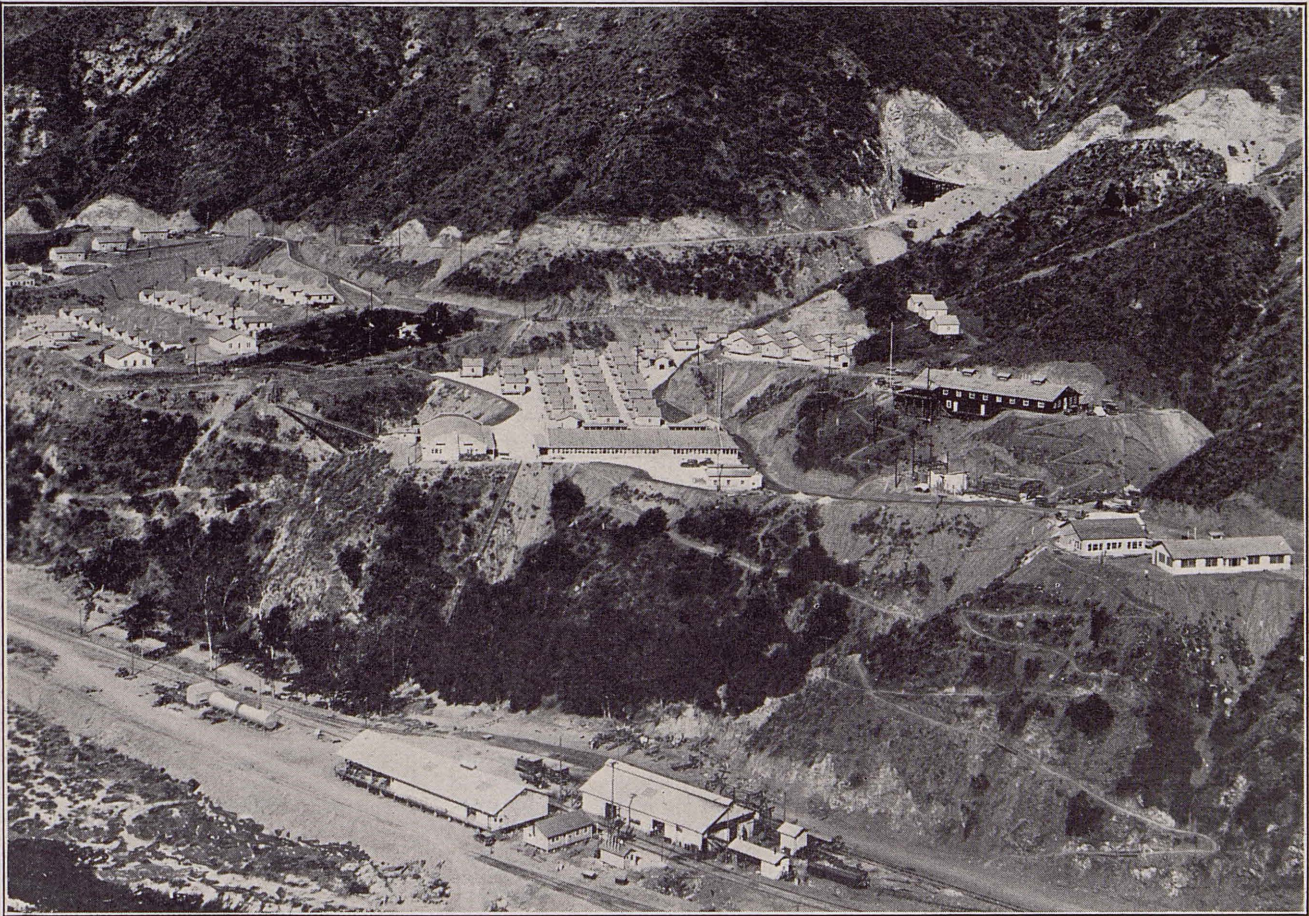
Don't be too anxious about getting your just dues. Do your work, be patient, keep your disposition sweet, forget self, and you will be respected and rewarded.

—Author Unknown.

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WORLD'S LARGEST DAM UNDER CONSTRUCTION



SO ENGROSSED have we been of late in the great Boulder Dam, commencement of construction on which is perhaps many months ahead and years before completion, that we have lost sight of the fact that almost at our immediate door, only 35 miles from Los Angeles, is now under construction, the great San Gabriel Dam, the world's largest piece of masonry.

So tremendous is this undertaking that few of us can visualize its proportions. The Dam will contain 4,000,000 cubic yards of concrete, more than 10 times the cubical measurement of the Pacific Electric Building and 1,000,000 cubic yards in excess of that required in the construction of the Boulder Dam. The base of the San Gabriel project will be 407 feet in thickness, almost twice as thick as the Pacific Electric Building is wide, gradually tapering to a 20-foot thickness at the top.

Other Comparisons

Let us make two more comparisons so that we may more accurately picture in our minds the massive structure the San Gabriel Dam is to be. In height it will rise 500 feet above bedrock and 425 feet above the steam bed. Along side of such a structure our Los Angeles office building, ris-

Long before the great Boulder Dam project is completed, the San Gabriel Dam, near at hand, will have been in service and enjoy the distinction of being the world's largest. Splendid progress is being made. To carry materials from Azusa to the site it was necessary to build a \$600,000 railroad with classification yard and other extensive facilities.

ing 147 feet above Main Street, is somewhat dwarfed. The width of the Dam, the distance between the two ridges on either sides of the canyon, is 2400 feet on top, practically 8½ times as wide as the Pacific Electric Building is long, while the base will be 900 feet wide.

Known as a gravity type dam, the San Gabriel structure will depend largely on its enormous weight for its stability. It will, however, be anchored in bedrock as a safety measure.

Costing some \$25,000,000, the building of the San Gabriel Dam is one of the greatest engineering projects ever undertaken. Its construction will require the building of machinery of a magnitude heretofore only imagined. It will have an impounding capacity of 240,000 acre feet of water, but it is primarily a flood control and not a

storage project, it is possible this amount of water will not be impounded for some time.

Flood Control

Completion of the project, however, will insure the control of flood waters that in years past have frequently devastated crops, orchards and other property, permitting their use to further bloom the fertile San Gabriel Valley.

The financing of this mammoth structure, the cost of which is equal to that entailed in the building of the Los Angeles Aqueduct and is said to closely approximate the amount spent by Los Angeles in the development of its Harbor, was accomplished when the Los Angeles Flood Control District voted a \$25,000,000 bond issue for that purpose.

At the present time work on the Dam is limited to excavation of the west embankment, which work will require several months to complete. Two electric shovels put the dirt into dump cars, operated on a railway track and pulled by gasoline locomotives. The dirt is hauled a short distance down the canyon below the dam site and dumped in the bed of the canyon. Two trains of dump cars serve each of the electric shovels.

Some 200 men are now employed in

this work, upon the completion of which additional forces are to be added and it is estimated that approximately 2,000 men will be engaged in the dam construction during the several years which will be required to pour all the necessary concrete.

For several years past some of the most prominent engineers in the West have been employed in an active or advisory capacity in working out plans, and because of its enormous proportions, four contracting firms joined forces in order to provide adequate facilities for the construction work.

Special Rail Line

At a cost of \$600,000 Los Angeles County has built a standard gauge rail line for a distance of 11 miles up San Gabriel Canyon from Azusa. At this city, which is located on the Glendora Line of the Pacific Electric Railway, materials are being delivered and taken to the damsite over the specially constructed rail line.

When pouring of concrete is started, which is said will probably be in March, 1930, many hundred carloads of cement, of which the specifications call for 3,442,000 barrels, and other materials will be moved via rail, resulting in a large volume of traffic for this Company. It is estimated that close to 14,000 carloads of cement alone will move over rail lines during the construction period. Completion of the Dam is set for June or July, 1934.

NO VEHICLE YET DISCOVERED CAN DISPLACE STREET CAR

The electric railway industry of this country is entering a new era marked by improvements within the industry itself and by a better public understanding of the street car company's needs and problems, according to W. H. Sawyer, formerly president of the American Electric Railway Association.

Addressing the recent national convention of the association, in Cleveland, he declared at the outset of his talk that nothing has been found to take the place of the electrically propelled, rail-borne car for moving masses of people rapidly and efficiently. With this fundamental thought, he cited modern developments that are favorable to the hopes of electric railway heads for a bigger and better industry.

"We are carrying forward more than merely a program for modernizing our cars," said Mr. Sawyer, who is quoted by the Pennsylvania Public Service Information Committee. "We are carrying forward a program of modernizing our thought and method. People generally now are giving their understanding and co-operation to electric railway problems and needs.

"In solving their traffic problems many cities are assisting in increasing the speed of electric cars by giving them the right of way wherever practicable."

PREPARING FOR "SIXTY"

John Doe, twenty years old, spends a dollar for some trifle that affords him a few minutes' pleasure but which he could just as well do without.

John Doe, sixty years, takes out his pencil and figures that the gratification of that whim by young John Doe cost Old John over ten dollars.

If he had put that dollar at work earning interest at six per cent, it would have increased over tenfold in that time.

And if he had added to it the many other dollars that he spent needlessly and foolishly for things that made him at sixty no better off in culture, in friendship, in social standing and in gratifying memories, he would be now in the enjoyment of a competence.

Meanwhile the possession of something to fall back upon, of an anchor to windward, would have relieved him of worry and enabled him to face conditions as they arose with independence and confidence and to have made more of his life.

"To him who hath shall be given." To one who has the means to avail himself of them, opportunities are always offering to improve his condition and connections, to share in the profits of well-directed industry and to enhance the earnings of his hands and brain.

I speak not in favor of parsimony or niggardliness, of the sacrifice of all that makes life pleasant and profitable and helpful and enjoyable to a narrow-minded pursuit of wealth.

The social, mental and spiritual side of one's nature needs culture, development and capitalization as much as the material, in order that at sixty one may be satisfied and self-sufficient.

Picture yourself at sixty, a man whose earning powers are failing, whose chances for employment are diminishing and whose needs are increasing. What are you doing that he may face his declining years with assurance and pass them in comfort?—*F. R. Low, in Power.*

Huge Tax Paid by Car Riders

Chicago Surface Lines recently paid the Chicago City Treasurer a sum of \$2,562,684, that huge figure being the annual payment due under the old franchise which is still in effect, reports the Public Service Magazine. The unjustness of such a condition is shown by the fact that the sum represents more than half of the net visible receipts of the company, also the tax Chicago trolley riders must pay for the use of the city's streets.

Since 1907 the total amount taken from fares paid by street car patrons and turned over to the municipality is \$44,161,340. In addition to this sum the car riders pay the cost of paving the portion of streets occupied by car tracks. This latter is an antiquated method of indirect taxation, placing an unjust burden on street car riders.

CITY OFFICIAL TELLS HOW TAX MONEY IS USED

If you were a taxpayer in the City of Los Angeles for the fiscal year July 1, 1928, to June 30, 1929, you received a tax bill of \$4.15 on each \$100 of assessed valuation, informs Roy A. Knox, Director, Bureau of Budget and Efficiency, City of Los Angeles. This levy covers the needs of three tax-levying bodies: The City of Los Angeles, the County of Los Angeles and the Los Angeles School District. The following is an itemized statement of the levy:

Los Angeles City Tax:	
Library	\$.07
Parks .....	.07
Playground and Recreation .....	.04
Gen. Government	1.01
Permanent Improv. ....	.06
	<hr/>
	\$1.25

Payments on Bonded Debts		\$.35
Major Highways .....		.09
Fire and Police Pensions...		.10
	<hr/>	.54

Total	\$1.79
Los Angeles County Tax:	
Flood Control	\$.08
Gen. Government .....	.72
	<hr/>

Total .....	.80
Los Angeles School District Tax:	

Gen. County Elementary..	.280
Gen. County High .....	.148
Junior Col. Tuition .....	.002
Kindergarten Special .....	.060
Elementary Special .....	.280
Elementary Building Special .....	.060
High Special .....	.500
Elementary Bonds .....	.130
High Bonds .....	.100
	<hr/>

Total	1.56
Total 1928-1929 Tax Rate, all purposes	\$4.15

If you owned a home assessed at \$5,000, you paid the sum of \$207.50 as your share of supporting the City of Los Angeles, the County of Los Angeles and the Los Angeles School District.

STATE POPULATION ESTIMATE SHOWS STEADY INCREASE

That the State of California had a population at the end of January, 1929, of 5,466,104, was the estimate made last month by Ray L. Riley, State Controller. The figure represents an increase of 2,039,243 since the 1920 census.

Populations for the cities on which estimates have been made total 4,399,569, Mr. Riley reported, indicating that 19 per cent of the State's population is rural.

Estimates for the eight largest cities in the State are as follows:

Los Angeles.....	1,343,923
San Francisco.....	698,953
Oakland	412,442
Long Beach	139,467
San Diego	125,194
Sacramento	101,376
Berkeley	82,351
Pasadena	85,469

Celery Yields Carloads Second to Citrus

WHAT perishable commodity, next to citrus products, do you suppose furnishes the most carload shipments originating on Pacific Electric lines? You will be surprised to know that answer is Celery.

Including of celery in the family menu a few years ago happened only on such outstanding days as Thanksgiving and Christmas. At best, not more than a half dozen meals a year included celery and then only when some special occasion dictated the desire of making the table extra impressive.

The change that has come about in the use of this hitherto rare vegetable during the last few years has reversed the situation. A bunch of celery today is as common as a can of peas; celery soup, not on the market until recently, has taken its place with the other standard varieties, practically all vegetable salads have it as one of the ingredients and its use is sometimes prescribed as a health measure, being easily digested.

With the increased consumption of celery has come its universal use—every state in the Union uses its share and Canada is each year requiring increased quantities. What is even more interesting is the fact that celery is an all-year vegetable which is generally not canned, being shipped to destination under refrigeration and eaten raw.

All Year Production

It is in the supplying of celery for this all-year market that California, more so Southern California and particularly the Playa del Rey or Venice District has played an important role. Florida, the leading State in total celery production, ships considerable quantities during the fall, winter and spring months, but it remains for Southern California to fill the orders during the summer, in fact between 25

and 50 carloads of Venice Celery are annually unloaded within the State of Florida.

There are many celery producing areas in Southern California, but none that compare in quantity of production with the Playa del Rey cienaga or Venice District, a continuation of the West Adams market garden section, lying just below Culver City and south of Washington Boulevard. There are about 1500 acres in this area in condition to produce vegetables and but approximately half of that in shape for celery.

Due to the limited area of land in this section and its consequent high value, being listed in the neighborhood of \$5,000 per acre, its rents run upward to \$175 per acre per year. The land, however, is in constant use, with four crops a year being the rule rather than the exception. One, sometimes two and occasionally three crops of celery are harvested, with the remainder of the season being utilized for the growing of bunch vegetables.

Most of the celery seed used in California comes from France and is first planted in greenhouses, which are numerous in the district. In about 30 to 40 days the seeds have sprouted and grown sufficiently to be replanted in another greenhouse box where more room is given the individual plants. In another 30 days the young hot-house celery plants are again replanted, this time in the field, being set on both sides of a double row about 10 or 12 inches apart. About 3300 plants are used per acre.

During the growing season, which varies between 90 days to 120 days in winter, the plants are fertilized very heavily and forced along as fast as possible.

Cutting is done entirely by hand in the district, and extreme care is exercised in packing and grading, the district as a whole using a wax paper liner for the stock that is shipped. The large California celery crate, ranging

from 22 to 25 inches in height, is used in packing, each receiving from three to six dozen bunches.

Cost of Producing

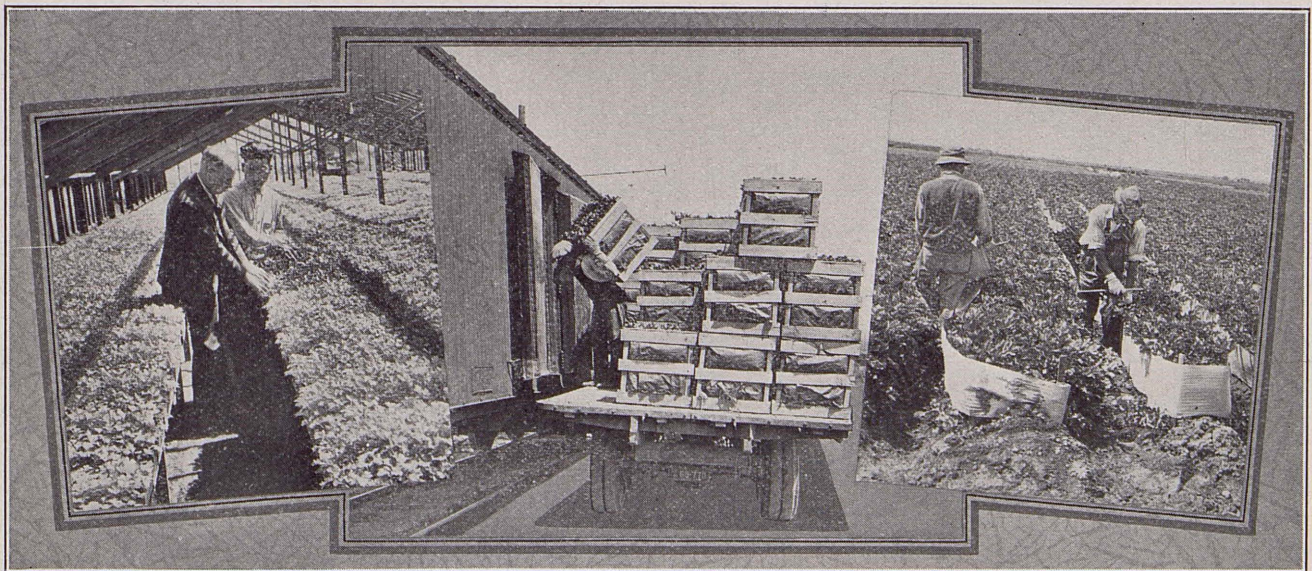
Generally speaking, the cost of producing an acre of celery in the Venice section up to loading the packed crate into the car is from \$1,000 to \$1,250. In normal years, however, the crop will average about 500 crates to the acre, with yields of 750 crates not being unusual. Last year one grower harvested 900 crates to the acre, and what is more the stalks were four and a half inches in diameter and 33 inches high.

The average f.o.b. price on Venice celery is \$4.00 per crate, with \$6.00 not being out of the ordinary. It can be seen from these figures that there is considerable profit in this enterprise in spite of the high production cost.

The outstanding feature of the Venice section is that it is the only place in the United States where celery is produced the year around and further, it is the only section in the country where celery is placed on the market during the summer months.

Having each year during the past decade shown an increase over the previous twelve month period, the number of carloads of celery originating on Pacific Electric lines has now reached the point where it heads all vegetable shipments and is second only in number of carloads of perishables to citrus fruits.

The rapid progress that has been and is being made in Southern California, particularly in the Venice district, in the matter of celery production can be attributed largely to the Japanese gardeners who have untiringly worked in the fields and studied the science of celery cultivation in order that the best results might be obtained. That they have been highly successful in their efforts is shown by the annual increase in production and further by the fact that this former "table decoration" has now taken its place among the staple vegetables.



The Venice—Playa del Rey Section is one of the heaviest production areas for Celery in Southern California, and here may be seen the most intensive propagation, cultivation and shipping methods found anywhere.



Some Snap Shots of one of the most joyous Picnics ever held by Pacific Electric Family.

Picnic Lures Largest Crowd

Attendance, Reflected by Concession Tickets, Shows Greatest Number at Last Gathering

WHERE and how to begin an account of our annual picnic outing is a task that is not altogether easy sailing. So much there is provided and great the pleasure afforded that one is at a loss to know just how to attempt to start a narrative dealing with a program so diverse and extensive. Perhaps I may be permitted and forgiven if I encroach upon the method of a great columnist, recording in his manner random thoughts that impressed me during picnic day. Here goes:

Smiles, smiles everywhere . . . more children than we have ever seen at one gathering . . . gloom of Torrance rooters after ninth inning of ball game . . . admiring glance of children as President Pontius wended his way through crowds . . . why no officers' race? . . . sensible dress of women and ridiculous attire of males . . . face-plastered kiddies trying to "promote" another ice cream brick; many did . . . Les Appel, mathematical wiz, in pensive mood, perhaps computing how many wiggles were wiggled on dance floor . . . Jim Clark busier than a Zepelin motor . . . same committees sacrificing their pleasure for that of others . . . bang of shooters on pier . . . ecstasy of children on merry-go-round . . . how short the time seems since we grown-ups enjoyed the same thrill . . . who pinned the bloom on Neal Vickrey? . . . Vice President Mercier throwing dimes in "gold hunt" as children scramble . . . also little fellow, about five, thoroughly peeved and disgusted cause mother thought he was too young to get in that mad shuffle . . . what an art subject Sam Florence would make in a bathing suit! . . . the dog that ran on the race course . . . how would Sam Bishop feel the next day after his bowling experience? . . . the flapper male among the clowns . . . kick the officers got out of catching the winners at the finishing line . . . Fred Geibel's explanation of Torrance boys defeat at baseball and sheepish look of Harry Pierce . . . smell of good food in baskets at luncheon tables . . .

To say that this year's outing was better than any before would take in a lot of territory, but that it equalled any of its predecessors goes without saying. Gauged by the number of tickets issued to children, also bath-house and dancing coupons, the attendance exceeded quite materially that of former years.

All of the entertainment features previously given were on this year's program; in fact, tennis and golfing were added to the long list. Under separate headings elsewhere in the Magazine will be found details of the various events.

Every form of amusement designed to fit the fancy of those present was provided, and splendid music by the

new Torrance band and vaudeville filled out a program that must have yielded a degree of pleasure to all who attended. The electric speaking device provided a means of making announcements and carrying the voice of entertainers through the broad expanse of El Paseo.

No one person could possibly have witnessed all that was in progress throughout the day, and neither is space in the Magazine available to tell the complete story. In proof of this let us sketch a picture of the many things that were being enjoyed the whole day through: Bathing, 5,000 persons; bowling, afternoon and evening; tennis and golf; baseball game; shooting on the pier; vaudeville; band concerts; dancing; fishing launch party; wrestling; boxing, and other things, too, that for the moment escape our mind.

In fact, no expense was spared by the management to whom the Magazine voices the thankfulness and appreciation we know all of us felt for the liberal and large expenditures made that all might enjoy the day to the fullest.

Cash prizes were again awarded to the extent of about \$300 to the winners of the various events and of those staged on El Paseo, the following were "in the money":

Event No. 1—75-yd. race for boys over 8 and under 12 years: 1—Jack Justice; 2—J. Miller; 3—Bob Patten.

Event No. 2—75-yd. race for boys over 12 and under 16 years: 1—Donald Biggs; 2—Earl Walden; 3—Hart Pruder.

Event No. 3—Novelty dressing race for boys, limited to six: 1—James Miller; 2—Robert Hill; 3—Louis Zamperin.

Event No. 4—75-yd. race for girls over 8 and under 12 years: 1—Gillette Prather; 2—Mamie Breden; 3—Margaret DeHahn.

Event No. 5—75-yd. race for girls over 12 and under 16 years: 1—Margaret Waldron; 2—Angie Binetti; 3—Mary Waldron.

Event No. 6—75-yd. race for ladies over 16 years: 1—Julia Phillips; 2—Vada Jonas; 3—Mrs. J. T. Mullins.

Event No. 7—75-yd. race for winners of Event No. 1 and Event No. 4: 1—Gillette Prather; 2—Margaret DeHahn; 3—Jack Justice.

Event No. 8—400-yd. relay race, each man to run 100 yards: 1—J. Kemp, Bob Justice, J. A. Marcheski and Chas. E. Bowman; 2—L. R. Hill, Donald Yeager, O. R. Spencer and Ray Smith.

Event No. 9—Three-legged race for men over 20 years, 75 yds.: 1—Earl C. Schulke and Campbell Forsyth; 2—John Kemp and J. A. Marcheski.

Event No. 10—Sack race for men over 20 years, 75 yds.: 1—Ray Smith; 2—Harold Heard.

Event No. 11—Sack race for boys under 20 years, 50 yds.: 1—Leslie Morgan; 2—Stanley Kumbar.

Event No. 12—25-yd. potato race for ladies over 16 years, limited to 10 entries: 1—Mrs. J. T. Mullins; 2—Vada Jonas; 3—Doris Cobb.

Event No. 13—25-yd. potato race for boys under 16 years, limited to 10 entries: 1—Maxwell Miller; 2—Robert Hill; 3—Bobbie Chapman.

Event No. 14—Free-for-all race for men, 100 yds.: 1—Chas. Bowman; 2—Bob Justice.

Event No. 15—Novelty needle and thread race for ladies over 16 years. 1—Doris Schulke; 2—Alice Faulkner; 3—Vada Jonas.

ATTENDANCE AT PICNIC?

Here are some figures that reflect this year's attendance at our annual outing at Redondo Beach held last month:

Bath-house tickets given out	5,000
Dance tickets (evening only)	14,766
Children souvenirs	5,184
Merry-go-round tickets	5,200
Ice cream bricks	7,000
Cups coffee and orangeade	27,000

While it is difficult to say that the male attendance at this year's picnic exceeded that of former years, the issuance of free items above to children was more than that of any previous year.

MEXICAN EMPLOYEES' PICNIC

On a more elaborate scale than was provided last year, Mexican employees of this Company held their annual outing at Rose Hill Park on the same day that the Redondo Beach event was staged. Reports are to the effect that the day was a complete success.

Our swarthy employees enjoyed many of the same pleasures that were staged at Redondo Beach and being to themselves made all feel more free to enter into the spirit of the day. Dancing, athletic events, watermelon contests and baseball were some of the outstanding features of the day. Ice cream and souvenirs were given to the children, while coffee and orangeade quenched the thirst of all. A motor coach was assigned to handle the crowds from the car line to the park.

Daniel Sanchez of the Los Angeles Freight House, was again Chairman of the Committee in charge of arrangements, all of whom worked earnestly and provided a day of days for our Mexican workers and their families.

Service As An Ideal

There is developing in our people a new valuation of individuals and of groups and of nations. It is a rising vision of service. Indeed, if I were to select the social force that above all others has advanced these past years . . . it is that of service—service to those with whom we come in contact, service to the nation, and service to the world.—We find this great spiritual force poured out by our people as never before in the history of the world—the ideal of service.—Herbert Hoover.

Introduce Three New Motor Coach Lines on System

THREE new motor coach lines, two already in operation, were announced last month.

Morning and evening service between Pershing Square, and the University of California at Westwood was begun by the Los Angeles Motor Coach Company on August 12.

Providing residents of the western section of Altadena with a motor coach service direct to the Mariposa Street business section of that city, this Company inaugurated the line on September 1.

Service between Hollywood Boulevard and Vermont Avenue, the new University of California campus and thence to Ocean Park is the third new line. It begins operation on Sept. 16th.

The plan of the Los Angeles Motor Coach Company is to operate through double-deck coaches direct from Pershing Square to the University entrance at convenient hours for students and during other parts of the day to operate a local service between the University and Santa Monica Boulevard, connecting with the regular Wilshire Boulevard Motor Coach line.

The fares on the new line for University students under 21 years of age are to be 46-ride books, good for 60 days, covering transportation from Pershing Square to University, \$8.05. From Fairfax and Wilshire to the University, 46-ride, 60-day book \$5.25. The regular one-way fare from Pershing Square to University will be 25-cents and between Fairfax and Wilshire Boulevard and University, 15-cents.

Altadena's new motor coach line is being operated between the intersections of Montana Street and Lincoln Avenue, and Woodbury Road and Lake Avenue. Commencing at 6:10 a.m. 10½ round-trips will be operated at approximately one hour frequency daily except Sundays. On Sundays the first one and a half round-trips will be eliminated.

The fare will be seven cents between Lincoln Avenue and Woodbury Road. One-way fare between points on the Altadena-Lincoln Avenue line and including transfer to cars within the Pasadena inner zone is 12 cents. A 30-ride family commutation fare between points on the new line and Pasadena is being sold for \$2.10. The regular \$10.00 monthly pass is also honored on the new line.

This Company's proposed line is designed to meet travel requirements of student-residents of Hollywood and the Santa Monica Bay District to and from the new University. It is also proposed to offer through service between the two termini of the line, as well as between the Bay District and Los Angeles through connection at Wilshire and Westwood Boulevard with coach service of the Los Angeles Motor Coach Company.

The route over which the line will operate is as follows: commencing at Hollywood and Vermont, Hollywood Boulevard to Fairfax, south on Fairfax

to Santa Monica Boulevard, thence over Santa Monica, Halloway, Sunset Hillgard, LeConte, Westwood, Wilshire, Ocean Avenue, Pico, Main, terminating at Marine Avenue.

Proposed fares between Vermont Avenue and the University are as follows:

46-ride school book for students under 21 years, \$6.00; regular 60-ride book \$9.00; one-way fare 20 cents.

From La Brea Avenue to the University fare will be 15 cents one-way.

From Vermont Avenue to Ocean Park the fare will be 25 cents, including transfer on cars to Windward Avenue, Venice.

ADD TEN NEW UNITS IN COMPANY SERVICE

EMBODYING the very latest in motor coach construction and designed to better serve the transportation needs of patrons of the Company's Huntington Park-Long Beach and Girard-Ventura Boulevard motor coach lines, 10 new units are shortly to be placed in regular service.

The new coaches, costing \$12,000 each, include every modern improvement in motor coach construction. There are none finer or more suitable to the particular needs of these two lines. Manufactured by the Fageol Motor Company, and known as the "twin coach" because of having twin motors, the new equipment is to have a seating capacity of 41 passengers, as compared with 29 seats in equipment now in use on these lines.

Comfort Features

Comfort of passengers is looked after to a degree not heretofore approached in motor coach construction. Seats are to be of the de luxe type, fitted with deep springs and heavily upholstered leather. Specifications call for an exceedingly low step level of but 13 inches from the ground, while the floor level will be but 12½ inches above the step. Ample interior height is provided with a minimum head room of 6 feet 5½ inches. Aluminum hand rails for the accommodation of standees will be attached to ceiling and supporting stanchions are to be conveniently located at either exit or entrance doors.

Resembling a modern street car in body design, the front and rear ends being identical, the new units will be similar in appearance to the "twin coaches" now in the company's service. The unusually large single deck seating capacity of this new equipment is due to their extraordinary length of 31 feet 10 inches.

An order for the 10 new coaches and delivery is expected within the next 30 days. Upon arrival, six of the 10 new units will immediately be placed in service on the Huntington Park-Long Beach line and the other four on the Girard-Ventura Boulevard line.

Troubles of a Small Model

A man of diminutive proportions sat down at the restaurant table, called for some salad, and was highly indignant when the waiter asked: "What kind, shrimp?"



THE MAGAZINE of ten years ago contains an article of eulogy of Major John Lansdale, who had just returned from France where he had seen nineteen months of active service, and where on August 26, 1918, he received a citation from General Pershing for "especially conspicuous and meritorious services."

Announcement was made ten years ago this month that Mr. and Mrs. B. F. Manley were the proud parents of a young lady who had just arrived at their home. Burleigh is now, as he was then, connected with the Engineering Department

Bruce Malcolmson became a benedict a decade ago this month, and the event was chronicled in the Magazine of that date.

In September, 1919, the Mechanical Department was located at Seventh and Alameda Streets in Los Angeles, and we are informed by our publication of that date that a new winding room annex had been established at our shops operated entirely by women under the direction of Carl L. Hyde of the Mechanical Department.

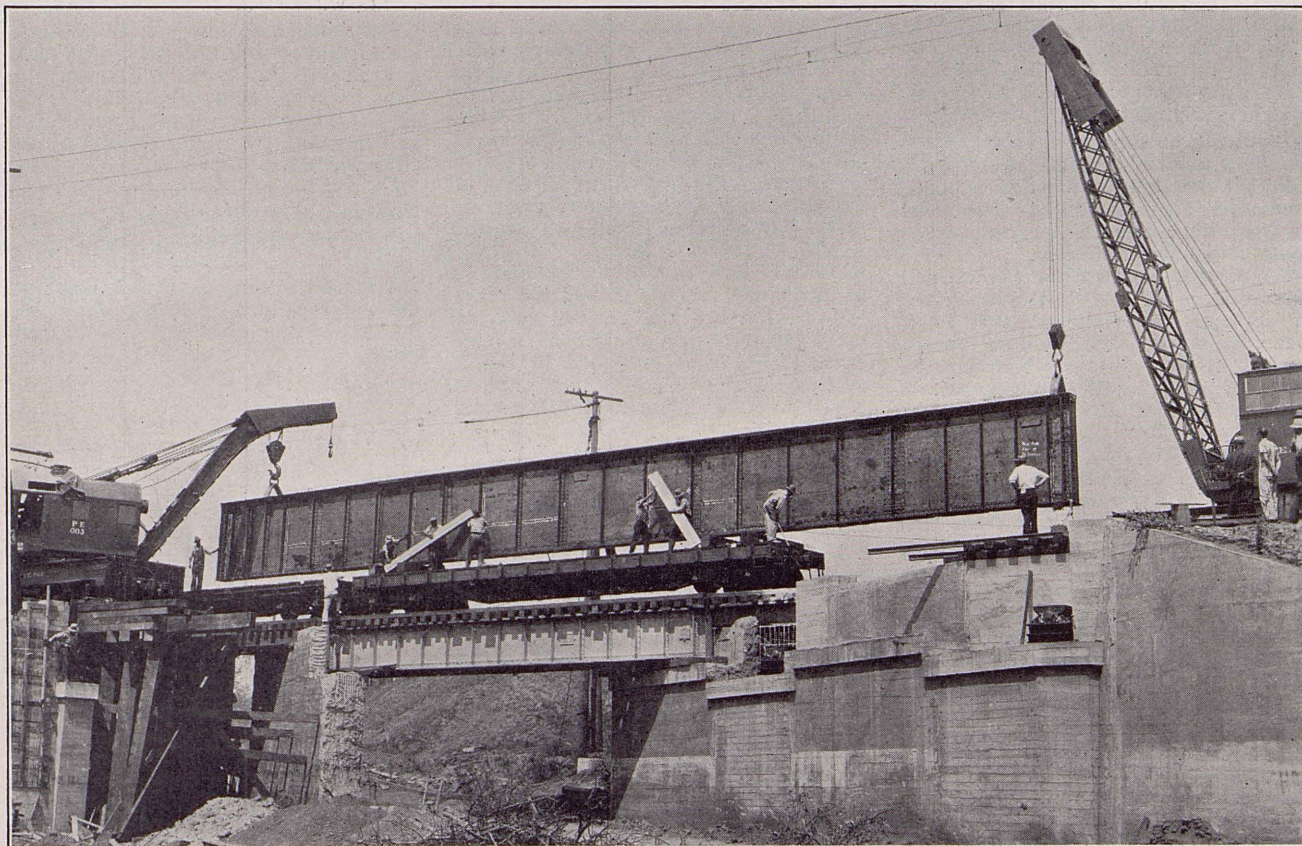
The employees of this department were engaged in the making of motor coils, armature windings in connection with the equipment of our cars. The employment of women as workers in shops was begun as a war-time measure in 1918, and since that time women have been continuously employed in this branch of our shop work. At the present they have such a department in our major shops at Torrance.

Carl L. Hyde spoken of as being in charge of the work then, resigned from this Company later and is now and has been for several years, Secretary of the Chamber of Commerce at Torrance.

The Mortuary Fund report of ten years ago this month chronicles the passing of two of our old employees, the beneficiaries of each receiving at that time \$523.75. The Fund at the present date is paying in excess of \$1036.00 and it is hoped that by stimulating the membership this amount can be raised very materially.

Ten years ago L. H. Appel, Assistant Superintendent of Power, Electrical Department, contributed a very interesting article on the "Power Load." Mr. Appel is still a regular contributor to the Magazine, and has not missed making a contribution of some kind, either a small item or an interesting article, in each month's issue since June, 1916, a period of over 13 years.

SIXTY TON GIRDER IS PLACED NEAR UPLAND



IN CONJUNCTION with the improvement of Foothill Boulevard our Engineering Department is now increasing the width of that highway at a point located about two miles east of Upland on the San Bernardino line.

Incident to the widening of the roadway from 20 to 44 feet it became necessary to reconstruct the former underpass grade separation, which bridge structure necessitated the placement of the longest and heaviest steel girders so far placed on the 1159 miles of our system.

This mammoth girder, which was successfully placed by Engineering Department forces on August 20th, is 101 feet in length, 8 feet 10 inches deep and weighs 120,000 pounds. The outside girder is of the same dimension, but weighs only 80,000 pounds. The unusual length of the girders is due to the diagonal or skew crossing of the boulevard and our tracks. The floor beams are of a built-up section, while the stringers are a rolled I-beam section. The total weight of the steel is 268,000 pounds.

The new west abutment is of gravity section concrete, while the wing walls are of reinforced concrete. The old east abutment was re-used in part, being reinforced under each plate girder seat by cutting out a section five feet in width and building in a section of sufficient strength to sustain the increased load. The bridge will have

a reinforced concrete deck slab and the track will be laid on a ballasted roadbed.

The entire structure was designed by our Engineering Department and the large girder placed in the remarkable short time of 30 minutes, the work being so timed as not to interfere with train movements.

At the present time only a single track bridge is being installed, although the structure is designed for double tracking of the line and for this reason the present north girder, which will be the center girder of the future structure, is of sufficient strength to carry its proportion of the load it will be called upon to sustain.

The bridge is expected to be in service within the next 30 days.

INTERLOCKING UNITS ARE TO BE IMPROVED SHORTLY

Interlocking plants at several locations on our system are shortly to undergo improvement and modernizing changes.

The California State Railroad Commission several years ago issued a general order which stipulated that after January 1, 1930, all interlocking plants that were manually or automatically controlled for the protection of traffic at grade crossings, should comply to certain fixed standards.

The existing facilities at Slauson

Junction on the four-track section involves the largest expenditure to be made. Present detector bars are to be replaced with track circuits and electric locking devices at a total cost of \$18,300.

At Claremont, where San Bernardino line crosses the Santa Fe main line tracks, light type distant signals and time locks on dwarf signals are to be installed.

At Dominguez Junction, main line crossing of the Southern Pacific branch to the Harbor, two-color light type signals will replace manually operated present ones and electric time lock and circuits will be placed.

At Sixth and Main Street, where our control station regulates the movement of cars in and out of the Pacific Electric Building, present pneumatic type equipment will be replaced with electro-pneumatic switch lock type interlocking machine, at a cost of \$7500.

At Oneonta Junction new facilities will be provided and installed to regulate Pasadena Short Line and Monrovia line movements, it being the intention to abandon the Marengo Tower and consolidate facilities therein with Oneonta Tower.

At several other locations it will be necessary to make similar improvements and the work now planned aggregates a total expenditure of more than \$73,000.

TO ERECT NEW LOS NIETOS SUB-STATION BUILDING

Replacing present wooden structure housing the manually operated Los Nietos sub-station on the LaHabra-Fullerton Line, construction work is soon to be started on a reinforced concrete fireproof sub-station building, upon completion of which automatic control equipment will be installed.

Involving an expenditure of \$28,000, the new unit will be the Company's 16th automatically controlled sub-station. There are a total of 52 sub-stations on the system, the remaining 36 being manually controlled.

At present there are three manual sub-stations on the LaHabra-Fullerton Line, the Los Nietos plant being located near Santa Fe Springs, approximately middle distance between the other two. Being thus situated, it is strategically located for automatic operation.

The new building, which was designed by our Engineering Department, is to have incorporated in it all the newest and most modern features employed in sub-station construction. The exterior is to be artistic in design and in harmony with the architecture of the district. Grounds surrounding the building will be laid off and grass and shrubbery planted, making it a very attractive railway property.

PROPER METHOD OF LIFTING

In order to avoid strains, which may result in serious injury, states the California Safety News, the following should be observed:

1. Avoid lifting from insecure positions or in such a way that your back is twisted.
2. Spread your feet apart to give you a solid foundation.
3. Squat over your load, keeping your back as straight as possible.
4. Bring up the load with the use of the leg and arm muscles.
5. If there is a feeling of strain, stop lifting and start again in a better position, or get help.

L. A. County Fair to be Best Ever Offered

By W. B. FOOTE,
Agent, Pomona, California.

UPON a new and larger scale than ever, Los Angeles County Fair is preparing to throw open its gates on September 17 with a panorama of southland progress, wealth and achievement. It will be so splendidly colorful, inclusive and comprehensive as to stamp it an epoch in its field of educational and entertainment attractions. The event will continue through Sunday, September 22.

Already this exposition, for such it has grown to be, has gained the reputation of being the largest and the most beautiful county fair in America and this is as it should be for it is the show window for the richest agricultural and horticultural section in the nation.

Egyptian Setting

This year the fair will be presented before a brilliantly impressive background in which ancient Egypt will provide the motif keynote. The beauty of the forgotten temples will provide a wonderful opportunity for the decorator and the artist.

There is particular significance to the exposition this year and one which is adding much to the energies which are being put forth on every hand to make it the record breaker. It will be the last fair held on the original fair grounds. Next year the event will be staged for the first time in the great permanent exposition park whose location will comprise the present fair grounds and a large section of additional acreage making 107 acres in all.

Ten New Buildings

Eventually ten great exposition buildings will house the fair. The first of these, a structure measuring 800 by 150 feet, will be in readiness for this year's event.

When the fair is referred to as an exposition there is no license taken with the use of the word. This year more than 25 buildings and tents will

be required to house the countless exhibits. These will cover a ground space of over half a million square feet.

A total of \$75,000 will be distributed this season in cash and trophy awards to the winners of some 2,000 contests.

Providing ample service to the fair, the Company operates 18 trains daily in each direction between Los Angeles and Pomona with additional service on Saturdays and Sundays. Extra cars will be added to trains so as to meet all travel demands.

TWO VAN NUYS LINE BRIDGES ARE PROGRESSING RAPIDLY

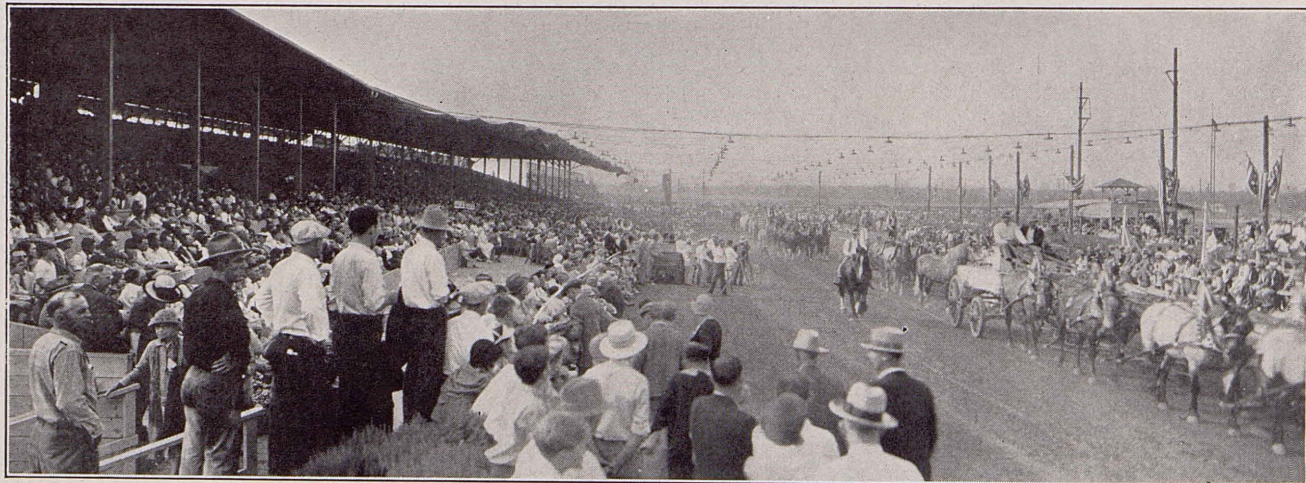
With all preliminary work completed, contract was awarded early last month for the erection of eight concrete piers for the Company's new Los Angeles River and Tujunga Wash steel span bridges on the Van Nuys Line. The contractor is busily engaged in the work and the project is now well under way.

Erection of the piers, which involves the pouring of concrete in the river bed, and other work is being rushed to completion in order that the two structures may be completed before the winter rains set in.

The two present wooden trestles are to be replaced with the steel span bridges, the total estimated cost involved being \$89,000. Difficulty encountered with debris backing up against the pile trestles during the rainy season will be eliminated by the new steel spans due to their much greater clearance.

The Tujunga bridge will consist of three 60 foot deck plate steel girder spans supported by four concrete piers, with approximately 180 feet of creosoted pile trestle approaches. The Los Angeles River bridge will consist of three 67 foot open deck steel girder spans resting on four concrete piers, with 304 feet of creosoted pile trestle approaches.

Work on the two structures is being done simultaneously and they are being handled by our Engineering Department as a single unit, insofar as construction work is concerned.



Always an outstanding educational and amusement event of the year in Southern California, the Los Angeles County Fair at Pomona will be "greater than ever" this year.

SUMMER HEAT TO BE COOLED BY NEW S. P. EQUIPMENT

The utmost in summer travel comfort while crossing mesa and plain on the trip to the Pacific Coast has been evolved by the Southern Pacific Company in the fitting and finishing of a new type lounge car.

By the use of aluminum paint and anti-actinic window glass the company has found a way to keep car interiors cool and comfortable in the warmest weather, according to F. S. McGinnis, Passenger Traffic Manager.

Recent tests have proved that the paint keeps from 20 to 25 per cent of the sun's heat from railway equipment. And the special glass which "admits light but excludes heat" cuts off about 80 per cent of the heat rays while transmitting about 65 per cent of the light, it is claimed.

Southern Pacific's new lounge cars will have three coats of aluminum paint—one inside and another outside the inner metal sheet, and one coat for the exterior finish, something distinctive in paint jobs.

The heat-resisting glass, product of an English factory, has not been used heretofore in the cars of any American railroad, but has been successfully employed on trains in tropical India and Africa, according to reports.

Ten of the new lounge cars are nearing completion for the Southern Pacific Company at a cost of \$600,000, Passenger Traffic Manager McGinnis announces.

NEW LOCOMOTIVE TO RIVAL SPEED OF AIRPLANE?

Oil-electric locomotives that will far surpass the speed of the present steam locomotives and compare favorably, in fact, with the speed of planes on long runs, will be put into service on the Canadian National Railways within the next six months.

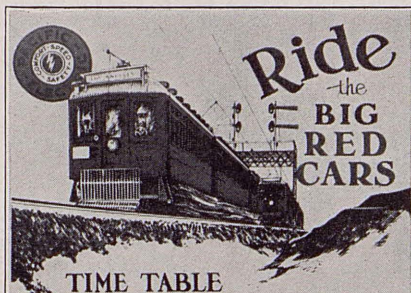
This announcement is made by Courtney Ryley Cooper in World's Work. He recently witnessed a secret test of the Canadian National's newly created model No. 9000. This railroad plans a coast-to-coast rail service in sixty hours.

"Transportation men see in it the railroad's answer to the airplane," Mr. Cooper says. "If the '9000' lives up to the promises made for it, the days of the steam locomotive are numbered and out of Canada will come the means of electrifying the railroads of the world without the use of a single mile of trolley wire or third rail."

The locomotive, generating its power from a Diesel engine, could on a run between New York and San Francisco cut the present scheduled railroad time by 24 to 36 hours and would come within 12 hours of the time now made by the recently established air-rail service, Mr. Cooper estimates.

S. J. Hungerford, vice president in charge of operations, and C. E. Brooks, chief of motive power, both of the Canadian National, designed the locomotive, it was revealed.

When Is The Next Train?



WILLYS-NIGHT

TO LOS ANGELES		TO WHITTIER	
A 6.00 AM	A 1.00 PM	S 5.26 AM	A 2.20 PM
S 6.15	S 2.05	A 6.34	S 3.18
A 6.20	A 2.08	A 6.46	A 3.26
A 7.00	S 3.05	S 7.15	A 4.06
A 7.08	A 3.08	A 7.30	S 4.18
S 7.15	S 4.05	A 7.34	A 4.20
L 7.15	A 4.05	S 8.10	S 5.01
A 7.45	A 4.35	A 8.11	A 5.04
A 8.00	A 4.50	A 8.16	A 5.30
S 8.15	A 5.00	A 8.21	S 5.42
A 8.18	A 5.30	A 10.18	A 6.00
S 9.05	A 5.52	A 10.21	S 6.28
A 9.08	S 5.57	A 11.18	A 6.30
S 10.05	A 6.30	A 11.20	A 6.58
A 10.08	A 7.15	A 12.18 PM	7.32
S 11.05	8.15	A 12.20	8.32
A 11.08	9.15	A 12.23	9.32
S 12.05 PM	10.15	S 1.18	WID. 01
A 12.08	11.15	A 1.20	10.32
S 1.05	11.25	S 2.10	11.58

A - DAILY EXCEPT SUNDAY
 S - SUNDAY ONLY
 H - LA HABRA TRAIN
 L - LIMITED TRAIN FROM WALKER TO LOS ANGELES, STOPPING AT ATLANTIC AVE., MAYWOOD AVE., & HUNTINGTON PARK.

CONNECTED TO JUNE 20, 1929
 SUBJECT TO CHANGE WITHOUT NOTICE

Illustrating type of time-table poster used along lines for patrons' convenience.

HAVING proven their worth, the time table card pictured above designed particularly for non-agency interurban stops, is to be permanently adopted and work of placarding the entire system is rapidly nearing completion.

About a year ago tryout of this novel plan to answer for passengers that question most in the mind of travelers—"when is the next car"—was begun. So favorable were comments and obvious the valuable service rendered to our patrons that decision was made to extend the plan to practically every interurban line.

Data as to the departing time of all regularly scheduled trains throughout the entire day is compiled and typed on a large placard in the form of a time-table. The schedule thus made available is a ready reference for any person desiring to know the departing time for trains running in either direction. The particular feature of the plan is that it gives the information in regard to the station where it is posted and is not complicated to the extent of the ordinary combined time-table of all stations on any particular line.

At the top of each of these time table posters is a very attractive advertisement urging the "riding of the Big Red Cars." Our emblem, together with a speeding interurban train, colored in Pacific Electric red, furnishes

a picture that takes the dullness from a customary time table and, in fact, makes it an attractive poster.

The idea of placing these posters throughout the system was presented at a Staff Meeting about a year ago, and was put into service as somewhat of an experiment. They have met with such success that it is the present plan to cover the entire system in a like manner.

At non-agency stations the new posters are filling a particular need for they greet the passenger and give information he most desires, "when is the next car." At agency stations the posters are supplementing the regular agent in the Company's desire to serve the public.

At each stop, whether an agency station or not, one of these attractive time tables is being posted. They are placed in the best possible locations at each stop, showing time schedule for that particular stop. If it is possible to post the time tables inside the shelter at stops, that plan is carried out, but in most cases a suitable surface is not available and they are placed on a conveniently located pole.

After typing and before posting, the placards are painted with a liquid waterproof preparation which protects them from the sun and rain. At non-agency stops they are not framed, but at agency stations, where there is less of the urge to destroy, they are suitably framed.

Supplementing the placing of time table placards at all stops on the system, is a plan for their being placed in several locations in cities served, usually in drug stores, grocery stores, real estate offices and other suitable locations.

The compiling and posting of these cards is being creditably handled by C. E. Haskin of the Passenger Traffic Department.

EASTERN RAILWAY ASSIGNED TO DIFFICULT TASK

A most unusual assignment was recently given an eastern railroad when it was called upon to transport four super-power transformers, each 35 feet high.

Said by the Westinghouse Electric and Manufacturing Co. to be the largest in the world, the transformers tested at 500,000 volts apiece. Each required three tank cars of oil to fill the spaces about its coils for insulation and weigh approximately 500 tons when in operation. When shipped, however, the units weighed around 135 tons each, much of the saving coming from substituting for the oil a supply of nitrogen gas.

The machines were shipped on special flat cars with centers depressed to give sufficient overhead clearance. On one section the tracks had to be lowered 18 inches because of the scant room. The complete equipment required was the equivalent of a train of 56 freight cars.

It's still possible to cut down Pa's pants for Willie, but Ma's dress is already too short for Mary.

From a Page of Memories

By WILLIS M. BROOKS
Mechanical Department

HERE is a picture taken on the transfer table at the old shops, 7th and Alameda Sts., Los Angeles, in 1913, that will be of particular interest to Mechanical Department employes and to many in other departments.

The picture represents the Winding Room Force at that time. A number have left the service—a few have passed into the Great Beyond, and others are still with us.

Of those remaining, all are a little older, a little wiser and a great deal grayer. Allan Wright is on sick leave, although improving. Frank Mayfield is at Torrance busy tamping leads into the old Comm. Art Groft-holdt, has just gathered unto himself a wife and is now in the honey-moon stage. Conrad Oefinger is over at Macy Street. He has as keen an eye as ever for clay pigeons, as the trophies to his credit will testify.

John Kimmel and Fred Gill are Electrical Machinists. John has a funny little way of looking at you over the top of his spectacles, grinning and turning back to the job with never a word spoken. Fred, the reverse in the matter of speech, has a quick and ready smile and welcome for all he knows.

Versal Bates, for a time was out at San Bernardino, but is again back to Torrance. But a mere youngster then, he is now bringing up a family.

Charles Boles, a son of Alaska, is still putting the O. K. on armatures as they come from the winders.

Tom Cassidy, the owner of this picture, has moved over to the wiring crew. Geo. Stevens, at times acting foreman of the wiring crew, seldom misses a day. You can usually find him testing out a newly overhauled car. Al Rice kinder looks down on everyone. Not because he is high, but because he is so much taller than the average. A perfect 36. Tom Hislop you will usually find doing bench work in the test shop. No wrinkles have shown up yet and he seems as spry as ever.

Chas. Reynolds spends his working hours winding dynamotor armatures, but at home he is a horticulturist of no mean skill and grows some wonderful flowers.

Friend McGraw is on the retired list, but still takes a keen enjoyment in living. Saw him at the picnic.

Ed Albachtin had a mighty close call a couple of years ago, but recovered nicely and seems good for at least 40 years more.

Down in the bottom row, Mike Mittmer still wields a nasty hammer and W. A. Gilbert is married and has two lovely children, all living in Torrance.

The haughty looking personage in the center, under the grey hat, is Geo. Gilks, monarch of the Winding Room. He used to dole out sheet silver to me when necessary to braize short armature coil leads, a pin point per hand out. He always seemed suspicious and I always felt guilty when I came to him for silver.

Jack Liston, sitting next to him, General Foreman of the Shops, loved by all, has passed on.

The last two, Adam Buckham and Walter Bloomfield, you will find on the job, standing at attention, hammer raised, ready to strike the first blow as the 7:15 A. M. whistle blows. Adam works mainly on Westinghouse 112 armatures, and Walter operates the big lathe over near the south window. His specialty used to be making controller drum segments.

Seriously, its good to see those old friends, for after all old friends are best.

CONTRIBUTION OF RAILROADS TO NATIONAL PROSPERITY

The part played by the railroads in contributing to the prosperity of the country is not generally understood. Last year the carriers spent \$1,400,000,000 for materials and supplies and \$722,000,000 for new equipment, additions and betterments. This total outlay is equal to \$78.60 for each family in the United States.

As a result of these large expenditures, freight and passenger transportation is faster and more efficient but, also of great importance is the purchase by the carriers of products of industries. The coal purchases last year provided every fourth dollar earned by the coal mines, and employes of the iron and steel industry received about one-fifth of their income from the railroads.—Rockford (Ill.) Register-Gazette.



The "Boys" of yesterday, the men of today. How many of them do you recognize now after a lapse of 16 years. Some are still at Torrance.

SHOP FORCES PUT THE PULL IN PULLERS



Re-Newing Our Locomotives

By CARLETON B. BELL
Torrance Shops

EVERYONE has heard of the "Big Red Cars", but not so many are familiar with the big red locomotives. Most of their work is done at night and, therefore, they are not so common a sight as the passenger cars; but they play a very important part in Pacific Electric activities, as well as in the industrial life of the communities which they serve.

This railway has 52 electric locomotives of different types in service. They range all the way from the lighter, less powerful locomotives used in switching and light local freight service, to the big 1601-class locomotives which are equipped with 4 great 225 H.P. motors and handle long heavy trains comparable with the trains handled by the large freight locomotives on steam roads. More than half of the Pacific Electric locomotives are of the latter class.

Long Service

Although these power units are in constant use and are of necessity subjected to much heavy work, they are seldom in shop for overhauling. The length of time between overhauling periods for these heavy locomotives is 30 to 35 months, and when one of them arrives at the Torrance Shops for overhauling everything possible is done to expedite its return to service.

It is given preference over almost every other class of work.

The chief requirements of these locomotives being the ability to handle heavy loads readily by electric power and to stop positively by means of air brakes, most of the overhauling is performed by electricians, pipe fitters, and air brake machinists.

The trucks are removed and taken to the Truck Shop where the motors are removed and sent to the Motor Repair Department. The trucks and brake rigging are given a complete overhauling, and all worn parts renewed. The wires for the motor brush holders and field leads are re-newed.

The motor itself is thoroughly cleaned, necessary repairs made, and the whole given a complete new coat of insulating varnish. All electrical and air brake working parts are removed and sent to their respective departments where they are put in good-as-new condition, and thoroughly tested before being re-applied to the locomotive. Especially is this true of all parts having to do with the safe operation of the locomotive. The air valves are subjected many times to the most severe possible tests and each one must respond perfectly under all conditions before it is allowed to return to service.

While this work is being done the locomotive body is receiving what repairs are necessary, and the wiring and other parts not removed are thorough-

ly cleaned and repaired and painted with insulating varnish. The job is complete with a new coat of the famous Pacific Electric red.

The old time paint and varnish has within the last year been replaced by the up-to-date Duco on all steel locomotives, as well as passenger cars.

Within 35 to 45 working days the locomotive is returned to service in condition almost as good as new, ready for another stretch of strenuous service, moving the products of Southern California industries.

The average cost of overhauling these locomotives is approximately \$2400, and within the last year 10 of them have been turned out of Torrance Shops. This work is under the general supervision of Shop Superintendent E. O. Straub. The electrical and air brake work is under the personal direction of Assistant Shop Superintendent H. R. Clark, assisted by Wiring Foreman, Ed. Leahy; Pipe Foreman, Carl Bonney, and Foreman of Air Brake and Electrical Machinists, Al Rice.

A Real Fellow

"Got a sweetheart yet, Lily?"

Yes, and he's a regular gentleman."

"You don't say so?"

"Yes, he took me to a restaurant last night and poured his tea into a saucer to cool it; but he didn't blow it like common people do—he fanned it with his hat!"

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.....Ed.tor

Vol. 14; No. 4 September 10, 1929

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

SEPTEMBER 5 of each year should be a day of grateful memory to all employees of the Pacific Electric Railway, for upon that date in 1916, the organization now known as the Pacific Electric Club, was brought into existence.

Our Club sprang from thoughts of a few people comprising what was then known as the Picnic Committee, which took upon itself the duty of organizing and producing the annual picnic. From this body of men came the desire of further promoting better understanding, more friendliness and better cooperative interest in and through our Company and with each other. And

Are You a Member of P. E. Club

from this thought the family spirit of the Pacific Electric was brought forth, found cordial support of President Shoup and the management and the outcome was the Pacific Electric Club.

In the words of our then President, Paul Shoup, spoken a short time prior to the establishment of our first Club, may be found an expression of the spirit that should dominate the individuals of our Company. Mr. Shoup said in part:

"The employees of the Pacific Electric are one large family with many ties and many common interests. We work for a common purpose. Out of the community result thus achieved, we get individually our livelihood. Our common interest is and should be deep and earnest.

"Team work is essential in this our common interest. It is best done when

the members of the team know and appreciate each other; know and appreciate each others efforts; know and appreciate the family problems as a whole.

"With our prosperity as a family, comes our individual prosperity; never otherwise. Beyond this material gain through more closely knit ties, comes something else worth while. Our life lies largely in our work. It can be made more interesting, or enjoyable, if the horizon of every employee can be widened to a fuller view of the activities of all."

Since that memorable day in 1916 our organization was first housed in the old Masonic Temple on Hill Street, and after its forced abandonment and temporary quarters on Eighth Street, it later moved to the ninth floor of the Pacific Electric Building, and on the 18th, 19th, 20th and 21st of this month the new Club will be formally opened and dedicated to the continuance of the family spirit that has pervaded it since its beginning, and which we trust will be enlarged to return still greater benefits to all.

Since its beginning the Club has had unstinted support throughout the changes of management, since Mr. Shoup gave over the immediate control of Pacific Electric properties and successfully under Vice President Titcomb and under the then Vice President, now President Pontius, the work of broadening, bettering and stimulating this feature of our industrial activity, has gone on without cessation.

That it could not help but succeed upon the basic principles on which it was founded we believe is beyond argument. But that every employee of the Pacific Electric Railway is not a member of the Club is past understanding. It is true that the greater percentage of employees are members and supporters of the Club and its activities, and it is hoped that our new Club will not long be dedicated to its uses until every employee of the Pacific Electric will have been enrolled in its membership. If for no other reason this should be that we may boast that in all things and in all matters relating to our Company, its interest, and of our fellow employees' interest, we are indeed and in fact one unit.

AVERAGE PER MILE COST OF OPERATING YOUR AUTO

Average operating costs of automobiles vary from 6.02 cents a mile for light four-cylinder vehicles to 9.45 cents a mile for heavy six-cylinder cars, informs the Automobile Club of Southern California after an extensive survey of the subject.

Differences in these costs is proportionate to the size of the machine, it is pointed out. In the four-cylinder class the per mile operating costs are: Light cars, 6.02 cents; medium cars, 6.42 cents; and heavy cars, 7.20 cents.

In the six cylinder class the survey shows the costs to be as follows: Light cars, 7.38 cents; medium cars, 8.40 cents; and heavy machines, 9.45 cents.

The heaviest single charge is for maintenance, with depreciation second and gasoline, based on a cost of 20 cents per gallon, third. Tires and tubes are the fourth largest expense, followed by interest on investment, garage rent, insurance, license and oil.

The above survey was made prior to the placing in effect of the new motor vehicle laws which place an additional burden on the autoist in the form of personal liability and property damage insurance obligations. Consequently under present conditions, the average cost of operating an automobile is slightly higher than above indicates.

Then They Swore Off

"Porter, another pitcher of ice water."

"Sorry, suh, but if I takes any more ice, dat corpse in the baggage car ain't going to keep."

For the Present

When Peggy returned from her first day at school she was asked how she enjoyed it.

"I liked it all right," said Peggy, "but I didn't get any present."

"What made you think you would get a present, dear?"

"Teacher said 'Sit there for the present'; and I sat there all morning—and never got one."

COMPARISON OF ACCIDENTS DURING JULY, 1928 AND 1929

	Northern Division		Southern Division		Western Division		Motor Coaches	
Interferences with Vehicles...	67	66	60	88	163	155	20	22
Collisions and Interferences								
Cars	0	3	3	6	4	3	0	0
Persons Struck	3	3	6	5	4	3	0	0
Derailments	11	6	9	8	3	5	0	0
On and Off Moving Cars....	10	12	7	9	16	16	1	1
Miscellaneous	18	13	35	23	48	29	10	10
	109	103	120	139	238	211	31	33
Interferences with Vehicles	310		331		21	Dec.	6.34%	
Collisions and Interferences with Cars.....	7		12		5	Dec.	41.66%	
Persons Struck	13		11		2	Inc.	18.18%	
Derailments	23		19		4	Inc.	21.05%	
On and Off Moving Cars	34		38		4	Dec.	10.53%	
Miscellaneous	111		75		36	Inc.	48.00%	
			498		486	12	Inc.	2.47%

AUGUST SPECIAL TRAFFIC PROVES GRATIFYING

The Passenger Traffic Department for the month of August reports a very fine amount of business for that month due to the intensive solicitation of Passenger Agents and from a number of business tips received from employees outside of the Passenger Traffic Department.

The returns for August are very gratifying and the sources of business obtained covers quite a range. Summarized as briefly as possible:

Three trips were made by the Boy Scouts from the Pasadena area to Catalina Island.

Seven trips by Y. M. C. A. vacationists were made from Pasadena, Glendale, and Burbank to Catalina.

Los Angeles Playground Department from Los Angeles to Camp Seely and Camp Radford—8 trips.

Salvation Army, Los Angeles to Redondo Beach—4 trips.

Los Angeles Y. W. C. A. to Camp Baldy—5 trips and from Pasadena to the same Camp—1 trip.

The Indian girls of the Y. W. C. A. made 2 trips to their headquarters at Manhattan Beach.

Excursions to the Pilgrimage Play, Hollywood, from Long Beach, Monrovia and Santa Monica accommodated in excess of 500.

Excursions to Hollywood Bowl from Long Beach—463 passengers.

Excursions to Mt. Lowe from Long Beach, Santa Monica and Los Angeles resulted in 403 special passengers.

Movement of National Guard from Santa Ana and Exposition Park, Los Angeles to points nearest Mines Field on account of the Graf Zeppelin, numbered 707 passengers and for the same event 39 passengers were moved from Sherman Institute, Riverside to Mines Field.

185th Infantry California National Guard returning from annual encampment required 8 cars to take them to Orange, Santa Ana, Sherman Institute and Pasadena.

Motion picture movements for the month comprised two cars for Paramount Famous Lasky Players and 4 cars for the Metro-Goldwyn-Mayer studios.

Several smaller excursions between various points on system constituted 21 passenger movements and 11 movements were made by special motor coach between various points requiring 11 coaches.

The Passenger Traffic Department will appreciate business tips that may be sent in by employees, and will give them preferred attention.

DOPE CHASER

A tramp knocked at a kitchen door and said, "Please, kind lady, I'm a sick man. The doctor gimme this medicine, but I need something to take it with." The lady was ready to help. "Poor fellow!" she said, "do you want a spoon and a glass of water?" The tramp answered, "No, mum, I wouldn't trouble you. But this medicine haster be took before meals. Have you got a meal handy?"

First "Talkie" Made in Traffic



Pulchritudinous Clara Bow Rides the "Big Red Cars."

IT IS NOT an unusual experience for the motion picture industry to charter equipment of this railway for the shooting of scenes wherein the subject matter deals with some phase of transportation. Last month, however, we enjoyed the novel distinction of having aided, through the lease of a local car, the taking of the first sound picture ever attempted in a moving street car. We are told that this initial effort proved entirely satisfactory.

The incident occurred on Friday, August 16th, when Clara Bow, then engaged in filming scenes for her next release by Paramount-Famous-Lasky Corporation in picture entitled "The Saturday Night Kid" was to be "shot" with her boy friend, James Hall, enroute in street car to her daily toil. Miss Bow plays the part of a shop girl.

Having made application to F. E. Billhardt, General Agent, Passenger Department, for the use of a 600-class Hollywood car, the same was delivered to 12th and Hill Streets where at the opportune moment, two trailing laboratory sound recording vehicles were attached to the rear of our car. Electrical connections were made between the laboratory cars and our own car, whereupon the group proceeded up Hill Street. In the midst of congestion and the clang of traffic the movements of the actors and dialogue of characters were successfully recorded. The voices were picked up by means of a battery of microphones placed at strategic locations within our car.

Inasmuch as the different motion

picture companies frequently make use of our equipment the success of this initial voice recording venture on a moving car is hailed with satisfaction.

HIGH SPOTS IN ELECTRIC RAILWAY DEVELOPMENT

The electric street railway industry began its fifth decade in February. On February 2, 1888, at Richmond, Va., Frank J. Sprague began operating the first successful and complete electric street railway system in the world.

Street railway systems in their present high state of development are comparatively modern and represent the inventive efforts of many men.

Experiments with electric transportation began as far back as 1835 when Thomas Davenport, a Vermont blacksmith, made an electrically operated vehicle run on a small circular track. Three years later Robert Davidson, a Scotchman, perfected a somewhat similar model.

The first attempts to feed electricity to a car by means of wire and trolley were made in England during 1855. A reversible, continuous dynamo and motor invented in 1861 eliminated the inadequate primary battery system. The invention was used to operate an electric railway at an exposition held in Berlin in 1879.

Within a few years Thomas Edison and Stephen Field greatly improved all existing methods, permitting the practical operation of electric cars taking current from wires by means of a trolley.



P. E. Trainmen Winners in Tilt With Mechanics

IN AS EXCITING a game as has ever been witnessed at any of our annual picnics, the Trainmen's ball team spanked the Mechanical Department nine to the tune of 6 to 4. The game was well played and a thriller inasmuch as the Trainmen came from behind, scoring all of their six in the last two innings.

With the Torrance rooters in a hilarious mood at the beginning of the eighth inning with the score in their favor at four to nothing, their confidence lost some of its savor when two runs were put over by the Trainmen. Yaeger's double scored Spencer, who previously had doubled over the grandstand. After Hill had popped out, Henry singled to center, scoring Yaeger. Turner and LaRue failed to help the cause.

The big thrill of the game, at least to supporters of the Trainmen, came in the ninth canto. Sisk struck out to a discouraging start. Pierce dropped Garrison's fly, reached second on the misplay. Spencer followed with an infield single and when Yaeger was hit by a pitched ball, the bases were loaded. Lallich after a hard run, let Blackmar's fly escape him, Garrison scoring and bases still loaded. Hill popped to Leonard at short, making the second out.

Then came the break of the game. Villianive failed to judge Henry's fly and it dropped for a single, scoring Spencer and Yaeger. Turner followed with a double over the grandstand, scoring Blackmar for the fourth run of the inning.

Young Blackmar displayed his class when in the last half of the ninth he struck out three batters, two of them pinch hitters. In fact, Blackmar's pitching may well be credited as the game's feature. Allowing only seven hits, he struck out 16 opposing batsmen and at least three of the runs scored off of him were to errors or breaks of the game.

Following is the box score:

P. E. Trainmen						
	AB	H	R	O	A	E
Hill, ss.	5	0	0	0	1	1
Henry, 2b.	5	2	0	2	2	1
Turner, 3b.	5	2	0	1	2	1
La Rue, 1b.	5	0	0	8	1	0
Sisk, rf.	4	1	0	0	2	0
Garrison, c.	2	1	1	16	0	1
Spencer, lf.	3	2	2	0	0	0
Yaeger, cf.	3	1	2	0	0	0
Blackmar, p.	4	1	1	0	4	0

Totals37 10 6 27 12 4

The Mechanical Department boys put up a clean and well played contest, except in a spot or two their defense failed them. "Slow Time"

Evans also pitched a creditable game and but for bunching of hits, an error, and breaks of the game, would have won.

Mechanical Dept.

	AB	H	R	O	A	E
Adkins, 3b.	4	1	2	1	0	0
Goin, c.	4	2	0	9	0	1
Lallich, lf.	4	1	0	2	0	1
Evans, p.	3	1	0	0	3	0
Leonard, ss.	3	1	0	2	4	0
Martz, 2b.	4	0	0	0	2	0
Pierce, cf.	4	0	0	1	0	1
Villianive, rf.	4	0	0	2	0	1
Edwards, 1b.	4	1	2	9	0	0
Slater, x	1	0	0	0	0	0
Taylor, xx	1	0	0	0	0	0

Totals37 7 4 27 9 4

x—Batted for Pierce in 9th.

xx—Batted for Villianive in 9th.

Score by innings:

P. E. Trainmen..0 0 0 0 0 0 2 4—6

Mech. Dept., Tor. 0 0 1 0 2 0 1 0—4

SUMMARY—Ten hits, six runs, off

Evans; six hits, four runs, off Blackmar. Losing pitcher, Evans. Struck out, by Blackmar; 16; by Evans, 8. Bases on balls, off Blackmar, 2. Hit by pitcher, Yaeger, Garrison. Two base hits, Turner 2, Sisk, Garrison, Spencer, Edwards. Errors—Henry, Hill, Turner, Garrison, Pierce, Goin, Lallich, Villianive.

PICNIC BOWLERS MAKE SOME CREDITABLE RECORDS

The largest and most successful bowling tournament ever held in connection with our picnic was held this year with 14 five-man teams participating. A great many new faces appeared, including teams from Torrance and Pasadena. Our genial Claim Agent, Sam Bishop, who, by the way, acquitted himself very well also was among the new participants.

The first teams got under way at 1:30 in the afternoon and from then until 9:30 P. M. it was just one crash after another. When the scores were all computed, the following teams were found to be in the money:

Macy Street, 2403; Torrance, 2366; Telephone Dept., 2280; Electrical Dept., 2270; Southern Division, 2262.

The high team game was rolled by the Telephone Department team, 852. The high individual game was rolled by Gates of Southern No. 1, 237, and the high individual series by Singer of the Torrance team, 552.

Taking this tourney as a criterion, the bowling element among our employees has attained sufficient strength to form a league this fall that will rank favorably with any in this city.

"On what grounds are you seeking divorce from your wife?"

"Misrepresentation. When I asked her to marry me, she said she was agreeable."

REDONDO EMPLOYEE GOLFER WINS PICNIC HONORS

The Pacific Electric Golf Tournament held at Palos Verdes Golf Course on picnic day last month, attracted a large turnout and everyone who participated enjoyed themselves fully.

The day was ideal for golf and the Palos Verdes Golf Club employees did everything to make the tournament a success.

First prize was won by Harry Foltz, employed at the Redondo Bath House he turning in a spectacular 71, and this with his handicap of 4 gave him a net 67.

Second place went to Wm. Grover, Asst. Stationer, who had a score of 82, which with his handicap of 4 gave him a net of 78.

Third honors was won by Phil Tower, also an employee of the Redondo Bath House, and he had a score of 97-18 or a net of 79.

A. Moreno, Car Clerk at State St. Yards won fourth prize with a score of 94-12, net 82.

There was a tie for fifth place, C. Dickson and G. N. Allen each having a net 83.

CALL TO BOWLERS IS ISSUED

The organization meeting of the Pacific Electric Bowling League will be held in Room 711, Pacific Electric Building at 8:00 P. M., Thursday, September 12, 1929, for the purpose of receiving entries for the ensuing season of 1929-30, drawing for home alleys, and transacting such other business as may come before the meeting.

Inasmuch as the league is limited to twelve teams, it has been deemed advisable to ask for the entry fees at this meeting so that it will be known just what teams are going to participate, and enable a schedule to be made up accordingly. The individual entry fee will be the same as last year—\$3.00. The L. A. B. A. charge of five cents per series will be collected on the opening night. This will total \$1.10 per season, in addition to the regular weekly fee of \$1.00.

Preference will be given teams that bowled in last season's tournament, but it will be necessary to secure all entry fees for the twelve teams at this meeting in order to formulate a schedule and make the arrangements with the alley owners.

Come early and avoid the rush and be prepared for the best season we have ever experienced.

CAREFUL OF SCHOOL KIDDIES

Co-operating with the Safety Conference of the California Development Association in its effort to reduce, through publicity, the automobile traffic accident toll, we commend to motorists especial care in driving adjacent to public school buildings.

This month's bulletin calls attention to the fact that vacation school days are over and that school zone laws regulating traffic are again in effect.

"Every California mother pleads with you as a driver to be careful," concludes the worthy appeal.

PACIFIC ELECTRIC CLUB AFFAIRS

N. B. VICKREY, ASSOCIATE EDITOR

New Club Dedication

THE OPENING and dedication of the new Pacific Electric Club will occur on September 18, 19, 20 and 21 and all employees of the Company whether or not members of the Club, are most cordially invited to be present and participate in the opening ceremonies.

Because of the large number of employees, and to avoid congestion in the new quarters, it has been decided to have the ceremonies cover four evenings and departments as mentioned below will have a designated evening set aside particularly for their benefit as follows:

Wednesday evening, September 18: Transportation Department. This evening is set aside for all Transportation Department employees, except Agents and their forces.

Thursday, September 19: Mechanical, Electrical, Purchasing and Stores Departments.

Friday, September 20: Executive, Law, Engineering, Traffic, Accounting, Claims, Medical, Real Estate, Tax and Resort, Treasury and Chief Special Agent's Departments; also Station Agents, Assistants and Clerks, Terminal Freight Office employees, and Pacific Electric employees of the Harbor Belt Line Railroad.

Saturday, September 21: This night has been set aside for the employees of all departments unable to attend because of duty or other reasons—this special night being provided for their benefit.

The opening hours of the Club on the evenings set forth will be from 7:00 p.m. until 11:00 p.m.

Among other entertainment features dancing and motion pictures will be staged each evening; also on Saturday afternoon, Sept. 21st.

EXECUTIVE COMMITTEE MEETING

The Pacific Electric Club Executive Committee met in room 711, P. E. Building for the August meeting on Wednesday, August 7, at 2:00 P. M. The following were absent: F. E. Billhardt, F. O. Evans, P. H. Osborne, E. A. Stevens, J. M. Geopfert, J. E. Flathers, Wm. Moesby, T. L. Waggenbach, W. A. McCammond, T. J. Day and M. S. Wade.

Club Fund

Balance, 7-1-29	\$1172.44
Receipts	1078.25

Total	\$2250.69
Disbursements	917.66

Balance, 7-31-29	\$1333.03
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Relief Fund

Balance, 7-1-29	\$ 460.65
Receipts	1741.18

Total	\$2201.83
Disbursements	1952.50

Balance, 7-31-29	\$ 249.33
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Unfinished Business

P. T. Porter read a resolution concerning F. L. Annable who has become the President of the San Diego & Arizona Railroad. The Executive

Committee heartily approved the resolution as read and voted to make Mr. Annable a life member of the Pacific Electric Club.

Mr. Vickrey stated that all arrangements are being carefully gone into regarding the P. E. Employees Annual Picnic to be held at Redondo Beach on Saturday, August 17, 1929. A Picnic will be held on the same day at Rose Hill Park, Los Angeles, for the Mexican Employees. The various Committees appointed are earnestly planning many new features which will make the Picnic better than ever before.

New Business

Mr. Vickrey stated that the Mortuary Fund is now paying the sum of \$1,036.70. This is the largest sum ever paid by the Mortuary Fund and it is hoped that it may yet reach a higher figure.

M. T. Tyler, who came as a substitute for Mr. C. C. Rice, Committeeman from the Mechanical Shops at Macy Street, suggested that various jumping contests be added to the sports to be held at the Picnic. The Committee took the matter under consideration.

J. I. Campbell asked for iced drinking water at the Terminal at Macy Street.

MEMBERS ELECT EXECUTIVE CLUB COMMITTEE

The one year term of Executive Committeemen of the P. E. Club having expired on Aug. 31st, election ballots were mailed to all members of the Club last month. Ballots were compiled and show the following elected to serve during the coming twelve months.

General Office: W. A. McCammond and Paul T. Porter.

Gen. Supt.; W. J. Scott.

Northern Division: J. S. Newman, R. H. Dorman, Henry Kraft, B. L. Brown, W. J. Hodge and C. W. Staff.

Southern Division: G. P. Terry, F. L. McCulley, O. R. Newhouse, L. J. Lockwood, H. E. Lowe and L. H. Covell.

Western Division: H. J. Lee, Lawrence Klein, Glenn Hatt, W. H. Jenkinson, C. A. Thomas, M. E. Shay and G. W. Weego.

Agents all Divisions: C. J. Hileman and B. L. Livingston.

Local Freight House: J. W. Anderson and W. M. King.

Mech. Dept., Torrance: P. H. Osborne, H. J. Allen, F. E. Mayfield, E. A. Stevens, W. W. Robbins, Walter Whitmore and E. E. Hunkins.

Mech. Dept., No. Div.: C. C. Rice and I. E. Mankins.

Mech. Dept., So. Div.: V. Swartz.

Mech. Dept., West. Div.: T. H. Green.

Mech. Dept.: East. Div.: F. I. Tingleaf and B. W. Botts, tied.

Elec. Dept.: H. R. Bullock, J. M. Geopfert and L. D. Bailey.

Eng. Dept.: F. B. Patterson, J. E. Flathers, B. F. Manley, H. E. De Nyse and J. K. Ford.

Acct. Dept.: R. E. Labbe.

Purchasing & Stores: John Jackson. R. E. T. & R. Dept.: H. C. Froude.

LADIES RESUME GATHERINGS

The Ladies' Auxiliary, whose members disbanded and ceased their activities during July and August, will again resume the several features of social and educational work during September, the 26th being the date decided upon.

On this occasion the ladies will be quartered in the new club building and with the added conveniences there at their disposal several new activities are to be engaged in.

Plans for the coming year will be discussed at the September 26th gathering, and a large attendance is anticipated.

EMPLOYEES IN HOSPITAL

Five of our fellow employees are ill at this time at the California Lutheran Hospital, 1414 South Hope Street. Those confined are:

L. C. Paulson, Motorman, Northern Division; B. Gutierrez, Laborer; N. Chaves, Laborer; H. M. Valentine, Clerk, Harbor Belt Line, and Leon Hull, Car Inspector.

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

ROD & GUN CLUB ACTIVITIES

The Rod and Gun Club played a major role in activities of the Pacific Electric picnic held at Redondo Beach August 17. The contests drew a great amount of interest not only from the members of the Rod and Gun Club, but also from their many friends. The following are the results of the competitive shooting:

Individual prize shooting, added handicap.

- 1st, A. B. McLeod.....
- Spotlight Donated by Western Auto Supply Co., Redondo.
- 2nd, H. L. Wiggam.....\$6.00
- 3rd, B. F. Manley..... 5.00
- 4th, W. J. Hodge..... 4.00
- 5th, K. L. Oefinger..... 3.00
- 6th, E. R. Smith..... 2.00
- 7th, A. M. Cross..... 1.00

Individual High gun exclusive of Handicap (Special prize) H. Smith, 1 doz. decoys, donated by Carlton-Stoner Corp.

Team Shoot. 5 men.

- 1st, Transportation Dept.....\$28.25
- 2nd, Engineering Dept..... 23.25
- 3rd, Electrical Dept..... 18.25

Special 50 bird event. Team shoot. Prize—Loving Cup.

- Redondo Beach Team.....219x250
- Union Pacific Team.....211x250
- P. E. Rod & Gun Club.....208x250

Loving cup won by Redondo Beach Team.

Individual High gun special event.

- 1st, W. C. Daniels, Union Pacific—Box Cigars.

- 2nd, Mr. Hebdon, Redondo Beach—Cigar holder and ash tray.

- 3rd, H. L. Wiggam, P. E. R. & G. Club—Card case.

- R. R. Smith, Union Pacific (consolation)—Box candy.

Prizes in the Individual high gun special event were donated by Redondo merchants.

Mr. Estes, Field Captain of Fishing section reports a splendid catch for the 40 some fishermen he had with him.

The Rod & Gun Club donated \$30.00 as prize money for this event and to date have not heard how the distribution was made. The Rod & Gun Club has always trusted Mr. Estes with an unlimited credit, and having heard no complaints to date, take it, that Mr. Estes made an equitable distribution of these funds.

Lest we forget—The P. E. Club donated all cash used in prizes for the Gun Section, also stood the expense of shells and targets in the Department Team shoot and the special shoot between the P. E. Club, Redondo Club and Union Pacific Club. Thank you gentlemen, will see you again next year.

The most successful substitute for brains is silence.

If a man makes a mistake in choosing a wife these days it is certainly his own fault. He can see all he's getting.

Mr. Jones: I was surprised to hear that you have a young son.

Mr. Smith: Oh, Yes. To heir is human, you know.



Radio Artists find no "Static" at Mt. Lowe.

AS THE result of a week-end visit of the Breakfast Nook Philosophy radio artists to Mt. Lowe on August 3rd and 4th, our famous resort has received much favorable comment in that popular organization's tri-weekly radio broadcasts during the last few weeks, one program having been devoted entirely to a recounting of their many and varied experiences while in the mountains.

In addition to enjoying themselves, the group pleased the Tavern guests with a half hour entertainment consisting of vocal and instrumental selections preceding the regular dance.

The Breakfast Nook Philosophy program features Betty and Bob, a young eastern couple who have just recently arrived on the coast. So pleased are they with conditions here that they decide to make their home in Southern California. The interesting radio broadcasts are cleverly woven about this young couple's many experiences in the selection of a home, its furnishings, their entertainment and various trips to points of interest in the Southland.

Members of the organization pictured above are: front row, left to right, Ethel Bellinger Hansen, originator of the program; Alberta Hansen, known as Jean; Maude Latham, Liza the cook, and Betty Graham. Standing behind the familiar direction signs are Grace Eaton Dow, accompanist, and our own Grey Oliver.

EDUCATIONAL CLASSES OF CLUB FORECAST

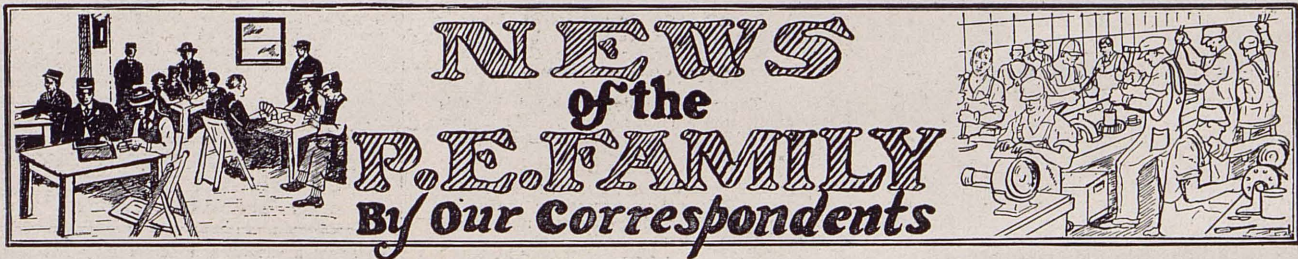
Broadening still further the educational activities for employees, E. W. Hill, Educational Director, has made arrangements to add to the curriculum for the coming season. The official opening of classes for the coming semester is set for Monday, September 23.

As would be surmised, this year's school classes will be held in the new Club building, three specially fitted rooms with new equipment having been set aside for properly caring for the needs of these classes.

The studies at this time known to be given during the coming school season are as follows: Public Speaking; Traffic—2 classes; Stenography—2 classes; Typewriting and Spanish all beginning with advance classes. Psychology; Mathematics; Electrical Engineering; Business English and Correspondence.

In addition to the foregoing Mr. Hill has under contemplation at this time the establishment of classes in Physical Education, First Aid, and Dramatic Art. Whether or not these or other classes are added to the curriculum will be decided within the very near future.

On the occasion of the dedication of the new Pacific Electric Club building Mr. Hill has made arrangements whereby three or more of the teachers



assigned to employee's classes will be present each of the four evenings during the dedication ceremonies. Each teacher is well informed as to the subjects to be taught and information can be gained from them concerning any study in which employees may be interested. From the inquiries made of these teachers during the four evenings it is hoped to learn other subjects in which Pacific Electric employees are interested and as this information is given it will be possible to establish new classes. Mr. Hill also will be present to aid employees desiring to attend our own or other educational institutions.

In addition to the regular classes conducted during the evening hours, for the benefit of members of the Ladies Auxiliary, English Literature and Home Economics will be taught one afternoon each week. These classes proved very popular, were well attended and were most beneficial to the ladies of that organization during the school season ending in June.

FOUR DEATHS IN AUGUST

The grim reaper again invaded the ranks during the past month and took a total of four of our fellow employees.

Those called by death and to the families of whom we extend our sympathy, were:

Melchar Roman, Laborer, Engineering Department; Julian Romo, Laborer, Engineering Department; Joseph S. Crouse, Carpenter, Torrance and William C. Botts, Motorman, Northern Division.

Two of the above named carried both group and mortuary insurance, the other two group insurance only. The total sum disbursed to the beneficiaries named by the deceased was over \$10,000.

Five additional disability claims were granted during August, making a total of 28 employees now receiving a total aggregate monthly payment of \$2070.00 under the total and permanent disability clause.

Real progress apparently is being made in the Greater New York transit situation. It having been demonstrated through the failure of the Equitable bus company to finance an independent system under a 5-cent fare in New York that coordination between electric lines and buses is the only feasible scheme, steps toward such coordination now are being taken.

The B. M. T. organization, operating through the Brooklyn City Railway and other subsidiaries, has proposed to the city a plan for a coordinated trolley and bus system.

7TH ST. WAREHOUSE By Daniel Sanchez

Walter King, Forman of Shed 41, is looking 100% better after his vacation, which was spent at the P. E. Camp.

R. L. Linsley, Checker, and Mrs. Linsley, report an enjoyable vacation spent at Yosemite Park.

Herman Gauss, Checker, went to San Diego with the American Legion boys while on his vacation.

J. L. Martinez, Checker, is a busy young man adding to and improving his house while on his vacation.

Wm. Collett, Stevedore, reports having a wonderful time at Salt Lake City, where he spent most of his vacation visiting relatives.

William Hon, Truckee, is our mystery man. Where did he go while on his vacation. Rumors are that Dan Cupid is on his trail.

Paul Umberger, Checker, and C. Holt, Team Track Checker, are back from their vacations. Holt stayed at home and rested, while Paul made good use of the Willys-Knight.

H. L. Cornstock, Stevedore, is back on the job again feeling like a new man after his vacation.

Foster Whitehead, Routing Clerk, and his wife, are spending their vacation in San Francisco.

Expense Clerk Malone is still on leave in Oregon, due to his wife's illness.

Interchange Clerk Ralph Kennedy spent his vacation in and around San Francisco. Harold Pickler, Guido Roedder and E. L. McStotts of the car clerk forces, were all on vacation this month, and are showing up very much rested and ready for another year's work.

Albert H. Ingold, our Chief Clerk, and Lieutenant-Colonel in the Reserve Officers Corps, is back at his desk after his annual two weeks vacation, which he always spends at the Reserve Officers Training Camp at Del Monte, California.

LeRoy Skinner, Tagger, will spend his vacation in Salt Lake City.

Just a word in regard to the Signal Truck Company, which is none other than our representatives for the Pacific Electric Motor Transport Company. They are a bunch of "live wires" from the office force to the truck drivers and we are very glad to have them with us.

Correspondence Clerk, W. J. Schafer, is back from his vacation, and reports a very enjoyable time visiting Lake Arrowhead and other points of interest in Southern California.

Joseph L. Randall, Clerk and Messenger, has been promoted to position of Record Clerk. Frank L. Brock will take Randall's place and Bert B. Pontius will take the place vacated by Brock.

Cashier L. A. Post and Abstract Clerk Albright are spending their vacation at Bishop Lake. When these anglers get busy the big ones had better look out.

Louis W. Wise, Expense Clerk, reports his marriage during his vacation to Marie McGinnis. Best wishes.

F. F. Tomblin, O. S. & D. Clerk, spent his vacation in and around home. Revising Clerk Alexander enjoyed a stay at the P. E. Camp as did Inspector W. T. Lichty. Louis Lipschultz, Switching Statement Clerk, also visited the Camp again this year and reports a fine time.

O. W. Evans, Bill Clerk, reports the arrival of a baby girl at his home. We enjoyed the cigars and candy, Evans, and extend congratulations.

MECHANICAL DEPARTMENT By Carleton B. Bell

All Shop employees were grieved to hear of the sudden death of Joseph Crouse. Our old friend was ill only a few days. He was buried Saturday afternoon, August 24 in Forest Lawn cemetery.

The first of ten new Twin Coaches were received at the shops on Monday, August 26. They are wonderful big buses and will handle a lot of people. One of these coaches completely fills a large box car. They are for use on the Long Beach-Huntington Park and Ventura Blvd. lines.

Otto Martin is having all kinds of experience with his new Ford. His venture of last Sunday included a wrecked fender, a call to the police station, accident reports, alibis, etc., etc. Guy Wooley had the same experience on Monday, except that his were all alibis; the other fellow suffered all the damage.

Mary Baldrick reports that her mother, who has been confined in the Torrance Hospital for the last week, is progressing wonderfully well. We are doubly glad of this for her mother's sake as well as for the usual smile that has returned to Mary's face.

Earl Karns is sure having hard luck. Sunday his wife left for the East to visit her Mother and Monday he went home with a sprained ankle. Here's hoping that he is able to return soon for it sure must be lonesome at home.

Roy Slye's friends will be glad to hear that he is back home again after a short visit to the hospital.

Pewee Leatherman was suffering from a bad burn upon the biceps of his right arm Tuesday morning. He was late to work on account of it. It appeared to be about the size of a small dime and was the result of a drop of warm grease striking his arm while frying his morning egg. Lucky for the Insurance Company that Pewee does not carry accident insurance covering the hazardous occupation of egg frying.

Watermelons are "dangerous to be safe" around the shops. Herman Davis lost one and "Rabbit" Johnson lost at least two. Johnson must be the better judge of watermelons for it is reported that the two he lost were excellent while Davis is not now even sure that he picked his.

The Brissinger family is at the P. E. Camp and have been for the last ten days. They reported the Camp filled to capacity. I was sure it would be for "W. H." Harold Lynn and family were there last week also. Mr. Brissinger and family last year took the prize for the largest family vacationing at the Camp but this year Lynn's competition was too much for them. Guess the management will have to rule twins out.

Roy Colburn has developed a painful limp and all because Mrs. Colburn is cleaning house

and had to move some of the furniture into the hall for over night. Roy could not keep track of the new locations of things, consequently the other night he almost kicked over a dresser in the hall. Hence the limp.

Joe Tindall announces to the world that he will visit Agua Caliente to see the dog races just as soon as he gets his pass.

Harry Kent was married at 2:00 P.M. Saturday, August 31, 1929, to Miss Florence Christison of Los Angeles. Miss Christison was formerly a nurse at the Orthopedic Hospital in Los Angeles. After the wedding the couple left for a honeymoon trip to Vancouver.

Matthew Laakson will be a different fellow from now on. Cause—he is the father of a fine 10½ lb. baby girl born Monday, August 26th. The first 50 fellows Matty met smoked good cigars. Mother and daughter doing fine is the report. Congratulations to all concerned.

Sam King reports all kinds of a wonderful time during his vacation which he spent in Sequoia National Park among the big trees.

HILL STREET STATION By W. J. Jenkinson

It is reported that Motorman R. A. Fields is recovering rapidly from a recent operation.

Motorman H. G. Edwards is back on the job after a vacation spent with his father in Colorado.

Switchman Wolfe wouldn't mind an ice plant in the Subway during the "usual" heat spells such as experienced last month.

Motorman H. J. Casford has just returned to work from a hurried trip to Kansas City where he buried his father. All the boys extend sincere sympathy in his bereavement.

Congratulations are in order to Mr. Kincaid on the election of his son as State Commander of the American Legion at the recent Convention held in San Diego.

Conductor Abbott and Motorman McDaniels are breaking in as Dispatchers.

The following were enjoying vacations late last month: Conductors O. B. Edwards, E. Frazee, P. E. Jones, C. E. White, C. Wood and J. R. Burke. Motormen C. M. Kirk, B. B. Gardener and W. E. Hayes.

Conductor Sam Buttermire was knocked from the rear step of a Burbank train by a passing automobile. Sam took the count of ten, besides losing several days' work.

Mrs. V. C. Bowers, wife of Collector Bowers, has just returned home after spending several months in the east.

The following men were elected to serve on the Executive Committee of the Pacific Electric Club: Motormen C. A. Thomas and H. J. Lee, Conductors R. A. Shay and W. H. Jenkinson.

Conductor H. J. Hamilton is looking forward to a fast basketball team this fall and would like any one interested to get in touch with him, or write to him at Hill Street Station.

The writer asks the aid of co-workers from the Hill St. Terminal in making this column representative and thorough in news items each month.

STORES DEPARTMENT By H. Vander Zee

Edward Rand, Truck Driver, spent his vacation by taking a trip to New York City with his family. Ed reports a wonderful time, but much prefers our metropolis to the one he visited in the east, the main reason being our unexcelled climate.

Others taking their vacations in August are: James H. Phillips, Price Clerk—at home. Burt Ordway, Sec. Storekeeper—Texas. Charles Stock, Truck Storekeeper—at home. O. L. Howard, Price Clerk—Catalina.

Thomas Ashton, Bill Clerk—Colorado. L. C. Bolen, Store Inspector—at home. Frank Carr, Lbr. Inspector—P. E. Camp. James Wageley, Helper—North California. J. E. Livermore, Clerk—at home.

Carroll Taylor, formerly employed in this Department, was a recent visitor. He is now connected with an oil company and reports he is doing well.

Sidney Hill was added to the Stores Delivery force to fill vacancy created by the resignation to Leo Burbach, who we understand is returning to school.

E. W. Lock, Store Inspector, having disposed of his old car, has purchased another model, and made an extensive tour of Southern California during his vacation, San Diego and points south being the main objectives. His family accompanied him.

On Thursday, Aug. 22, through the generosity of the management (who operated a special car) nearly seventy Torrance employees were able, and had the pleasure of attending the concert held at the Hollywood Bowl. The evening was designated as Pacific Electric Night and all persons were supplied with complimentary tickets, thus enabling them to spend a most enjoyable evening at practically no expense to themselves.

General Storekeeper C. C. Fenimore was also a vacationer during the month of August, spending most of his time at home and neighboring beaches.

Storekeeper Ward McCall is at present visiting his old home in Omaha, Nebraska. Ward has been a resident of California for thirty years and this will be his second trip to his birthplace. He also expects to pay a visit to relatives in Montana.

Born to Mr. and Mrs. W. F. Clark of West Hollywood on Aug. 10th, an eleven-and-one-half-pound boy. Best wishes are extended the happy couple.

OCEAN PARK CAR HOUSE By Lawrence Klein

The Ocean Park Car House Golf Tournament has been waxing hotter like the weather, during the past month. Running on a keep-your-own-score basis, we have been unable to oust the champion, E. M. Daniels, from his proud perch. Causing much mental anguish account of golf courses having no mechanical scoring machines to verify the proud scores turned in. To look at these scores one would think we had several world's champions amongst us, but to see them play,—Oy-Oy!

As a golfer Mr. Daniels
A mighty man is he,
When he swings his driver
At the ball upon the tee.

He doesn't hit them often
On the fairway or the green;
The first ball he ever struck
Has never yet been seen.

In keeping score for Danny
You'll never need a card;
Just ask him what he made it in,
He'll tell you that he parred.

Another golfer, Jaun de Pozzo,
Sparkles with his class;
Divots and traps mean do do,
And the greens are only grass.

Art Doyle is another golfer
That improves with every start;
He wants to challenge Hagen
And take him a la carte.

But Mr. Klein, we have to loff,
Has challenged E. S. Fraser to play
a game of golf,
Has promised if he loses
To have his hair cut off.

This verse of mine is not so good,
My golf it is no better;
So I thought I'd stay at home
And write this blooming letter.

Several Trainmen and their families have returned from vacations spent at the Pacific Electric Camp at Lake Arrowhead, and are loud in their praises of the management for

the opportunity of spending a few days in this wonderful mountain playground at a cost cheaper than staying at home.

The following Trainmen from O. P. C. H. have returned with their families: Motormen E. T. Boswell, John R. Leslie, and Conductor P. Porter. Motorman C. C. Martin and family have just left for the Camp.

FREIGHT DEPARTMENT SOUTHERN DIVISION By Thomas A. Lyons

To know a cat from a skunk may not seem very hard, but sometimes a fellow will make a mistake. After Trolleyman "Son" Freeman buried his clothes, he vowed he would never make that mistake again.

Motorman Ray Rothrock is very proud of his son who is the best hitter on the Boston American League team.

"Jake" Jacot, Clyde Coutts and Thos. Lyons had a wonderful time in San Diego during the American Legion Convention there.

Charlie Munroe's place was taken by Ray Thomas while Charlie was on his vacation and Ray's place was filled by Chralie's kid brother.

Lyle Foord spent his birthday at home on leave from Sawtelle Hospital. Lyle is looking forward to the day when he will be allowed to remain at home. If spirit and courage will do it, it won't be long now.

Will "Pig" Winters, campaign manager for George Terry, please let us know how George came out in the election?

The Bowling team is ready to do their stuff. If Charlie Ventriess sees this please write me at Santa Ana c/o Agent. Are you going to bowl this year?

Bughouse Fables: This beet job would be just the kind of a job for Zeke Meyers.

Jimmy Watson's hand is O.K. again, after his narrow escape. And Roy Down's is feeling tip-top again. You can't keep a good man down.

NORTHERN DIVISION POMONA By Walter R. Bloom

Pomona was well represented at the Pacific Electric picnic held at Redondo Beach on August 17th.

W. B. Foote, Terminal Foreman, who was seriously ill, is now convalescing at his summer cottage at Newport Beach.

Motorman Harry York, with his family, motored to Santa Cruz and will spend a few days in the Santa Cruz mountains.

We understand that Conductor Bert Perry, who is in Missouri on his vacation, was taken ill and is under the care of a specialist.

Motorman Johnny MacMillen and wife motored to Wrightwood, near the Los Angeles County Playground, where they have a cabin.

The Line Car Crew are expecting a new line car soon. The old one 1730—was sent to Torrance.

Motorman C. L. Hyde, who has been off duty for several months on account of illness, is slowly improving.

Conductor O. Jensen's wife is at home again, after an operation at the California Lutheran Hospital.

Conductor Roy Herr and family have just returned from a motor trip to New York and Pennsylvania.

LONG BEACH TERMINAL By C. H. Spence

Motorman L. A. Martin and family spent their vacation at the P. E. Camp this year. L. A. claims that he caught the largest fish at the Camp so far this year. We don't know

whether this is just another fish story or not.

Conductor O. R. Newhouse and wife also spent their vacation at the Camp. Newhouse says he feels 10 years younger since he came back.

Motorman Jas. Ross has bid in Run 91. Jim says he asked for a pilot after leaving North Beach because he didn't know what was beyond that crossover, but George was short of men and told him to wind it up and get back for the next trip.

Another good man went wrong last month when Billy May took unto himself a wife. We all enjoyed the cigars Billy, and wish you both a happy and prosperous future.

**NORTHERN DIVISION
Eastern Lines
By Ruth Thompson**

Asst. Superintendent F. E. Peachey's family spent the week-end in the mountains.

Asst. Trainmaster W. C. Monroe and family motored to Santa Barbara over Labor Day, to escape from the warm climate in San Bernardino.

Agent C. H. Jones and family spent their vacation at the Pacific Electric Camp.

Dispatcher J. J. Cadd has just returned from a trip to San Diego in the interests of the Native Sons.

Dispatcher L. M. Hatch and family spent their vacation at Redondo and Catalina.

Conductor Pat Ream is in Pennsylvania on account of the serious illness of his father.

Motorman A. V. Ringo and family are vacationing in Idaho.

Conductor C. T. Nolan and family went to San Diego for the week-end.

Conductor E. F. Cunningham is vacationing in Southern California.

Motorman F. E. Lord and family are motoring to San Francisco.

Conductor E. G. Smith is spending his vacation in Southern California.

Brakeman J. J. Baker is in Nevada looking after his mining interests.

Brakeman F. Sauerwein is spending his vacation in Southern California.

While switching in San Bernardino yards, Conductor W. C. Botts made a mis-step, falling under the motor, which caused his death. Mr. Botts was very highly thought of by his fellow employees and his loss is mourned by all of us.

The grapes are starting to move quite rapidly. The Arrowhead Water Company filled 121 cars of water last month, which is the banner month.

**ACCOUNTING DEPARTMENT
By George Perry**

The month of August drew its quota of vacationists as follows:

- L. A. Lovell—Auto trips here and there.
- Ed Uecker—Woodland, Calif., and P. E. Camp.
- George Chrystal—Catalina.
- Herman Grenke—Catalina.
- Mike Levin—P. E. Camp.
- Ethel Carruthers—Santa Cruz, Big Trees.
- Grace Reed—San Francisco, Santa Cruz, Big Trees.
- J. P. Hoaglund—Hermosa Beach.
- Russell Hollinger—the beaches.
- Thelma Johnson—home.
- Irene Falconer—home.
- Ellen Sparks—San Francisco, Santa Cruz.
- Albert Eurich—Oklahoma City.
- Wm. Falkenstein—San Francisco.
- Kathryn Fox—San Francisco by boat.
- Marjorie Stringfellow—Salt Lake.
- Emily Prior—home.
- Virginia Robinson—Salt Lake.
- Hazel Weber—Alaska.

CONDUCTORS' ACCOUNTS BUREAU

- Esther Ross—mountains.
- Grace Christensen—home.
- Esther Quast—Forrest Home.
- Grace Shreeves—home.
- Elizabeth Linsen—home.
- John Thatcher—Palmdale—to cool off?
- E. L. Williamson—Catalina, home.

Miss Jane Cassidy is now displaying on the third finger of her left hand a ring. One good ring leads to another. Keep your eye on Jane's finger.

Competition! Miss Helene Belt is also wearing a ring on that much sought after third finger. We now have two fingers to watch.

A new clerk has been added to the staff of the Freight Accts. Bureau, i.e., Ralph Sprecher, who will assume the duties of Wallace D'ry, recently advanced.

Leaving the service rather unexpectedly, Saturday, Aug. 31, to accept a position at Warner Bros. Studios, Homer Baily, Road and Equipment Bureau, takes with him the best wishes of his many friends in this department for success in his new endeavor. Upon departure he was presented with a beautiful ruby ring.

**MACY STREET TERMINAL
D. B. VAN FLEET
Terminal Foreman**

The sincerest sympathy of the Macy Street Trainmen is extended to Conductor A. P. Baker, Sierra Vista Line, whose 9 year old son was accidentally taken by death early last month.

Sincere condolence is extended also to W. E. Booth, Terminal Foreman, Macy Street, whose father passed away last month in Denver, Colo. We, who personally know the deceased, feel the loss of a truly sincere friend.

After being out of service for nearly four weeks, due to repair work, the staff system controlling operation of trains over the single trackage between Monte Vista and La Verne on the San Bernardino Line, was put back in service the middle of last month. This released the twelve Trainmen necessary to maintain the twenty-four hour vigil that was required to safely govern the operation of trains through the blocks during this period.

On Friday, August 30th, the new block signals between Indian Village and Newton Park were put in operation, thus adding several miles of safety controlled trackage to the already

large mileage similarly protected on the system.

Those who attended our company annual picnic at Redondo Beach, last month, were treated to a day of real pleasure. The entertainment features were varied and were enjoyed by all. Macy Street was represented on two of the features by Conductor I. M. Cammack, Los Angeles-Temple Line, who was a member of the promenading orchestra that drifted up and down the pike, while Motorman T. M. Lloy, Sierra Vista Line, very capably took the part of a clown and certainly succeeded in keeping the kiddies happily entertained throughout the eventful day.

When it came to the program of sports, Macy Street demonstrated its superiority in two instances, winning both the bowling and trap shooting contests.

In the bowling tournament with 13 company teams competing, Macy Street's "five" swept the field to win high honors with total of 551. The team follows: W. J. Hodge, Capt.; H. C. Hampton, C. H. Miller, W. H. Potter, and E. R. Smith.

The trap shooting contest turned out equally well for Macy Street, for at the end of the big shoot off three competing company teams, the Macy representatives, namely, H. L. Wiggam, Capt.; W. J. Hodge, K. L. Oefinger, E. R. Smith and J. H. Cowley, found themselves 16 birds ahead of their nearest competitor.

Those two winning teams declare that they intend to hold the honors won for a long time and serve notice on all prospective challengers that it will take "some" team to dethrone them now.

On August 18th, last, Conductor B. S. Holbrook, Los Angeles-Temple Line, became the proud and happy father of a 6½ pound baby girl. Congratulations, Mr. and Mrs. Holbrook.

Macy Street Trainmen desiring the latest information concerning the new combination deep sea fishing and Catalina excursion should get in touch with the Macy committee, namely Conductors C. E. Owens, E. L. Smith, or Flagman A. E. Spohn, chairman.

Poker Players

Husband (reading the latest about radio-television): My word! This opens up some wonderful possibilities, dear.

Wife: Yes, my love! Won't it be nice for me to be able to sit here and watch you working in your office when you're kept there at night.

"This pen leaks," said the convict, as the rain came in through the roof.

Sister Smith humbly gave her testimony at a revival, saying:

"Ah's been a black sheep all mah life. Mah place is in a dark corner behind the door."

Brother Jones rose and said meekly: "Ah too has been a sinner. Mah place is behind de door in a dark corner, wid Sister Smith."

Insanity is said to be decreasing. Maybe it's because so many things that used to be considered crazy aren't any more.

Mother: "Behave, Johnnie, or I'll slap you."
Johnnie: "If you slap me, I'll tell the conductor how old I am!"

Clouds Ahead

"Why do they always give a shower to a girl who is going to be married?"

"Merely a quaint old custom to symbolize the beginning of a reign."



"That's what I call getting out of a tight place," said the world traveler as his train pulled out of Edinburgh.

Once upon a time there was a man who mortgaged his automobile to make a first payment on a home.

"What do three balls in front of a pawn shop mean?"
"Two to one you won't get it back."

A knowing friend tells us that Ten Nights in a Barroom is the story of a Scotsman waiting for someone to buy the drinks.

Jones: You never returned that umbrella I loaned you a week ago.
Smith: Couldn't spare it, old man. It's been raining every day since.

In a fashionable restaurant a new multi-millionaire with no knowledge of French and no desire to expose his ignorance pointed to a line on the menu and said to the waiter:

"I'll have some of that."
"I'm sorry, sir," the waiter answered, "but the band is playing that."

"Dearie, how short should my skirts be?"
Second Steno: "Let your chassis be your guide."

Why They Laughed

Speaker—"These aren't my own figures I'm quoting. They're the figures of a man who knows what he's talking about."

Wife: "Will you love me if I grow fat?"
Husband: "No, I promised for better or for worse—not through thick and thin."

The Boy: "Do you know, dad, that in some parts of Africa a man doesn't know his wife until he marries her?"
Dad: "Why single out Africa?"

"Even as You and I"

A fool there was who had worked like heck,
Even as you and I;
He saved his dough till he had a peck,
Then he bought an auto, and made a wreck,
Of his hard earned dough of which he had a peck—
And now he's in debt clear up to his neck—
Even as you and I.

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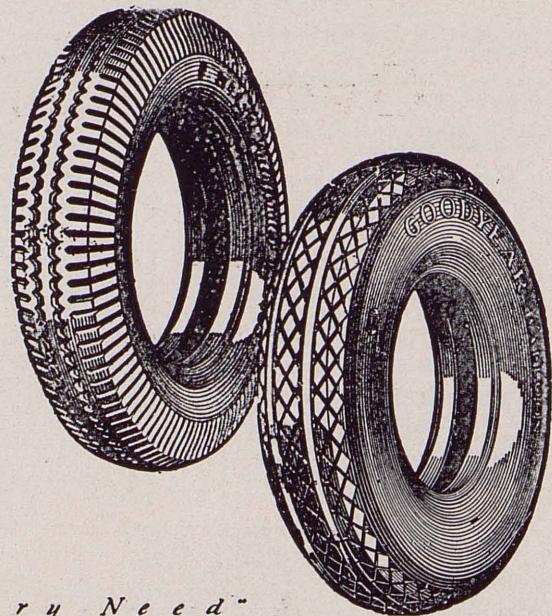
**During the Month of August THE PACIFIC MUTUAL LIFE INSURANCE CO. paid the following
P. E. Employees Disability Benefits Through the Wm. L. THOMAS AGENCY**

PARTIAL LIST

Name	Kind of Disability	Amt. Paid	Name	Kind of Disability	Amt. Paid	Name	Kind of Disability	Amt. Paid
Abren, Albert,	Infected Tooth	\$12.00	Grotholdt, Frank A.,	Fever	28.00	McMillen, Jos. R.,	Indigestion	24.00
Averill, Horace C.,	Burned Eyes	12.00	Harris, Chas. A.,	Cramps	12.00	Middleton, Paul B.,	Indigestion	20.00
Ayres, Howell M.,	La Grippe	60.00	Hilburn, Robert E.,	Acute Gastritis	22.00	O'Neill, Alfred J.,	Neuritis	44.00
Bennett, Howard F.,	Strain	16.00	Honz, Robt. E.,	Influenza	12.00	Parr, Ceceila,	Indigestion	14.00
Braley, Scott,	Insomnia	43.33	Hutson, Martin E.,	Contused Finger	85.00	Reardeen, Wm. F.,	Inflammation of Bladder	22.00
Calmes, La Rue B.,	Tonsils Removed	22.00	Koskey, Thomas J.,	Quinsey Sore Throat	46.66	Schimelman, Louis,	Malaise	38.00
Corey, Russell R.,	Stomach Trouble	18.00	Larson, Oscar F.,	Stomach Trouble	52.00	Simmons, Newton M.,	Tonsilitis	12.00
Dyson, Roy C.,	Stomach Trouble	11.00	Leslie, John R.,	Bruises	40.00	Stevens, Floyd A.,	Acute Indigestion	12.00
Fortner, Leorie,	Pleurisy	14.00	Mankins, Roy L.,	Hernia	50.00	Strobridge, Philip,	Appendicitis	43.10
Grider, F. G.,	Malaise	10.66	Massingale, Wm. E.,	Neuritis	42.00	Trine, Darrel O.,	Illness since Nov. 1926	2340.00
FOR A POLICY SEE OUR AGENTS ABOUT THIS INSURANCE.			J. J. HULL			J. R. DOUGHER, Telephone TRinity 3528.		

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Interest	\$10.00	\$1,330.00	\$ 670.00	\$ 2,000.00	
Credited	\$12.50	\$1,662.50	\$ 837.50	\$ 2,500.00	
and	\$15.00	\$1,995.00	\$1,005.00	\$ 3,000.00	
Com-	\$17.50	\$2,327.50	\$1,172.50	\$ 3,500.00	
pounded	\$20.00	\$2,660.00	\$1,340.00	\$ 4,000.00	
for	\$22.50	\$2,992.50	\$1,507.50	\$ 4,500.00	
133 Mos.	\$25.00	\$3,325.00	\$1,675.00	\$ 5,000.00	
	\$27.50	\$3,657.50	\$1,842.50	\$ 5,500.00	
	\$30.00	\$3,990.00	\$2,010.00	\$ 6,000.00	
	\$40.00	\$5,320.00	\$2,680.00	\$ 8,000.00	
	\$50.00	\$6,650.00	\$3,350.00	\$10,000.00	

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