



The Pacific Electric MAGAZINE

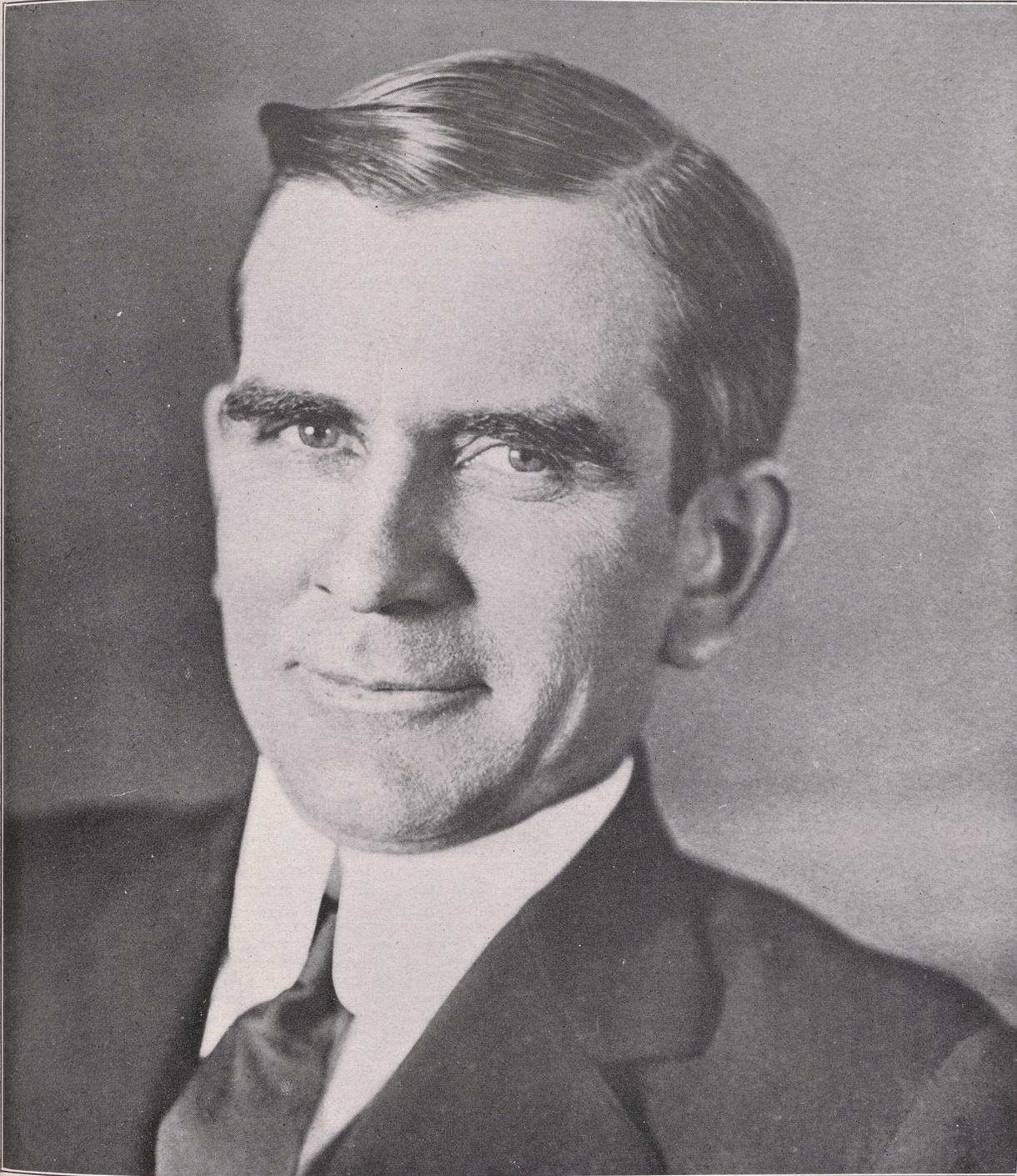


ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 3

LOS ANGELES, CAL., AUGUST 10, 1918

No. 3



OUR PRESIDENT TAKES ANOTHER STEP ON THE LADDER

On July 11th Mr. Shoup was elected a Director and Vice-President of the Southern Pacific Company, and is now the Executive head of the Southern Pacific Corporate interests on the Pacific Coast, succeeding Mr. Wm. Sproule, who resigned to accept the position of District Director for the United States Railroad Administration. He will continue to have supervision of the electric railway companies of the Southern Pacific Company, and, while success to no one else could give us greater happiness, the fact that we will no doubt see less of him hereafter brings regret to us all.

Mr. Shoup began his railroad career in a minor position in the Mechanical Department of the Santa Fe at San Bernardino, in 1891, and the important steps in his progress to the top follow: 1896—Transferred to San Francisco as Chief Clerk to Assistant General Passenger Agent, Southern Pacific Company. 1899—District Freight and Passenger Agent for Southern Pacific Company at San Jose. 1902—Appointed Assistant General Freight Agent of Oregon Railway and Navigation Company, at Portland, Ore. 1906—Assistant General Passenger Agent Southern Pacific Company at San Francisco. 1909—Law Department, Southern Pacific Company. 1910—Assistant General Manager of the Southern Pacific Company in charge of electric lines. 1911—Sent to Los Angeles as Vice-President of the Pacific Electric Railway Company. 1912—Elected President of the Pacific Electric Railway Company. 1918—Elected Director and Vice-President of the Southern Pacific Company.



The local chapter has opened a canteen. The canteen is located at 936 S. Main Street. Luncheon will be served daily for 25c and all our workers as well as the general public will be welcome. It is earnestly urged that all our members visit at this number as a matter of general interest. All will be welcome whether desiring luncheon or not.

— PE —

During the month of July the Pacific Electric Red Cross Auxiliary had but two meetings, the first and the last Tuesday of the month. The working members enjoyed a vacation on account of the reorganization necessary at headquarters. From now on we will be open for work every Tuesday from 1:30 p. m. until 9:30 p. m. Despite the warm weather we will be comfortable in our workshop for our room is large and well ventilated.

— PE —

July thirty-first our auxiliary returned to headquarters finished garments as follows:

Pairs of socks	56
Aviation jackets	18
Men's under drawers	33
Comfort bags	26

Our members will be glad to know that our auxiliary has been especially commended for the character of the work sent in. Our aviation jackets have not only been inspected and accepted—they have already been sent on their way to France.

— PE —

We wish to make an especial plea to the women of our Pacific Electric family to join with us and work. Come for the full period for work, if you can. At least, give to the cause some of your time. You are missing a great privilege if you neglect this opportunity for service. Do not even your little children urge you to help the Red Cross? If you have no children, you surely will not ask for exemption. The Red Cross needs the women of this country just as much as the army and the navy need our men. There must be no slackers!

— PE —

The Los Angeles Chapter American Red Cross has called upon each auxiliary to furnish every day at least two members to work from 9:30 a. m. to 6 p. m., repairing soldiers' uniforms. Sixty-five thousand khaki suits have been sent from Camp Kearney. All are to be patched, some button holes need repairs, buttons are to be sewed on. The work is to be done at headquarters. Tenth

and Main Streets, and must be completed by August fifteenth. Will you not volunteer your services? Telephone Mrs. O. P. Davis, Vermont 1261, and make your arrangements.

— PE —

A movement is on foot to purchase an ambulance to represent the Pacific Electric Red Cross Auxiliary in France, the drive for the funds necessary to be begun on August 24th at our Annual Picnic. This little notice is made of the event, so that all of us may tuck an extra piece of money in our pocket on picnic day for use on call for this purpose. One thousand six hundred dollars must be raised to acquire the standard type of ambulance that has been adopted, and we are going to raise that money, it is hoped, before the sun goes down on August 24th. Just think of the number of our own fellow employes over there (over 300 of them) and the gratitude one of them would feel despite his injuries, going back to "blighty" in his own machine. The knowledge that just one of our own had been helped in his distress would be worth the cost of the machine. Dig up that old iron dollar, tuck it into a special corner of your pocket, produce it on demand at Redondo Beach on August 24th, and know that you have done the best thing possible with your money since the last bond or thrift stamp sale. Dig up two dollars if it hurts you and keep digging dollars until the pain leaves.

— PE —

In the brief time since its organization, our Red Cross Auxiliary has made a remarkable financial showing as portrayed by the treasurer of the organization, Mrs. Florence Booth Wilson. The gross revenues received since its founding, less than three months ago amount to \$418.00, and, after deducting the necessary expenditures in the purchase of supplies, the balance to the credit of the auxiliary amounts to \$366.69. One can not gain an idea of the work accomplished by the ladies from the financial statement because of the fact that work done does not show in the finances. Many, many garments have been made by them from material provided by the Los Angeles Chapter (Headquarters), and it is only when we read a statement of sundry garments delivered do we begin to see the real accomplishment. Could all of us see for instance the way aviator's coats are made in Mrs. Clark's division we would wonder at the feminine ingenuity in utilizing every kind of leather imaginable, such as leather post cards, leather pillow tops, kid gloves, etc. If some of our war birds wear the lining out of their coats, they will view some wonderful pictures and read many interesting cards.

ARE YOUR LIBERTY BONDS A SAFE PLACE?

By the purchase of Liberty Bonds a large number of us are now holding an investment security for the future. We have purchased through the Company Coupon Bonds which are payable to bearer, are a form of security which must be carefully guarded against loss or theft. If they are lost, payment of them cannot be stopped and they will not be replaced by the United States.

As previously announced, employees who care to avail themselves of this privilege may leave their bonds in the hands of the Assistant Treasurer of the Company, who will issue a certificate of deposit, put them away in the safe deposit vaults rented by the Company and collect and remit the interest to you by special pay-roll voucher.

Thus far no losses have been reported but, that it may not be a matter of locking the stable door after the horse has gone, it seems appropriate to call everyone's attention to this matter and to suggest to all who have not a safety deposit box of their own that they either take advantage of this plan offered by the Company or have their Coupon Bonds registered by the United States.

Registered bonds are issued in the name of the owner, which appears on the face. The interest is paid by United States check drawn to the order of the owner and sent by mail. If a registered bond is stolen, the owner cannot use it except by forgery; if the payment of the bond, or interest check may be stopped. The bond itself may be replaced on proof of loss if proper security is given.

The simplest way to secure a registered bond is to consult a reputable local banker; otherwise, a letter to the Secretary of the Treasury (Division of Loans and Currency), Washington, D. C., will get you "Form 1031" which will contain blank spaces for all the information which the Treasury Department needs to issue a registered bond in your name. The Coupon Bond must then be forwarded to the Secretary of the Treasury (Division of Loans and Currency), Washington, D. C., or any Federal Reserve Bank, by registered mail, at its declared value, or in any other way protecting the owner against possible loss.

The Treasury Department makes no charge whatsoever for registered bonds. The registered bond will be delivered to the owner by registered mail without expense.

— PE —

REQUEST FOR INCREASE IN FARES

Hearing on our application for an increase in fares was completed on August 13th and case submitted to the Interstate Commerce Commission for consideration and decision. The Passenger Department takes an optimistic view of the matter and believes we will be permitted to increase fares. They anticipate that such fares will be in effect some time during the month of August.

SCRAPS FROM THE SCRAPPERS
OVER HERE AND "OVER THERE"



CARL H. BEAHM

Coast Artillery Corps, France Formerly of the Treasury Department; enlisted in the Coast Artillery at San Pedro in 1916, and announces that he has reached the "Land of the Lily" safely. We hope to hear more of him very soon.

Captain McKee, formerly trainman of the Western Division, who enlisted early in the present "fuss," and was for a long time Regimental Quartermaster at Camp Lewis, has arrived in France, according to advices received here on July 20th.

Southern Division Brakeman, C. E. Edwards has just received word from his son, Edwin Edwards, announcing safe arrival in New York. Edwin, who was at one time employed in the Electrical Department, was one of the enlisted men on the San Diego, which was sunk by a Hun torpedo on July 19th.

Earl Moyer, formerly of the accounting department, who in addition to his duties to the company, furnished enjoyment for so many of the employes as a member of the band and orchestra, is reported to be in France, having started with his company from Camp Lewis some time since.

Private A. E. Stevens, until a short time ago a trainman of the Southern Division, writes from Washington Barracks, Washington, D. C., that he is "getting all that is coming to him." The way he feels can best be determined by his own remarks, some of which follow: "Have had much hard

military drilling and was real sore for a while, but all right now. No such thing as sympathy here. When a fellow gets all tired out all the rest just laugh at him. Rode electric line from Washington to Annapolis. It is forty years behind the P. E. Double track Washington to Baltimore. Road bed rough. Speed, not much. Los Angeles for me as soon as the war is



SARGEANT J. W. CLAY

18th Engineers Railway, A. E. F., France.

We have received extracts from many interesting letters written by our friend Clay since he arrived in France, and hope for more of them. On his return, what a wonderful account he is going to relate to us at the Club some evening.

over, and I don't think it will be long. Would like to get a lot more of this training, but would rather come back tomorrow."

PE

Word was received a few days ago by J. B. Green, general foreman of the Mechanical Department of the injury of his brother, Thomas H. Green, formerly with the mechanical department at Sherman, on the fields of France. Thomas H. Green enlisted as a member of the 117th Engineers and had been in France for some time. Word has not as yet been received as to the severity of the injuries sustained.

It is reported that Capt. H. W. Edmonds, formerly trainman of the Western Division, who took his course in the first officers training camp and won his captaincy there, has been sent to France, arriving there recently. The most welcome part of the news is that just before being sent across he received a commission as major; so it is now Major Edmonds, thank you.

Lieutenant H. W. McGee, formerly of the M. of W. Dept., writes interestingly under date of July 2 from Fort Benjamin Harrison, Ind., to one of the officers of the company. "Mac" has been put through a course of "double time" drilling in the various phases of army life, and at the time of writing was expecting sailing orders in a very short time. The probabilities are that by this time he has arrived in France.

After being shifted to three different training camps, William Kitto, formerly of the store department, has been taking his heavy training course at Camp Fremont, and by this time must be ready for his first advance toward the "big front." His letter, received through Mr. Thorburn, general storekeeper, is a very interesting one; descriptive of much of his training and of his many duties. His closing remark, "We are all packed and about to start somewhere," leads us to believe that he is now possibly "over there."

It is probably not generally known in these days of a thousand uses for electricity that all of the original generating and distributing apparatus were developed in order to supply current for the operation of electric lamps, either arc or incandescent.



CORPORAL S. J. KERNICK

Co. F., 3rd Depot Bat., S. C., A. E. F. A card received by Mr. M. W. Perry announces his safe arrival overseas. Never fear but that he will give a good account of himself to the Huns who happen to get in his way.



THE PACIFIC ELECTRIC MAGAZINE

Los Angeles, California

August 10, 1918

The Magazine is published on the 10th of each month. It aims to print matters of interest and information to employes. 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.

"COURT OF APPEALS" FOR EMPLOYES

President Shoup Authorizes a Plan of Procedure for All Departments in Case of Dismissal of Employes. A New Plan Adopted Wherein the Employe is Provided With an Aid at Company Expense to Assist in Trial and Appeal When Desired, Appeal Commissioner to Be Appointed by U. S. District Courts.

President Shoup of the Pacific Electric Railway Company has announced a radical departure in connection with the dismissal of employes from the company's service, the new plan involving the departments that choose to adopt it, but not including the clerical staff of heads of departments. It is understood that all the Operating Departments have felt that the plan would be beneficial to them, giving protection to the jobs of all employes who attend to their work.

The outstanding features of the new plan are, first, that every employe who is discharged has the right of appeal and the assistance of a fellow employe in investigating the facts relating to his discharge; second, that he may go all the way up the line to the President if he so chooses; and third, if then not satisfied with the justice of the decision reached, that he may refer it to an impartial tribunal not named by the company and having no responsibility except to do justice.

Mr. Shoup said:

"In connection with the new rule which becomes effective at once, a new plan has been adopted after many conferences among the heads of departments, and those departments putting it into effect believe it will prove of benefit, in which belief I join. It is responsive to the suggestion made in the recent injunction hearing before Judge Bledsoe, by the Judge, to the effect that every employe of a public utility should be satisfied that he is given justice before being separated from his job when dismissal is for cause. Of course when there is no work, men have to be laid off no matter how well qualified.

"The chief advantage of this plan is that it brings a conclusion quickly to charges based on impartiality. The employe not only has opportunity through a fellow employe to develop his side of the case thoroughly, but after he has exhausted his rights of appeal in the company he can go outside if he chooses. There is no long wrangling over whether or not he has been properly dismissed. There is no question of power instead of justice governing the final conclusion. There are no expensive delays to the employe in discovering where he is going to land.

"The legal right of the employer to hire and discharge is not in question; nor is the right of the employe to quit his job at any time in question. The purpose of this plan goes beyond that and looks to the moral obligation of an employer after the employe has once become established with the company, to keep him in place as long as he is able to and does attend faithfully to his work as long as the work exists. With that goes a moral obligation on the part of the employe not to quit work for the particular purpose of embarrassing his employer; as stated in the circular it can succeed only as the high regard for truth and justice of those concerned help it succeed. It is not a reflection upon the supervising officers, but is intended as an aid to them. The plan is made effective with their full concurrence. Keep in mind with reference to these supervising officers that upon them rests the burden of maintaining discipline and of keeping operations under way in such safe and regular fashion as will give the service the public desires. The Pacific Electric might get along without a President for a good part of the time, but it couldn't get along, using the Transportation Department as an example, without Superintendents, Assistant Superintendents, Dispatchers, Trainmasters, and so on, who, every hour of the day carry responsibilities for directing operations, and it couldn't get along without the men on the cars who accept these directions and operate under them, and all have reciprocal obligations and many responsibilities.

"Let us see how the plan works; let us hope it will work so well we can carry it further."

Following is the text of the circular issued by the Transportation Department governing appeals of trainmen and others of that department, those of other departments being similar:

"Effective at once cases of dismissals for cause, of employes more than six months in service, will hereafter be governed by the following rules:

1. When any employe is suspended from the service by immediate supervising official, the cause, with facts available, will be at once stated in writing to the Superintendent. Suspended employes will report within twenty-four hours to the Superintendent or forfeit positions, unless reasons acceptable to Superintendent are given for the delay.

2. The Superintendent will give the suspended employe full hearing within twenty-four hours after he has reported, examining all evidence. If dismissal from service follows or demerits in excess of thirty-five are assessed, the employe may appeal the case under following procedure:

(a) Within twenty-four hours after dismissal employe may file appeal with Superintendent, naming a fellow employe in regular service, possessing the qualifications specified in Section 5, as his aid in making further investigations, who shall make reports and recommendations within three days after appointment. The Superintendent will consider carefully and announce his decision promptly.

(b) If the employe is not reinstated he may then appeal, first to the General Superintendent, second to the General Manager, and third to the President, and will be given a hearing and time in which to state his case and reasons why he feels he should not be discharged. In such appeal employe who has been named by him to aid in the investigation.

(c) If not reinstated through the recommendation of any of the officers named the employe may, not later than one week after decision of Superintendent, on appeal after he has taken his case up with the General Superintendent, General Manager or the President, file further appeal with the Adjustment Commissioner in writing with any statement or evidence he may have to furnish. All evidence will (by the Superintendent) be placed in the hands of the Adjustment Commissioner, including all reports, stenographic records of hearings, and other available data. The Commissioner may call for any witnesses he may wish, keeping records of their testimony (which thereafter will be open for inspection by those concerned).

The Commissioner's findings and decision shall be rendered within ten days after submission of case to him and shall be final, except in cases mentioned in Section 7 hereof, where such findings shall be advisory only. It may cover (1) reinstatement, (2) terms of reinstatement, (3) confirmation of Superintendent's decision.

(3) An Adjustment Commissioner is to be named by the Judges of the District Court of the United States for the Southern District of California, such Commissioner to report only to the public authority named. His term of office shall be one year. His remuneration shall be on basis

service performed and shall be fixed by the appointing authority.

He must not be (a) an elected public officer (and if a candidate for elective office must resign upon becoming such), (b) an officer of any corporation or company employing labor, (c) a member or employe of any labor union.

4. The time limitations herein are designed to secure prompt and final settlement. For good cause such time limits may be extended by the Superintendent (or higher authority) or by the Commissioner.

5. Employes called to serve as aids to others will be paid their regular wages for time so employed (measured by their average daily wage for ten working days preceding), together with expenditures for meals, car fares and itemized incidental expenses such as telephone calls, incurred in connection with work undertaken.

Such employes in accepting this employment should feel they are rendering service of high order both to the management and their fellow-employes. In making independent thorough and unbiased reports and recommendations, regardless of nature of conclusions reached, the standing of employes so serving will not in any way be injured; rather, they will secure the increased respect of all concerned. No employe is eligible to serve who has not been regularly in service for at least six months, none with net demerits of more than forty standing against him.

6. All employes called as witnesses will be paid full wages for time lost and any necessary expenses they would not otherwise need to bear.

7. When fare irregularities of any kind are the cause of discharge, the case can be appealed only to officers of the company and then direct to the Commissioner, who may, after examination of written records, make recommendation if he choose in connection therewith to the General Superintendent orally or in writing. But in a matter of not properly accounting for the company's property or dishonesty in the handling of company money, the final decision will rest with the company.

The foregoing plan marks a radical departure in relationship of employes to tenure of their positions. It can succeed only as the high regard for truth and justice of those concerned help it succeed. It is not a reflection upon the supervising officers, but is to be an aid to them to reach that impartial justice we are all desirous of attaining. The plan has been adopted as a result of their recommendations. They feel that intelligent and thoughtful help given them in connection with the heavy responsibility of separating a man from his means of living, is very much worth while. The plan will fail if any attempt is made to use it as means to break down discipline or cloak neglect of duty; it will succeed if used in the spirit intended. It has the merit of getting the fullest possible information assembled from different

viewpoints in connection with the case concerned, and where doubt might exist, of having the final decision rest with a competent and unbiased outsider who will have at his command all the facts and all the time necessary for mature and thorough consideration.

The foregoing, of course, does not apply to dismissals from service through lack of employment due to possible necessity for reduction of forces, and the right to hire and discharge is vested exclusively in the company, and, except as specifically set forth in the foregoing, during the life of this plan as determined by the company, is not abridged by anything herein."

— PE —

WAR TIME VACATIONS

The effect of the war upon recreation has been one of the most interesting collateral features of the great struggle, and the development has been the same in all countries.

At first people went about their pleasures exactly the same as usual. Then, in response to the various economy campaigns, many patriotic citizens began to curtail amusements, believing that they were non-essential. Then they commenced to realize that recreation is even more essential in war times than at other times, and that a reasonable amount of wholesome amusement is not a luxury but a necessity.

This country is now entering upon the third stage of this development. As people begin to realize the enormous magnitude and horror of the war, they also realize that they cannot think about it all the time, that the over-stretched nerves must have relaxation and that they can work better and be of more use in the present national emergency if they maintain their health and efficiency by proper rest and recreation.

The government has recognized this from the beginning. In the training of our soldiers recreation has a more important part than ever before in the history of any army. Every cantonment has its Liberty theaters, Chautauqua tents and Y. M. C. A. buildings, and almost as much attention is given to sports and recreation as to drill. Not only that, but the Commission on Training Camp Activities has assumed the responsibility for providing and superintending wholesome amusements outside of the training camps, not only as a matter of morals but of efficiency.

The value of relaxation is just as great to the civilian population as to the soldiers, and the government has never discouraged proper amusements. This has been well expressed by one of the very highest officials of the Treasury Department, who said in a recent interview:

"There is no necessity for refraining from things that are essential to health and morale. All through the Civil War and all the other wars, wholesome amusement has been encouraged, and so it will be this time. Recreation of the needed and national kind is essential, and California will

fill its wonted functions to many people who need climatic change and physical restoration, due to the great exertions in the progress of the war."

For restoring tired nerves and rebuilding exhausted vitality there is nothing quite so effective as getting close to nature, and the mountain resorts of Southern California prepared for a record season, not in spite of the war but because of it.

Wartime vacations will probably be shorter than usual, and there will be more disposition to consider accessibility and expense. This is indicated by the number of inquiries for accommodations on Mount Lowe, which is only two hours from Los Angeles by trolley. Many seem interested in the new housekeeping cottages as affording opportunities for an economical vacation, while those desiring to escape housekeeping cares are seeking rooms at Ye Alpine Tavern or the new Bungalow, or in one of the cottages having hotel service.

That most of the visitors intend to get close to nature is shown by the inquiries regarding the numerous private and government trails extending to the many peaks and canyons in the vicinity, while others are more interested in the new tennis court, the dance floor and other amusement facilities.

— PE —

THIS PATRON APPRECIATES COURTESY

This month's mail brings a number of compliments for the boys in train service, but the following letter is illustrative of how one of them went far out of his way to help a patron of the company, though a comparative stranger to him. This is real service:

"I take pleasure in calling your attention to an instance of exceptional service upon the part of Conductor No. 118 (Conductor Haney) of the Alhambra line.

"On Saturday last I took the car out to the San Gabriel Valley Country Club and left upon the car a brief case filled with business documents. The conductor in question appears to have finished his run at about this time, when he devoted his best efforts to put the brief case into my possession without delay. This, because on noting its contents, he reached the conclusion that I had been carrying the papers home with the idea of working upon them. He telephoned to the Country Club and finding that I was out on the links took the trouble to go to my residence, which must have entailed a two-mile walk, and left the case there.

"If this man deviated from the letter of the company's rules in such circumstances, I venture the opinion that he displayed intelligent initiative and acted in a manner that would meet with your approval. I appreciate the services greatly because it saved me from serious inconvenience and was rendered by a man with whom I had no intercourse beyond the occasional exchange of a morning greeting."

MOUNTAIN-TOP "TIPS"

FROM OUR VACATION HOME

Who made that bull-nettle spider and put it in Vickrey's bed?

— PE —

Take your bathing suit with you. The camp is no Garden of Eden.

— PE —

The "barn dance" held week before last was quite well attended by residents of the valley and a splendid time had by all.

— PE —

Strange how some people remembers some of the poetry of their childhood days when they are in the mountains. The quotation heard most often in the early mornings is "Woodman, spare that tree"; usually begun when Johnny starts through camp with the cross-cut saw and calls the squad to come on.

— PE —

Don't forget to take sufficient bedding with you to camp. Several have paid no attention to the circular issued or to the information given by the Magazine with reference to this and have suffered from cold on a few nights through no fault of anyone but themselves. The camp cannot furnish bedding.

— PE —

Oh; I si; didn't Sir Walter Scott get the big sleep though. His strenuous employment supervisory duties must have wearied him, don't you know. To bed at 8, up at 8; 72 hours sleep each night; oh, deah boy; how exceedingly weary you must have been. Yes; and what do you think; some one in camp called him "Lovey." You girls at 6th and Main had better speed up. Oh my, yes.

— PE —

The fish have gone on vacation, so there is not much use bringing your tackle with you to Camp. A few are being caught, but not enough to warrant the effort. The same condition prevails on the streams as well as at Big Bear. Best fishing time is in June before there is so much natural food for the fish available. At present they are fat and sluggish and will not rise or bite.

— PE —

Camp was disturbed for a short duration recently by a chivari (this last word is French for disturbance of the peace without malice aforethought). George Baker it seems came to camp on or about the anniversary of his wedding, and we will not be so rude as to say what anniversary. His reception was not quiet and his perception was acute. He stood treat—with peanuts—one to each of the guests. Lavish entertainment. Much dissatisfaction. Some of the peanuts were moth-eaten. It was a diversion however and all enjoyed the occasion; even George.

Naturally you would suppose that every camp in the mountains would possess a vigilant watch dog; trained to chase off any night marauders; and otherwise properly police the camp. Well, we've got one, and its some dog. In size, this ferocious animal is exact, or almost so, of the picture herewith. It's a one-man dog—that is, will only bite one at a time; about one-sixty-fourth dog power; built on racing lines but not a racer. It answers (sometimes) to the name of Buick, notwithstanding it is of the miniature model, and becomes fretful if suggestion is made that you thought it a one-cylinder Brush. But, altogether, it is just about the kee-yutest, kunningest kiindle ever; and we hope no one will carry it away in their vest pocket, for then we would lose our efficient chef, and that would be what Sherman said war is.



Can't keep the P. E. family down. No, sir. Here are some of them astride of "Strawberry Peak," looking at the valley 6500 feet below them.



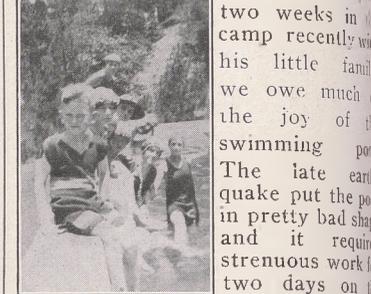
Claim Agent Bishop will testify that there is "no place like home." He has been cured from straying to other resorts for his brief mountain vacations. Recently he went to Big Bear Lake. Presume he thought the bigger the bear the better the lake. Sam is used to getting something for his money even in an accident. He did this time, and what he got made him far from satisfied with the void 'neath the second button of his vest, counting buttons from either direction. When he arrived at the P. E. V. H. he carried a full sized, he-man appetite, and waxed oratorical in his explanations of just what kind of filling he preferred. He has asserted that at the place he had been prior to his arrival at camp, if one ordered everything from soup to nuts on the menu the result would make a jay bird blind looking for it on the plate. We had chicken dinner that day at camp. Yes, HAD; when he arose from table, we HADN'T. A petition has just been received from the Methodist preachers of the San Bernardino

valley, asking that he be barred from further visits to that region.

To that prince of good fellows, Jack Quinn, who spent two weeks in the camp recently with his little family, we owe much of the joy of the swimming pool. The late earthquake put the pool in pretty bad shape, and it required strenuous work for two days on the part of Jack to make the water stay put when we put it in the tank. Not only did Mr. Quinn thoroughly repair the tank but he assisted largely in shaping up the grounds surrounding it. It's a damn now.

Don't yell now, if the Auto line from San Bernardino to Camp makes you pay for a lot of excess baggage at the rate of a cent a pound. The rate made by the auto line of \$2 for the round trip to our employes is just half of the regular fare and is more productive of a cent of revenue to them. When you have taken the trip you will admit this fact. Notwithstanding they have given us this low rate, several people have treated them unfairly by abusing the baggage privilege, which is 30 pounds and must be composed of bedding, clothing and toilet articles only, and that amount is sufficient for all the needs of the average family. If your baggage weighs more than that you must pay for the overage.

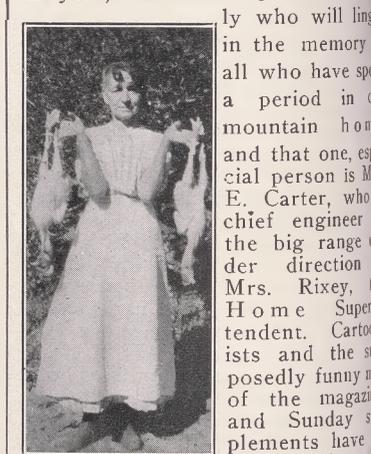
When the Camp closes for the present year, there is one person especially who will linger in the memory of all who have spent a period in our mountain home, and that one, especially, is Mrs. E. Carter, who as chief engineer of the big range under the direction of Mrs. Rixey, the Home Superintendent. Cartoonists and the supposedly funny men of the magazine and Sunday supplements have led us to believe for concentrated whimsical combativeness, see cook. Here is the proof of the contrary, for Mrs. Carter has this year contributed to the comfort, happiness and general joyousness of our Vacation Home more than any other one person who has dwelt among us. Those of us who have been there this year have learned to respect and appreciate her very highly.



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Every reservation is now taken, up to August 25th, and only five vacancies remain for the week beginning on that date. The week beginning September 1st has a few vacancies as has also the week beginning Sept. 8th which will be the last week of the season, unless sufficient reservations are filed to justify staying open for an additional week. Employees desiring to go to camp during the week beginning Sept. 15th should file their applications on or before September 1 and if a sufficient number are received by that time to justify doing so the camp will remain open for the additional week.

— PE —

One of the most popular "hikes" from the Camp is that to Strawberry Peak, the highest point on the San Bernardino range between Cajon Pass and Deep Creek, and about an hour's walk from our home. A wonderful panoramic view presents itself from the summit, ranging from the Mojave Desert to the north and northwest, southward through the Cajon; the full length of the San Bernardino Valley and on clear days giving a glimpse of the Perris Valley through a gap in the San Jacinto Mountains; eastward through the opening between the great San Bernardino elevation and "Grey-back" almost to Banning, and to the northeast as far as the divide between Little and Big Bear Valleys. Early morning at this time presents the best views.



Stop Riding the Cross-cut. Just drag your end. Don't see any crabbing here about work, do you?

A week or so ago a man and his wife were registered to go to the camp with the regular Sunday morning party, but decided to spend Sunday at one of the beaches and go to the camp on the following day (Monday). They went; but did not reach camp until about midnight, besides enjoying (?) San Bernardino for five or six long hours in the sun. They were somewhat peeved; but your life they were; but whose fault was it. Our contract with the auto line says we will move to and from camp on Sunday, and that we will arrive in San Bernardino on the train that leaves Los Angeles at 9 a. m. It has been told and is known, if the Magazine has been read or the circulars issued looked at, that the Auto line has all it can care for on Mondays handling the L. A. Playground crowd. It is only occasionally that we can send our people into camp on days other than Sundays, and then only by spe-

cial arrangements. The reason must be good for not going in the regular way, and we must know of it if you wish the accommodation. Now let's follow the rules of the game and everybody be happy.

— PE —

Under the direction of Lee Arthur Myers, of the engineering department, the camp talent gave a Minstrel Show recently that was a most howling success. Everyone present says so, and the effects on some would prove the assertion. Joe Smale, paymaster of the company, has not yet succeeded in replacing his jaws, which were badly strained from laughing. It was an all-star cast and every member of the company did his or her darndest. Strawberry Flat which sent representation, tried to pull a come-back, but the dramatic critics of the hills, and the brush is full of 'em, say it is like comparing the work of the Divine Sarah with the slap-stick artist at the Hip. Words cannot describe nor imagination picture the ensemble effect. It was a scream from first to last number. Programs were furnished the guests that would have made a printer weep, and prominently typed across the bottom of the bill were the following admonitions: "Audience will please imagine the scenery." "Don't tease the actors." "Try to remain for the last number; its a pip." Well, we'll say it was.

— PE —

WINNING THE WAR AT HOME

By C. H. Burnett.

We can't begin to conceive of the bigness of this war in which we are engaged, but we can gain some faint idea of it if we remember that in the Battle of Gettysburg, which was one of the greatest battles of our Civil War, and one of the decisive battles of the world, the field guns during the three days of that mighty conflict fired thirty-two hundred rounds of ammunition; and General Pershing says that in a modern bombardment that amount of ammunition would last him just ten minutes.

We can't begin to comprehend the enormous cost of this war, but we can get some inkling of it when we recall that the expenditures of the United States government, for all purposes, since the foundation of the republic have been only twenty-six billions of dollars, and yet our expenditures for war purposes alone during the present year will reach twenty-three billions, or nearly as much as the amount expended for more than one hundred and twenty-five years.

We talk about billions of dollars, but the human mind cannot really grasp the magnitude of even one billion. Perhaps we can get some idea of it by comparing dollars with minutes. Minutes count up pretty fast—there are sixty minutes in an hour, fourteen hundred and forty minutes in a day and four hundred and thirty-five thousand minutes in a year. And yet if you had a dollar for every minute that has been ticked into eternity since the birth of Christ you would not have a billion dollars. And we

are spending twenty-three billions this year.

The only reason I have dwelt upon the enormous magnitude of this war is to show the absolute necessity for mobilizing the entire power and resources of this nation, and that means YOU, and me, and all of us, for we are the nation, and unless we do our part we are doomed to failure. And our part is simply this: To hold secure the inner lines; to keep our courage steadfast and our hopes high; to stamp out treason and sedition whenever they may be found, and to recognize them under the most clever camouflage; to nail the lies that are being manufactured in large quantities by the Southern California branch of the Kaiser's Lie Factory and peddled from door to door; to help the Red Cross, the Red Star and the Red Triangle; to practice thrift; to increase production in all fields necessary to win the war; to conserve food and fuel and useful material of all kinds; to devote labor and material only to the most necessary tasks; to invest all we can save in Liberty Bonds and War Savings Stamps; and, by a reasonable amount of rational amusement and exercise, to maintain our health and efficiency for war work.

But you say, "I am not engaged in war work." Is that so? Let's see:

This war is not merely a war of armies and navies, it is a war of entire nations, a war of resources, of endurance, of food and fuel and clothing and transportation and man-power, and so great is the shortage of labor becoming throughout the country that if you are engaged in useful work of any kind you are just as much engaged in winning the war as though you stood with a rifle in your hands in the trenches of France. And your part in this conflict, above all else, is to give the best there is in you to your daily task, to work at one hundred per cent efficiency, to give a full day's service for a day's pay and to work overtime if necessary, and, whether you are pushing a pen or wielding a hammer, or pounding a typewriter or running a car, it is your duty, your opportunity and your privilege to work always with your heart in your work, with your eyes on the battle line across the sea, and with the same determination as though the entire outcome of the war rested upon you alone.

And although we are far from the clash of arms and the roar of battle, let us try to catch, away back here behind the lines, something of the spirit that burns in the hearts of our soldiers at the front, of whom it has been said: "They live in mud; they bathe in blood; their souls are with the stars."

And let us be conscious that in every piece of useful work we do we are working for our common country and our common humanity, for the triumph of right over wrong, of truth over falsehood, of good over evil, of light over darkness, and let us work with only one thought in our hearts, and that is, overwhelming, unquestioned and unquestionable VICTORY.

PACIFIC ELECTRIC RAILWAY COMPANY OPERATING REVENUES AND EXPENSES, TAXES AND INCOME ACCOUNTS
MONTH OF JUNE, 1918
REVENUES

Passenger Revenue	\$651,635.07	
Freight and Switching Revenue	182,384.58	
Other Revenue	35,932.48	
Total Railway Operating Income.....	\$869,952.13	
OPERATING EXPENSES		
Way and Structures:		
Wages	\$55,364.19	
Other Charges	32,909.06	88,273.25
Equipment:		
Wages	57,259.73	
Other Charges	28,346.17	85,605.90
Power:		
Wages	17,880.85	
Other Charges	79,219.89	97,100.74
Conducting Transportation:		
Wages	257,032.90	
Other Charges	21,707.56	278,790.46
Traffic:		
Wages	4,833.69	
Other Charges	6,363.90	11,197.59
General and Miscellaneous:		
Wages (including P. E. Bldg. Operations)	32,720.62	
Other Charges	45,798.57	78,519.19
Transportation for Investment—Credit		1,633.68
Total Railway Operating Expenses:		637,853.45
Wages	425,141.98	
Other Charges	212,711.47	
Revenues less Operating Expenses		\$232,098.68
Depreciation	\$ 22,595.85	
Taxes Assignable to Railway Operations	42,868.03	
Total Depreciation and Texas	\$ 65,463.93	
Railway Operating Income	\$166,634.75	
Non-Operating Income	7,831.71	
Gross Income	174,466.46	
Interest on Bonds and Other Debt	284,050.75	
Rents and Miscellaneous Income Deductions	25,799.73	
Total Deductions	309,850.48	
Net loss	\$135,384.02	

CONVERSION OF LIBERTY BONDS

Some Facts Relative to the Different Issues of the Bonds, and the Method of Procedure in Making Exchanges of the Different Issues

A circular is now being issued by Treasurer Wade of this company relative to the various issues of the Liberty Bonds, many of which, of the different issues, were purchased by the employes of this company and who have been asking at various times how a bond of one series might be exchanged for one of another. Mr. Wade's letter to the employes follows, and attached to the circular that is being sent to all who purchased bonds through this company in the

various drives are blank forms in making the request for conversion of bonds of one issue to those of another. Holders of Bonds should read all of this circular very carefully:

United States Government Liberty Loan Bonds of the First and Second Issues (3½% and 4%) Bonds may now be converted into Third Issue (4¼%) Bonds.

The Secretary of the Treasury has announced that exchanges must be made before November 9, 1918. To provide an ample margin of safety, the Pacific Electric Railway will close its exchange list one month earlier, or October 9, 1918.

A brief comparison of the bonds is furnished for your information, as follows:

FIRST LIBERTY LOAN (3½% BONDS mature in 30 years from June

15, 1917, or in 15 years if the Government so elects. They are exempt from all taxes, except estate or inheritance and may be converted into the present Third Issue Bonds or any subsequent bonds bearing a higher rate of interest that the United States may issue during the war. Their market value at this writing is \$99.25 plus accrued interest for a \$100.00 Bond.

SECOND LIBERTY LOAN (4% BONDS mature in 25 years from November 15, 1917, or in 10 years if the Government so elects. They are subject to super-normal income tax, excess profits and war profits taxes on holdings in excess of \$5000.00 and subject to inheritance tax on any amount. They may be exchanged for the present issue of 4¼% Bonds only; in other words, they must be exchanged before October 9th, 1918, if at all. Their market value at this writing is \$93.00 plus accrued interest for a \$100.00 Bond.

THIRD LIBERTY LOAN (4¼% BONDS mature in 10 years from September 15, 1918. They are subject to same taxes as the Second Liberty Loan Bonds and are not exchangeable for subsequent issues. Their market value at this writing is \$94.25 plus accrued interest for a \$100.00 Bond.

CONVERSION OF SECOND FOR THIRD ISSUE BONDS—BONDS HAVING BEEN PAID FOR IN FULL

In the conversion of 4% for 4¼% Bonds, this Company will undertake for its employes to effect exchange with the Government for all orders received up to and including October 9, 1918, or any employe may commission a bank to make the exchange. Insofar as practicable, Bonds should be delivered in person at the Assistant Treasurer's Office; otherwise, they should be sent by express or registered mail, with Form No. 1 properly filled out and signed, to Assistant Treasurer Pacific Electric Railway Company, Los Angeles, California. All matured coupons should be detached. Receipt bonds will be duly acknowledged. Bonds received prior to October 9, 1918, will be held until that date, only one request for conversion covering all orders will be made to the Government. The Government does not require an interest adjustment in the exchange of 4% for 4¼% Bonds. Converted bonds bearing interest coupons at the increase rate from May 15, 1918, and with the same maturity dates as the 4% will be issued in exchange.

EXCHANGE WITH PACIFIC ELECTRIC RAILWAY COMPANY OF FIRST FOR SECOND OR THIRD ISSUE BONDS

This Company will accept from employes First Issue, 3½% Bonds, on August 1, 1919, in exchange for 4% Bonds or 4% Bonds, with interest adjustment to date of exchange. Employes desiring to make such exchange should send bonds to Assistant Treasurer as directed in preceding paragraph, but with Form No. 2 filled out instead of Form No. 1. It will be evident that with bonds having different interest maturity dates they may be either a balance due to or from employee in settlement of accrued interest, depending upon when the exchange is made. Upon receipt of

ADDITIONS TO OUR ROLL OF HONOR OUR BOYS TO THE FRONT FOR "LIBERTY"

TRANSPORTATION DEPARTMENT

Northern Division		
Edward Miller	Gerald H. Priddy	C. G. Jones
Wm. J. Frawley	W. F. Shugg	R. F. Brown
R. C. Pleasant	H. H. DeZara	H. B. Stoddard
Marvin Sigler		

Southern Division		
John W. Krejci	Fred T. Blakely	W. E. Henley
Wm. A. Wilson	F. J. Kreidler	M. Smith
Chas. F. Brockett	Harold L. Solomon	J. H. Morrell
G. A. Gould		

Western Division		
Paul A. Timm	W. E. Cambron	H. H. Reynolds

MECHANICAL DEPARTMENT

J. C. Schneider	Ralph W. Morton	T. F. Whitehead
J. R. Stringer	Stephen A. Underwood	Daniel Erickson
Andrew McGinnis, Jr.	T. B. McLaughlin	Elmer C. Yeakle

MAINTENANCE OF WAY DEPARTMENT

Otto Vincent	Raymond Styer	Ivan Shenefield
Fred Courtney		

ELECTRICAL DEPARTMENT

E. P. Snyder	O. K. Paddock
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STORE DEPARTMENT

Victor Swartz	Earl McCall
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EXECUTIVE DEPARTMENT

Theodore Wright

TRAFFIC DEPARTMENT

Minor Musick	Ray P. Bailey
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JULY ACCIDENT REPORT

	Northern Division		Southern Division		Western Division	
	1918	1917	1918	1917	1918	1917
Interferences with vehicles	77	78	58	40	57	56
Collisions and interferences with cars.....	6	4	10	3	6	3
Persons struck by cars	6	2	3	1	6	1
Derailments	11	3	10	13	4	3
On and off moving cars.....	22	12	23	15	25	26
Miscellaneous	24	30	28	13	20	26
	146	129	132	85	118	115
		1918	1917			
Interferences with vehicles.....	192	174	10.3%	Increase		
Collisions and interferences with cars.....	22	10	120.0%	Increase		
Persons struck by cars.....	15	4	275.0%	Increase		
Derailments	25	19	31.6%	Increase		
On and off moving cars.....	70	53	32.0%	Increase		
Miscellaneous	72	69	4.4%	Increase		
	396	329	20.4%	Increase		

and order as above, a statement showing interest adjustment will be sent you with request to remit if balance is in Company's favor, or with advice that voucher will be sent you if the reverse.

CONVERSION OF BONDS NOT YET PAID FOR

The preceding paragraphs outline procedure in case bonds have been paid for in full; otherwise, conversion so far as employees are concerned is one of subscription only, and in such cases Form No. 3 should be filled out and mailed to Auditor, Pacific Electric Railway Company, Los Angeles, California, marked "Pay Roll Bureau," bearing in mind that if conversion is of Second Issue (4%) for Third Issue (4 1/4%) Bonds, order must be mailed to reach him not later than October 9, 1918.

PE

THE COASTING SLACKER

G. H. Grace

Notwithstanding all our efforts, coasting records are slowly but surely on the decline, and have now reached a point where some other method must be applied to secure more efficiency.

A study of the coasting bulletins covering the past six months shows a considerable number of new men who of course cannot be expected to secure maximum coasting until they are thoroughly familiar with their respective run conditions.

There are also many conductors who have lately entered service, and who exert considerable influence on coasting records by reason of short bells due to unfamiliarity with stop points, and slow handling of passengers at stops; any time wasted at stops means lost coasting time.

However, it is found that many of the new motormen are surprisingly good coasters, whose records more than make up for the lower percentages of the rest of the new men.

Going still further into the records we find a large number of motormen with several years of service, whose coasting efficiency has steadily dropped and solely for the reason that they do not try to coast.

Aside from the saving in power through coasting which would lessen the Company's monthly power bill, we must consider the saving in fuel oil to the power companies from which we buy our power; for while a large amount of electrical energy is generated by water power, at the present time owing to a mild winter last year and a consequent shortage of snow on the mountains, there is a serious shortage of water, with the result that the power companies are compelled to use their steam plants to meet the situation.

The Government has repeatedly called attention to the necessity of conserving the fuel oil supply and Federal regulation has already been set in motion with a view of eliminating waste and limiting the use of fuel oil to strictly essential or contingent war activities; and to that end, two

lightless nights per week have been ordered for Los Angeles and other cities in this and other states.

Thus, as the Government controls food so will it control fuel oil, and as the violators of the Federal food regulations are summarily called to account, so will the violators or wasters of fuel oil be held to a strict accounting.

Power as used by the Company under present conditions, represents the consumption of large quantities of fuel oil. The saving of power means the saving of fuel and the wasting of power means the wasting of fuel.

Inefficient coasting, therefore, is a waste of power, and consequently a waste of fuel.

A waster of food is rightfully termed a "slacker" and the same term should be used to designate the waster of fuel. Don't be a slacker.

The average coasting percentage for the Pacific Electric Company should

be anywhere from 32% to 35%, instead of from 26% to 27% and we are absolutely wasting from 6% to 9% of power every month.

If you cannot show your loyalty to the Company by saving power, at least show your patriotism to your country by saving fuel.

Efficient coasting will save both and indicate both loyalty and patriotism.

PE

AGENCY CHANGES

August 1st changes occurred at three of the important agencies of the company, viz: San Bernardino, Monrovia and Corona, as well as at Highland. Ernest Coulter transfers from San Bernardino to Monrovia to fill the vacancy caused by the death recently of Mr. Demarest; W. C. Bonser of Corona succeeds Mr. Coulter at San Bernardino; Geo. S. Richardson goes from Highland to succeed Mr. Bonser at Corona.



HUSKY SONS OF HERCULES IN THE MACHINE SHOP SQUAD
 Look 'em over. You don't see any "Molly Coddles" in this bunch, do you. It's fellows like this that put the four letters in "SHELL" for the Kaiser, and their department is known as "The 100 Percent Gang" when it comes to Liberty Bonds and "sich."

OBITUARY

James McCabe

On Wednesday, June 12th, 1918, James McCabe died at Belgravia, Arizona. He was stricken with heart failure about 4:30 p. m., dying almost immediately. Mr. McCabe was born in December, 1868, in County Monaghan, Ireland. At the age of 24 he came to America, engaging in railroad work. In January, 1896, he was employed by the Los Angeles Railway Company as a Foreman on Construction. He continued with that company until January, 1902, at which time he was transferred to the Pacific Electric Company which, during that month, commenced building their first line running from Los Angeles to Long Beach. In 1903 he was made General Foreman of Track Construction by the Engineering Department of that Company, which position he held up to the time of his death.

Mr. McCabe was known to practically every employe of the Company. During his long service he had charge of the track work on practically every line of the original Pacific Electric and Los Angeles Inter-Urban Railway Companies.

Mr. McCabe was married in 1893 and leaves a widow, Mrs. Annie McCabe, and five children.

In the passing of "Jim" his associates have lost a faithful friend; the Pacific Electric Railway Company, a loyal employe; and Mankind, a real man.

May he rest in peace.

Charles P. X. Ross

Falling from the top of a car at Long Beach at 7:05 a. m., July 30th, Mr. Ross died from the effects of his

injuries at Crocker Street Hospital at 7:15 p. m. the same day, his death causing much regret to the hundreds of employes of the system on which he had been employed since June 27, 1911.

Mr. Ross was born Dec. 5, 1884, at Batesville, Texas, being at the time of his demise in his 34th year. He was married four years ago to Miss Edna Watts, who, with two children, Melvin, aged 3 and Wallace, aged 2, survive him.

For the past two years the deceased has been Terminal Inspector for the Mechanical Department at Morgan Avenue, and was most highly esteemed by all his officers and fellow employes.

Funeral services were held Friday, Aug. 2nd, at the Chapel of Hammond & Anderson, Long Beach, with interment following at Sunnyside Cemetery.

PE

Elisha L. Bowman

Elisha L. Bowman, conductor on the Northern Division at Pasadena, died July 22, 1918, aged about sixty years. He was born at Erie, Pennsylvania, and entered the service of the Pacific Electric Railway as conductor April 8, 1907, having served the company faithfully as conductor for over eleven years. His death was caused by a general breakdown and infirmities of old age, having been off duty for only about two weeks.

The funeral services were held at the parlors of Ives & Warren, corner Union Street and Marengo Avenue, and were conducted by the Knights of Pythias, as he had been a member of that lodge at Erie, Pennsylvania, for many years, and were largely attended by relatives, friends and many fellow employes of the Pacific Electric.

H. L. Allen

Mr. H. L. Allen, motorman of the Southern Division, was fatally injured Sunday morning near Slauson Junction, being struck on the head by a line pole while leaning out of his car inspecting a hot journal. He was taken to Crocker Street Hospital where he succumbed to the injury Sunday evening at 8:15. In his death Mr. Allen leaves a wife and two children to mourn his untimely end. Funeral arrangements had not been completed at the time the Magazine went to press. The sympathy of all is extended to the family in their distress.

PE

Fred E. Moore

Fred E. Moore, switchman in the Mechanical Department at Sherman was fatally injured by stepping in front of another train while switching in the yards at Sherman on July 22, dying at Crocker Street Hospital the 23rd at 2 a. m.

Mr. Moore was 23 years of age at the time of his death and highly esteemed by a host of friends. His body was shipped to his former home at Boulder, Colo., for interment.

PE

DEPARTMENT MEETINGS

Arrangements are being made for a series of department smokers, dance entertainments and meetings for discussion of matters of interest in various departments, at the Club. Announcements will be made in each department of the dates of these meetings as they are arranged.

PE

"Have you a letter from your previous employer?"

"No, suh," replied Mr. Ernest Pinkerton. "I ain't expectin' to see 'um him. We parted friendly, we ain't carryin' on no reg'lar correspondence."—Washington Star.

CLUB CALENDAR

August 10th to September 10th

- Saturday, August 10—**
Agent's Association Meeting, 8 p. m.
- Monday, August 12—**
Band Rehearsal, 8 p. m.
- Tuesday, August 13—**
Pacific Electric Red Cross Auxiliary (3rd Floor), 1:30 to 9 p. m.
- Wednesday, August 14—**
Club Executive Committee Meeting, 2 p. m.
Moving Pictures for Trainmen's Instruction, 8 p. m.
- Thursday, August 15—**
Northern Division Safety Committee Meeting, 2 p. m.
Dancing Instruction Class, 8:30 p. m.
- Monday, August 19—**
Band Rehearsal, 8 p. m.
- Tuesday, August 20—**
Pacific Electric Red Cross Auxiliary (3rd Floor), 1:30 to 9 p. m.
- Thursday, August 22—**
Moonlight Dance in Auditorium, 8:30 p. m.
- Saturday, August 24—**
Annual Pacific Electric Picnic at Redondo Beach, Club closed all day and evening.
- Monday, August 26—**
Band Rehearsal, 8 p. m.
- Tuesday, August 27—**
Pacific Electric Red Cross Auxiliary (3rd Floor), 1:30 to 9 p. m.
- Thursday, August 29—**
Dancing Instruction Class, 8:30 p. m.
- Monday, September 2—**
Band Rehearsal, 8 p. m.
- Tuesday, September 3—**
Pacific Electric Red Cross Auxiliary (3rd Floor), 1:30 to 9 p. m.
- Wednesday, September 4—**
Rod and Gun Club Meeting, 8 p. m.
- Thursday, September 5—**
Southern Division Safety Committee Meeting, 2 p. m.
Moonlight Dance in Auditorium, 8:30 p. m.
- Friday, September 6—**
Western Division Safety Committee Meeting, 2 p. m.
- Monday, September 9—**
Election Day for members of the Pacific Electric Executive Committee. Polls close at 12 o'clock (noon).
Band Rehearsal, 8 p. m.

— PE —

AGENTS' ASSOCIATION MEETING

The Agents' Association meeting on July 13th was one of the most interesting held for many months, due in part to the variety of program. President Johnson, agent at San Pedro, presided and introduced as speakers Dr. Weber, our chief Medical Officer, who spoke on "Emergency Treatment and Bandaging" and "Treatment of Medical Cases at Stations." The doctor's remarks were of a very helpful character and much appreciated by all present.

Mr. George Grace, of the efficiency bureau, addressed the association on the subject of freight rates and was assisted by Mr. Squires of the traffic department in explaining in detail methods of handling.

Questions on various subjects by the members, ably answered by the officials of the company present proved a most interesting feature of the evening program.

— PE —

THE MORTUARY FUND

The Mortuary Fund, the movement for which was initiated by the Club Executive Committee about three months ago, went into effect on August 1st, and deductions from payroll for the first 25c per member payment will be made from the rolls of August 15th. The membership at the time of its beginning numbered approximately 1100. Additions are arriving daily, and it is hoped that before very long, practically the entire number of employes of the company will be enlisted in the movement.

The need of this fund is very evident. Since the subject was first mentioned in committee, there have been three deaths among the employes, in each case there not being sufficient funds left their families to pay funeral expenses. It is a grievous commentary on any man's life to have it said that he was not provident enough to insure at least his final resting place; especially so, in view of the fact that for the cost of a few cents, only occasionally, this final phase of his earthly existence might be closed properly.

Twenty-five cents, payable upon the death of any member of the Fund is all that it costs to carry membership in the Mortuary Fund, and at death, the beneficiary receives the total amount of the fund, which at the present time is ample to care for all reasonable funeral expense. Talk this over with your fellows and join it at once. It is your problem and you owe it to your family and yourself to make preparation against that day that inevitably comes some time to all of us. Application blanks may be obtained from the heads of all departments, or from the Club.

— PE —

AT THE HOSPITAL

W. E. Odell
Chas. Winchell
W. B. Abrahams
H. B. Overholtzer
J. Cosgrove
W. T. Wyatt
S. Shibley
W. B. Spaulding
A. M. Brown
Richard Johnson
Ross Mauriscalco
E. Vielopauo

IMPROVEMENTS

Work is under way on the new depot at Fullerton. This building, which will be of reinforced concrete, will contain a good size waiting room, office and freight room, and is expected to be completed within ninety days.

Track Department is just completing curve connection and standardizing old narrow gauge track at Delta. When this improvement is completed, San Pedro via Gardena service will be run over the West Athens Line between Delta and Strawberry Park. It is anticipated that there will be some travel over the Los Angeles Railway Line down Vermont Avenue, which will connect with the through San Pedro trains at Delta, making a new through route between the southwestern part of the city and the Harbor district.

Temporary shelter station has been built at Fifth and Front Streets, San Pedro, for the use of our patrons while new station is being built at the south side of Fifth Street on the present location of the Southern Pacific freight station. Construction of this new depot and the work of shifting tracks at this point out of the new Harbor Boulevard will be commenced shortly.

— PE —

SERVICE CHANGES

Effective August 6th the Brush Canyon Line service was discontinued.

Timetable No. 36, La Habra-Fullerton Line, was effective August 1st, slight changes being made in the schedules of early morning trains.

On July 25th an extra car was put on the Santa Monica Boulevard Line leaving Hill Street Station 5:00 a. m. for the accommodation of workmen and others.

On August 6th service between Culver Junction and Palms on the Santa Monica Air Line was discontinued, with the exception of through trains between Santa Monica and Los Angeles.

Effective August 8th city service in Palms was rearranged, establishing a forty-minute headway on the East Holt and East 5th Street Line, South Garey Avenue Line and West Second Street Line, and twenty-minute service on the Ganesha Park Loop.

Timetables are being prepared, to be effective shortly, increasing frequency of city cars on the Santa Monica Boulevard Line, to ten minutes during the day and fifteen minutes during the evening hours, terminating this service at Crescent Junction. Shuttle car will be run on Western and Franklin Avenue Line to connect with the Santa Monica Boulevard service.

— PE —

Jones—"I overreached myself the other day."

Smith—"How?"

Jones—"I was so anxious to unload a lot of pennies on a conductor that I forgot I had a transfer in my pocket."

PACIFIC ELECTRIC RAILWAY EMPLOYEES' PICNIC

REDONDO BEACH, SATURDAY, AUG. 24, 1918

OFFICERS

Past President, J. L. Smale.
 Honorary President, S. A. Bishop.
 President, J. G. Clark
 Vice-Presidents: R. C. May, L. J. Vanderbeck, D. J. Finley, L. L. Pierce, J. M. Geopfort, L. H. Appel, M. R. Tyler, M. T. Spencer.
 Secretary, G. H. Grace Treasurer, J. G. Van Houten

EXECUTIVE COMMITTEE

Executive Department F. Mulks
 Operating Department H. G. McDonald
 Transportation Department L. M. Kohler
 Mechanical Department C. A. Merrill
 Electrical Department E. J. Hasenyager
 Maintenance of Way R. E. Orr
 Traffic Department R. E. Kelly
 Engineering Department J. W. Atkinson
 Purchasing and Stores Department C. C. Fennimore
 Real Estate, Tax and Resort Department N. B. Vickery
 Signal Department C. D. Satcher
 Medical Department Dr. W. L. Weber
 Accounting Department N. J. Roberts
 Claim Department O. D. Harris
 Legal Department N. B. Browne
 Treasury Department W. G. Sherlock
 Pacific Electric Building J. G. Van Houten
 Executives at Large—S. E. Wilson, E. Clark, F. E. Penchey, Ora Taylor, H. C. Ward, C. H. Belt, C. T. Farniloe, J. W. Bell, W. B. Foote, H. E. Rodenhouse, A. O. Williams.

10:00 a. m.—Ball Game at Ball Park.
 Pacific Electric Trainmen vs. Pacific Electric. Purse \$35.00, to be divided as agreed upon by Managers R. C. May and Joe Bennett. Umpire Dad Meek, of the Pacific Coast League. Balls donated by B. H. Dyas Co. and Cline-Cline Co. Teams will assemble in front of pavilion at 9:15 a. m. and march to Ball Park, headed by Pacific Electric Band.

11:45 a. m.—Band Concert at Band Stand.
 Pacific Electric Band.

12:30 p. m.—Exercises at Band Stand.
 Introductory, Ed. C. Thomas, Manager P. E. Club. Address, Paul Shoup, President, Pacific Electric Railway Co.

1:00 to 2:00 p. m.—Luncheon.
 Coffee and ice water will be furnished free by the Refreshment Committee under Jim Clark. Service will be made to tables by attendants. On account food conservation, no sugar can be had; everyone please bring their allowance of sugar, and cups.
 2:00 p. m.—Sports and Athletic Events on "El Paseo" in front of Pavilion Building. Committee: J. M. Geopfort, chairman; A. D. Nolan, W. H. Brown, Ed Leahy, R. C. May, L. J. Vanderbeck, L. H. Covell and E. L. Jacobson. Announcer, Dan Tobey; Referee, Ed. C. Thomas. Judges to be named day of picnic.

NOTICE—None but employes and members of their families will be allowed to compete in any of the events. All prizes to be paid in War Savings and Thrift Stamps.

2:00 p. m.—Preliminary Tug of War Contest—Five minute pull or 15 inches; five men and captain to each team.

Contestants: Operating Dept., Electrical Dept., Maintenance of Way Dept., Mechanical Dept.

1. 25-yard Race for Boys, 8 years and under.
 1st prize, \$1.00; 2nd, 75c; 3rd, 50c; 4th, 5th and 6th, 25c each.

2. 50-yard Race for Boys, over 8 and under 12 years.
 1st prize, \$1.00; 2nd, 75c; 3rd, 50c; 4th, 5th and 6th, 25c each.

3. 75-yard Race for Boys, over 12 and under 16 years.
 1st prize, \$2.00; 2nd prize, \$1.00; 3rd prize, 75c.

4. 25-yard Race for Girls, 8 years and under.
 1st prize, \$1.00; 2nd, 75c; 3rd, 50c; 4th, 5th and 6th, 25c each.

5. 50-yard Race for Girls, over 8 years and under 12 years.
 1st prize, \$1.00; 2nd, 75c; 3rd, 50c; 4th, 5th and 6th, 25c each.

6. 75-yard Race for Girls, over 12 and under 16 years.
 1st prize, \$2.00; 2nd prize, \$1.00; 3rd prize, 75c.

7. 75-yard Race for Ladies.
 1st prize, \$5.00; 2nd prize, \$3.00; 3rd prize, \$2.00.

8. 100-yard Race for Members of General Officers' Conference.
 Special Race Trophy and box of cigars.

9. Three-legged Race for Men, 75 yards.
 1st prize, \$5.00; 2nd prize, \$3.00.

10. Sack Race for Men, 100 yards.
 1st prize, \$2.50; 2nd prize, \$1.50.

11. 100-yard Race for Fat Men, weight 200 pounds and over, waist measurement 44 in. and over.
 1st prize, \$5.00; 2nd prize, \$3.00.

12. 100-yard Race—Free for All.
 1st prize, \$5.00; 2nd prize, \$3.00; 3rd prize, \$2.00.

13. Final Tug-of-War Contest: Five minutes pull or 15 inches; five men and captain to each team—\$40.00.

Contestants: Winners of Preliminary Contest.

First Prize—\$25.00.
 Second Prize—\$15.00.

SPECIAL TROPHY—President Shoup has offered a handsome trophy Cup in addition to the cash prizes for the Tug-of-War Contests. This Cup must be won three times in succession by any one team to become the permanent possession of the Department winning. The first Trophy Cup offered by President Shoup was won three times by the Electrical Department team and is now the permanent Trophy of that Department. The Electrical Department won the Cup last year, with a new team as the 1914-1915-1916 contestants had been retired with full honors as the Pacific Electric Champion Tug-of-War Team. This contest will be the second one for the new Cup.

14. Watermelon Eating Contest.
 Boys: 2 First Prizes, \$1.00 each; 2 Second Prizes, 75c each.

Girls: 2 First Prizes, \$1.00 each; 2 Second Prizes, 75c each.

2:00 to 4:00 p. m.—Dancing in the Pavilion, free to all wearing Badges.

4:00 p. m.—Balloon Shower.

EVENING PROGRAM

7:15 to 7:45 p. m.—Boxing Match in front of Pavilion, 122 pounds. Joe Burns vs. Lee Crooks. If possible, another bout will be arranged. Prize, \$20.00.

7:45 p. m.—Dancing.
 7:45 p. m.—President Shoup will make the drawings for trainmen's uniforms; one donated by Harris & Frank and one by Desmond's.

8:00 p. m.—Wrestling Match in front of pavilion for Pacific Electric Championship. Contestants: John Humerick vs. Ike Blanton.

Three Bouts: 10-minute bouts.
 Decision rendered after each bout.
 Prize, \$20.00.

8:45 p. m.—Balloon Shower.

9:00 p. m.—Prize Dancing Contest (Waltz); at least one of the partners in couples participating must be an employe. Prize: \$2.50 to Gentleman; \$2.50 to Lady.

NOTES OF INTEREST

Information Bureau—Special Information Booth will be maintained opposite main entrance to Pavilion Building where Chairmen Pierce and Tyler will see that everyone is properly directed.

Check Room will be located on second floor of Pavilion Building.

Merry-Go-Round Tickets for Children under 16 years will be provided on badges ONLY at Information Bureau under Chairman Satcher. Tickets may be used at any time during the day.

Kindergarten—Chairman Harris, who so ably cared for the youngsters of kindergarten age last year, will again welcome them to his headquarters opposite the Bath House. Playground apparatus is provided. Do not hesitate to leave your children here and spend the day enjoyably.

Nursery—Accommodations for mothers with babies have been arranged for by Chairman Somers in the Southeast Corner of Pavilion (upstairs). A trained nurse will be in attendance at all times.

Hospital—Dr. Weber and a corps of nurses will be prepared to receive all cases of sickness or injury at the Bath-house.

Police and Order—Chief S. R. Florence will again be in charge with the co-operation of the Redondo Police Department. Employes will confer a favor on the Committee and the Company by co-operating with Mr. Florence in his efforts to maintain discipline. He will have absolute charge of the race course and the policing of all events.

Bathing—Badges of both Guests and Employes will be honored throughout the day at the Bath House. Swim as early and as often as you like.

Lost Children—Lost children should be taken immediately to Nursery on second floor of Pavilion where they will be well taken care of until claimed by the parents.

For Absent Employes—A large number of our fellow-employes are working today to keep things going while we have a good time. In recognition of their service the Management makes the following announcement: Employes who because of the nature of their duties are unable to attend the picnic on August 24th may enjoy an outing with their families at Redondo Beach as the guests of the Company at any time during the next six weeks by application to the head of department. Transportation will be furnished for employes and dependent members of their families upon request, also passes to the Bath House and Dance Hall.

Information—Trainmaster Ward and Committee will be on hand to see that everyone is safely unloaded and loaded on cars.

Don't forget your boss will be there having a good time and he expects to see you there doing the same thing.

Pacific Electric Club will be closed from 6 a. m., August 24th, to 6 a. m., August 25th, 1918.

KEEP THIS MAGAZINE FOR YOUR PROGRAM ON PICNIC DAY