

PACIFIC ELECTRIC

Magazine



SANTA CATALINA ISLAND

It's Mystic Lure is Never Failing
and Soul Satisfying



THE PACIFIC ELECTRIC MAGAZINE

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Electric Railway.

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U. S. Taxes Equals Living Wage to all Unemployed

“TAXES in the United States equal a sum that would provide a good living wage for every person out of employment in the United States.” Quoting Paul Shoup, President of the Southern Pacific, in addressing the Advertising Club of San Francisco, recently, the Hollywood News applauded our parent company's President's views thusly:

“So far as Californians are concerned, it would be quite unnecessary to say that Mr. Shoup is a recognized authority not alone in the field of transportation, but a sound economist who by inherent qualities has risen to notable success. His opinions are formulated carefully, and received with the utmost respect.

“The sentence quoted was but one out of many, each of vital interest. Mr. Shoup advocated reduction of taxation as the greatest possible help to increase in profitable business activity and relief of unemployment. He asserted the belief that productive industry should not be called upon for money it cannot afford, to pay off bondholders who do not want their money. If the present heavy tax burden were removed from industry, many concerns, now hesitant because of the red ink in their returns, would find an incentive to do that which they are desirous of doing.

“He frankly opposed all schemes for relief of unemployment which would increase the load of the tax burden, asserting that ‘whatever can be done to restore black ink as a reward for normal activities of all kinds is worth more to remove unemployment and dispel the cloud of depression than all the panaceas being promoted put together.’

“Into his brief exposition Mr. Shoup packed so much wisdom that it is difficult to single out the points of principal interest, since it bristled with points, all of them of interest. He called attention to the fact that one-fifth of the incomes of Californians went for taxes, and probably one-seventh of all incomes throughout the country. To inaugurate new taxes to pay labor would be akin to rolling stones uphill in the morning and rolling them down in the afternoon.

“Mr. Shoup, saying that taxes took from railroads more than they could pay their stockholders, was not making an exception of the railroad busi-

CHANGES IN CAMP OPERATION

NOTICE TO EMPLOYEES:

Effective August 1st a number of changes in the operation of the Pacific Electric Camp will be made.

(1) Effective on August 1st the Camp bus will be discontinued. Employees and their families who do not use their own transportation to the Camp, and who stay a week or longer, will be provided, through the courtesy of the Motor Transit Company, with trip passes over their lines between San Bernardino and the Camp, instead of using the bus as heretofore. Passes will be issued at Club office.

This new plan has its advantages over the previous arrangement, as trip passes may be used any day except Sunday, whereas under the old arrangement visitors using Camp bus could do so only two days each week. The Motor Transit buses discharge visitors immediately at the Camp and are boarded at the Pacific Electric Station in San Bernardino, where direct connection is made.

(2) Due to lack of patronage, the dining room and sale of cooked foods will be discontinued for the balance of the season. The Camp store, however, will remain open and all food materials can be purchased at the same reasonable prices as heretofore.

If any large parties desire to secure meals special arrangements can be made at Club office.

By reason of these economies it will be possible to make a material reduction in the weekly charge for accommodation to those employees and their families, staying a week or longer, who may choose to furnish their own linen, blankets, etc. Details concerning this feature may be secured at the Club office.

In announcing these changes we wish to emphasize that none of the pleasures and recreations at the Camp have been curtailed, such as free launch rides, use of fishing boats, dancing, swimming, sight-seeing bus rides, entertainments, etc. As a matter of fact, except for the closing of the dining room, the changes are an improvement over previous arrangements.

Rates for accommodations and food prices at the Camp are lower than ever before, and those who are planning a stay at the Camp may do so with the assurance that the cost will be small and pleasures just as many. Assurance is also given that you will have plenty of congenial company.

A telephone call to the Club and you will be given any additional information desired.

N. B. VICKREY,
Manager, P. E. Club & Camp.

ness. Similar conditions applied to other enterprises. ‘But how can it be different,’ he asked, ‘when probably one-sixth, certainly not less than one-seventh, of the gross income of the people of the United States will this year go to taxes, local, state or national?’

“The views of Mr. Shoup thus briefly indicated accord with precision with views often set forth in this paper. Taxes are too high, public money goes to the support of superfluous officeholders, methods in vogue are wasteful.

“The call is for reduction of taxes, and not for any procedure tending to make them more burdensome.”

HOW TO SAVE STREET SPACE

Burton W. Marsh, traffic engineer of Philadelphia, has some very definite ideas on how to keep traffic moving in the streets and he is not adverse to expressing them. In a recent issue of Engineers and Engineering, Marsh declared:

“Vehicles that use space and time most inefficiently and unfairly must go first. Among the first to be eliminated on busy business streets will be pleasure cars, very slow moving vehicles, vehicles used purely for advertising and, to a large extent, cruising passenger automobiles and cruising taxicabs. Then as between passenger carrying vehicles, we must all admit that the passenger automobile is very inefficient in its use of street space. Where the pressure for the use of street space becomes great, as it has al-

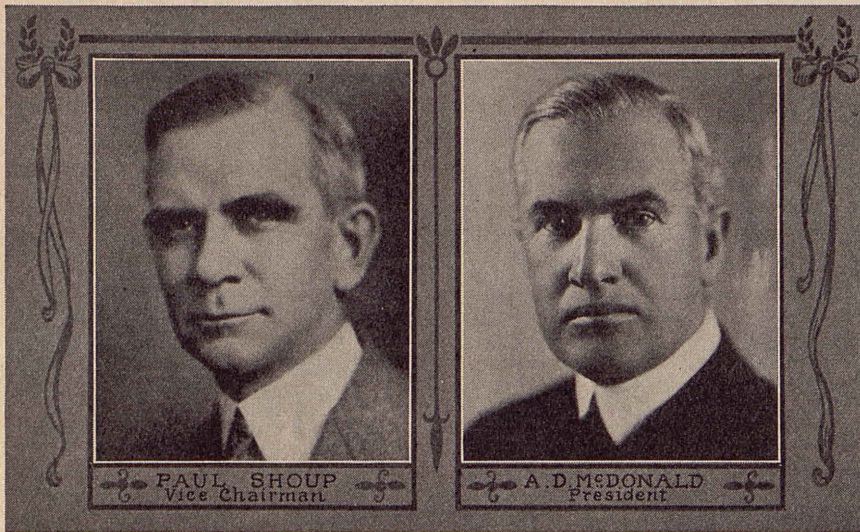
ready become in most central business districts, there must come a determination of what types of passenger carrying vehicles are to be given preference in the moving use of any street. Mass transportation vehicles and many times a day used taxicabs must emerge as winners. For the home to work and work to home movements, we must look more and more to increasingly improved mass transportation, if we are going to continue our present methods of development of central business districts.”

MR. ANTISTA AGAIN SCORES

When it comes to promoting party movements, there are indeed few Pacific Electric employes in the class with L. Antista, Trainmaster, Southern Division, who not only promotes the excursions of the entire Antista family, numbering sufficient to fill four or five carloads, but on July 22 he promoted a movement to San Pedro Harbor of Boy Scouts.

On that date troops of District 14 made an excursion to the Harbor for the purpose of visiting the battleships, and accompanied by families of the Scouts, three carloads of the 1200-class cars made the trip in excellent time, and comments upon the excursion engineered by Mr. Antista have been very flattering indeed.

Mr. Antista sets the example for all of us to follow. Let's strive to promote more party business both by rail and motor coach.



Recipients of High Honors

FROM New York last month came the announcement of many changes among the administration personnel of the Southern Pacific, the parent company of the Pacific Electric, and among the number were two outstanding men in the affairs of railways and of the nation whom the Pacific Electric family claim as their own, viz., Paul Shoup and A. D. McDonald, both of whom have been honored by the Board of Directors with distinctive advancement.

The announcement as received from New York follows and it is regretted by the Editor that no portrait of Chairman Holden is available for our reproduction:

"The Board of Directors of the Southern Pacific Co. announces the following changes in the organization and management of the Company's affairs, effective August 1, 1932.

Mr. Hale Holden, now Chairman of the Executive Committee, was elected Chairman, a new position. Mr. Holden will have general control and management of the affairs, property and business of the Company. The office of Chairman of the Executive Committee will be discontinued.

Mr. H. W. De Forest has asked to be relieved of the duties attaching to the office of Chairman of the Board, except those relating to finance. These he will continue in charge of as a member of the Board of Directors and of the Executive Committee. The office of Chairman of the Board will be discontinued.

The offices of Mr. Holden and Mr. De Forest will be at 165 Broadway, New York, N. Y.

Mr. Paul Shoup, now President, was elected Vice Chairman, a new position. As Vice Chairman, Mr. Shoup will participate and assist, under the direction of the Chairman, in the performance of the duties of the office of Chairman, and perform such other duties as may be assigned to him from time to time by the Chairman.

In addition to the foregoing duties, the Vice Chairman will have general charge, under direction of the Chairman, of the maintenance and development of the traffic of the system. His duties will include responsibility for all proper measures to develop and maintain, for the System Lines, traffic to which they are entitled or may properly handle, and for the routing policies, through schedules and inter-

line traffic relations between System Lines and other lines and transportation agencies connecting or competing therewith.

Jurisdiction over local traffic affairs will be exercised by the President and the Traffic Officers reporting to him, but upon proper occasion the Chairman may assign, or the President may refer, questions of local traffic character to the Vice Chairman, for action and advice of decision thereon.

Mr. A. D. McDonald, now Vice Chairman of the Executive Committee, was elected President. Mr. McDonald will have immediate charge, under the direction of the Chairman, of the management, operations and traffic (except traffic under the jurisdiction of the Vice Chairman) of the railroads and steamships and other properties of the Company. He will continue in general control of the management of the Southern Pacific Steamship Lines, and will also continue in the office of President of the Texas and New Orleans R.R. Company (the Southern Pacific Lines in Texas and Louisiana). Mr. McDonald will maintain headquarters both in San Francisco, California, and Houston, Texas. The office of Vice Chairman of the Executive Committee will be discontinued.

Mr. H. M. Lull was appointed Vice President in charge of steamship operations. Mr. Lull will continue in the office of Executive Vice President of the Texas and New Orleans R.R. Company, and will also have immediate charge, under the direction of the President, of the management of the Southern Pacific Steamship Lines. Mr. Lull's headquarters will be in Houston, Texas.

Mr. G. R. Cottingham, now Auditor

of the Texas and New Orleans R.R. Co., was appointed Auditor of the Southern Pacific Steamship Lines, vice Mr. M. Kerr, assigned to other duties. Mr. Cottingham's headquarters will be in Houston, Texas.

Mr. F. Van Note, now Assistant Controller, was elected controller, to succeed Mr. H. B. Johnson, assigned to other duties. Mr. Van Note's headquarters will be at 165 Broadway, New York, N. Y.

Mr. T. C. Edwards, now General Auditor, will, at his own request, retire from active service under the pension rules of the Company.

Mr. F. L. McCaffery, now Auditor, was elected General Auditor, to succeed Mr. Edwards. Mr. McCaffery's headquarters will be in San Francisco, California.

Mr. M. J. Wise, now Assistant to the Vice Chairman of the Executive Committee, was appointed Assistant to the President, with headquarters in San Francisco, California.

All other officers will be continued in their present positions.

In connection with the above announcement, Mr. Hale Holden, Chairman, said:

"The purpose of these changes is to simplify and adjust the organization more closely to present day conditions. The office of Chairman, newly created, places the control and direction of the affairs of the Company in a single authority, with the support and assistance of two principal officers, the Vice Chairman and the President.

"Southern Pacific is one of the largest transportation systems in the United States, and with combined rail and Atlantic steamship service maintains operations from coast to coast. It is deeply concerned in the rapid development in recent years of new forms of competition by water, highway and air, and has been active in adopting motor bus and truck operations as supplemental to rail service and in efforts to revise its own methods of operation and to secure public authority to enable it to compete on fair terms with steamship lines operating through the Panama Canal and along the Pacific Coast. The Vice Chairmen will give especial attention to these fundamental and important features of the Company's affairs in addition to the other duties of his office.

"The President will have jurisdiction over all rail and steamship lines. Heretofore the lines west of Ogden and El Paso have been operated separately from those in Texas and Louisiana and from the Steamship Lines. The operations of these three units will now be merged under a single operating officer, and it is believed that economy and greater efficiency will be secured. In addition to direct operations of its own, Southern Pacific is interested, as stockholder in a number of affiliated companies of considerable size. These include Southern Pacific R.R. Co. of Mexico, St. Louis Southwestern R.R., Northwestern Pacific R.R. Co., San Diego & Arizona R.R. Co., Pacific Electric R.R. Co., Pacific Fruit Express, Pacific Greyhound, and a number of others of

Progress of Lives to Preferment

BIOGRAPHY OF PAUL SHOUP

Elected Vice Chairman, Board of Directors, Southern Pacific Company, effective August 1, 1932.

RAILROAD SERVICE: Started with Southern Pacific as a ticket clerk at San Bernardino in 1892, at the age of eighteen. He was a telegraph operator and station agent at San Bernardino before going to San Francisco in 1897 to handle detail work in connection with the company's Sunset-Gulf Route, being assigned to the general passenger agent's office. During this period he was active in the founding and development of Sunset Magazine, a periodical originated to promote attractions of the territory served by Southern Pacific lines. In 1901 Shoup was given his first official position as district freight and passenger agent at San Jose, Calif. Four years later he was sent to Portland as assistant general freight agent. In 1906 he was brought back to San Francisco as assistant general passenger agent and became prominently identified with the public service rendered by the railroad in the reconstruction period following the San Francisco earthquake and fire. In 1910 Shoup was appointed assistant general manager in charge of the Southern Pacific electric properties in Fresno, Stockton, San Jose and in Southern California. In 1912 he was elected president of the Pacific Electric Railway Company, (a Southern Pacific property), with headquarters in Los Angeles, continuing in charge of the company's other electric lines, including the interurban service in Oakland, Berkeley and Alameda. During Federal control of railroads at the time of the World War, Shoup was moved to San Francisco as vice president of the Southern Pacific Company. Also in 1918 Shoup was elected president of the Associated Oil Company. When the railroads were returned to private control in 1920, Shoup became vice president and assistant to the president of the Southern Pacific, in which year he also became president of the Pacific Oil Company. In 1925 he was elected executive vice president of the Southern Pacific and on January 1, 1929, became president of the company upon the retirement of Wm. Sproule.

BORN—San Bernardino, Calif., January 8, 1874. Son of Timothy V. and Sarah S. (Sumner) Shoup.

EDUCATION—In public schools.

MARRIED—Rose Wilson of San Francisco, Cal., Dec. 1, 1900.

CHILDREN—Carl, Jack, Louise. Brothers—Guy V. Shoup, general solicitor, Southern Pacific Company, San Francisco; and Fred. Shoup, with Associated Oil Company, Los Angeles. A sister, Mrs. A. S. Robinson, resides in San Francisco.

Shoup is recognized as a foremost authority in all questions concerning Western industry, business, transportation, traction, oil and electricity. He is vice president of the Western Division, United States Chamber of Commerce; a director of the Anglo & London Paris National Bank of San Francisco; trustee of Stanford University; and director in numerous organizations and community enterprises throughout the West.

CLUBS AND FRATERNITIES—Bohemian, Olympic, Pacific Union clubs of San Francisco; and the Jonathan, California and Union League clubs of Los Angeles.

BIOGRAPHY OF ANGUS DANIEL McDONALD

Elected President, Southern Pacific Company, effective Aug. 1, 1932

RAILROAD SERVICE—Started as clerk in the accounting department of Southern Pacific Co. at Houston, Texas, in January, 1901. In 1904 was transferred to the company's office in San Francisco where he was a clerk in the accounting department until 1907 when he was appointed auditor of the Los Angeles Pacific Co., a subsidiary of the S. P. in Los Angeles. The following year he became auditor of the Pacific Electric Co. in Los Angeles. Here he remained until 1910 when he was appointed auditor of the Southern Pacific System, with headquarters in San Francisco. In March, 1913, he was transferred to New York City as deputy controller of the Southern Pacific Co., and in the following month was elected vice president and controller. In 1925 he was elected a director and vice chairman of the company's executive committee in New York, and in addition to this position was in 1926 elected president of the Texas and New Orleans Railroad Company, which company operates the Southern Pacific rail lines in Texas and Louisiana. In January, 1929, McDonald was also given general control of the Southern Pacific Steamship Lines, which includes the operation of passenger and freight steamships between New York, Baltimore, New Orleans and Galveston. In his new position as president, Southern Pacific Company, McDonald will have headquarters in San Francisco and Houston, Texas. (In the period of federal control of railroads during the World War, McDonald was first treasurer of the U. S. Railroad Administration.)

BORN—Oakland, Calif., April 14, 1878.

EDUCATION—Public schools and University of Notre Dame.

MARRIED—Mary Josephine McDonald of Oakland, August 31, 1905.

SON of Angus and Belle (McEachern) McDonald. (His father was a building superintendent for Southern Pacific during construction of lines in the Sacramento Valley and over the Coast Route to Los Angeles.)

BROTHERS—C. J. McDonald of San Francisco, mail and express traffic manager for Southern Pacific (Pacific Lines); and E. A. McDonald, connected with the Anderson Clayton & Co., of Los Angeles.

Mr. McDonald is a director of the National Bank of Commerce of New York and is a trustee of the University of Notre Dame. In January, 1931, His Holiness the Pope, conferred on McDonald the rank of Magistral Knight of the Sovereign Military Order of Malta. At the University of Notre Dame commencement exercises on June 6, 1931, the degree of L.L.D. was conferred on McDonald.

CLUBS AND FRATERNITIES—Canadian Society of New York; Metropolitan, Lotus, N. Y. Athletic, and Lawyers' clubs of New York; St. Andrews Golf Club, (Weschester Co.) Traffic Club of N. Y. and Congressional Country Club of Washington, D. C.

lesser moment. It is owner of a large amount of timber lands and other lands containing proven and probable oil and gas reserves, coal, iron ore and other minerals. The geographical scope of these direct and associated operations extends from coast to coast and requires distribution of authority for efficient and prompt administration. It is believed that the organization just announced will improve the methods of handling these various interests.

"The earnings of the Southern Pa-

cific, like those of all carriers, have been seriously affected by the general depression, and the sharp reduction in movement of freight and passenger traffic. It has put into effect every known economy and improved method of operation to reduce expenses. With any moderate revival of traffic, business offered will be handled under these economies at low cost and improved net results, and recovery of usual strong position should not then be long delayed."

WINNING AND HOLDING CUSTOMERS

By A. E. Babcock

The way to make friends is to show ourselves friendly. At the same time, our friendliness should be tintured with genuine interest, courtesy and deference.

If we are going to win customers, we must first of all attract favorable attention, and just how we will do this depends, of course, upon our particular method of approach. We must study the people whose business we hope to gain, and learn just what appeal will make the greatest impression upon them.

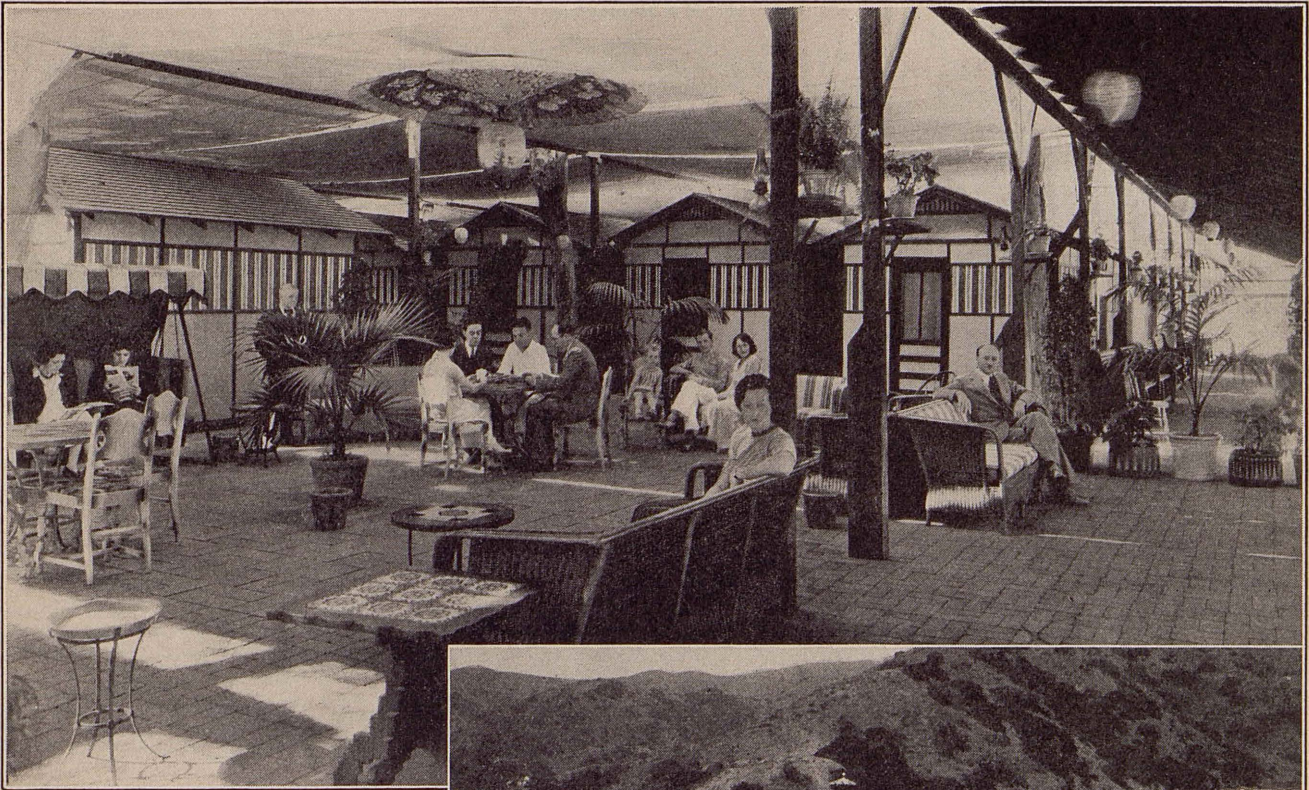
There are various reasons why people buy. Some are influenced by the thought of economy, or comfort, or personal attractiveness, or increased earning power through greater efficiency and knowledge, or by the idea of convenience and time saving, or better health. We should study what we have to sell with these ideas of appeal in mind, and in every case make such appeal simple, straightforward and strong.

As far as possible, we should take the positive side of selling arguments. It is contrary to the principles of salesmanship to say: "You wouldn't be interested in this, would you?" Such a question is an invitation to the customer to answer "No." It is better business to use the positive form of statement as, "I have something here in which you are sure to be interested because so many are delighted with it."

To hold customers is important, for our real profits are made from repeaters. It costs a good deal to get a new customer—perhaps as much as the profits on the goods or service we sell. Therefore, it is future business to which we must look for large gains. Besides, if we lose customers as fast as we win them, we must always work just to hold our own.

It is winning, pleasing and holding, and then winning more, pleasing them, and holding their patronage—continuously repeating the process, which gives us volume and a big business following. One reason why so many men and women do not grow in a business way, is because they lose their one-time customers. We should seek to hold those we have won. We can do this by fair dealing, strictly honest and progressive business methods, a high grade of service, and a willingness to make any necessary readjustments and do it cordially, together with constant reminders that we are still in business and can continue to serve them with satisfaction. By such means we win and hold a business clientele. Thus we progress, and our profits grow, not only because of our own efforts wisely directed, but because of pleased customers who recommend us to their friends.

There is nothing mysterious or magical about winning and holding customers. It is merely a matter of good common sense systematically and continuously used.



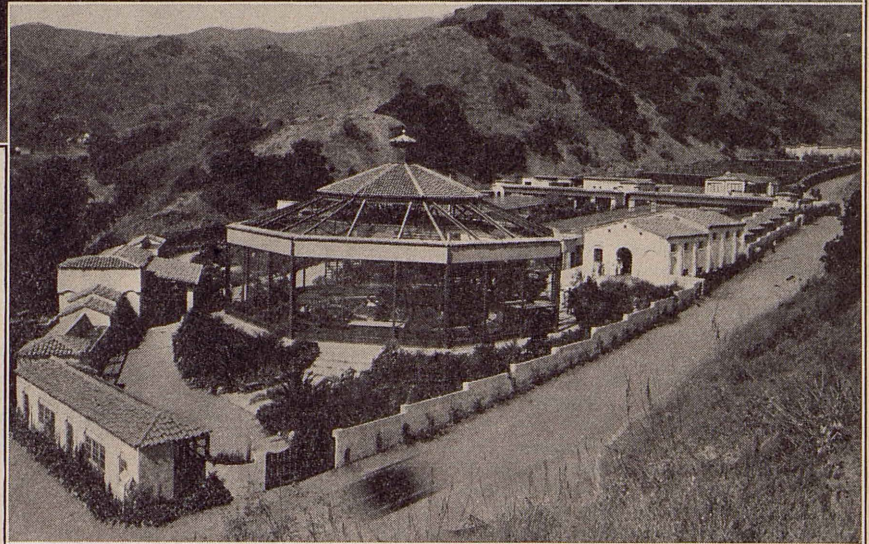
Catalina—"The Magic Isle"

The Wilmington Transportation Company, in conjunction with the Pacific Electric, now offers a new reduced fare for the Catalina Island trip effective until cancelled. The new fare is \$1.75 round trip on the steamer from Wilmington and with this as a basis, the new fare from Los Angeles is \$2.25; from Long Beach \$1.95 and from Pasadena \$2.65. The through fare is, of course, effective from all Pacific Electric points, as covered by new tariffs which have gone out to all agents.

This new Catalina fare is available every day and it is the expectation to continue it through the year 1932 so that it will not only stimulate business to the Island during the summer vacation period but also during the fall and winter months.

The Santa Catalina Island Company has also made drastic reductions in accommodation rates at the Island as covered by new folders which have been sent out to all Pacific Electric agents. It is a pleasant surprise to learn that on the basis of the new reduced fares and accommodation rates, how very little a vacation at Catalina will cost.

The Santa Catalina Island Company and Wilmington Transportation Company through its traffic and advertising department, headed by J. N. Stewart, Vice-President, Traffic Manager and Advertising Director, has issued a special leaflet setting forth a vacation budget for two people at the Island for one week, including the cost of transportation from Los Angeles. Copies of this will be furnished to anyone addressing Mr. Stewart and it



is urged upon all of our traffic department employees and agents to familiarize themselves with this Catalina vacation budget as well as the reduced fares and accommodation rates so that the Pacific Electric Railway may derive the maximum benefit from the very favorable rates which have been made effective by the Island Company.

Herewith is shown an illustration of the new patio in Island Villa which has added a great deal to the attractiveness of this immensely popular stopping place at the Island. Another illustration shows the Catalina Bird Park which has come to be one of the outstanding features of attraction, rivaling the famous Casino in popularity.

WILSHIRE BUS EXTENSION

On Wednesday, July 6, a new inter-urban bus service was begun between Los Angeles and Santa Monica, by the extension of the Wilshire motor coach service from Fairfax Avenue over Wilshire Boulevard through Beverly Hills to the ocean, the event be-

ing honored with a luncheon at Santa Monica attended by executives of the cities of Los Angeles and Santa Monica; representatives of the Pacific Electric and Los Angeles Railway; and many members of the Santa Monica Chamber of Commerce.

The indications are that this new service, which comprises not only local but express service between the two cities, is destined to become very popular, and is particularly advantageous to the territory bordering Wilshire Boulevard between the three principal cities along its route; and, also of distinct advantage to the Westwood district.

The line is equipped with double-deck buses, operating at approximately 20-minute intervals throughout the day between 6 a.m. and midnight.

The fare from Los Angeles to Santa Monica is 30 cents one way and 60 cents round trip, including transfer within the local zone at each terminus. Commutation fares and monthly pass are also available.

Appreciation Expressed

- L. R. Goodman, Balboa:**
Commended highly for courteous treatment.
- W. D. Stuart, Hollywood-Venice:**
Commended for his kindness and courtesy in returning lost package.
- S. W. Claassen, San Pedro:**
"Your Conductor 1134 is very efficient, courteous and able in every way. He is deserving of special praise."
- H. F. Wholf, Long Beach:**
"I have never seen his courtesy duplicated in nine years of daily travel on your conveyances."
- M. C. Myers, Glendale:**
"Appreciation for special act of courtesy."
- L. J. Heim, Pasadena:**
"Commended for courtesy and efficiency."
- G. E. Whitehurst, Pasadena Oak Knoll:**
"Commended for ability in handling details of an accident."
- J. G. Sprowl, Pasadena:**
"Highly commended for outstanding good nature and courtesy."
- L. P. Patterson, Western Division:**
Commended for courtesy and efficiency.
- O. J. Hamble, Agent, Rialto:**
Commended for courteous attention rendered.
- S. Torgen, Western Division:**
In appreciation of assistance rendered.
- J. D. Mobley, Western Division:**
Commended for courteous manner with passengers.
- E. G. Peak, Western Division:**
Commended for courtesy and helpfulness.
- R. C. Francis, Macy Street:**
Highly commended for pleasant and courteous attitude.
- A. M. Moore, Western Division:**
Commended for courteous manner.
- L. T. Bashore, Northern Division:**
Highly commended for alertness.
- A. A. Johnson, Northern Division:**
Forethought and caution commended.
- Conductors Sprowl, Damon, Fuller and Petznich, Northern Division:**
Highly commended for courtesy in connection with special party of school children.
- F. B. Owen, Western Division:**
Extreme courtesy and consideration.
- E. W. Hays, Western Division:**
Exceptional courtesy appreciated.
- T. Mellon, Western Division:**
Unusual and noticeable courtesy.
- C. W. Knight, Pasadena:**
The courteous and efficient policy exemplified.
- C. H. Michael, Western Division:**
Winning friends by exceptional courtesy.
- V. Carlson, Glendale:**
Commended for courtesy, especially to women and children.
- F. L. Miller, A. B. Owens, T. L. Greeley, S. B. Stowe, P. W. Reynolds, L. E. Ward, S. C. Jackson, R. C. Hollinger, R. W. French, Western Division:**
Commended for efficiency, politeness and courtesy in dispatch of duties.

IN MEMORIAM

With regret the Magazine is called upon this month to chronicle the passing of several employes who for many years have been identified with the Pacific Electric Company, and in whose passing comes a sorrow and a vacancy in the ranks, but of whom memory will long linger in the minds of their fellows who have traveled the road of life beside them.

To all of the bereaved sincere condolence and sympathy is extended.

W. L. JENKS

Sixty-five years of age. Died June 11, 1932. Mr. Jenks began service with the Los Angeles-Pacific Company, now a part of the Pacific Electric Railway, in June, 1896, became a supervisor August 6, 1920, continuing in such service and position until the date of his death.

WILLIAM L. RICH

Born in 1870, birth place being unknown to the writer. Mr. Rich was employed by the Los Angeles Railway in 1892 as motorman, serving with that Company until 1902, and since that year, has served as motorman, dispatcher, inspector, and train master of the Pacific Electric, which latter position he retained until retirement recently because of disability, his death occurring June 20, 1932.

L. L. PIERCE

Mr. Pierce was born in 1865 and was probably one of the best known employes of the Western Division prior to his retirement.

His first employment dates from 1904 with the Los Angeles-Pacific, which later was consolidated with the Pacific Electric and he continued in active service up until June, 1923, at which time he was granted sick leave and has not since been in active service. He passed from this world's activity August 2, 1932.

R. M. FELLOWS

Mr. Robert M. Fellows, for several years incline operator on Mt. Lowe, died on July 12, 1932, of pneumonia and heart attack. Mr. Fellows is survived by three daughters, Mrs. Ann Roberts and Mrs. Dorothy Sutherland of Pasadena, and Mrs. Eleanor Hull of Moline, Ill., and one son, Robert M. Fellows, Jr., of Pasadena, and two grandsons, Teddy and Tommy Hull, also the widow, Arkie M. Fellows.

G. D. Burnett, Western Division:

Appreciation of honesty.

L. L. Westcott, Pasadena:

Complimented on careful driving of bus.

J. W. Loyal, Northern Division:

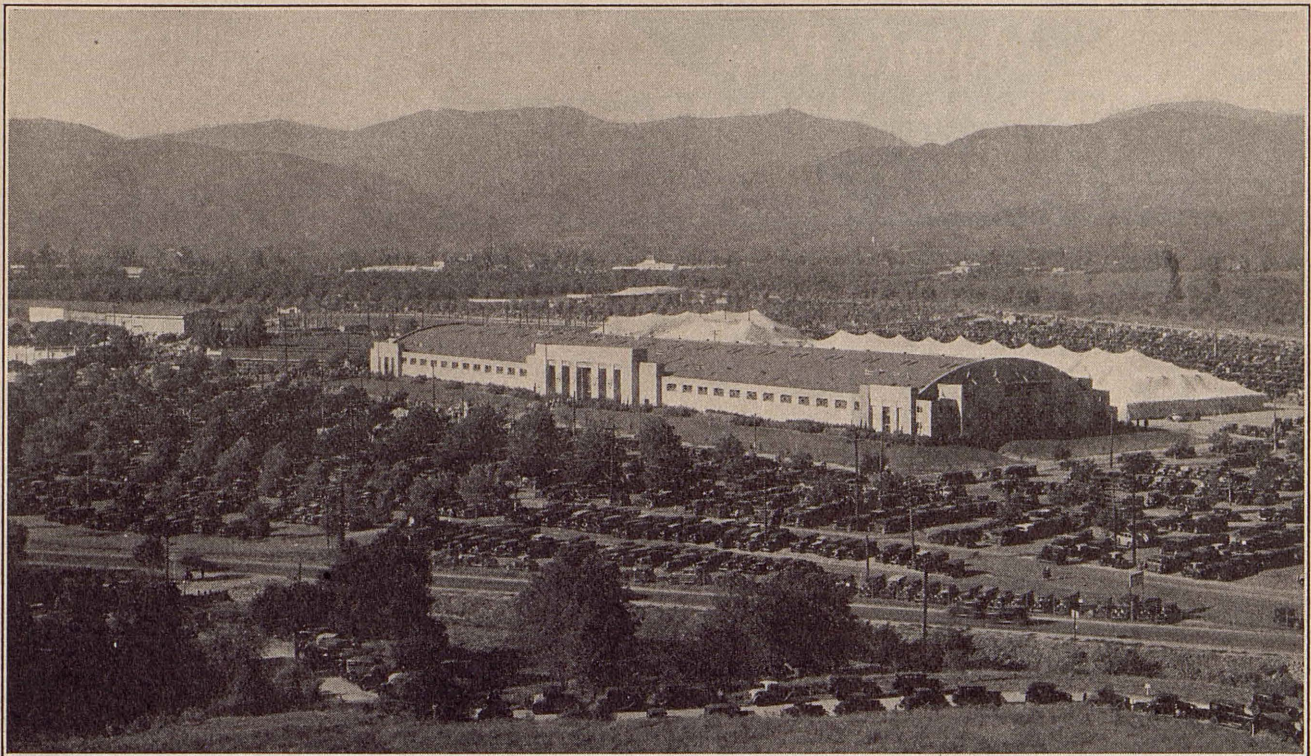
Appreciation of service rendered tourist.

Motorman Woodburry, Conductors Myers and Jackson, Northern Division:

Complimented for courteous, obliging, and helpful manner in performance of duties.

Business Development

- A. D. Fostna, Cond., San Pedro:**
one round-trip San Francisco.
- Ruth Patton, Treas., Los Angeles:**
one round-trip Spokane, Wash.
- R. A. Cooper, Agent, Alhambra:**
two round-trips, one one-way Woodbine, Ia.; one one-way Cleveland, O.
- J. W. Boehem, Mail Clerk, Los Angeles:**
one round-trip San Francisco.
- H. C. Kuck, Acctg., Los Angeles:**
two one-way, one corpse ticket Reedhouse, Ill.
- H. Pohlman, Motorman, Pasadena:**
one one-way Rewaukee, Wis.
- C. Anderson, Agent, East Long Beach:**
one one-way Indianapolis.
- J. H. Jensen, PTO, Los Angeles:**
one round-trip San Francisco.
- L. D. Jackson, Motorman, Riverside:**
—three round-trips Fresno.
- V. A. Morgan, Cond., Riverside:**
one one-way Chicago.
- W. R. Bloom, Motorman, Pomona:**
one one-way St. Louis, one one-way Berkeley.
- W. L. Brown, Acctg., Los Angeles:**
—one one-way Urbano, O., to Los Angeles.
- Frank Hite, Cond., Pomona:**
one one-way Nelagony, Okla., to Los Angeles.
- E. J. Hasenyager, Elect., Los Angeles:**
one one-way Attalia, Ala.
- H. A. Ruysers, Motorman, Los Angeles:**
one one-way Pueblo, Colo.
- E. B. Griffin, Transp., Pasadena:**
one one-way Boston.
- W. J. Stewart, Motorman, Los Angeles:**
one one-way Portland.
- J. M. Gilman, Agent, Pomona:**
one one-way Brookings, S. D.
- Frank Hite, Cond., Pomona:**
two one-ways Nelegany, Okla.
- C. C. Robbison, Operator, San Dimas:**
one round-trip Clinton, Ky.
- M. R. Yaeger, Cond., Whittier:**
one round-trip Washington, D. C.
- F. E. Gill, Store, Torrance:**
one round-trip Chicago, Ill.
- W. E. Voorhies, Brakeman, Los Angeles:**
one round-trip Chicago, Ill.
- E. A. Riley, Agent, Hollywood:**
one round-trip Yosemite.
- W. H. Snyder, Car Repr., Los Angeles:**
two round-trips Des Moines.
- A. L. Zahnley, Elect., Los Angeles:**
one round-trip New York.
- R. J. Mills, Carp., Torrance:**
two round-trip tickets San Francisco.
- V. Labbe, Engr., Los Angeles:**
one one-way Kansas City.
- C. Jensen, Cond., Pasadena:**
one one-way Vancouver, B. C.
- J. Boehme, Transp., Los Angeles:**
one one-way Salem, Ore.
- J. R. Beakley, Motorman, West Hollywood:**
two one-way Portland, Ore. Two one-way Kansas City. One round-trip San Jose.
- E. O. Hoffman, Brakeman, Los Angeles:**
one round-trip Minneapolis.
- M. C. Holt, Cond., Los Angeles:**
one round-trip San Antonio, Tex.
- G. H. Shoun, Motorman, Los Angeles:**
two round-trips Galesburg, Ill.
- A. V. Gusolito, Carp., Torrance:**
two round-trips Everett, Mass.
- W. Gillett, Clerk, San Pedro:**
one round-trip New York to Los Angeles.



LOS ANGELES COUNTY FAIR

Presented as a gigantic tri-counties exposition including Riverside and Orange counties, the 11th annual Los Angeles County Fair and Industrial exposition at Pomona, Sept. 16 to 25, will serve as a fitting climax to the Olympic year in the southland. An invitation has been flashed around the world calling upon the thousands of visitors to the games to remain over and witness this mighty panorama of achievement and indications are that attendance will shatter all records.

Ranking with the Olympiad as one of the two huge attractions of the latter half of 1932 in Southern California, the fair will be the only event of its kind offered in the southland this year. Riverside joined hands with Los Angeles county a year ago. Some time ago negotiations were started by Orange County and were perfected early enough to augment the facilities to care for the big increase in exhibits, attendance, etc. In magnitude, completeness and beauty, the fair will be on a scale worthy of the richest agricultural and horticultural section which it represents. It will offer a vital contribution to the cultural, social, agricultural and business life of Southern California.

Joining hands with the two other counties makes the event more representative than ever of the entire southland. Already it has grown far beyond the wildest dreams of its founders, developing logically into the exposition whose fame has spread over the entire nation as the greatest and most beautiful county fair in the world.

The initial step for the presentation of the greater southland exposition was the ground breaking for a huge new steel and concrete grandstand erected at a cost of \$225,000.

This beautiful structure which also contains four large exhibit halls, will be dedicated on the opening day of the fair. The seating capacity will be 10,500. In honor of the new structure, funds for which were voted by the Los Angeles County Board of Supervisors earlier in the year, there will be presented one of the most notable horse racing programs ever staged in the southland. The fastest talent in both the harness and running classes will assemble for the afternoon and night cards.

Here also there will be presented a brilliant night horse show which bids fair to attract international as well as national attention. Due to the fact that the foremost stables in the United States and Canada will be represented. This year it will be the only tan bark presentation of any size or consequence in the southland.

Practically every fruit and vegetable grown in the civilized world will be on display in the huge agricultural building which will also house the gloriously colorful feature exhibits entered by the various states, counties, cities and organizations. The livestock show, likewise, will be the premier event of its kind in the west as will the poultry and pet-stock department.

To the throngs who have visited Los Angeles County Fair no hint of its magnitude is necessary. For the benefit of others it should be explained that the famous fair is held in permanent and beautifully landscaped exposition park of 125 acres, over 50 acres of which is occupied by the numerous structures used to house the countless number of exhibits. Wide boulevards radiate in every direction, giving easy access while steam and electric lines come directly to an entrance. Within

the grounds 30,000 autos can be parked. Land and buildings including improvements represent an investment of \$1,000,000.

Last fall 275,000 poured through the gates. A much larger attendance is expected this fall. Over \$300,000 is being spent in the preparations. There will be in the neighborhood of 15,000 exhibitors and between 35,000 and 40,000 individual exhibits. It is conservatively estimated that the value of these exhibits will reach \$10,000,000. Crops represented by the extensive agricultural displays have an annual value of \$241,000,000. It will require 75 judges to place the ribbons.

Presented this year in a Persian setting, the fair promises to be more elaborately beautiful than ever before.

HIGH COMPLIMENT BESTOWED

That he won the affection of children, is the highest compliment that can be bestowed upon any man, and such a compliment was demonstrated recently when at the close of school last June, John Kemp of the Pacific Electric mail room, who serves also as trailer man on the Sierra Madre Line, was met by a delegation of school children, whom for months he had been taking from their home to school, and presented with a mass of flowers that almost filled one end of the car.

Mr. Kemp has the congratulations of the Magazine, which is shared by all of the officers of the Company, who regard this as a very high tribute to his service.

Not Necessary

"Shall I take you to the zoo?"

"No. If they want me, they'll come after me."



AGENTS' ASSOCIATION NOTES

By Herbert C. Hall

Agent J. C. Newton has resigned from the Pacific Electric Ry. Co. and his station has been placed for bids. Up to the present writing no Agent has been appointed to fill the position.

Mr. Newton was Secretary of the Agents' Association and on his leaving the service a new one must be elected to serve for the remainder of the term. That will be the work for the first meeting of the Agents in their fall get together.

Gentlemen, here is one good way to advertise your Pacific Electric Ry. Co. and give the people of your town a real musical treat. The Pacific Electric Ry. Co. Club has been allowing the Symphony Orchestra under the baton of Miss Bronnenberg to play for numerous occasions, outside of regular club work. A group of 30 musicians playing concerts varying from 30 minutes to two hours. Recently they have played for West Adams Methodist Church in Los Angeles, Upland Methodist Church, Woman's Club of Fontana and twice for Temple City organizations. This is entirely free for your use if arrangements can be made with the management.

Make all arrangements through the Pacific Electric Ry. Co. Club Manager, Mr. Vickrey.

The latest list of routing orders for P.M.T. Co. shows our good friend and fellow Agent at Riverside Freight House leading all of Oregon, Arizona and California Go-getters by a safe margin. His total is 143 to date. This gentleman's name is Gordon Gould.

Agent Jones of La Verne will have his hands full trying to better last season's citrus records. They gave him a new M.O.D. house last year to get shipments from. This year he gets plenty from their storage plant but as last year everyone had to store in order to hold the fruit for the market he picked up a lot of outside shipments. This year all fruits are being left on the trees until final shipments are made.

By the way Agents in the Citrus district, after checking back over your records did you find that this year, 1931-32, was already ahead of years 1926, 27, 28 and 30, and only behind 1929 and 1931 between 10 per cent and 20 per cent for the entire season to date.

General Agent C. H. Jones of San Bernardino mentioned one fact a few days ago when discussing the grape situation for this 1932 season looked like a 35 carload increase over last year's shipments. Sounds good to us if it will only be true.

Mr. W. B. Foote is now regular P.M.T. Co. Agent at Pomona, while J. M. Gilmore, who has been there

the last two years, is out on extended leave of absence. W. B. Foote has the reputation of being a hustler and is keeping the P.M.T. business rolling in.

Clyde De Long, who was last on Company payroll at San Bernardino Freight House, is out on extended leave of absence. Foote of West Hollywood bumped him out at Berdoo.

Our working partners, the Motor Transit, should do considerable business in special parties during the Olympic Games, as evidenced by some we saw seeing the sights of Southern California last Sunday at Long Beach in this special equipment.

The program for the Agents Association in October has not as yet been announced by Mr. R. E. Kidd, President, but will likely include a short concert of 15 minutes to be given by the Pacific Electric Club Symphony Orchestra. So, be on hand at 7:45 p.m. the first meeting.

Luckily the heat hit the east when lemon growers began to wilt at the prices they were receiving. Prices jumped up to \$8 per box and now they are feeling better with the higher returns. Lemons are getting scarce and will be all summer. Some packing houses are finished already and others will be finished before the end of August. If any grower can produce the summer lemons he can rest assured of \$10 per box return. Only one grower in the district from Upland east reported having a good summer crop is outside of the Alta Loma confines. During the winter smudging period he is said to have smudged the better parts of 30 evenings, burning considerable oil. It remains to be seen whether it pays to heat so heavily in the winter. He at times had as high as 200 men on his pay roll heating the atmosphere.

Grapes (table) will be on the move before this is printed. Some of the finest grown are in the fields of Geo. F. Johnston of Etiwanda and Imperial Valley. His Red Malagas and Ribers take the premiums on the market. He is known as the most scientific grower of grapes in the valley and what a wonderful package of special design he packs. In the valley a dozen bunches of grapes fills a 24-lb. lug to the top.

AIN'T IT THE TRUTH?

By Max

Some ungrateful cuss, who has been getting quite a bit of free publicity through this column, accused me the other day of being careless with the truth in my piffle . . . If you had seen how indignant he was, you'd have thought, that "when the roll is called up yonder" there wouldn't be anyone in heaven but little Georgie Washing-

ton and he . . . But say . . . you just can't do without a little prevaricating, whether your lies are white, black or of a rainbow-hue with lacquer finish . . . and don't forget . . . everybody is doin' it . . .

First the little fibs we hear every day, like:

Masculine: "Pleastameechu" . . . "Sure glad to see you" . . . "I haven't touched it for years" . . . "I'm broad-minded" . . . "I'd rather work for a living" . . . "I'm the boss at home" . . . "I never get less than 20 miles to the gallon" . . . and so on . . .

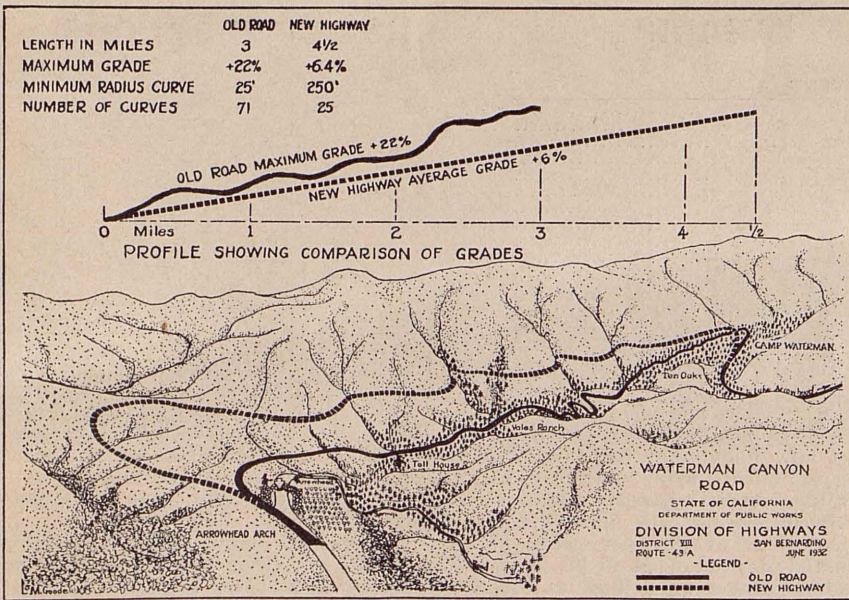
Feminine: "How well you're looking" . . . "That hat is sure becoming" . . . "Why, you don't look a day over 25" . . . "Sure glad you dropped in" . . . "We have never had a cross word as long as we've been married" . . . "I was telling my husband just before you came" . . . "I don't care for gossip" . . . etc.

Asinine: "You're the only girl I ever loved" . . . "I never did kiss another girl (or boy)" . . . "Two can live as cheap as one" . . . "My wife don't understand me like you do" . . . "Hope you live to be a hundred, Uncle Richbich" . . . "No, thanks, not any more" . . .

Then there is the misleading variety of tradesmen's lies: "Strictly fresh" . . . "Hair Restorer" . . . "Slightly used" . . . "Nothing but the best grade of wool" . . . "Genuine pre-war stuff" . . . "Reduced Prices" . . . "Pre-shrunk" . . . etc., etc. . . Just off-hand, can anyone name me three drug-stores in our fair city, that don't have a "Cut Rate Drugs" sign out in front . . . and while we're still talking about liars, how about: "Painless dentists" . . . "Cheerful credit" . . . "All star cast" . . . "Home Cooking" . . . just to pick a few at random . . .

Fishermen have always had a bad name in connection with lying . . . though most of them are merely bungling amateurs with a vivid imagination . . . Remember also, that there are times when you feel almost compelled to fall back on a fast one . . . For instance . . . think of the thousands of cigarette smokers, who have answered the question on our Company's application blank: "Do you smoke cigarettes?" . . . the answers run all the way from: "moderately" . . . and "occasionally" . . . to "Never, cross my heart, and hope to die" . . .

About ten years ago your humble servant used to step out with a "little girl," who tipped the beam around the 200-mark . . . you know, not fat . . . just what you'd call "pleasingly plump" . . . When we'd pass a lady on the street, who'd weigh anywhere from 130 pounds up . . . she'd poke me in the ribs and say: . . . Max, look . . . Do I look like "that"? . . . and I'd look and turn quick, with an innocent and unbelieving stare . . . then I'd shudder . . . and answer: "Why, darling, she'd make three like you" . . . Now I'm positive that my guardian angel in this case, smiled down benignly and approvingly . . . realizing that her mendacious protegee was in a heck of a tough spot . . . So fellow-liars, take heart . . . you'll never play a lone hand . . .



Engineers Conquer Hard Grade Waterman Canyon to Become High Gear Highway

Of very great interest to Pacific Electric Employees is the matter of road improvements between San Bernardino and the Pacific Electric Camp.

During the past two years, since the building of the new highway from the head of Waterman Canyon to the summit and along the crest to Big Bear, the only difficulty has been the section up Waterman to the beginning of the new highway.

A few days ago the following announcement came from E. Q. Sullivan, District Engineer of the California Highway Department, and since the announcement bids have been received and the contract made.

"Soon to be constructed is the final section of the State highway which will link with a high gear road, the San Bernardino Valley, and the San Bernardino Mountains—a play ground for all of Southern California.

This final link will eliminate completely the treacherous old "switch-backs" which offer grades as steep as 22 per cent. The new section begins at the Indian Archway which marks the entrance to the world-famed Arrowhead Hotel Hot Springs and extends to Camp Waterman, where it joins the high gear road completed last year.

The present road was constructed in 1901 by the Arrowhead Reservoir and Power Company for the purpose of hauling up materials for the construction of the dam which now forms beautiful Lake Arrowhead. It was a toll road chartered by the county and closely followed the route of the historic old Mormon lumber road constructed in 1851.

The accounts of the old Mormon lumber road, taken from letters written home to Salt Lake City, describe the efforts of the pioneers. After the first buildings were constructed in San

Bernardino of willow and cottonwood, to temporarily house the settlers, it was decided that lumber of better quality from the mountains was needed. The Mormons also hoped to establish a profitable trade in producing lumber for the Los Angeles market.

After the first harvests were gathered, it is recorded that all able bodied men were called together to participate in the building of the road to the mountain forests. One thousand days' labor was required to complete the task. Saw mills were installed in the valley.

So steep was this old lumber road and so heavily loaded with logs were the clumsy wagons, that trees were dragged behind the wagons to serve as additional brakes. The place can still be pointed out where these trees were untied from behind the wagons—the "Drag Yard" it was called, for the settlers soon learned to come to saw these drag trees into fire wood, and the place became a community center of activity.

The new State highway location will not follow closely the old location along the Waterman Creek stream bed, but will follow along the west wall of the canyon to avoid the steep grades and sharp curves of the old toll road.

From an elevation of 1850 feet at the start, the new highway, together with the upper portions finally climbs to an elevation of over 7000 feet with ever changing magnificent views of the entire valley. Snow capped peaks rise in the distance and the valley floors look like a gometric pattern with cities, orange groves and farms in panorama.

On some exceptionally clear days the great metropolitan area of Los Angeles can be seen with the Pacific Ocean and Catalina Island in the distance.

The most timid driver will have easy access via the new State highway to the vast mountain playgrounds including the Crestline district, the Los Angeles city park, the exclusive Arrowhead district, and the many resorts along the mountain crest to the popular Big Bear Lake region. There are also thousands of private mountain homes along the highway.

The bright sun and cool breezes of the high altitudes, the pine trees, and mountain vegetation with views of both the desert on the north and cultivated valleys on the south, and the highly developed playground facilities make this region a mecca for all persons.

This final highway link is 4½ miles long. It will have a roadbed 24 feet in width, surfaced with oiled mixed material.

The State budget provides \$650,000 for this project, but in view of the decreasing costs since the budget was formulated, it is possible that the cost will be less.

SUMMER EXCURSION FARES

All employees of the Pacific Electric are advised that summer excursion fares have been for some time past and are now available, and will probably continue until fall, and efforts should be made on the part of all to promote traffic under these fares.

As expressed elsewhere in the Magazine, marked reductions have been made in the Catalina Island fares, as well as accommodations at the Island, these fares being available not only from Los Angeles but from interior points on the Pacific Electric.

The \$1.00 round-trip excursion fare to Mt. Lowe is in effect daily, this being just one half of the regular fare, and reduction has been made in meal costs at Mt. Lowe during the life of these fares. Reduction is also made on the all-expense week-end ticket formerly sold at \$5.00 to \$4.50.

Daily excursion fare to Newport-Balboa is in effect at \$1.00, with a Sunday excursion fare of 75 cents to these points. Wednesday and Sunday excursion fares from Los Angeles to the beaches are also in effect, the fare to the West Coast beaches—Santa Monica, Ocean Park, Venice, and Playa Del Rey—being 25 cents. To Redondo Beach, Manhattan Beach, Hermosa Beach, San Pedro, Wilmington, Long Beach and Seal Beach, the fare is 40 cents round trip. These excursion fares, with the exception of the daily Balboa-Newport \$1.00 fare, are good for going trip on date of sale and return trip until 2 a.m. of day following date of sale.

Excursion fares such as these give opportunity for all employees of the Pacific Electric to promote additional passenger business, and where parties can be secured, special arrangements may be made for service by applying to the Passenger Traffic Department, attention General Agent F. E. Billhardt. Special motor coach service is likewise available for the use of parties to points not on or convenient to rail lines and inquiries with reference to these should also be referred to Mr. Billhardt.

OLYMPIC MEASUREMENTS

To be thoroughly Olympic-minded, we must become meter-minded, and know that a meter may be something other than the principal part of a taxicab. We should be able to think in terms of meters as readily as we now think in yards, if the records made by the competing athletes are to be appreciated.

As all of the Olympic Game running and rowing event distances, except the marathon, are measured in meters, we must, temporarily at least, become familiar with the principal length or distance factor of the metric system. Events involving heights and weights are recorded in the conventional units, feet, inches and pounds.

Americans have been taught to visualize, or interpret, speed in terms of feet, yards or miles per second, minute or hour as the circumstances may prescribe, and thus are at a considerable disadvantage in translating, for example, the relative speed of 10.6 seconds for the 100-meter event as compared with, say, 9.4 seconds for the 100-yard event. Practically all of our foreign competitors think in terms of meters, as all other countries of the world except England and the United States adopted the metric system many years ago.

The yard unit originated in England and this, together with the other units of weights and measures commonly used throughout the United States, are practically those used in the Colonies prior to the formation of our government.

Although the United States has never adopted the metric system, the primary standard of length in this country is the international meter, and the yard is defined by law (effective April 5, 1893) as being equal to 3600/3937 meters. Also by law the meter is defined as being equal to exactly 39.37 United States inches.

French philosophers devised the meter as the unit of measurement at the close of the 18th century and planned that it should not be dependent upon any particular measuring stick of human construction, but instead should bear a definite relation to the dimensions of our globe. It was decided to take as the basis of this system a meridian of the earth's surface—a circumference passing through both poles, and that a meter should be the ten-millionth part of the distance from the equator to the north pole, measured on the meridian passing through Paris.

Seven years was spent in measuring an arc of this meridian, about nine and one-half degrees in length, lying between Dunkirk and Barcelona. From these measurements the length of the whole quarter meridian between the equator and the pole was computed, and a bar of platinum was constructed with the utmost care so as to have as nearly as possible one ten-millionth of this length. This was the original meter. A great many copies of it have since been made, including one that now serves as the international standard and others that have been used at various times as national standards in

Summary of Comparative Speeds

EVENT	DISTANCE IN YARDS	TIME	FFET PER SECOND	MILES PER HOUR
100-meter dash	109.36	0:10.6	30.951	21.10
200-meter dash	218.72	0:21.6	30.377	20.71
400-meter run	437.44	0:47.6	27.569	18.80
800-meter run	874.88	1:51.8	23.309	15.89
1500-meter run	1640.40	3:52.2	20.826	14.20
5000-meter run	5468.00	14:31.2	18.829	12.84
10000-meter run	10936.00	30:18.8	18.038	12.30
110-meter hurdle	120.30	0:14.4	25.061	17.09
400-meter hurdle	437.44	0:53.4	24.257	16.54
2000-meter boat	2187.20	5:49.8	18.758	12.79
2000-meter boat	2187.20	6:06.0	17.927	12.22
400-meter relay	437.44	0:41.0	32.007	21.82
Marathon—26 mi. 385 yds.	46145	2:32:35.8	15.120	10.31

different countries, but the length adopted for the meter has never varied.

Meanwhile, however, the methods of geodesy have greatly improved, and we now know that the early French measurements upon which the length of the meter is based were considerably in error. The meter is about one-fiftieth of one per cent shorter than it was intended to be. Hence, it can no longer be defined as the ten-millionth part of a quarter meridian. Contrary to the original plan, it is not a "natural" unit, but just as arbitrary as the foot and the yard, for it is merely the distance between two marks on a certain metal bar deposited in Paris.

The present international standard meter stick is now in the custody of the International Bureau of Weights and Measures, which is supported by the leading countries of the world. It is made of an alloy of ninety per cent platinum and ten per cent iridium—a combination that insures hardness and resistance to chemical change.

Each of the countries supporting the International Bureau has two numbered duplicates of this meter, also made of platinum and iridium. Those belonging to the United States are numbered 21 and 27, and the latter has been adopted as our "primary" standard of length.

Thus from these fundamental factors we can derive the other important units as follows:

1 meter	=	39.37 inches (exactly)
1 meter	=	3.2808 feet
1 meter	=	1.0936 yards
1 foot	=	0.30480 meters
1 yard	=	0.91440 meters
1000 meters	=	kilometer
1 kilometer	=	0.62137 statute mile
1 kilometer	=	3280 + feet
1 statute mile	=	1609.3 meters
1 statute mile	=	1.6093 kilometers
1 mile per hour	=	88 feet per min.
1 mile per hour	=	1.467 feet per second
1 meter per second	=	196.85 feet per minute
1 meter per second	=	3.281 feet per second

The summary of comparative speeds based on existing Olympic or recent try-out records, utilizing the above derived units, will give an idea of the speeds made by the "fastest humans" in some of the various events.

It is of interest to note the average speed made in the 100-meter dash as compared with that made in the 200-yard dash. In comparison the average speed sustained in the 200-meter event is rather remarkable. The average speed for the 100-yard dash run in 9:5 seconds is 31.578 feet per second or at the rate of 21.53 miles per hour. The 440-yard run in 46.4 seconds, the record time, is at the aver-

age speed of 24.448 feet per second or 16.67 miles per hour.

Note the average speed for the 4-man 400-meter relay event as compared with the time made for the same event by an individual; also as compared with the time made in the 400-meter hurdles.

There are innumerable interesting comparisons that might be made, but these will serve as examples. Similar comparisons with the actual time made in the 1932 Olympiad can be made by the use of the factors given.

PACIFIC ELECTRIC WOMAN'S CLUB ANNOUNCEMENT

To all members of the Woman's Club and all wives and daughters of Pacific Electric and Motor Transit employes who would like to become active members of this fast growing organization:

First meeting, Thursday, September 8, 1:30 p.m. Club Auditorium.

Second meeting, Thursday, September 22. Same hour, same place, and every second and fourth Thursday each month thereafter.

Regular card parties: First Thursday, September 1, at 1:30 p.m. Third Thursday, September 15, and every first and third Thursday thereafter.

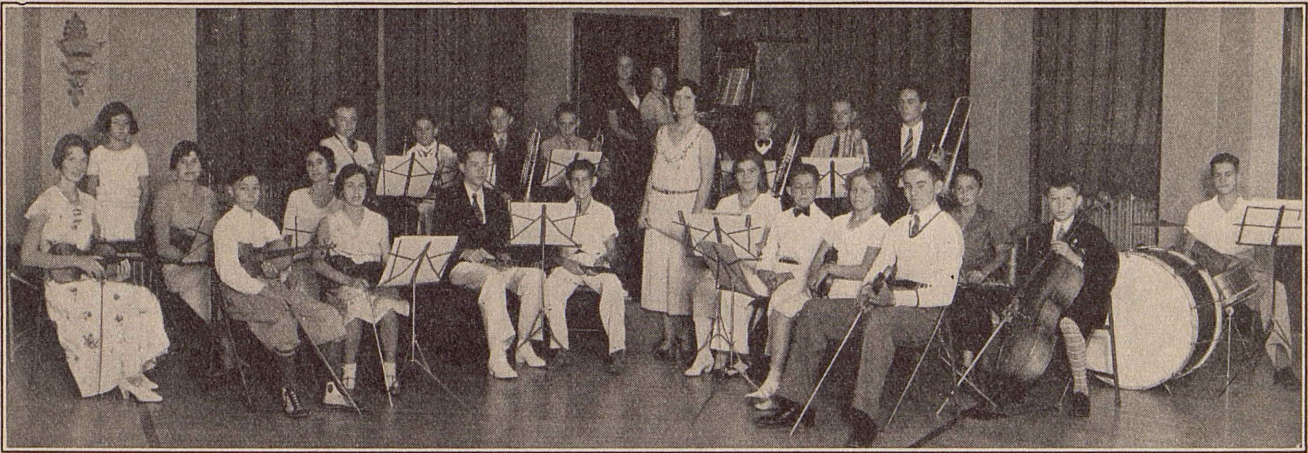
The first meeting will be just a friendly, social gathering with the new President, Mrs. A. C. Smith, and her official family holding court. Delightful music and charming hostesses to serve refreshments.

We find there are a great many women in the family who know nothing of this organization, and to them is extended a very cordial invitation to be our guests on that day. We have no dues, and just one objective: To be a friend, a sister, to help materially as best we can those less fortunate; with a prayer in our hearts that we may be able to cheer and comfort those in sorrow and sickness, and an earnest desire to provide, at our meetings, happy, wholesome, entertaining, and instructive programs for all.

Mrs. W. C. Booth, Welfare Chairman, is sending an urgent request for clothing of all kinds. Your donations will be taken care of at the Club office.

Mrs. W. G. Shoup, Hostess and Chairman of Card Parties, announces one more card party for the summer season, to be held August 11 at 1:30 p.m. She has some very attractive features "up her sleeve" for the coming parties.

—Mrs. Lou Bishop.



Pacific Electric Orchestra

During the past two years, under the direction of Miss Crystal M. Bronnenberg, assigned to the work by the Los Angeles Board of Education there has been developed in the Pacific Electric Club educational work two orchestras, which are becoming outstanding in musical circles of Southern California, and are reflecting great credit upon this Company, the music students, and Miss Bronnenberg.

In class work the groups have been divided into junior and senior orchestras, and we are pleased to be able to present photographs of these two organizations in this number of the Magazine.

Recitals by the junior orchestra have been played in churches at Torrance, Alhambra, and several in Los Angeles; while appearances of the senior orchestra have been made at Fontana Women's Club, Upland Methodist Church, two at the Temple Chamber of Commerce gatherings; at the West Adams Methodist Church, Los Angeles; before the Los Angeles School Principals' Association; Pacific Electric Masonic Club, and Pacific Electric Agents' Association.

Newspaper comments and reports from musical critics have been very high in their praise of the work of both of these orchestras, and at Tem-

ple recently, before an audience of approximately 225 persons, the senior orchestra scored a very decided hit, comments upon the music rendered being of a very pleasing and commendable nature, as at this meeting a number of outstanding musicians were present.

Due to the efforts of Miss Bronnenberg, despite many severe handicaps, the instrumentation has been very skilfully arranged, the ensemble brought to a very excellent condition, and the musical effects produced are very pleasing. When it is considered that none of the musicians composing these two orchestras pretend to professionalism of the slightest degree, their work is indeed professional in character, and at several of the recitals attended by the writer, there has been nothing amateurish to the performance.

Miss Bronnenberg is indeed to be congratulated on her excellent work as musical director and has the sincere thanks of all of her unselfish and untiring efforts.

TRAVELLARIANS BANQUET

The Pacific Electric Company was host to the members of the Travellarians organization at Mt. Lowe, Saturday and Sunday, June 11 and 12, it being an expression of the appreciation of this Company for the unselfish efforts of the members of this

organization in our behalf, as a part of their work.

The Travellarians are composed of active employes in Information Bureau work, and at the present time there are two chapters in existence, one in San Francisco and one in Los Angeles, with the indication that it is only a question of time until it becomes national in character.

For the past year, Sibly I. Mather, Chief Information Clerk of the Pacific Electric, has been President of the Travellarians (Los Angeles chapter), her term being completed at the session held at Mt. Lowe on June 11, at which time new officers were elected.

The new President of the association is Mrs. Jeannette Phillips, of the Pickwick Company; the Vice-President is Miss Grace Anstead of the Pacific Electric. Both of these ladies are considered members of our big family, Mrs. Phillips having been for many years with the Motor Transit Company before going with the Pickwick people, while Miss Anstead has been connected with our information service for the past many years.

Manager Frank Clark of Mt. Lowe resort did the honors upon the occasion very gracefully and to the complete satisfaction of all the guests, as so expressed by them.

Best wishes are extended to the new officers and to the members of the association for very great success during the coming year.



Bulletin of Club Events

Wednesday,	Aug. 10th—P. E. Rod & Gun Club Monthly Meeting ..	8:00 P.M.
Thursday,	Aug. 11th—P. E. Women's Club Afternoon Card Party.	1:30 P.M.
Friday,	Aug. 12th—Motion Picture Show (Two Sisters)	7:45 P.M.
Saturday,	Aug. 13th—Motion Picture Show (Two Sisters)	8:00 P.M.
Sunday,	Aug. 14th—Baseball Games	
Friday,	Aug. 19th—Motion Picture Show (not booked)	7:45 P.M.
Saturday,	Aug. 20th—Motion Picture Show (not booked)	8:00 P.M.
Sunday,	Aug. 21st—Baseball Games	
Friday,	Aug. 26th—Horticultural Club Meeting	7:45 P.M.
Friday,	Aug. 26th—Motion Picture Show (not yet booked) ...	7:45 P.M.
Saturday,	Aug. 27th—Motion Picture Show (not yet booked) ...	8:00 P.M.
Sunday,	Aug. 28th—Baseball games	
Thursday,	Sept. 1st—Women's Club Afternoon Card Party.....	1:30 P.M.
Friday,	Sept. 2nd—Motion Picture Show	7:45 P.M.
Saturday,	Sept. 3rd—Motion Picture Show	8:00 P.M.
Sunday,	Sept. 4th—Baseball Games	
Wednesday,	Sept. 7th—Club Executive Committee Meeting	2:00 P.M.
Thursday,	Sept. 8th—Women's Club Afternoon Meeting	1:30 P.M.
Friday,	Sept. 9th—Motion Picture Show	7:45 P.M.
Saturday,	Sept. 10th—Motion Picture Show	8:00 P.M.
Sunday,	Sept. 11th—Baseball Games	
Tuesday,	Sept. 13th—Masonic Club Monthly Meeting	7:45 P.M.
Wednesday,	Sept. 14th—P. E. Rod & Gun Club Meeting	8:00 P.M.
Thursday,	Sept. 15th—Women's Club Afternoon Card Party	1:30 P.M.
Friday,	Sept. 16th—Motion Picture Show	7:45 P.M.
Saturday,	Sept. 17th—Motion Picture Show	8:00 P.M.
Sunday,	Sept. 18th—Baseball Games	
Thursday,	Sept. 22nd—Women's Club Afternoon Meeting	1:30 P.M.
Thursday,	Sept. 22nd—P. E. Club Dance (starting season)	8:00 P.M.
Friday,	Sept. 23rd—Motion Picture Show	7:45 P.M.
Friday,	Sept. 23rd—Horticultural Club Meeting	7:45 P.M.
Saturday,	Sept. 24th—Motion Picture Show	8:00 P.M.
Sunday,	Sept. 25th—Baseball Games	
Friday,	Sept. 30th—Motion Picture Show	7:45 P.M.
Saturday,	Oct. 1st—Motion Picture Show	8:00 P.M.
Sunday,	Oct. 2nd—Baseball Games	
Wednesday,	Oct. 5th—Club Executive Committee Meeting	2:00 P.M.
Thursday,	Oct. 6th—Women's Club Afternoon Card Party	1:30 P.M.
Friday,	Oct. 7th—Motion Picture Show	7:45 P.M.
Saturday,	Oct. 8th—Motion Picture Show	8:00 P.M.
Saturday,	Oct. 8th—Agents' Association Meeting	7:45 P.M.

Departmental Gleanings

R. E., TAX AND RESORT DEPT. By J. E. D.

Is there a little room for items from the R. E. T. & R. Department in this issue?

First: Our "confirmed bachelor," Clarence B. Tillotson, put one over on all of us and on May 28th went to Yuma and was married to Miss Elsa Sontag. Didn't let anyone in on the secret for almost two weeks, because we all know he didn't want to cause so many heartbreaks. There are a good many "eligible females" in the Pacific Electric family who think he played them a "dirty trick" to go outside of the family when there were so many prospects right at hand. However, am sure all of them, as well as the rest of the P.E. family, wish both "Tilly" and his bride a long and happy married life.

Second: Tuesday, June 14, was flag day, also incidentally it was Mrs. Gretz's birthday. A nice surprise party was pulled off on her, using the club cafeteria as a means for carrying out the plans. Everybody had a wonderful dinner, and a good time, and finished the evening at the show. The

birthday cake boasted 24 candles. That was all there were in the box. Maybe it was the right number, but at any rate it is criminal to waste, so all were used.

Third: Also had another birthday in our family. Mrs. Dorsey passed another milestone on July 18 and received a beautiful bouquet of flowers. She was very much pleased, as she prefers to have her flowers now while she can enjoy them. She also received a very pretty card signed by a host of her many friends in the company.

Fourth: Bert Wells went on a fishing trip over the Fourth of July. Heard stories about the "big one that got away" but didn't even get a gold fish as proof of what he caught.

Fifth: Mrs. Merriam is taking a rest in the mountains. We all hope she is much benefited by her trip.

ENGINEERING DEPARTMENT

By Thelma Meighan-McKnight

This is Adios, Imigos. I am turning over the "dirt distributing" to a most able distributor (ask Swede Swanson): Introducing Mr. Ernest Hayward.

One of the things I'm gonna' miss is that daily pile of ashes on my desk, deposited there with religious regularity by Dave Boyle, the "Flipper." Is that boy good? He can flip a bull's

eye (or, as more often the case, my eye) at ten paces and never bat an eye!

There are still some people who can take vacations! (Mr. Ripley take note.) Miss Sarah Shipman was one of the lucky ones. She spent a week at home resting. Helen Rapp hied herself to the High Sierras, to track the Wild Gazookus, returning home, however, with narry a specimen! Nancy Kelly takes one every week-end at Oak Glenn. Spends most of her time taking her trained "flea carriers" out for a walk.

"Doc" Shaw has returned from his latest operation and is again his old self—or perhaps more so.

And Leon Perry finally got his new tooth! (I wouldn't disappoint you, Leon.)

The only person who has not been affected by the (too) well known depression is old Father Time. He marches stubbornly along, gradually recruiting to his ranks the old and loved stand-bys, the most recent of whom is Delmer E. Plank. Mr. Plank has retired to private life after thirty-seven years with this department. We all join in wishing him much happiness in his well earned leisure, though we are going to miss him immensely.

I followed Leonard Biehler home for two weeks to see what ingenious method he pursued to obtain a few spring bonnet—then missed a couple nights—and he comes down in a new one. Doggonnit! I never have found out how he got it.

Hot dorg! Have you noticed all the new ties adorning the Adam's apples of the department's S.S.O's (Strong Silent Ones)? Could I spread a lot of dirt about that—but then I'm not one to talk (?). I can't help but comment on Le Roy Swanson's sudden penchant for blue, though. Cherez la Femme! Gentlemen prefer blondes (which let's Le Roy out) and he professes an aversion for brunettes. There is a rumor afloat he has found a compromise and that the "compromise" prefers blue—and—well, take a look at Le Roy's neck.

It's open season on mustaches. Some of our best known soup strainers have disappeared during that last month, including Fred Spencer's and Gustave Robert's.

SOUTHERN FREIGHT DIVISION NOTES

By P. G. Winter

Dave Martin is now a proud grandpa but Dave says that's all right; the thing that bothers him most is he don't know whether he is bumped or not.

I notice that my old friend and pal, C. W. Coutts, is all smiles again. Well, you can't blame him—his wife and children are back from the east and Coutts is on the beet job.

I recently spent a week-end at the

camp; took a troupe along of friends. Names of parties, Mr. and Mrs. Ray Winter, recently of W.G.N., Chicago, Ill.; Mr. Guy Davis, retired photographer of Hollywood, Cal.; Mr. Andrews, retired farmer of Indiana; Mr. Carl Winter of the U. S. Naval Training Station.

We were treated royally by Mr. and Mrs. Huntington and George had a surprise in store for us; he has a new radio station in the mountains but will not let you know where it is located or who operates them. Well, anyway, we had a good time.

Joe Busch recently bumped Micky Day off the Fullerton job. Mickey says it's O.K. with him for his old bus was just about ready to give up and Micky says Watts is too far from Fullerton to walk.

I had the pleasure of working recently with George Copp and Sam Rigby on the Coast Line job. One thing happened that I can not let go by as we all know Rigby sees everything and is very alert. On passing Los Cerritos he called Motorman Copp's attention to a man in a ditch. George stopped his train and both these good boys went over to investigate, thinking probably the man had been hit and probably was dead. On arriving at the prostrate form lying in the ditch, Sam Rigby, not seeing marks of violence on said person, shook him and the man arose to his feet and ran away. Now the sad part of this story is that when these boys started back to their train, Rigby, being the smallest, crawled through the barb wire fence safely, but not so good for poor George. He got caught in the barb wire fence and tore his pants. Now I don't know what George told the Missus but this is the straight of it.

PASADENA TERMINAL

The following named Motor Coach Operators from Pasadena are engaged by the Los Angeles Motor Coach Company during The Tenth Olympiad. Before the opening of the games they were kept busy transporting the athletes from the Village to their various training camps. H. D. Haverick, J. B. Ickes, L. M. Young, J. F. Mahan, F. E. Wheeler, J. G. Sprowl, H. A. Morin, M. S. Batten, F. R. Cummings, R. N. Penny, E. E. Frick, K. C. Kemp, C. J. Candy, D. C. Burget.

The International Pageant of Games held in the Pasadena Rose Bowl on July 27th was a huge success judging from the large attendance. Conductor A. J. Polach was a member of the Czechoslovak Troupe in the dance of Beseda.

L. G. Bate was injured in traffic July 19th. His injuries consist of a dislocated thumb, bruises about the body and a laceration over the left eye. A position very thoughtfully taken saved him from more serious injuries. Having sensed the danger he had pushed himself from the path of the machine.

I. E. Murphy is the recipient of a box of handkerchiefs from a passenger whom he had favored and attended when she became suddenly ill while en route to Pasadena.

S. W. Horton weds Miss Harriette Mitchell. The nuptial event was one of the fashionable marriages of the early summer, taking place July 10th in Pasadena. The bride is the daughter of Mr. and Mrs. S. R. Mitchell. The happy couple have just recently returned from their honeymoon, having traveled the coast from San Diego to Portland.

We are happy to announce that Mrs. H. H. Sloane who has been seriously ill for several months, is making steady and sure progress to recovery.

Virginia Blaine, daughter of Motorman G. S. Blaine, wins first prize in a Golden State radio contest.

Mr. and Mrs. O. E. Olafson were presented with a nine and a half pound boy on June 4th. Congratulations!

R. W. Damon and family have motored to Oregon for an extended stay.

G. E. Wynn is back to work after an absence of more than a month on account of an operation.

E. B. Griffin, Terminal Foreman, is suffering from infections of the throat and at present is resting at the Pacific Elec. Camp.

"Sure we have some mighty nice Motormen, some short and some are tall, who always hold old ladies for fear they get a fall."

The above transcription was presented to Motorman C. N. Van Syckle by Mother Hamill, 1063 North Fair Oaks Ave.

NORTHERN DIVISION

By Ruth Thompson

When Motorman D. W. Brown is hungry for fish, he has fish, even if he has to take a can of sardines along on a fishing trip just in case!

Conductor E. Jackson (at soda fountain): "I want to buy a box of matches if I can find a penny but I'm not going to break a nickel. You break a nickel and it's gone."

Mrs. W. C. Monroe and son are visiting in Santa Barbara, leaving Mr. Monroe to batch. The canneries will probably be putting on extra help if she doesn't come back pretty soon.

Dispatcher L. M. Hatch and Conductor R. J. DuSan went to the Owens River to catch their fish.

Asst. Superintendent F. E. Peachey attended the Rim O the World League meeting at Arrowhead Lake last Wednesday and was elected an honorary member.

Motorman R. S. Evans, who has been away on a leave of absence, is back on the job.

Conductor A. McLean has requested a 90-day leave of absence and plans to go to Canada for the summer.

Dispatcher J. J. Cadd and wife are on their way back to their old home in Michigan for a visit.

Conductor Geo. Miller and Conductor E. Jackson are figuring on joining the Boy Scouts in the near future, Conductor Miller making a special trip to this city the other day to make arrangements with aforesaid E. Jackson.

Brakeman G. Osman is on leave of absence and is spending same on the desert. He feels that this may help him get ready for a summer in San Bernardino and vicinity.

Conductor R. J. DuSan has gone to the hospital for an appendicitis operation to be performed on the August 2. We all wish him the best of luck.

Conductor O. I. Gough and family spent this week-end at the Camp.

On July 24 the San Bernardino Sun ran an excursion to Catalina, having 118 passengers. They complimented the crew, Motorman Woodbury and Conductors Jackson and Myers, on the efficient manner in which they handled same.

Conductor A. McLean is spending his vacation in Canada and reports a much damper climate than in this country.

The first shipment of grapes was moved from Etiwanda on July 31.

The third trick dispatcher has been taken off at San Bernardino office, between the hours of 9:30 p.m. and 5:30 a.m., the work being handled through the Los Angeles office.

MACY STREET TERMINAL

By D. B. Van Fleet

It is with pleasure that we announce the marriage of Conductor H. F. Van Fleet, Macy Street, to Miss Esther M. Vermillion, of Springfield, Mo., at high noon of July 13, last, in the city of Santa Ana. Congratulations and best wishes!

Motorman S. T. Sherreitt, Macy Street, with Mrs. Sherreitt and family enjoyed a very pleasant 10-day outing in our beautiful camp near Lake Arrowhead. According to Mr. Sherreitt the heavy rains and snows of last winter surely registered for the vegetation is more abundant and beautiful than in many years past.

Motorman S. J. Miller, Macy Street, has returned to his South Pasadena Line run again after having made quite an extended rail trip into the Northwest and Middlewest, accompanied by Mrs. Miller. Most of their time was spent in visiting relatives and friends in the vicinity of St. Paul, Minn.

Motorman W. C. Kennedy, Macy Street, and Mrs. Kennedy are enjoying a month's leave in Missouri visiting relatives and spending many happy hours with the rod and reel while drifting down the White River, a stream well noted for its excellent fishing. Motorman Kennedy described

that after their catch was made and meal time was near that they would pull into the shore and on a shady, grassy bank, prepare and cook their fish. "Boy! That sure is the life," says "W. C."

We are glad to welcome Conductor J. H. Ickes, South Pasadena Line, back on his run again after an illness of two months duration.

Some fish story! But true, nevertheless, for too many witnesses were present who verified the incident to classify it otherwise. Conductor H. Lytle and Motorman W. H. Potter, Macy Street, were fishing side by side. Conductor Lytle hooked a good sized bonita and had it a short way out of the water when it dropped off the hook. Motorman Potter, thinking it time to change bait on his hook, happened to be pulling in his line just as the bonita hit the water and very much to his surprise his hook snagged the escaping fish in the middle of its back. For several minutes it seemed to Motorman Potter as if he was pulling on a line attached to the middle of a large board lying in the water. However, after the pole had bent nearly double a few times the unwieldy catch was brought in.

Steering apparatus on our South Pasadena Line cars? Hardly, but Conductor I. H. Lundy, South Pasadena Line, whose car was recently bumped by a passing autoist, had himself accused by the angry driver of turning the street car over to strike him. However, the irate autoist was finally convinced that the rails and not a steering wheel governed the direction of a street car.

Saturday night, July 9, Macy Street Trainmen had charge of special trains that participated in the movement of the 185th Infantry, California National Guard, from the various cities on the Northern Division to Los Angeles, en route to their annual encampment and maneuvers near San Luis Obispo, California. The reverse movement of the state troops was made on Sunday morning, July 24.

The sincerest sympathy of the Macy Street Trainmen is extended to Freight Motorman C. L. Mills, State Street, whose father passed away recently after a long and lingering illness.

ACCOUNTING DEPT. NOTES

By J. P. Hoaglund

Now that the cub reporter has made his journalistic debut it behooves him to look about and see what's what—and what of it.

Incident of several pay days ago: At first we thought there was a bootlegger in camp, plying his nefarious trade. No such luck! The clouds of mystery slowly dissipated. From which emerged one Bill Reed, armed to the teeth with gallon containers filled with pure Michigan maple syrup, which he proceeded to dispense—for a consideration. Thereafter many a housewife

busily served breakfast of flapjacks or waffles swimming in maple syrup to her Lord and Master as attested by that "cat that ate the canary" expression appearing on many faces at the office. Especially was this noticeable with Mr. Knight, Misc. Accts. Bureau, whom we understand bought wholesale. The way to a man's heart is through his stomach, that is, until he gets gout or dyspepsia, after that, feed his vanity.

Wedding bells pealed merrily on May 28 at Yuma, Ariz. The lady in the sketch, whom we all know as the popular Martha Brucher, formerly in the Freight Bureau, now is Mrs. Vern Newbanks.

It was with a feeling of profound regret that we noted on June 10 the departure of our tried and true friends, Messrs. Keller and Jones, two fine gentlemen of the old school, who bravely yielded to the demands of economic necessity, a grim task master. Their many friends gathered around them with heavy hearts at noon to give them a simulated cheerful send-off and bring them gifts, also a beautiful sentiment written expressly for them by Bertha Hoover. How true it is, as Mr. Keller so aptly put it in his subsequent letter acknowledgement—"When the heart speaks a lump comes up in the throat and words die out in tears." Hope these two may find something in common like going fishin'. We will gladly believe their stories.

Eddie Uecker has mounted the bookkeeper chair, having been transferred June 10. A signal honor for a young feller. Better start saving now, Eddie. "Mony pickles mak a muckle." A few depressions from now and you may be next to fall off that roost. Currency makes a good shock absorber, Eddie.

Irene Falconer enjoyed one week of the flu in June. The return of that brisk and determined mannerism assures us that she is again in good health and spirits.

Hoot, mon! Our old friend Bill Matheson breezed in June 24th sporting a panama hat, campaign seegar and his famous smile. Bill and his daughter, a bonnie lass, also his bagpipe and kilts were en route to Vancouver to join their Highland friends. Visions of a "wee drop or twa." Doch-andoris! Made our collar feel tight. Hey Bill! Wanted to whisper something before you went: Bring back some old Scotch-jokes, will ye, mon?

That romantic month of June! Dan Cupid drew on another target and scored! The happy victims, the affable A. C. McElhinney of the Treasurer's Department and Elma Wilson, Central Timekeeping Bureau, married June 28th. Our best wishes while we ate that chocolate cream or smoked that seegar, or vice versa.

Rumor has it that Bill Scholl is one of cheer leaders, and chief advocates

of the universal adoption of the famous "Bronx cheer of the Brown University," consisting of one word of two syllables: "Phooey!" Bill sez, "I re-lents that."

If you bet the hole in the doughnut and lost could you pay the bet without losing your equity in the doughnut itself? This is a problem for one of the higher ups to solve. And thereby hangs a tale—Ask McNelly.

Now that the Democrats have gone wet leaves "Cy" Saunders—high and dry. Where now, Cy?

What with a wary eye on bonus legislation and an excess of physical culture attending to floriculture, horticulture—and perhaps fruit juice culture—Earl Moyer has been as busy as a hound dog with fleas.

Believe it or not, we have amongst us no less a celebrity than—E. J. Buehler, speaks German, French and Italian (must like beer, wine and spaghetti). Also speaks English—U. S. A., pidgin or King's English. One at a time of course. He will converse with Olympic visitors—"catch as catch can" style.

Late in July Harold Kuck et al released the following sour-caustic comment: "Imagine a bookkeeper using an adding machine!"

Martha Adams, Conductors Accounts Bureau, is now quietly convalescing after a strenuous and enjoyable program of horseback riding, dancing, boating, etc., at the P. E. Camp.

A thrilling bumpy air trip to Kansas City and a month's sojourn there—things to be remembered by Mildred Corbett.

Lucia Wagoner acquired a healthy tan from a week's stay at Balboa.

Your correspondent and Mike Levin have discovered they have much in common—hay fever! Mike has taken some two hundred pollen and other tests, but failed thus far to secure any reaction (evidently Mr. Levin is not a reactionary—page Marsh!)—at any rate he has been punctured with everything including horse feathers! He is still full of hope as well as serum as there are some five hundred tests yet to be made.

Friend of the Stork

The doctor of a country village had two children who were acknowledged by the inhabitants as being the prettiest little girls in the district.

While the two children were out walking one day, they happened to pass quite near two small boys; one lived in the village and the other was a visitor.

"I say," said the latter to his friend, "who are those little girls?"

"They are the doctor's children," replied the village boy. "He always keeps the best for himself."—Montreal Star.

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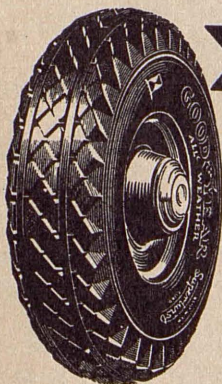
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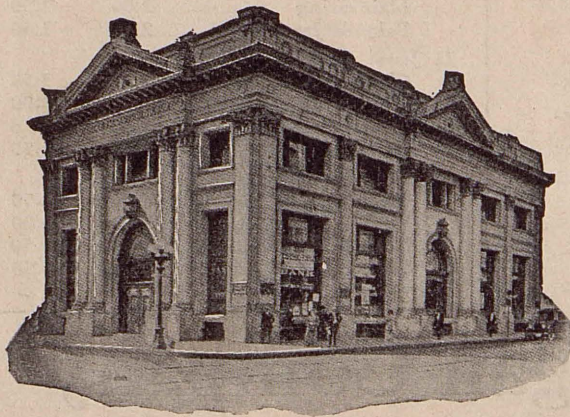
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