



The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 2

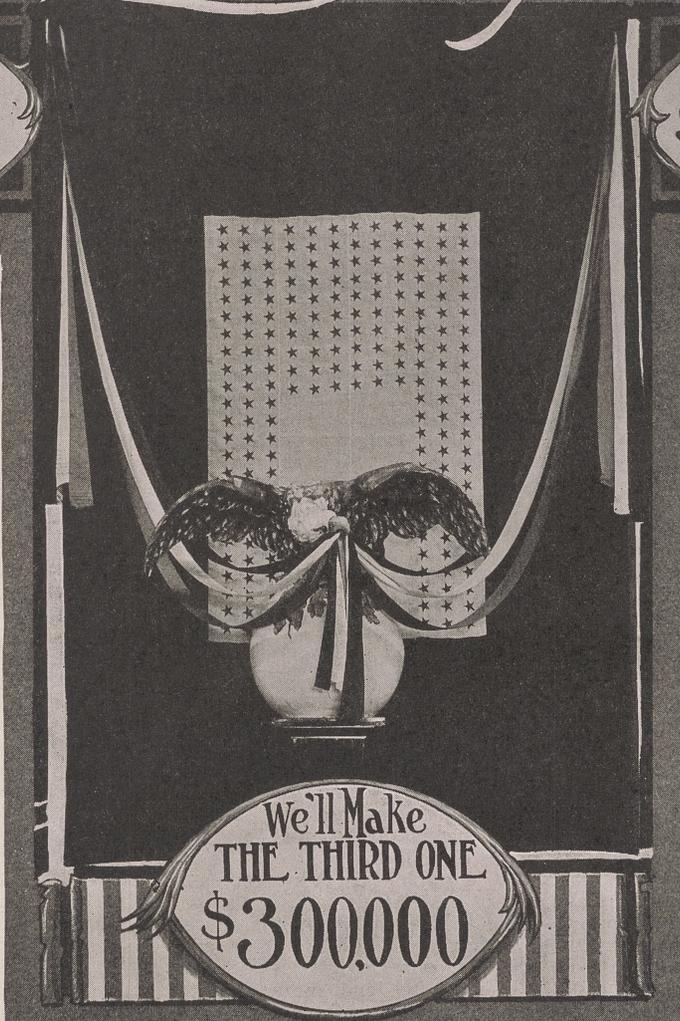
LOS ANGELES, CAL., APRIL 10, 1918

No. 11

THIRD LIBERTY LOAN

1st Loan
\$165,000

2nd Loan
\$245,000



THERE are ten good reasons for buying Liberty Bonds of the third issue. These are as follows:

Second. The rate of interest is $4\frac{1}{4}\%$ with the best security in the world today.

Third. No matter when the war stops, taxation will be extremely heavy for many years to come, and unless you have a large income, these bonds and interest thereon are free from such taxes.

Fourth. The partial payment plan makes this investment easy to care for and the deduction - from - payroll feature saves trouble and inconvenience.

Fifth. We are to win this war and when the world has that fact demonstrated, these bonds will increase in value above the purchase price. Never mind the stock market reports. You are buying as an investment, not as a speculation.

Sixth. By investing in bonds the need for taxation is lessened. The United States must have the money. It must have \$3,000,000,000 more right now. There are probably 30,000,000 families and persons in the United States. Suppose this money was raised by taxation and no bonds were

sold, it would mean an average increased tax per family of \$100 to be raised at once. Of course the tax would not be distributed that way, but the illustration shows the difference between investing in bonds and paying out taxes with nothing to come in return. If the tax would mean only \$4.25 to you instead of \$100, would it still not be better to get the \$4.25 through buying a \$100 bond than to give the \$4.25 if the government purpose is equally well served?

Seventh. Buying Liberty bonds induces saving. **Thrift**

is necessary to accumulate wealth. And to carry on the war there must be such accumulation to preserve the national wealth, the national credit, the national prosperity and the power to win.

Eighth. Not only the national welfare but our personal welfare is helped by saving. It may be only a few dollars a month. It may seem hard to spare even the few dollars in these times of increased living costs. But with the majority, if earnings were decreased five dollars a month, they would get on.

Ninth. We cannot all for one reason or another go to war and come home with a decoration. But most of us can keep one badge of patriotism that we can feel we bought in war times to help our country—a keepsake worth while—a Liberty Bond.

And reason numbered **one** and **ten**—the first and last reason—the one that must appeal all the time everywhere, is that irrespective of personal profit or personal pleasure or personal pride, we owe it to our country to make sacrifices according to our power to any extent necessary to win this war. **PAUL SHOUP.**

LIBERTY LOAN SERMONETTES

THE THIRD LIBERTY LOAN

For the third time our Uncle Sam calls upon all of his nephews and nieces to furnish money with which to equip other nephews to join those already in France and to maintain them there to fight his battles, which are waged in our interests and for the protection of the democracy of the world.

Heretofore on the two occasions when money was required for this purpose, our soldiers who are now participating in the great battle on the west front, bought generously and cheerfully in order to furnish their pro-rata of this coin. It cannot be possible that any non-combatant among us will withhold assistance or any of his substance when he must realize the need of his country for financial support and when he must further confess that unless he furnishes, out of his pay check, these needed funds that the very men in the trenches, who are risking their lives in strife upon the field of battle today, must needs contribute out of their pay of \$30 per month enough to make good the deficit, to furnish the means with which to buy the ships, munitions and supplies to maintain them there. Neither the Frenchman, the Englishman or the Italian has failed to support his soldiers to the limit of his financial ability and I am unwilling to allow that an American can ever fail, whether the bond issue be the third or the thirtieth call; and certainly no man of the Pacific Electric organization, who has never shirked a duty of the kind, will permit himself to be branded in his own conscience as a slacker and will risk publishing to his fellows and his fellow citizens that he voluntarily and willingly fails in this primary and essential duty to his country and the cause for which it stands. In this hour when the survival of our Republic is at stake, can any one of us withhold any support which our Government invites us to give, particularly when our means of service is limited to contributions of money? If we could fully realize what it means to each of us as individuals, putting aside our patriotism and our loyalty to our country, if we could contemplate what our lives will be should we become subjects of the German Kaiser, as we undoubtedly shall should our military forces fail to conquer, then inevitably we must give up anything and everything that we have to ward off this fearful catastrophe. What will you do with your money and what use will you make of money should the Kaiser conquer? Will you be permitted to spend it in peace and according to your will, each man for himself to choose and to follow his plan leading to contentment and the pursuit of happiness? On the contrary you may expect to be coerced into giving up this very money which you are being asked now to invest in liberty bonds, to pay a great indemnity to

the victorious ruler of the Prussians.

When I was asked how many bonds the employes of the Pacific Electric would buy of this third Liberty Bond issue, I assured the Committee that we would buy just as many as we could possibly arrange to pay for on the very liberal terms which we are asked to subscribe under our Company's plan of installment payments. To the man who has resolved to buy a fifty or a hundred dollar bond I appeal particularly and I demand no accounting of him, excepting that I should like for him to debate with himself whether or not it is possible for him to buy two fifty-dollar or two hundred-dollar bonds. What may be his state of mind should he find that thousands of other men confronted with the same situation have subscribed for only as many bonds as he could easily and comfortably pay for without depriving himself of any essential thing for his comfort and welfare, and that as a result of such a point of view the effort of his Government to raise three billion dollars has failed? Let no man among us consider that any other person, who may enjoy a greater earning capacity, will buy so many more of these bonds than he himself has purchased and thereby bring up our general average to a point where his own deficient and inadequate subscription may be covered up. You will find that none of your fellow men at this critical time, who have minds with which to reason and hearts with which to feel can deny this appeal to give their utmost to sustain the battle front against the ruthless foe of millions of Huns who seek to overthrow the governments of the earth and reign supreme throughout the world. How does the sacrifice of millions of money compare with the giving of millions of lives? Is it not little enough the American soldier asks of us, that we pay his way to the battle field and sustain him there until he may be killed by the enemy?

So far, our Government has invited its people to lend money at a fair rate of interest and on this occasion the rate has been raised to 4½ per cent, and should this plan fail, we must anticipate that we shall be called upon and even forced to furnish the money by the only means left—direct taxation. Which plan do you prefer? The manner in which you subscribe to this bond issue will register your answer. S. A. BISHOP, Chairman, Pacific Electric Liberty Loan Committee.

MY SHARE OF THE LOAN

The government of the United States, on April 6th, 1918, offers its third Liberty Loan in the minimum of \$3,000,000,000. If distributed among the population of the United States in proportion to population, it would require a subscription from each man, woman and child, of \$30.00 per capita.

Using figures roughly, the estimated wealth of the United States is

\$250,000,000,000, and the annual income of the people of the United States from all sources is approximately \$50,000,000,000.

The moneys required to be raised by the United States for the prosecution of the war are raised in various ways; by taxes, and by borrowing money for which bonds of the government are issued.

The necessary expenses of the government are so large that it is impossible to raise the vast sums required by taxation.

It has occurred to me that every individual in the United States might consider the figures above mentioned, in a measure determining for himself whether or not he is doing his proper proportion towards carrying the financial burden of the war. Assuming, for the sake of argument, that this third issue of Liberty Bonds is to be subscribed out of earnings or income only, then it is the duty of every man, woman and child in the United States to subscribe towards this third issue not less than 6¼% of his annual gross income.

Assuming that this third bond issue is to be absorbed out of earnings and capital, the total wealth of the United States being \$250,000,000,000 and the income \$50,000,000,000, makes the total wealth of the United States together with the annual income \$300,000,000,000, so that every man, woman and child in the United States if the loan was distributed equally would subscribe for an amount of bonds equal to 1% of the actual value of all the property owned by each individual, and 1% of the gross annual income.

The above percentages seem extremely small, but when we consider that the children and many of the women of the United States are property owners or income producers, in the sense that income is received in cash, we immediately see that the property owners and the income earners must do much more than the percentages above set forth. In other words, it will be necessary for each income producer to subscribe for from 15 to 20% of his gross annual income towards the third issue of bonds, or subscribe an amount equal to 4 or 5% of the actual value of his property, or 3 or 4% of the combined value of his property together with his annual income for this fiscal year.

These requirements are in addition to any subscriptions that may have been made to the first and second Liberty Loan issues, or any payments that may have been made by reason of the income tax, excess profits tax, increased postal rates, or any other taxes levied and collected by the United States government.

It has occurred to me that if every resident of the United States would consider the figures above set forth that he could, with reasonable certainty, determine to his own satisfaction whether or not he is home doing his part. The money required to finance the great undertaking must be raised, voluntarily or involuntarily.

FRANK KARR

MORE STARS IN THE FLAG

Since the last issue of the Magazine the following employes have entered the service of the Government, and stars will be added to the great service flag:

TRANSPORTATION DEPT.

H. K. Riordan
W. M. Clark
H. A. Thorman
G. L. Spence
C. J. Wheat
B. F. Hammack
D. L. Beal
G. M. Loving
Geo. Temple
H. W. Lampshire
C. B. Cowgill
Stewart Price
E. E. Worden
Seth Jones
C. Manley
W. E. Tyler
C. W. Wilt

MECHANICAL DEPARTMENT

Thoas. A. Valdez
A. Lenz
Carl E. Van Camp
R. R. Ursprung

ELECTRICAL DEPARTMENT

Elmer J. Oltman
Francis Swall
E. H. Davis
W. A. Barnes

MAINTENANCE OF WAY DEPT.

W. H. Kraemer
E. E. Martin
B. J. Carpenter

PACIFIC ELECTRIC CAMP

Earl R. Bruck



IT IS NOW "CORPORAL" BARCLAY

Two weeks ago word came that among others who had crossed the big "pond" on our East to the land of Lafayette was George Barclay, that altitudenous, genial fellow who was one of the big spokes in the wheel at the Club and a member of the M. of W. Department; and just a day or two ago, there came to his parents the very brief but concise request "in future, kindly address me as Corporal Barclay." And that is just a starter. Wait until he gets going good. 'eaven 'elp the 'uns when 'e gets 'is 'ands on 'em.

— PE —

SOUVENIR OF AVIATION

Recently the Club was in receipt of an interesting gift from Corporal L. Sunshine, of the 215th Aero Squadron, "somewhere in Southern California." The trophy is an aeroplane propeller, a very important part of a machine that some time since took a "header" into a certain bay, also a part of the S. C. geography. The propeller was split in the landing and hence became of no further use to "Uncle Samuel" but it took yards and yards and yards and yards of "tapis rubra" to effect its transfer from the ownership of the said "Sam" to the said "Louie"; and about one minute of conversation to effect a further transfer to the Club, where it now forms a new exhibit. We have a further promise from the Corporal of some other interesting things in the near future for which we return thanks in advance.

Since entering the service only a short time ago, Mr. Sunshine has become Corporal and we are advised is to stand test very soon for the grade of Sergeant; and he will pass, of course he will.

News from the "Sammie Boys"
Continued on Page 7



SERG'T. SHOUL AT SAN ANTONIO

At letter was received by Superintendent Davis, of the Southern Division, a few days ago from Serg't C. J. Shoul, of the 608th Aero Squadron, at that time stationed at San Antonio, Texas. With the letter was enclosed a photograph of Mr. Shoul which he requested be presented to the Club so that it might become the property of all his many friends.

We are glad to know that he is very happy in his new work, although the tone would lead one to believe that he would not be averse to returning to Los Angeles and renewing the work here. His views of San Antonio are not over complimentary and it is evident that his residence here has taken the shine from all other "jay" towns like New York, etc., and his comments on car service at San An-

tonio might be of interest to some of the passengers of the Pacific Electric who sometimes think that our service is not all that might be desired. On this he says: "Los Angeles has the best car service of all the cities I have been in. There are about 250,000 men in and around San Antonio and the cars do not even run out to the Posts. When you want to go anywhere, just play fly and stick yourself on the side of one somewhere."

— PE —

ANOTHER LETTER FROM FRANCE

Mr. Shoup recently was in receipt of a letter from Thomas H. Green of Company D, Second Battalion, 117th Engineers, who, among other matters, writes as follows:

"I have been transferred out of the Artillery into the Engineers, transfer occurring last August, and have been in this country three months, finding it very interesting, customs of the people very strange, but not so much now as at first, as I am getting used to them. I still maintain, however, that there is no place like Southern California.

"My wife and baby are still in Los Angeles, and when this scramble is over, I will get back there as fast as I can. I would like to have my old job back again.

"Have met a number of the P. E. boys over here, most all of them from the Western Division. Bell is still at San Diego, or was a short time back. It was too tame for me there —while I am soldiering, I want to be where the excitement is. Many thanks to you for making it possible."

— PE —

W. H. Kraemer, formerly of the Maintenance Dept., writes from Camp Cody, that he expects very shortly to receive a commission for overseas service. Mr. Kraemer is at present acting as Assistant Secretary and Building Construction Advisor to the General Secretary of the Y. M. C. A. at Camp Cody.



THE PACIFIC ELECTRIC MAGAZINE

Los Angeles, California

April 10, 1918

The Magazine is published on the 10th of each month. It aims to print matters of interest and information to employees. Items of general interest are solicited and should be addressed to THE PACIFIC ELECTRIC MAGAZINE, Pacific Electric Building, Los Angeles. Contributions should reach this office not later than first of each month.

The Los Angeles Branch of the Kaiser's Lie Factory is still working overtime, and the latest German lies that may be whispered in your ear are these:

That this is a rich men's war, that the United States was dragged into it by people who wanted to make money, and that the poor man is bearing all the burdens.

I think we all know that we are in this war for the safety of this country and of the entire world from ruthless conquest and enslavement by the German Empire, but in case any one is inclined to believe that the poor man is bearing more than his share of the cost, just get an Income Tax Blank and figure out the tax on different sized incomes. In the first place you will find that a family with an income of less than \$2,000 a year doesn't pay any tax, and that a family with \$2,500 a year pays only \$10. You will also find that a family with an income of \$5,000, instead of paying twice as much as the \$2,500 family, pays eight times as much, while a family with an income of \$25,000, instead of paying ten times as much as the \$2,500 family, pays one hundred seventy-eight times as much. And if anyone is fortunate enough to have an income of a million dollars a year he has to pungle up \$475,000, or nearly fifty per cent., to help win the war.

So you see that the rich men and the big firms and corporations are not only paying more but are paying at a very much higher rate than the poor people, or even the well to do people, and it is right that they should, and they are very glad to do it, because they are better able to pay and they also have a great deal more at stake, but don't let anyone tell you that the poor men are bearing more than their share of the cost of this war, for that statement is a German lie.

—C. H. BURNETT

"A very small river will carry a good deal of water to sea—if it keeps running." Likewise, the thrift stamps of the little child will, combined with those of all the children of the Nation merge into a mighty river that will overwhelm the enemy—if they keep saving.

PE

Write him a letter. Don't send him a package. Stop to think what the transportation demands on the government must be if all the soldiers gone to France had only one interested person each, and that person sent a package to him. The tonnage capacity of all our ships is needed for supplying him with his needs of war, and your written expression of esteem and affection will mean as much or more than a bulky package regardless of its contents and your thoughtful thoughtlessness may mean his life for lack of what the government wishes to convey. Save ship-room for safety.

PE

Judging future performance by past accomplishments, the Third Liberty Bond campaign of the Pacific Electric will in all probability pass the \$300,000 mark. If it is a case of "bleeding ourselves white" to win the war we can be counted on to give even our last red penny. The spirit of the Pacific Electric was truly reflected in the utterance of one of its employes the other day while the Coast Artillery band was playing in the station at Sixth and Main and a committee of soldiers was selling tickets to the assembled crowd. The employe was standing on the stairway listening to the music when he espied one of the ticket salesmen on the floor of the lobby, fished a dollar out of his pocket, whistled and attracted the attention of the salesman and dropped the silver piece in his hat. Turning to a friend he remarked, "I don't know what they are selling, or what for, but it's for something they want, and I don't want to overlook any chances to help."

DOES THE NATION OWE YOU

As this magazine goes to press, we are about to start on our Campaign for subscriptions to the 3d Liberty Loan, and upon the Patriotism of the people of the United States depends the success of this loan.

The Pacific Electric have every reason to be proud of the showing made in both the first and second Liberty Loans. But it is with regret that we find that all our men are not represented in either of the previous Liberty Loans. It is not the intention of anyone to misjudge those men who have not so far subscribed to the Government call for help. There may be extenuating circumstances which make it impossible, but to the writer it seems that there could hardly be any excuse for a man to not subscribe for at least one \$50.00 bond upon the very reasonable and liberal terms offered by the Pacific Electric.

Each and every patriotic employe of this Company points with pride to our Service Flag within whose purple white center are dotted stars. Each Star represents one who is serving his country in the greatest capacity possible. They have left their homes and companions, and are risking their lives. Even if they return, the course in life will have been entirely changed.

What comparison can the loan of our money to the Government be to the sacrifice made by our co-workers? Compare the comforts of the poor man home with the life in the trenches. What employe of the P. E. Co. can not save a few months from his usual expenditures and still have a life more endurable than the life at the Front?

All this sacrifice of money and blood is that we and our posterity may be free. Every dollar loaned to the Government in this crisis helps to ensure the world-peace for which we long.

If such an appeal does not stir man to a patriotic zeal that will enable him to sacrifice enough to respond to the liberty loan to the extent of at least one bond, he has no patriotism, and his Government owes him nothing and should see that it gets it.

C. A. MERRILL

PE

A. D. McDonald, Vice President and Controller of the Southern Pacific Company, whose appointment as Treasurer of the United States National Railway Administration was announced on the fourth instant, was for many years an officer of the Los Angeles Pacific and subsequently of the Pacific Electric, and is very well known to hundreds of members of the Pacific Electric family. Through his marked ability his rise has been exceedingly rapid. He came to the Southern Pacific Company San Francisco as Chief Clerk to the Auditor thence became Auditor of the Los Angeles Pacific, then of the Pacific Electric, then of the Southern Pacific, being taken from San Francisco to New York as Vice President and Controller of the Southern Pacific System and has now been selected as Treasurer of the National Railway System.

PLAYS TO A LARGE AUDIENCE

There are few actors on the American stage today playing to larger audiences than the Trainmen of the Pacific Electric Railway, although it may not occur to the trainmen that they appear in that light. Nevertheless it is very much the same.

On the bill boards each week we see the announcement in very prominent type, "Henry Savage presents Mr. So and So, in a three act drama, entitled 'Strongheart,'" or some other such title. The show comes to town and Mr. So and So is duly presented to the assembled public at the theater, and with the presentation Mr. Henry Savage passes temporarily from view and it is up to Mr. So and So who occupies the center of the stage. Suppose the actor fails to "put it over," who gets the censure of the audience. First, the actor who is discussed adversely for a brief time and is then forgotten; second, Mr. Henry Savage, the man responsible for the actor, who cannot retire from the public mind without retiring from the business, and who because of the failure to make good of the one he presented to the public, must bear whatever stigma that one actor failure brought to him for the remainder of his business career.

Now let us compare. "The Pacific Electric Railway" presents William K. Jones in a continuous performance entitled "Constant Courtesy" at (Theater) Car 1223 daily. Mr. Jones has the stage (the center and both ends of it for that matter) and his every motion is noted by a continuously changing audience. His attitude and stage presence is viewed constantly with a critical eye; his temperament and expressed words will find exact reflection in his audience (passengers), and upon the enunciation of his words (principally calling of stops and imparting desired information) will depend much of the appreciation of the audience; and at the close of the engagement (when he turns in his trip sheet at the close of the day) it will have been to him and to him alone that credit will be due for a successful performance or an unsuccessful one. If the day's performance has been made pleasing to the audience, and in the course of the day it is a large one, he himself will have become popular with those he served, and the reflection upon the company who presented him to the public will be all that could be desired. If on the other hand he has by action, words, bearing or insinuation failed to properly fill his engagement with the public and for his company, not only will his own interests have suffered, but if he left the service immediately, the harm he had done in one day might take years for the ones who presented him to overcome with the good work of other men.

Let us play our part so that the reflection of only good may come to each of us and to the company that stands sponsor for us.

STATEMENT FOR FEBRUARY, 1918
Pacific Electric Railway Company
Operating Revenues and Expenses, Taxes and Income Accounts
Month of February 1918

Auditor H. A. Culloden furnishes statement showing result of February 1918 business and announces he will furnish similar statement to the Magazine monthly hereafter:

REVENUES	
Passenger Revenue	\$550,127.05
Freight & Switching Revenue	160,716.72
Other Revenue	37,745.49
Total Railway Operating Revenue.....	\$748,589.26
OPERATING EXPENSES	
Way and Structures:	
Wages	\$ 44,990.11
Other Charges	26,437.25
	71,427.36
Equipment:	
Wages	41,204.20
Other Charges	31,337.15
	72,541.35
Power:	
Wages	13,930.84
Other Charges	74,220.04
	88,150.88
Conducting Transportation:	
Wages	193,645.29
Other Charges	16,765.38
	210,410.67
Traffic:	
Wages	3,314.07
Other Charges	9,040.27
	12,354.34
General & Miscellaneous:	
Wages (Including P. E. Bldg. Operations).....	24,357.11
Other Charges	24,927.57
	49,284.68
Transportation for Investment—Credit.....	4,861.60
Total Railway Operating Expenses:	
Wages	321,441.62
Other Charges	177,866.06
	499,307.68
Revenues Less Operating Expenses	<u>\$249,281.58</u>
Depreciation	21,954.92
Taxes Assignable to Railway Operations.....	43,023.78
	\$ 64,978.70
Total Depreciation and Taxes.....	\$ 64,978.70
Railway Operating Income	<u>\$184,302.88</u>
Non-Operating Income	<u>\$ 83,306.94</u>
Gross Income	\$267,609.82
Interest on Bonds and Other Debt.....	282,493.14
Rents and Miscellaneous Income Deductions.....	23,819.53
	\$306,312.67
Total Deductions	\$306,312.67
Net Loss	\$ 38,702.85

(Signed) H. A. CULLODEN, Auditor.

Los Angeles, Cal., March 27, 1918.

MARCH ACCIDENTS

	Northern Division		Southern Division		Western Division	
	1918	1917	1918	1917	1918	1917
Interferences with vehicles	52	74	43	35	62	57
Collisions and interferences with cars	3	2	3	2	3	4
Persons struck by cars	5	7	5	6	2	5
Derailments	7	10	23	3	10	2
On and off moving cars	12	37	26	19	37	23
Miscellaneous	19	24	11	22	18	22
	98	154	111	87	132	113
	1918	1917				
Interferences with vehicles	157	166	5.4%	Decrease		
Collisions and interferences with cars.....	9	8	12.5%	Increase		
Persons struck by cars	12	18	33.3%	Decrease		
Derailments	40	15	166.6%	Increase		
On and off moving cars	75	79	5.6%	Decrease		
Miscellaneous	48	68	29.4%	Decrease		
	341	354	3.6%	Decrease		

NOTES FROM THE CLUB

P. E. CLUB CALENDAR

April 10th to May 10th

- Wednesday, April 10—**
Executive Committee meeting, 2 p. m.
- Thursday, April 11—**
Moonlight Dance in Auditorium, 8:30 p. m.
- Monday, April 15—**
Band rehearsal, 8 p. m.
- Tuesday, April 16—**
Northern Division Safety Committee Meeting, 2 p. m.
- Wednesday, April 17—**
Moving Pictures for the instruction of trainmen; all employes invited; 8 p. m.
- Thursday, April 18—**
Dancing Instruction Class, 8 p. m.
- Monday, April 22—**
Band rehearsal, 8 p. m.
- Thursday, April 25—**
Dancing in the Auditorium, 8:30 p. m.
- Friday, April 26—**
Store Department Entertainment, 8:30 p. m.; all invited.
- Monday, April 29—**
Band rehearsal, 8 p. m.
- Wednesday, May 1—**
Rod and Gun Club Meeting, 8 p. m.
- Thursday, May 2—**
Dancing Instruction Class, 8 p. m.
- Friday, May 3—**
Western Division Safety Committee Meeting, 2 p. m.
- Saturday, May 4—**
Progressive Checker Tournament, 8 p. m.; open to all.
- Monday, May 6—**
Band rehearsal, 8 p. m.
- Tuesday, May 7—**
Progressive 500 Party (Ladies and Gentlemen) prize for winner, 8 p. m.
- Southern Division Safety Committee Meeting, 2 p. m.
- Wednesday, May 8—**
Executive Committee Meeting, 2 p. m.
- Thursday, May 9—**
Moonlight Dance in the Auditorium, 8:30 p. m.

PE

PACIFIC ELECTRIC WAR SAVINGS SOCIETY

At an enthusiastic meeting held at the Pacific Electric Club Friday night a great number of employes of that corporation formed a War Savings Society to promote the sale of War Savings and Thrift Stamps.

The Pacific Electric employes have been since the first of the year liberal purchasers of these stamps and the management has sold a great number of them through department channels, but in order to comply with the rules of the Treasury Department, and in order to expedite and increase the sale of these Government securities, the War Savings Society, which is affiliated with all organizations of the kind throughout the United States and with the Na-

tional parent organization, was perfected. The following officers were elected: S. A. Bishop, President and Frank Mulks, Secretary. The Secretary anticipates a full membership of approximately 4000 employes of this Company and expects to make as fair a showing on the sale of these stamps as was made heretofore on the sale of Liberty Bonds, the employes of Pacific Electric Railway having purchased \$165,000 of the first issue of Liberty Bonds and \$245,000 of the second issue.

PE

A PLACE OF HONOR

The large and beautiful "service" flag of the system has been removed from the location in the lobby of Main Street Station and installed in a place of honor at the Club, its new location being on the south wall of the main lobby, while directly in front of it, mounted on a pedestal, is an immense American eagle with wings spread standing guard before the representation of our boys in the service of the Nation. Held in the eagle's beak are tri-color streamers which drape to the upper corners of the flag; the whole setting presenting a most beautiful appearance.

We are indebted to the Traffic Department for the gift of our great National emblem, the Eagle; and to Mr. Shean and members of the Maintenance of Way Department for the pedestal and installation of the feature. We doubt very much if there is in existence anywhere a much more beautiful tribute than we have erected to those of our fellows who have responded to the call of the country to the army of democracy, and we know that every star represented on the flag will shine with honor in that country's cause.

The service flag guarded by the eagle is shown on the first page of this issue of the Magazine. 267 stars represent our boys in the service.

PE

RELIEF FUND VAUDEVILLE A GREAT SUCCESS

The best show we have ever given was the unanimous verdict on the night of March 16th. The big crowd, filling the theater to the roof for the first show, and giving a fine audience for the second, inspired the artists to do their best and the enthusiasm of the audience did not abate throughout the evening. The program was well balanced and varied enough to suit every taste. The result, a net return to the Relief Fund of nearly three hundred dollars, is gratifying to all interested in the entertainment and will be helpful when help is needed. Thanks are due and gratefully tendered to each member of the orchestra and to every performer concerned in the success of the entertainment, as well as to those who lifted so hard behind the scenes. This was another exhibition of the teamwork of Pacific Electric people.

IN FLANDERS' FIELDS

In Flanders' fields the poppies blow
Between the crosses, row on row,
That mark our place, while in the sky
The larks, still bravely singing,
Scarce heard amid the guns below.

We are the Dead! Short days ago
We lived, felt dawn, saw sunset glow,
Loved and were loved, and now we lie
In Flanders' fields!

Take up our quarrel with the foe!
To you from falling hands we throw
The Torch—be yours to bear it,
If ye break faith with us who die
We shall not sleep, though poppies grow,
In Flanders' fields.

Lieut.-Col. John McCrae, the author of this beautiful poem, died at Canadian Base Hospital No. 3, "in Flanders Fields," January 28th, 1918.

POOL TOURNAMENT CLOSURE

The pool tournament that began last month came to a close Saturday night, March 23, with L. H. Conroy as the winner. The tournament under way is composed of entirely new players, and after the winner of this series is declared, a handicap tournament will be played composed of the players in the former series. Handicap will probably be based on points scored in the preceding games, and should arouse quite a bit of interest.

PE

THE CAMP-FIRE PICNIC

As announced in the last Magazine a picnic of the Campfire Association was held at Griffith Park picnic grounds west of Ivanhoe on Sunday, March 17th, about 125 persons being in attendance, and a most enjoyable day was spent. A great family dinner was spread in the Ramada at noon and from the way food disappeared it might have been taken as a most vest hand assemblage. The day was perfect with regard to the weather and nothing occurred to in any way mar the pleasure of those in attendance.

PE

THE CLUB DANCES

During the past month the dances at the Club have grown in attendance and interest until the management has begun to think it will be necessary to restrict more and more closely the attendance privileges. At the "carnival" dance held on the 28th attendance taxed the capacity of the hall and everyone present greatly enjoyed the affair.

The dancing school is growing in interest each session and it may become necessary to divide the class into two divisions.

PE

GOOD WORK APPRECIATED

Permit me to express my appreciation of the business-like manner of announcing streets pursued by conductor badge 2234 (J. G. Critchfield) of your Hollywood-Vineyard Line.

A stranger within your gates, making a visit during the evening, an unfamiliar part of the city, clear and distinct enunciation of the conductor in calling each street as he approached it, allayed any misapprehension on my part that I would reach my destination without difficulty.



J. M. Shea, Store Dept.
Now at Camp Lewis. All dressed up
and ready to go.

WITH THE ENGINEERS IN FRANCE

Trainmaster Vignes of the Southern Division is in receipt of the following letter from Sergeant J. W. Clay, Company C, 18th Engineers Railway, in France, which we know will be of interest to all of Mr. Clay's former associates here:

"I am feeling better than I ever felt before and am enjoying splendid health. I have been in this country so long that I am beginning to feel that it is my adopted land, and I shall always have a warm spot in my heart for France and the French people.

"You see we were among the first American troops to arrive in France, and in fact were the first troops in this locality. This enabled us to see France as France was, not as it is today. We found the people dejected and almost in despair. They went about the streets quietly and acted as though they were on their way to a funeral. They received us with open arms, and eyes filled full of admiration. As we marched along the beautiful winding French roads with the sun glistening from our gun barrels, the men and boys stood at "attention" and saluted, and the women and girls waved their hands, and gave us fruit.

"When we went into camp, people flocked around our guard lines, with fruit and flowers to sell, and sad to relate, we had our pockets full of

American money and couldn't buy a thing. But the American soldier, with his happy-go-lucky ways and his optimistic spirit and his spendthrift habits, has almost restored France to her former ways of thinking and living. His happy-go-lucky ways and his optimistic spirit are contagious and his dollars (francs) have brought luxuries where none existed before he came.

And the American Engineers in France have done some wonderful things. When this war is over and the censorship is raised, you will be surprised to learn of the big projects undertaken and accomplished. Under fire they have shown splendid fighting qualities. Last December, when the Germans caught them in a turning movement, the American Engineers did not fall back, but to the contrary, held their positions until the British surged forward to meet the shock of the German smash, and after the British joined them, they continued to fight until the battle was over. My regiment has a splendid record, and I am proud to be with them. So far, we have been very fortunate in getting good locations, etc.

"We had only been here a short time when we started the first "marble orchard" in this vicinity.

"I am not with my Company or regiment at present. I am on detached service, and am only about twenty miles from where I tried to locate your relatives. I did locate a family named Vignes, but they did not have any relatives in America that they knew of.

"I have just about completed a mile of track, put in one switch and put the trusses in place for a combination wagon and railroad bridge. I have been very busy, but that is what keeps me from getting homesick. I like France, but if I ever get back to Los Angeles I will never leave there again. I think of you often and of all my friends, and would be happy to be with you again. And when the war is over, I will be back seeking my old job again, and it makes me happy to know that it is awaiting me on my return.

"Give my best wishes to Mr. Davis, Mr. Wilson, Mr. Ward, Mr. Rich and all the other friends I left behind."

CONDUCTOR MURRAY AT CAMP LEWIS

Conductor J. A. Murray of the Southern Division is at Camp Lewis, Washington as a member of Co. E, 216th Am. Trains, and writes that he is getting along in great shape. He says that perhaps we would be interested in hearing something about the transportation situation up there, and has the following to say of how it is "handed" them there. And there are still some people in this part of the world who think fares are higher than anywhere else and service worse. Listen to this:

"Tacoma is about sixteen miles from here and we have three ways of getting there. First, there is the Northern Pacific and they charge 50 cents one way, and to soldiers 65

cents round trip. Until about a month ago their service was so unsatisfactory that it did not do us much good. It has lately been improved and now serves us very well. Then there are the busses that are practically under the supervision of the military authorities, and you may be sure they need the supervision. They charge 50 cents each way. Until a month ago they had a 35 cent rate. They have some big cars but mostly 7-passenger cars are operated. There are quite a number of them but on rush days like Saturday about 1 p. m. and Sunday about 10 p. m. one has to stand in line about an hour before getting a chance to ride. Besides these we have a bus line to Murray (about 4 miles) with a fare of 10c and from there an electric line to Tacoma, fare 15c (making 25c each way). They have a single track line, block signals (automatic) and operate a twenty minute service. They use single cars and the conductor is required to make two collections on each trip, one of 10c to the city limits and one of 5c in the city. They issue transfers on the five cent fare. I often wish we had a little P. E. service up here."

— PE —

HERE'S A BOY IN KANSAS

Sid J. Kernick writes from Leavenworth, Kansas: "I have finally been assigned to Co. A 3rd Depot Battalion, Signal Corps, after the usual troubles of the "rookies" and at last have a "straight daylight" from 5:45 a. m. to 5:00 p. m. with time off for meals, etc. Quite a good run don't you think and doesn't require any seniority to bid in either.

I feel each day more and more that I made a good choice of regiment. The work is both educating and informing as well as being interesting. This army post is set aside for signal work and abounds in all kinds of apparatus for wireless and ordinary telegraphy. Each day brings its periods of physical exercises, drill, telegraph school and outdoor signalling. It is quite a task to become proficient in them all.

Our company is certainly a mixture,—railroad men, "ops," linemen, telephone, switchboard, mechanics, machinists and clerks. Their conversation is often so technical that arguments on various subjects are often good and lead to good discussions.

Lights out at 9:30 finds us all in bed ready to enjoy a good night's sleep such an one as is practically unobtainable in a large city.

The nearest town, Leavenworth, is no rival of Los Angeles and the electric car service is worse than can be imagined. Eight minutes headway to the camp when on time and the majority of the cars being single truck do not lend much joy to the trip to town and back.

— PE —

E. E. Martin of Rockwell Field Aviation School, San Diego, has forsaken the life of an Electrical Engineer to assume the duties of an airplane mechanic and writes that he is greatly pleased with his new life.

PLANT YOUR LIBERTY GARDEN

The Battle of Picardy has demonstrated two things: First, That the German Empire, at the very zenith of its military power, while it can strike tremendous blows, cannot break through; and, Second, that while the Allies can hold the Huns in check, they cannot defeat them without the aid of the full power and resources of the United States.

In order that our full power and resources may be brought into play at the earliest possible moment it is absolutely necessary that each one of us must do our best—not just our "bit" but our best—and one vital way in which we can all help is in the matter of food, of which there is a tremendous shortage in nearly all parts of the world except this country.

It was the lack of food that caused the collapse of Russia.

It was the lack of food that caused the disastrous defeat in Italy last fall, when 250,000 men and a vast amount of territory were captured by the Germans in a few days.

It is well known that even soldiers who are well fed and well armed may have their strength and courage and effectiveness weakened and destroyed by the knowledge that their wives and children are suffering at home for lack of food.

And it is pretty certain that the only thing that can bring England, France and Italy to their knees and compel them to accept a German peace will be our failure to send them sufficient food for their soldiers and their civilian population.

And if they do accept a German peace it means that we will have to fight the Huns single-handed, on our own shores, and that our women and children will be exposed to all the horrors and barbarities that have drawn to Belgium the compassion of the civilized world.

Now there are two ways in which we can send food abroad, and we must all help in both ways. One is by cheerfully, loyally and unselfishly obeying the orders and suggestions of the Food Administration to save wheat, meat, fats, sugar and dairy products, and to cut out all waste of every kind and description, and the other way is by increasing food production.

And that means that we must all get busy with our back yards and vacant lots and immediately begin raising food for our own consumption. It does not make a bit of difference whether the food we raise costs us a little more or a little less than if we bought it at the store. If it costs a little more, we can well afford to make that small contribution toward winning the war, but the real contribution, and the real point of the matter, is this: That we will be increasing the total supply of food in this country so that there will be more to send to our soldiers and our Allies.

So find out what to plant and how to plant it, get your seeds and prepare your soil—which is the most im-

portant part of all—and resolve to put in your extra hour of daylight in raising food to help win the war. Your health will be the better for it, your children will be the happier for it, your conscience will be the easier for it, your pocketbook will probably be the heavier for it, and above all and best of all is this: Every time you jab your shovel or your hoe into the ground you'll jab the Kaiser!

PE

MORE POWER SAVING

The clock has been set ahead one hour in order to accomplish the incidental savings which will result from taking advantage of the extra hour of daylight afforded in the morning hours and by going to bed one hour earlier after dark.

The principal savings to be effected under this plan will result automatically, that is, without any particular effort on our part.

Probably the greatest saving will be in the use of lights and fuel; and since the principal artificial lighting agency at the present is electricity we may readily comprehend the value of the electric energy saved by cutting off the lights one hour earlier each day. In addition, there is the saving in the life of the incandescent globes, the saving in the wear and tear of machinery in generating plants whether steam or hydraulic; the saving of fuel in power plants and in our homes.

As I have said, these savings are in the main automatically accomplished, and the natural thought presents itself, how much more can be saved in addition, if we put some effort into the saving, not only in the extra hour of daylight, but in each hour of the day, and particularly during our working hours.

And since the principal saving is in electrical energy, I am wondering to what extent our monthly power bill will be affected automatically and if we all may not recognize the great opportunity now at hand to take advantage of the situation and hammer the power bill from all sides to the end that this Company may make a record for achievement in conservation which shall stand as a monument for a long time to come.

And the efforts we must put forth must be in a higher percentage of coasting. The last bulletin shows but 27.6 per cent for the system, while as a matter of fact thirty-two per cent should be attained.

There are many motormen who are doing thoroughly satisfactory work in this respect and their efforts are fully appreciated. On the other hand there are a great many men who have not anywhere near reached a respectable record in coasting, regardless of run conditions, and to these men we hereby make an especial appeal to give the subject more thought and attention, so that the work of the efficient men may not be offset and the power they save through proper coasting be wasted and lost.

And conductors should also recognize their responsibility as affecting coasting, and co-operate with their

motormen in every proper way toward the attainment of good coasting records.

Call your stops promptly so the passengers will be ready to alight when car stops; assist old and infirm people on and off; help women with small children and baggage, so that there may be no excessive delay while picking up and discharging passengers. Every second's delay in coasting time lost, and many stops mean many seconds and consequently many minutes during the day.

And in conclusion we must not forget for a moment what is going on "over there." Some of our P. E. boys are there and more will go. They need our aid and the best we can give is not enough. Whatever we save for the Company is saved for the Nation; and when we save for the nation we are helping those boys on the battle line.

PE

STORE DEPT. CHANGES

Mr. C. J. Tenny, formerly Storekeeper at Macy Street, has been assigned to special duties.

Mr. L. C. Bolen, formerly Storekeeper at San Bernardino, has been appointed Storekeeper at Macy Street.

Mr. K. E. Cook has been appointed Storekeeper at San Bernardino.

Mr. Earl McCall has been appointed Storekeeper at San Bernardino where store will now be maintained.

PE

AT CROCKER STREET HOSPITAL

At the present time the following employees are located at Crocker Street Hospital, and will be pleased to see their friends any day during visiting hours from 2:00 to 4:00 p. m.

P. James
J. L. Rice
Mrs. A. M. Symington
E. H. Hartung
Wm. Brown
Lecadio Heredia

PE

IN ERROR AS TO TITLE

In January issue of the Magazine in notice from the Accounting Department, the name of Mr. A. S. Johnson appeared as Paymaster. This was in error, Paymaster being Mr. L. Smale, of the Treasury Department.

PE

Lieut. Fred Nichols of the Northern Division, called at headquarters Tuesday, April 2nd. He has passed the necessary examinations for the aviation service and was on his way from a northern camp to a southern flying school.

PE

Earl L. Bruck, who since the start of the season at the mountain camp has been acting as cartaker there, relieved from duty on the 25th to report for duty in the service, and the place assumed by James A. Pate, formerly elevator operator at Sixth and Main. Earl's services at the camp have been all that was to be desired and are highly appreciated. He makes a dandy soldier for "Old Sam."