



The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 3

LOS ANGELES, CAL., JUNE 10, 1918

No. 1

MESSAGE FROM PRESIDENT SHOUP

Los Angeles, Cal., June 5, 1918.

TO ALL EMPLOYEES:

In your association with this Company, extending over many years with some of you, you have shown a fine spirit of loyal cooperation and understanding which has extended beyond our Company's affairs and has been recently expressed in your patriotic responses to national calls. In view of rumors circulated I speak to that spirit of understanding frankly as to our policy:

1. **WAGES.** Recommendations of the Railroad Wage Commission as modified and adopted by the Director General of the Federally controlled lines, have been adopted by the Pacific Electric as the basis for increases in wages effective June 1st. Like other interurban and street car lines the Pacific Electric is not one of the Federal lines, but as the recommendations of the Wage Commission are based on living conditions throughout the country they have been adopted by us. The new rates of pay will run about 40% over those in effect in December, 1915, in the large majority of cases.

As soon as the new wage scales can be determined, which will be within a few days, they will be announced and all employes will have the right and opportunity to check these new rates for themselves.

2. **HOURS.** Eight hours' work per day is recognized as the amount that should return a living wage and it is on this basis that increases above the December, 1915, scale are established.

All public voices speaking upon this subject, including the Railroad Wage Commission and the Director General, ask, however, that we give our uttermost time and energy as needed now to win the war and without reference to limitation on the hours of work, and I know to this patriotic call you all are responsive.

However, where hours of labor are so long as to deprive any employe of reasonable enjoyment of life, every effort will be made to find a way more equitably to distribute the burden. Your own thought is invited to this problem.

3. **OUR COMMON INTEREST IN WAGES AND HOURS.** The Railroad Wage Commission found the only equitable method of dealing with these subjects to be in dealing with them as a whole since any other method such as dealing by classes would lead to confusion or injustice as between classes. The principle is established clearly that no longer shall consideration be given to the claims of any one class of employes of the Company without giving consideration to the rights of the employes as a whole. That principle will govern the Pacific Electric Railway Company.

Individual inequalities and injustices will be remedied as they are shown, but hereafter any consideration of any class or considerable number of employes as to wages or hours, will be taken up only in connection with the situation of all the other employes. This principle is so elementally just as to need no argument. The payroll comes out of the revenue in the treasury that is available for that purpose, and any material increased demand on that money from one direction starts something in which all have an interest as to the outcome.

4. **THE COMMUNITIES' INTEREST IN OUR EXPENSES.** The Pacific Electric pays no dividends and owing to jitney bus competition and development of good road transportation, has not

been able to earn interest on its debts. The cost of running the road, that is, the operating expenses, has, therefore, an unusually close relationship to the money that is taken in. The payroll is the largest item of operating expenses.

Our earnings, like those of other interurban street car systems, come chiefly from suburban, interurban and street car fares, these fares giving us 73% of all our revenue last year and averaging only nine cents per passenger. Our freight revenue, which is only about 22% of the total, is also largely derived from local traffic.

Therefore, we must look to these four counties that we serve for the money to keep us going. Our request for higher rates we must justify in the light of the service rendered and by comparison with like service elsewhere. Our payroll increases, which we must put before the public and before the Railroad Commission, must be sustained on the basis of being right, and in dealing with our situation as a whole.

We can make no comparison with steam lines hauling large freight trains for long distances covering large areas of the country. Our problems are local and in our returns for services rendered we must consult and consider these local communities; under no other course will we be able to maintain in its present size the source of our employment.

5. THE IMPERATIVE NEED FOR INCREASED RATES. Payroll increases, compared with 1915 with the next twelve months, will be approximately a million and a half dollars, so far as is ascertained. Revenues will not be available to meet the last increase under existing rates. It is imperative that our application to the State Railroad Commission be given quick and favorable hearing. You can all help by explaining the situation to people you meet whenever opportunity permits.

6. At a time when there was never greater need for unity of purpose and united action by us to sustain this Company's revenues and operations in our own interest, I deeply deplore the efforts being made, originating outside this Company, to give allegiance elsewhere, and through outside and unknown channels having no relationship to our conditions, to attempt to influence our family affairs and without responsibility for results.

Plainly is now determined the fact that wages and working conditions must be hereafter considered with reference to employes as a whole and the conclusions reached will have an effect on the local communities we serve and from whom we get our money. It becomes a home problem.

There is certainly no need for any such organizations on the Pacific Electric. Employes can at any time discuss to a conclusion with the proper officers, any question of mutual interest and be assured of a square deal.

The Pacific Electric will not deal with organizations having any outside affiliations.

7. THE RIGHTS OF EMPLOYEES WHO DO NOT JOIN UNIONS NOW AND HEREAFTER WILL BE FULLY PROTECTED. I make this statement because of reports reaching me of attempts being made to coerce men into joining unions. It is hard to believe any of our employes would do this, but reports make it necessary for me to say that any attempt made to coerce any employe into joining the union by another employe, is sufficient ground for dismissal from our service of the latter.

The loyal and efficient aid that all of you have given to make the Pacific Electric service a source to be proud of, is appreciated. I now ask of you in this critical time in the affairs of our country and our company, that same loyal support, so necessary to the interests of all; and that none of you be led into trying experiments which in view of the situation as a whole can serve no good but lead only to dissension and trouble, at a time of all times when there should be none.

Paul Show
PRESIDENT

SCRAPS FROM THE SCRAPPERS



LESTER BLETTE
Store Dept. Boy now at San Diego

Robert Nores, former substation operator, is at Great Lakes, Ill.

— PE —

L. Sunshine has been promoted to Sergeant and has been transferred to March Field, Riverside.

— PE —

Harold Yates, formerly substation operator at Corona, is now Sapper No. 3281, 6th Field Co., Canadian Engineers.

— PE —

N. D. Gilbert, formerly of the Electrical Department, has been promoted to Sergeant in the Anti-Air Craft Service, now located at Fort Rosecrans.

— PE —

A card mailed at Indianapolis recently advises that three former Southern Division brakemen, Hackathorn, Farmer and Thompson are under way "eastward." All are well and hoping for a rapid schedule.

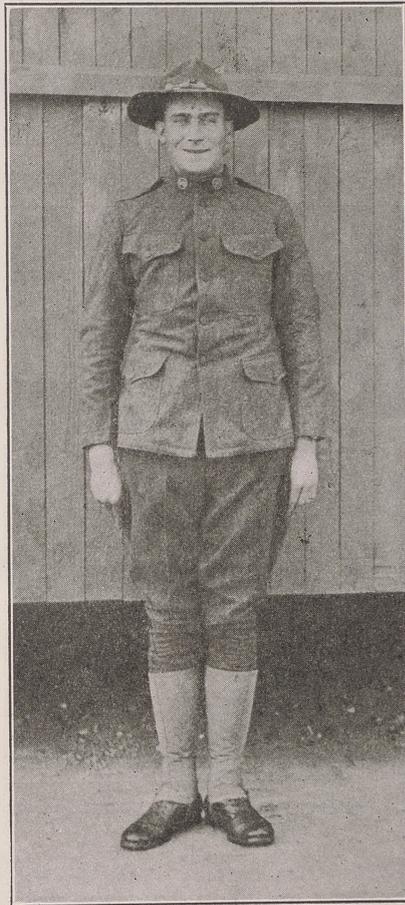
— PE —

L. J. Kreider, formerly yard-master at San Pedro, writes from Ft. McDowell, Angel Island, announcing his arrival in camp there, that he has been outfitted, passed physically, and expects soon to be transferred to Ft. Leavenworth. He sends his regards to all the P. E. family.

— PE —

J. W. Clay, from whom we had a letter last month, writes to Vanderbeck of the Southern Division under date of April 19th from France that he has received notification of the tobacco shipment made by Vanderbeck, Vignes and Wally and returns profuse thanks for it. Mr. Clay is loud in his praise of the French people and vouches for the strong feeling of friendliness and respect existing between them and the Americans.

Clifford Curle, formerly of the Store Department, writes from France under date of April 21st, stating that he has not had a chance to shoulder a gun or get into the front lines yet with the Poilus, but has been very actively engaged back at the base doing "his bit" in another line. In addition to his duties in connection with the Mechanical Repair Corps, Casual Co. No. 1, Cliff is a member of the orchestra in his company and says the orchestra will tour France with a road show soon for the entertainment of the soldiers. His last known address in France is Mechanical Repair Shops 303, Post-office 708, Casual Co. No. 1, A. E. F.



CLIFFORD CURLE
Now in France

In last month's Magazine we printed the picture of Herman Grenke of the Accounting Department, and in error stated that he was at American Lake. As a matter of fact Mr. Grenke enlisted with the Engineers last December and left almost immediately for France and is now in the Engineer's Purchasing Office in Paris. He is experiencing at present the difficulty of living under the bombardment of the German 75-mile gun, and dodging aeroplane bombs. He writes that the big gun drops a shell every twenty minutes all day long, and he is constantly awakened at night and has to dig for the cellar on account

of air raids. Grenke is playing second base on his department's base ball team "over there" and says the French are developing into great "fans."

— PE —

Corporal Cecil C. Rice, Co. D, 2nd Bat., 117th Reg. Eng., writing from France to his brother and friends in the Mechanical department where he was employed prior to enlisting, says he has been experiencing some very disagreeable weather but has come through all right. He says that for the past forty-eight hours he has been wearing a gas mask "on his chest," and that the rats don't bother him because they can't swim. "I have never had to use my mask as yet," says Rice, "although we have had frequent alarms, but they turned out to be false ones. Only once have I got a whiff of "bosh" gas and that was in a shell hole we were working in, and it was only "tear gas" which has no vital effect. It only makes the tears flow, but if a person gets enough of it, it will blind you for the time, as well as strangle. We are always on the watch and carry two masks, one of which is ready for instant use and can be adjusted in from ten to twenty-five seconds."

— PE —

Joseph C. Borsch, formerly of the Southern Division, now in the 162d Infantry (Co. D) writes that he is still on the job over there with Fisher as his running mate the same as in the old days on the P. E. He says "I have received some interesting news about the good old P. E. recently, but sorry to know of so many leaving the service just as I did. I didn't appreciate a good thing until I got away and found out just what it



ROBERT M. ALLEN
Southern Division Trainman in France

meant to me and how much. May get a chance to do railroading over here and will be glad to do so to freshen up my mind and get O. K. so I can take up my old work again without delay when I get back." Borsch says they are having some "regular rotten" weather over in France and he will be mighty glad to again bask in the California sunshine. He would be very happy to hear from some of his old running mates on the south end.

—PE—

Robert M. Allen, formerly of the Southern Division, has coined a new one which he uses in beginning his letter to Superintendent Davis. He starts it "Somewhere on this Side," which to us means "over there." He is doing duty with Co. D, 25th Engineers, A. E. F. and says that while he is kept quite busy, he nevertheless has sufficient time to get lonesome and would appreciate letters from his friends. In part Mr. Allen says, "I wish I could write, or rather might write you about what I am doing and where I am located, but you can readily see why I cannot when I tell you that everything and anything in any way pertaining to the military is strictly censored. When I return I will have many interesting things and some very amusing incidents to tell all of you, and will be glad to talk to the boys up at the Club some evening, if they desire. Express my gratitude to the officials for the kind treatment and many courtesies accorded me during the many years I have spent with the company. They surely are pleasant years to look back upon and my most sincere wish is that I may be permitted to return not only to my family and country, but to the Pacific Electric Company."

—PE—

PACIFIC ELECTRIC AUXILIARY AMERICAN RED CROSS

The Family Circle is welcoming a new member—the Pacific Electric Auxiliary Red Cross.

On May 16th in the parlors of the club, an organization meeting was held, at which the following officers were elected:

Mrs. F. L. Annable, Chairman.
Miss Josephine Fletcher, Vice-Chairman.
Mrs. Frank Karr, Secretary.
Mrs. S. E. Wilson, Treasurer-Purchasing Agent.

Through the kindness of the management of the Club, rooms have been fitted up on the third floor of the Club Building, and at present meetings are held Monday and Tuesday evenings of each week, beginning at 5:30 p. m.

At the present time the Auxiliary is engaged in making hospital garments, aviators' coats and knitted goods. As the membership increases additional work will be undertaken; and as we now have 316 stars in our service flag, we hope to have a member for each star. Membership at present is over 100, and it is hoped that all women employes of the company, and all wives and daughters of employes, will avail themselves of the privilege of becoming members of this Auxiliary.



THE HEAVY-HITTING BLACKSMITHS AT 7th AND CENTRAL

EMPLOYEES SUBSCRIPTIONS TO THE SECOND RED CROSS FUND

Departments	Number of Officers & Employees	Number of Subscribers	Amount	Percentage of Employees Subscribing	Average Amount Subscribed
Officers—all Depts.	20	20	\$763.00	100%	\$38.15
Executive Dept.	11	11	90.00	100%	8.18
Gen. Manager's Office	6	6	34.00	100%	5.67
Traffic Dept.	57	57	276.50	100%	4.85
Legal Dept.	7	7	67.00	100%	9.57
Accounting Dept.	131	131	582.00	100%	4.44
Treasury Dept.	6	6	31.00	100%	5.17
Engineering Dept.	16	16	189.00	100%	11.81
Medical Dept.	4	4	28.00	100%	7.00
Claim Dept.	6	6	26.00	100%	4.33
Real Estate, Taxes & Resorts	71	71	266.00	100%	3.75
Purchasing Dept.	5	5	28.00	100%	5.60
Store Dept.	55	55	169.00	100%	3.07
Transportation Dept.	1827	1022	4,041.21	56%	3.95
Mechanical Dept.	868	862	3,455.50	99%	4.01
Maintenance of Way.	325	310	1,252.00	95%	4.04
Electrical Dept.	270	156	571.50	58%	3.66
Pacific Electric Bldg.	30	17	70.00	57%	4.12
	3715	2762	\$11,944.71	74%	\$4.31

PACIFIC ELECTRIC WAR SAVINGS SOCIETY

At the last meeting of the Society, held June 3, the several vice presidents reported total thrift and war savings stamp sales of \$5625.50.

Particular attention is called at this time to President Wilson's proclamation setting aside June 28, 1918, as "Thrift Stamp Day," at which time all who have not already made purchases will be given an opportunity to purchase.

As a matter of interest, and as indicative of what can be done through small savings, we will call to mind the savings accomplished by the French people at the close of the Franco-Prussian war in 1870.

As one of the peace conditions, Prussia exacted an indemnity of 5,000,000,000 francs, or \$1,000,000,000, an enormous sum, and it was the ex-

pectation of Prussia that France would be hopelessly in debt to her many years.

However, the French people took up the task of saving through small amounts, and the indemnity was paid in full within a period of about five years.

We of America do not expect to pay any indemnities to any foreign foe, and in order to play safe we stand back of our Government in every possible way.

Therefore, let each one save by buying these war savings stamps at every opportunity; and buy them through our own organization when possible.

AT THE HOSPITAL

Five of the employes are at Crocker-Street Hospital at this time, as follows: J. Pollock, H. M. Bennett, J. Jaimes, E. Villapondo and A. B.

PACIFIC ELECTRIC RAILWAY COMPANY
Operating Revenues and Expenses, Taxes and Income Accounts
Month of April, 1918

REVENUES		
Passenger Revenue		\$611,651.78
Freight and Switching Revenue		207,162.18
Other Revenue		41,606.02
Total Railway Operating Revenue		\$860,419.98
OPERATING EXPENSES		
Way and Structures:		
Wages	\$ 43,559.65	
Other Charges	38,239.05	\$ 81,798.70
Equipment:		
Wages	46,418.20	
Other Charges	33,352.02	79,770.22
Power:		
Wages	14,464.85	
Other Charges	78,207.19	92,672.04
Conducting Transportation:		
Wages	213,689.74	
Other Charges	19,644.42	233,334.16
Traffic:		
Wages	3,550.19	
Other Charges	9,040.30	12,591.21
General & Miscellaneous:		
Wages (Including P. E. Bldg. Operations)	25,525.42	
Other Charges	35,591.56	61,116.98
Transportation for Investment—Credit		2,521.14
Total Railway Operating Expenses:		
Wages	347,208.77	
Other Charges	211,553.40	558,762.17
Revenues Less Operating Expenses		301,657.81
Depreciation	21,164.97	
Taxes Assignable to Railway Operations	42,864.98	
Total Depreciation and Taxes		64,029.95
Railway Operating Income		237,627.86
Non-Operating Income		4,627.05
Gross Income		242,254.91
Interest on Bonds and Other Debt	283,771.95	
Rents and Miscellaneous Income Deductions	23,704.14	
Total Deductions		307,476.09
Net Loss		\$ 65,221.18

Los Angeles, Cal., May 21, 1918.

MAY ACCIDENTS

	Northern Division		Southern Division		Western Division	
	1918	1917	1918	1917	1918	1917
Interferences with vehicles	65	70	38	27	61	59
Collisions and interferences with cars	10	10	5	4	3	2
Persons struck by cars	2	3	9	4	4	2
Deraillments	7	5	8	6	1	4
On and off moving cars	12	19	12	13	11	20
Miscellaneous	15	21	24	17	11	19
	111	128	96	72	91	106
		1918	1917			
Interferences with vehicles	164	156			5.1%	Increase
Collisions and interferences with cars	18	16			12.5%	Increase
Persons struck by cars	15	9			66.6%	Increase
Deraillments	16	15			6.6%	Increase
On and off moving cars	35	52			32.6%	Decrease
Miscellaneous	50	58			13.7%	Decrease
	298	306				

W. S. S. DRIVE

The 28th day of this month having been set apart and dedicated by President Wilson to the sale and special consideration of War Savings Stamps, our Society has arranged to put forth special efforts to induce you, the employes of this Company, to make a purchase of these stamps upon that day, and at least one person in each department and on each division will have for sale for cash both the War Savings and Thrift Stamps on that day only.

The sale of these securities is progressing nicely excepting that in Los Angeles city we are far behind in subscribing to our quota or allotment, whereas in other sections of the country they are greatly oversubscribed. May I not take this occasion to remind you again that it is just as patriotic and almost as necessary, if not essential, that the American people follow the Government plan and purchase War Savings Stamps, and thereby make a success of this issue of baby bonds as to subscribe to Liberty bonds on any one of the several occasions when their sale was being promoted. The War Savings Stamp is a 4 per cent compound interest investment, which becomes due and payable in five years from the 1st of January, 1918, and is different in this respect from any other security issued by our Government, namely, that should the purchaser find it difficult to retain his investment and is in such need of funds that he is obliged to and desires to arrange a refund of his money, the Government will, through any post-office, without question and without reservation, arrange promptly for the refund of the full amount paid in by him for these stamps. This being so, this form of security ought to commend itself to all of us, and I cannot conceive of a man, woman or child in this great country who may not find his way clear to buy at least a Thrift Stamp even though he may not find it possible to invest in a number of War Savings Stamps. Will you not, as always heretofore, co-operate with our Government and the Treasury Department in realizing at as early date as possible the proceeds from the sale of these \$2,000,000,000 of securities.

Aside from this special sale of stamps on this occasion, you are all familiar with the fact that our lists are open for pledges and subscriptions for the sale of these stamps throughout the full term of the year, and every department has a representative in charge of this work, and I am confident that you will not wait for him to seek you out and urge that you perform a duty, but on the other hand you may be depended upon to look him up and get your name on the list of honor, since it is an honorable service for us to come to the financial relief of our Government in this day of peril.

PE

RED CROSS BENEFIT

Pacific Electric Red Cross Auxiliary will give a tea-dansant at the Club Rooms, 431 South Hill street, June 22nd from 3:00 to 6:00 p. m. Refreshments 25 cents.



THE PACIFIC ELECTRIC MAGAZINE

Los Angeles, California

June 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.

CO-OPERATION OF COMMERCIAL ORGANIZATIONS WITH THE TRAFFIC COMPANIES DURING WAR TIMES

Address by C. H. Burnett Before California Association of Commercial Secretaries, Long Beach, May 17, 1918.

As we read the daily news from the front, where American soldiers are taking part in the greatest battle in the history of the world, we are able to realize, as we have not realized before, that we are actually engaged in the most gigantic war of all ages, a war not merely of armies and navies but of entire nations, a war of resources, of endurance; of food, and fuel, and steel, and man-power and transportation; a war in which you and I, and each one of us, has a personal duty and an individual responsibility if we are to achieve the object for which we are fighting, which is nothing less than the safety of this country, and the entire world, from the most cruel, the most brutal, the most helpless and the most degrading slavery to the German Empire.

I don't mean that we are all called upon to go and fight, but we are all called upon to do what we can at home—not just our bit, but all that we possibly can—and one thing that you gentlemen can especially do, and can do more effectively than anyone else, is to preach the gospel of co-operation, of co-ordination and of team work, without which all our other efforts will be of no avail.

And the particular form of co-operation in which the industry I represent needs the assistance of the business men in the various communities which you represent, for the winning of the war, is in the better utilization of railroad equipment, so as to help the railroads to be of greater service to the country in this great national emergency.

And, of course, the only way that this can be done is by each one doing his part, by each one realizing that if he can avoid the unnecessary detention of a freight car for a day, or a half-day, or even a few hours, and if every other shipper and consignee does the same, the aggregate saving will be equal to the construction of very many thousand new cars which cannot be constructed at the present time because the labor and material is more urgently required for other war needs.

The good work which has already been done by the shippers and the railroads along this line is reflected in the official records of the Southern Pacific, which show that the average work performed by a freight car on the entire Southern Pacific system at

the present time is nearly three times what it was three years ago, and the average work performed by each locomotive has increased more than three-fold. And while I have no comparative figures for the Pacific Electric, I know from the efforts that we have made and the co-operation we have received from our patrons, that our record is also an enviable one.

Now, as you doubtless know, the roads which have been taken under the control of the national government are the steam roads, and not the electric lines. The electric lines were not included in President Wilson's proclamation, or in the Railroad Control Bill passed by Congress, which specifically excluded interurban and street railway systems dependent upon urban, suburban and interurban passenger revenue for the principal part of their earnings.

These lines are deemed as not in any way essential to the national system, and it is best for the national system, and for the electric lines as well, and for the communities they serve, that they should not be included, for their problems are local rather than national, and it is not desirable that the national government should be burdened with them.

The Pacific Electric falls naturally within the class of roads which congress and the president did not deem wise to include in the national system, as 73% of our revenue is from urban, suburban and interurban passenger service, our average fare being only 9½ cents per passenger. It is true that we handle some freight business, but only 10% of our employes are engaged in that service and the traffic handled is entirely local shipments except for a little interline business in the way of citrus fruits which we collect from packing houses on our lines and deliver to the transcontinental roads, but which forms a very small percentage of our business.

But, while the electric railways are not a part of the Federal Railroad System, they are working very closely with the national system, and following its policies wherever the questions involved have a common interest. In pursuance of this plan, the Pacific Electric has discontinued all new construction for the period of the war, including two lines which were under way, has stopped competitive soliciting, and will make no expenditures not essential for war industries or war needs. Our instructions to all officers and employes are that war needs come first and that every facility we have is to be placed at the disposal of the government when required, and the record of our service shows that all war demands

have been met as promptly and adequately as was humanly possible and they will continue to be met to the full extent of our ability, if it takes the last car, the last man, and the last dollar we have at our command.

But I would not be dealing honestly with you if I attempted to conceal the fact that the electric railways of this country, and especially in California, are facing a very serious situation—a situation not created by the war, but in many ways aggravated by war conditions—and the Pacific Electric is no exception to the rule.

If any of you will examine the sworn statements on file in the office of the Railroad Commission, compiled in accordance with the Commission's rules, and checked by the accountants, you will find that although our Company has invested many millions of dollars for the development of Southern California, we have never paid a dividend, and for the past five years our net earnings have not even been sufficient to pay interest on the investment and other fixed charges—and when I take that as meaning interest on money actually put into the proper and properly chargeable to capital account under the Interstate Commerce Commission classification, you can figure it on the basis of interest on all our obligations, be it bonded and floating debt, or you can figure it as interest on the cost of producing our property as it is today, not, however, taking the real estate at its present value, but its value when we acquired it many years ago. I make this statement thus broadly because I do not want anyone to entertain the idea that we are seeking to earn interest on "water" or "hot air" or any kind of inflated valuation, such is not the case.

And to give you just a few figures which I believe will surprise you as to their magnitude, I will say that the year 1912 was the last year in which our net earnings equaled our interest and fixed charges; that for the year 1913 there was a deficit of \$364,000; that during each succeeding year the deficit has grown steadily greater until for the single year 1917, it amounted to the enormous sum of \$878,000.

What have been the causes of this remarkable condition which threatens to seriously interfere with the usefulness of the electric railways to the community?

There have been many causes, principally the same ones which brought the steam roads to the point where they could not adequately fill the demands upon them; that many years of stationary or diminished rates and at the same time increases expenses and burdens.

Among these burdens may be mentioned paving, which was a reasonable requirement in the days of horse-drawn traffic but is absolutely without warrant in the matter of the pavement.

Another burden is the matter of block signals and interlocking points which are very proper and necessary



A FEW OF OUR AUXILIARY WHO ARE LOYALLY SERVING THAT LIBERTY MAY LIVE

but are not accompanied by increased earnings.

Another burden is the high cost of living, which affects corporations just the same as individuals, and another is the competition of jitney buses and motor trucks, about which I need not go into details, except to say that it is still a very real and a very important problem, and that our objection to the jitneys may be summed up in a few words: **THEY DO NOT COMPETE UPON EVEN TERMS.** They seek to reap where they have not sowed; they seek to get the benefit of our pioneering instead of going out into the sparsely settled districts and doing pioneering themselves; they seek to take the cream and leave us the skimmed milk; to take the short-haul, profitable business during hours of heavy travel, and when the weather is fair, and leave us to take care of the long-haul traffic in the early morning hours and late at night, and in times of stress and storm when we spend thousands of dollars in maintaining and repairing our tracks and bridges and rights of way, while the jitneys merely sit back and wait for their tracks and bridges and rights of

way to be restored by the public, which generously provides them with these instrumentalities of their business at the expense of the tax payers.

Another of our burdens—and a very grievous one—is the burden of taxation, for we not only pay taxes to the state, but to nearly every one of the fifty municipalities in which we operate, and if you add our paving cost, which is nothing more nor less than a tax, you will find that we are paying the enormous sum of 16¾ per cent of our gross earnings merely for the privilege of doing business at a loss. And this does not include war taxes.

I have ventured to point out to you the difficulties under which we are laboring in the hope that you will aid us, as opportunity offers, in solving some of our problems, for I want to emphasize the fact that our interests are mutual; that what helps us will help you; that what benefits you will benefit us, and that we are with you in anything that will promote the up-building of the communities you represent; having in mind, however, the fact that many public and private improvements which would be very

desirable in normal times, are undesirable, unwise and unpatriotic in war times, and the advantage of postponing such non-essential work is two-fold—not only that additional labor and material may be made available for paramount war needs, but that this deferred work may furnish employment for material and labor after the war.

Therefore, let us work hand in hand for the common good, not only for the cities which you represent and which we serve, but for our common country and our common humanity; for the triumph of right over wrong, of good over evil, of truth over falsehood, of light over darkness, let us do everything that in us lies with only one thought in our hearts, one purpose behind our efforts and one goal before our eyes, and that is complete, overwhelming, unquestioned and unquestionable victory.

PE

Pacific Electric Red Cross Auxiliary needs your old kid gloves (cleaned) for making linings for aviators' coats.

WAGE INCREASES FOR PACIFIC ELECTRIC EMPLOYEES

The following schedules of increases in wages on hourly, daily and monthly basis are copied from Director General McAdoo's General Order No. 27, governing increases in wages, compared with those in effect December 31, 1915, of employes of railroads under Federal control, which Order is the result of recommendations made by the United States Railway Wage Commission after thorough investigation of wages and costs of living throughout all parts of the United States.

All Pacific Electric Railway employes' wages will be increased effective June 1st, 1918, in accordance with the government schedule, as announced in President Shoup's circular letter of May 25, 1918.

Section A.—RATES OF WAGES OF EMPLOYEES PAID UPON A MONTHLY BASIS.

	1	2	3	4		1	2	3	4
To the monthly rate of pay of men receiving in December, 1915, the amounts named in this column.		Add the per cent named in this column.	Equivalent to amount named in this column.	Making new rate per month as shown in this column.	To the monthly rate of pay of men receiving in December, 1915, the amounts named in this column.		Add the per cent named in this column.	Equivalent to amount named in this column.	Making new rate per month as shown in this column.
Under \$46 (except as provided in Par. 13, page 22)			\$20.00		\$105.01 to \$106.....		29.11	30.85	136.85
\$46.01 to \$47.....	43		20.21	\$ 67.21	\$106.01 to \$107.....		28.70	30.70	137.70
\$47.01 to \$48.....	43		20.64	68.64	\$107.01 to \$108.....		28.29	30.55	138.55
\$48.01 to \$49.....	43		21.07	70.07	\$108.01 to \$109.....		27.89	30.40	139.40
\$49.01 to \$50.....	43		21.50	71.50	\$109.01 to \$110.....		27.50	30.25	140.25
\$50.01 to \$51.....	42.35		21.60	72.60	\$110.01 to \$111.....		27.12	30.10	141.10
\$51.01 to \$52.....	41.73		21.70	73.73	\$111.01 to \$112.....		26.74	29.95	141.95
\$52.01 to \$53.....	41		21.73	74.73	\$112.01 to \$113.....		26.38	29.80	142.80
\$53.01 to \$54.....	41		22.14	76.14	\$113.01 to \$114.....		26.01	29.65	143.65
\$54.01 to \$55.....	41		22.55	77.55	\$114.01 to \$115.....		25.66	29.50	144.50
\$55.01 to \$56.....	41		22.96	78.96	\$115.01 to \$116.....		25.31	29.35	145.35
\$56.01 to \$57.....	41		23.27	80.37	\$116.01 to \$117.....		24.96	29.20	146.20
\$57.01 to \$58.....	41		23.78	81.78	\$117.01 to \$118.....		24.62	29.05	147.05
\$58.01 to \$59.....	41		24.19	83.19	\$118.01 to \$119.....		24.29	28.90	147.90
\$59.01 to \$60.....	41		24.60	84.60	\$119.01 to \$120.....		23.96	28.75	148.75
\$60.01 to \$61.....	41		25.01	86.01	\$120.01 to \$121.....		23.64	28.60	149.60
\$61.01 to \$62.....	41		25.42	87.42	\$121.01 to \$122.....		23.32	28.45	150.45
\$62.01 to \$63.....	41		25.83	88.83	\$122.01 to \$123.....		23.01	28.30	151.30
\$63.01 to \$64.....	41		26.24	90.24	\$123.01 to \$124.....		22.70	28.15	152.15
\$64.01 to \$65.....	41		26.65	91.65	\$124.01 to \$125.....		22.40	28.00	153.00
\$65.01 to \$66.....	41		27.06	93.06	\$125.01 to \$126.....		22.11	27.85	153.85
\$66.01 to \$67.....	41		27.47	94.47	\$126.01 to \$127.....		21.81	27.70	154.70
\$67.01 to \$68.....	41		27.88	95.88	\$127.01 to \$128.....		21.53	27.55	155.55
\$68.01 to \$69.....	41		28.29	97.29	\$128.01 to \$129.....		21.24	27.40	156.40
\$69.01 to \$70.....	41		28.70	98.70	\$129.01 to \$130.....		20.96	27.25	157.25
\$70.01 to \$71.....	41		29.11	100.11	\$130.01 to \$131.....		20.69	27.10	158.10
\$71.01 to \$72.....	41		29.52	101.52	\$131.01 to \$132.....		20.42	26.95	158.95
\$72.01 to \$73.....	41		29.93	102.93	\$132.01 to \$133.....		20.15	26.80	159.80
\$73.01 to \$74.....	41		30.34	104.34	\$133.01 to \$134.....		19.89	26.65	160.65
\$74.01 to \$75.....	41		30.75	105.75	\$134.01 to \$135.....		19.63	26.50	161.50
\$75.01 to \$76.....	41		31.16	107.16	\$135.01 to \$136.....		19.38	26.35	162.35
\$76.01 to \$77.....	41		31.57	108.57	\$136.01 to \$137.....		19.13	26.20	163.20
\$77.01 to \$78.....	41		31.98	109.98	\$137.01 to \$138.....		18.88	26.05	164.05
\$78.01 to \$79.....	41		32.39	111.39	\$138.01 to \$139.....		18.64	25.90	164.90
\$79.01 to \$80.....	40.87		32.70	112.70	\$139.01 to \$140.....		18.39	25.75	165.75
\$80.01 to \$81.....	40.44		32.75	113.75	\$140.01 to \$141.....		18.16	25.60	166.60
\$81.01 to \$82.....	40		32.80	114.80	\$141.01 to \$142.....		17.92	25.45	167.45
\$82.01 to \$83.....	40		33.20	116.20	\$142.01 to \$143.....		17.69	25.30	168.30
\$83.01 to \$84.....	40		33.60	117.60	\$143.01 to \$144.....		17.47	25.15	169.15
\$84.01 to \$85.....	40		34.00	119.00	\$144.01 to \$145.....		17.24	25.00	170.00
\$85.01 to \$86.....	39.36		33.85	119.85	\$145.01 to \$146.....		17.02	24.85	170.85
\$86.01 to \$87.....	38.74		33.70	120.70	\$146.01 to \$147.....		16.80	24.70	171.70
\$87.01 to \$88.....	38.13		33.55	121.55	\$147.01 to \$148.....		16.59	24.55	172.55
\$88.01 to \$89.....	37.53		33.40	122.40	\$148.01 to \$149.....		16.38	24.40	173.40
\$89.01 to \$90.....	36.95		33.25	123.25	\$149.01 to \$150.....		16.17	24.25	174.25
\$90.01 to \$91.....	36.38		33.10	124.10	\$150.01 to \$151.....		15.96	24.10	175.10
\$91.01 to \$92.....	35.82		32.95	124.95	\$151.01 to \$152.....		15.76	23.95	175.95
\$92.01 to \$93.....	35.27		32.80	125.80	\$152.01 to \$153.....		15.56	23.80	176.80
\$93.01 to \$94.....	34.74		32.65	126.65	\$153.01 to \$154.....		15.36	23.65	177.65
\$94.01 to \$95.....	34.22		32.50	127.50	\$154.01 to \$155.....		15.16	23.50	178.50
\$95.01 to \$96.....	33.70		32.35	128.35	\$155.01 to \$156.....		14.97	23.35	179.35
\$96.01 to \$97.....	33.20		32.20	129.20	\$156.01 to \$157.....		14.78	23.20	180.20
\$97.01 to \$98.....	32.71		32.05	130.05	\$157.01 to \$158.....		14.59	23.05	181.05
\$98.01 to \$99.....	32.23		31.90	130.90	\$158.01 to \$159.....		14.40	22.90	181.90
\$99.01 to \$100.....	31.75		31.75	131.75	\$159.01 to \$160.....		14.22	22.75	182.75
\$100.01 to \$101.....	31.29		31.60	132.60	\$160.01 to \$161.....		14.04	22.60	183.60
\$101.01 to \$102.....	30.84		31.45	133.45	\$161.01 to \$162.....		13.86	22.45	184.45
\$102.01 to \$103.....	30.39		31.30	134.30	\$162.01 to \$163.....		13.68	22.30	185.30
\$103.01 to \$104.....	29.96		31.15	135.15	\$163.01 to \$164.....		13.51	22.15	186.15
\$104.01 to \$105.....	29.53		31.00	136.00	\$164.01 to \$165.....		13.33	22.00	187.00
					\$165.01 to \$166.....		13.16	21.85	187.85
					\$166.01 to \$167.....		13.00	21.70	188.70

1		2	3	4	1		2	3	4
To the monthly rate of pay of men receiving amounts named in this column.		Add the per cent named in this column.	Equivalent to amount named in this column.	Making new rate per month as shown in this column.	To the monthly rate of pay of men receiving amounts named in this column.		Add the per cent named in this column.	Equivalent to amount named in this column.	Making new rate shown in this column.
\$167.01 to \$168.....	12.83	21.55	189.55	\$209.01 to \$210.....	7.26	15.25	225.25		
\$168.01 to \$169.....	12.66	21.40	190.40	\$210.01 to \$211.....	7.16	15.10	226.10		
\$169.01 to \$170.....	12.50	21.25	191.25	\$211.01 to \$212.....	7.05	14.95	226.95		
\$170.01 to \$171.....	12.34	21.10	192.10	\$212.01 to \$213.....	6.95	14.80	227.80		
\$171.01 to \$172.....	12.18	20.95	192.95	\$213.01 to \$214.....	6.85	14.65	228.65		
\$172.01 to \$173.....	12.02	20.80	193.80	\$214.01 to \$215.....	6.74	14.50	229.50		
\$173.01 to \$174.....	11.87	20.65	194.65	\$215.01 to \$216.....	6.64	14.35	230.35		
\$174.01 to \$175.....	11.71	20.50	195.50	\$216.01 to \$217.....	6.54	14.20	231.20		
\$175.01 to \$176.....	11.56	20.35	196.35	\$217.01 to \$218.....	6.445	14.05	232.05		
\$176.01 to \$177.....	11.41	20.20	197.20	\$218.01 to \$219.....	6.35	13.90	232.90		
\$177.01 to \$178.....	11.26	20.05	198.05	\$219.01 to \$220.....	6.25	13.75	233.75		
\$178.01 to \$179.....	11.12	19.90	198.90	\$220.01 to \$221.....	6.15	13.60	234.60		
\$179.01 to \$180.....	10.97	19.75	199.75	\$221.01 to \$222.....	6.06	13.45	235.45		
\$180.01 to \$181.....	10.83	19.60	200.60	\$222.01 to \$223.....	5.96	13.30	236.30		
\$181.01 to \$182.....	10.69	19.45	201.45	\$223.01 to \$224.....	5.87	13.15	237.15		
\$182.01 to \$183.....	10.55	19.30	202.30	\$224.01 to \$225.....	5.78	13.00	238.00		
\$183.01 to \$184.....	10.41	19.15	203.15	\$225.01 to \$226.....	5.69	12.85	238.85		
\$184.01 to \$185.....	10.27	19.00	204.00	\$226.01 to \$227.....	5.595	12.70	239.70		
\$185.01 to \$186.....	10.14	18.85	204.85	\$227.01 to \$228.....	5.50	12.55	240.55		
\$186.01 to \$187.....	10.00	18.70	205.70	\$228.01 to \$229.....	5.415	12.40	241.40		
\$187.01 to \$188.....	9.87	18.55	206.55	\$229.01 to \$230.....	5.33	12.25	242.25		
\$188.01 to \$189.....	9.74	18.40	207.40	\$230.01 to \$231.....	5.24	12.10	243.10		
\$189.01 to \$190.....	9.61	18.25	208.25	\$231.01 to \$232.....	5.15	11.95	243.95		
\$190.01 to \$191.....	9.48	18.10	209.10	\$232.01 to \$233.....	5.065	11.80	244.80		
\$191.01 to \$192.....	9.35	17.95	209.95	\$233.01 to \$234.....	4.98	11.65	245.65		
\$192.01 to \$193.....	9.22	17.80	210.80	\$234.01 to \$235.....	4.89	11.50	246.50		
\$193.01 to \$194.....	9.10	17.65	211.65	\$235.01 to \$236.....	4.81	11.35	247.35		
\$194.01 to \$195.....	8.97	17.50	212.50	\$236.01 to \$237.....	4.73	11.20	248.20		
\$195.01 to \$196.....	8.85	17.35	213.35	\$237.01 to \$238.....	4.64	11.05	249.05		
\$196.01 to \$197.....	8.73	17.20	214.20	\$238.01 to \$239.....	4.56	10.90	249.90		
\$197.01 to \$198.....	8.61	17.05	215.05	\$239.01 to \$240.....	...	10.00	250.00		
\$198.01 to \$199.....	8.49	16.90	215.90	\$240.01 to \$241.....	...	9.00	250.00		
\$199.01 to \$200.....	8.375	16.75	216.75	\$241.01 to \$242.....	...	8.00	250.00		
\$200.01 to \$201.....	8.26	16.60	217.60	\$242.01 to \$243.....	...	7.00	250.00		
\$201.01 to \$202.....	8.14	16.45	218.45	\$243.01 to \$244.....	...	6.00	250.00		
\$202.01 to \$203.....	8.03	16.30	219.30	\$244.01 to \$245.....	...	5.00	250.00		
\$203.01 to \$204.....	7.92	16.15	220.15	\$245.01 to \$246.....	...	4.00	250.00		
\$204.01 to \$205.....	7.80	16.00	221.00	\$246.01 to \$247.....	...	3.00	250.00		
\$205.01 to \$206.....	7.69	15.85	221.85	\$247.01 to \$248.....	...	2.00	250.00		
\$206.01 to \$207.....	7.58	15.70	222.70	\$248.01 to \$249.....	...	1.00	250.00		
\$207.01 to \$208.....	7.48	15.55	223.55	\$249.01 to \$250.....00	250.00		
\$208.01 to \$209.....	7.37	15.40	224.40						

Columns 2 and 3 in the above table are explanatory of the method of arriving at the "new rates" included in column 4. The roads will substitute for the "old rates" of December, 1915, scheduled in column 1, the "new rates" listed in column 4.

Section B—RATES OF WAGES OF EMPLOYEES PAID UPON DAILY BASIS

Old rate per day.	New rate per day.	Old rate per day.	New rate per day.	Old rate per day.	New rate per day.	Old rate per day.	New rate per day.
\$0.75	\$1.52	2.00	2.83	3.25	4.55	4.50	5.62
.80	1.57	2.05	2.89	3.30	4.60	4.55	5.66
.85	1.62	2.10	2.96	3.35	4.65	4.60	5.71
.90	1.67	2.15	3.03	3.40	4.70	4.65	5.75
.95	1.72	2.20	3.10	3.45	4.72	4.70	5.79
1.00	1.77	2.25	3.17	3.50	4.77	4.75	5.83
1.05	1.82	2.30	3.24	3.55	4.81	4.80	5.88
1.10	1.87	2.35	3.31	3.60	4.85	4.85	5.92
1.15	1.92	2.40	3.38	3.65	4.90	4.90	5.96
1.20	1.97	2.45	3.45	3.70	4.94	4.95	6.00
1.25	2.02	2.50	3.53	3.75	4.98	5.00	6.05
1.30	2.07	2.55	3.60	3.80	5.03	5.05	6.09
1.35	2.12	2.60	3.67	3.85	5.07	5.10	6.13
1.40	2.17	2.65	3.74	3.90	5.11	5.15	6.17
1.45	2.22	2.70	3.81	3.95	5.15	5.20	6.21
1.50	2.27	2.75	3.88	4.00	5.20	5.25	6.26
1.55	2.32	2.80	3.95	4.05	5.24	5.30	6.30
1.60	2.37	2.85	4.02	4.10	5.28	5.35	6.34
1.65	2.42	2.90	4.09	4.15	5.32	5.40	6.38
1.70	2.47	2.95	4.16	4.20	5.36	5.45	6.43
1.75	2.52	3.00	4.23	4.25	5.40	5.50	6.47
1.80	2.57	3.05	4.30	4.30	5.45	5.55	6.51
1.85	2.65	3.10	4.36	4.35	5.49	5.60	6.55
1.90	2.72	3.15	4.41	4.40	5.53	5.65	6.60
1.95	2.77	3.20	4.48	4.45	5.58	5.70	6.64

Section B—(Continued)

Old rate per day.	New rate per day.	Old rate per day.	New rate per day.	Old rate per day.	New rate per day.	Old rate per day.	New rate per day.
5.75	6.68	6.25	7.11	6.75	7.53	7.25	7.96
5.80	6.73	6.30	7.15	6.80	7.58	7.30	8.00
5.85	6.77	6.35	7.19	6.85	7.62	7.35	8.04
5.90	6.81	6.40	7.23	6.90	7.66	7.40	8.08
5.95	6.85	6.45	7.28	6.95	7.70	7.45	8.13
6.00	6.90	6.50	7.32	7.00	7.75	7.50	8.17
6.05	6.94	6.55	7.36	7.05	7.79	7.55	8.21
6.10	6.98	6.60	7.41	7.10	7.83	7.60	8.25
6.15	7.02	6.65	7.45	7.15	7.88		
6.20	7.06	6.70	7.49	7.20	7.91		

Section C.—RATES OF WAGES OF EMPLOYEES PAID UPON HOURLY BASIS.
(Rates of pay in cents per hour)

Old rate per hour.	New rate per hour.	Old rate per hour.	New rate per hour.	Old rate per hour.	New rate per hour.	Old rate per hour.	New rate per hour.
10	19.75	38	53.75	66	78.50	94	102.50
10.5	20.25	38.5	54.25	66.5	79.00	94.5	102.75
11	20.75	39	54.75	67	79.50	95	103.25
11.5	21.25	39.5	55.50	67.5	79.75	95.5	103.75
12	21.75	40	56.00	68	80.25	96	104.25
12.5	22.25	40.5	56.75	68.5	80.75	96.5	104.50
13	22.75	41	57.25	69	81.25	97	105.00
13.5	23.25	41.5	57.75	69.5	81.50	97.5	105.50
14	23.75	42	58.25	70	82.00	98	106.00
14.5	24.25	42.5	58.50	70.5	82.50	98.5	106.25
15	24.75	43	59.00	71	83.00	99	106.75
15.5	25.25	43.5	59.50	71.5	83.25	99.5	107.25
16	25.75	44	60.00	72	83.75	100	107.50
16.5	26.25	44.5	60.25	72.5	84.25	100.5	108.00
17	27.25	45.5	61.25	73	84.50	101	108.25
17.5	27.25	45.5	61.25	73.5	85.00	101.5	108.75
18	27.75	46	61.50	74	85.50	102	109.25
18.5	28.25	46.5	62.00	74.5	86.00	102.5	109.75
19	28.75	47	62.50	75	86.25	103	110.00
19.5	29.25	47.5	63.00	75.5	86.75	103.5	110.50
20	29.75	48	63.25	76	87.00	104	111.00
20.5	30.25	48.5	63.75	76.5	87.50	104.5	111.25
21	30.75	49	64.25	77	88.00	105	111.75
21.5	31.25	49.5	64.75	77.5	88.25	105.5	112.25
22	31.75	50	65.00	78	88.75	106	112.75
22.5	32.25	50.5	65.25	78.5	89.25	106.5	113.00
23	33.00	51	65.75	79	89.75	107	113.50
23.5	33.75	51.5	66.25	79.5	90.00	107.5	114.00
24	34.50	52	66.50	80	90.50	108	114.25
24.5	35.00	52.5	67.00	80.5	91.00	108.5	114.75
25	35.50	53	67.50	81	91.50	109	115.25
25.5	36.00	53.5	68.00	81.5	91.75	109.5	115.75
26	36.75	54	68.25	82	92.25	110	116.00
26.5	37.50	54.5	68.75	82.5	92.75	110.5	116.50
27	38.25	55	69.25	83	93.00	111	117.00
27.5	39.00	55.5	69.75	83.5	93.50	111.5	117.25
28	39.50	56	70.00	84	94.00	112	117.75
28.5	40.25	56.5	70.50	84.5	94.50	112.5	118.25
29	41.00	57	71.00	85	94.75	113	118.50
29.5	41.75	57.5	71.50	85.5	95.25	113.5	119.00
30	42.50	58	71.75	86	95.75	114	119.50
30.5	43.00	58.5	72.25	86.5	96.00	114.5	119.75
31	43.75	59	72.75	87	96.50	115	120.00
31.5	44.50	59.5	73.00	87.5	97.00	115.5	120.00
32	45.25	60	73.50	88	97.25	116	120.00
32.5	46.00	60.5	74.00	88.5	97.75	116.5	120.00
33	46.75	61	74.50	89	98.25	117	120.00
33.5	47.25	61.5	74.75	89.5	98.50	117.5	120.00
34	48.00	62	75.25	90	99.00	118	120.00
34.5	48.75	62.5	75.75	90.5	99.50	118.5	120.00
35	49.50	63	76.00	91	99.75	119	120.00
35.5	50.25	63.5	76.50	91.5	100.25	119.5	120.00
36	51.00	64	76.75	92	100.75	120	120.00
36.5	51.50	64.5	77.25	92.5	101.25		
37	52.25	65	77.75	93	101.50		
37.5	53.00	65.5	78.25	93.5	102.00		

"Old rates" are those of December, 1915.

Section D—

(13) Office boys, messengers, chore boys, and similar positions filled by employees who are under 18 years of age will receive the following increase per month:

- \$20.00 increase per month where December, 1915, rate was from \$30 to \$45 per month.
- \$15.00 increase per month where December, 1915, rate was from \$20 to \$30 per month.
- \$10.00 increase per month where December, 1915, rate was less than \$20 per month.

NOTES FROM THE CLUB

PACIFIC ELECTRIC CLUB CALENDAR

June 10 to July 10, 1918

- Monday, June 10—**
Band Rehearsal in Auditorium, 8 p. m.
P. E. Red Cross Auxiliary, 5 to 10 p. m. (Third Floor)
- Tuesday, June 11—**
P. E. Red Cross Auxiliary, 5 to 10 p. m. (Third Floor)
- Wednesday, June 12—**
Club Executive Committee Meeting, 2 p. m.
Moving Pictures for Trainmen's Instruction, 8 p. m.
- Thursday, June 13—**
Dancing Instruction Class in Auditorium, 8:30 p. m.
- Friday, June 14—**
Northern Division Safety Committee Meeting, 2 p. m.
- Monday, June 17—**
Band Rehearsal in Auditorium, 8 p. m.
P. E. Red Cross Auxiliary, 5 to 10 p. m. (Third Floor)
- Tuesday, June 18—**
P. E. Red Cross Auxiliary, 5 to 10 p. m. (Third Floor)
- Thursday, June 20—**
Moonlight Dance in Auditorium, 8:30 p. m.
- Saturday, June 22—**
P. E. Red Cross Auxiliary Tea-Dansant, 3 to 6 p. m.; tickets 25c each; all receipts to Red Cross. All invited.
- Monday, June 24—**
Band Rehearsal in Auditorium, 8 p. m.
P. E. Red Cross Auxiliary, 5 to 10 p. m. (Third Floor)
- Tuesday, June 25—**
P. E. Red Cross Auxiliary, 5 to 10 p. m. (Third Floor)
- Thursday, June 27—**
Dancing Instruction Class in Auditorium, 8:30 p. m.
- Monday, July 1—**
Band Rehearsal in Auditorium, 8 p. m.
P. E. Red Cross Auxiliary, 5 to 10 p. m. (Third Floor)
- Tuesday, July 2—**
Southern Division Safety Committee Meeting, 2 p. m.
P. E. Red Cross Auxiliary, 5 to 10 p. m. (Third Floor)
Thrift Stamp Night, 8 p. m.
- Wednesday, July 3—**
Rod and Gun Club Meeting, 8 p. m.
Western Division Safety Committee Meeting, 2 p. m.
- Thursday, July 4—**
Holiday. No Club Dance.
- Monday, July 8—**
Band Rehearsal in Auditorium, 8 p. m.
P. E. Red Cross Auxiliary, 5 to 10 p. m. (Third Floor)
- Tuesday, July 9—**
P. E. Red Cross Auxiliary, 5 to 10 p. m. (Third Floor)
- Wednesday, July 10—**
Club Executive Committee Meeting, 2 p. m.

EMPLOYEES' MEETING AT THE PACIFIC ELECTRIC CLUB

Tuesday evening, June 4th, employes to the number of about 800 assembled in the Club Auditorium to listen to an address by President Shoup relative to the Federal Wage Commission Report and its adoption by the management for the benefit of the employes of the Pacific Electric Railway. His remarks during the hour of the meeting were most enthusiastically received by the audience. It was for a time feared that the capacity of the hall would necessitate a sectional meeting, but by close packing the entire assemblage was cared for.

In very brief form, President Shoup's address may be gleaned from his signed circular to employes printed elsewhere in this number.

IMPROVEMENTS

Maintenance of Way Department is constructing a new steel bridge over the Lexington Wash on the San Bernardino line.

Passenger car storage tracks at San Pedro are nearing completion and will be placed in service within a very short time.

Double track between Long Beach and Wilmington will be completed within the next few days and the new line placed in service.

SERVICE CHANGES

Owing to change of schedule of Southern Pacific trains, new timetable was placed in effect May 29th for connecting service with the Southern Pacific between Pasadena and Shorb.

Southern Pacific change of schedule made necessary timetable of connecting trains on the Pacific Electric between Riverside and San Bernardino, and the run changed to extend through to Redlands to take care of service discontinued by the Southern Pacific on their line between Redlands Junction and Redlands.

YARD DESIGNATIONS

In order to simplify designations of yards, the following bulletin has been issued, effective at once:

Yard at 8th and Alameda Sts. will be known as "Eighth Street Yard."

Yard at 6th and Los Angeles Sts. will be known as "Los Angeles St. Yard."

Yard between Anderson St. and Macy St. Bridge will be known as "Aliso St. Yard."

Yard between Macy Street Bridge and Echandia Junction will be known as "Macy Street Yard."

Yard between Echandia and Covina Junction will be known as "State Street Yard."

In reports, correspondence, etc., in future, employes will please use designations as quoted above.

WILMINGTON SUBSTATION

The great increase in travel to San Pedro during recent months has loaded the substations on that line to such an extent that the assistance has been required of two 600 K portable substations at Wilmington and one at San Pedro.

A new 1000 K.W. permanent substation has now been placed in operation at Wilmington to take the place of the portable substations there. The building is made of brick with plastered exterior and is shown in the picture on this page. It is fire proof throughout. The Substation equipment consists of a Westinghouse motor generator set of the most improved type capable of carrying continuously a load of 1000 KW and capable of carrying momentary swings of 3000KW. This machine receives electrical energy in the form of three-phase alternating current at 15,000 volts from the transmission line and delivers the energy to the trolley in the form of 600 volts direct current. To protect the substation equipment against lightning or other high voltage swings, an electrolytic lightning arrester is installed in the 15,000 volt A. C. line entering the station. A lightning arrester is also installed in the D. C. feeder entering the station.

This substation is designed for automatic operation, that is; for operation without the necessity of a substation operator remaining continuously on duty in the station. The substation will start up automatically whenever there are any cars in the vicinity and will shut down automatically whenever the cars are all off the line. It will, however, take from six months to a year to secure and install this automatic equipment for this station, and in the meantime it will be operated as a non-automatic station.

LIBRARY BOOKS RECEIVED

From Mr. Joe Burns, of the Electrical Department, the Club is in receipt of eleven volumes of the Official Records of the Union and Confederate Navies in the War of 1861-65, for which thanks are given.

SOUNDS SOMETIMES DECEIVE

It is reported that a school teacher at Long Beach asked a little girl to write the words of the flag salute. The result showed that the little ears not so acute to sound as some older ones and knowledge poured upon the childish brain from many sources might confuse and result in a rare literary gem such as produced in this case. The child wrote: "I pledge a legion to my Flag, and to the Republican for which it stands. One nation, invisible, with liberty and just yes for all." And it wasn't so bad at that, now was it.

"Sometimes I think a street car is better than an automobile," remarked Mr. Chuggins.

"Why?"
"When a street car goes wrong you can blame it on the company, but with an automobile you've got to take all the responsibility yourself."

PACIFIC ELECTRIC HONOR ROLL

"SAMMIES" FROM THE PACIFIC ELECTRIC SERVICE

TRAFFIC DEPARTMENT

Harry O. Marler
M. F. Shakeley
Horace Proctor

REAL ESTATE, TAX AND RESORT DEPARTMENT

Nels Grava
Charles Burrall

Ed Alexander
Owen Beebe

PURCHASING AND STORE DEPARTMENT

John M. Shea
Clifford L. Curle
C. N. Dinsmore

Harold C. Guffin
Leslie A. Blette
William Kitto

ACCOUNTING DEPARTMENT

Herman Grenke

Earle Moyer

LEGAL DEPARTMENT

C. W. Cornell

F. H. Pearson

PACIFIC ELECTRIC BUILDING

Queen Hall
Clarence Farrell
Earl E. Embery

C. A. Cronley
Russell J. Gates

TREASURY DEPARTMENT

Carl Beahm

MEDICAL DEPARTMENT

Dr. A. M. Scholz

PACIFIC ELECTRIC CAMP

Earl R. Bruck

TRANSPORTATION DEPARTMENT

Northern Division

F. H. Baylis
E. C. Brock
W. M. Clark
G. H. Carlson
Ralph Clanton
Raleigh Clanton
Harold Dunkley
J. E. Davis
H. E. Dearing
O. E. Davis
H. C. Gorman
O. M. Hazard
G. C. Heaney
R. B. Hile
R. H. Harris
J. F. Jester
H. C. Johnson
S. J. Kernick
E. Kohler
G. A. Kidwell
A. Lawrence
W. Lyon
E. E. Leffen
J. A. McLellan

E. F. Mann
B. Medley
F. W. Nichols
L. L. Papst
L. L. Prewitt
H. K. Riordan
R. E. Riordan
F. P. Ream
E. A. Reeves
G. L. Spence
J. F. Sheley
W. E. Schwartz
M. H. Smith
A. Stafford
H. A. Thorman
L. E. Thompson
J. K. Tinsley
L. J. Vigneau
R. H. Watkins
H. B. Wilson
G. C. Wilson
M. B. Wood
J. A. Wear
G. N. Fleagle

Southern Division

B. F. Hammack
D. L. Beal
G. M. Loving
W. A. Ham
G. W. Ogden
R. L. Vaughan
R. M. Allen
E. W. Silvers
F. A. Prouty
J. W. Packer
H. Joslin
F. J. Steiner
J. C. Clifford
Cyril E. Brown
Ernest Packer
H. C. Ainsworth
J. T. Ausman
C. A. Bantham
J. W. Clay
C. A. Kelly
W. R. Grider
H. G. Scott
A. J. Kemmer
J. A. Murray
J. S. Nunn
R. H. Prouty
J. W. Robinson
E. M. Salter
G. Schmidt

E. M. Cole
J. C. Borsch
C. J. Shaul
Thos. Fisher
E. S. Gann
F. C. Williams
G. A. Morse
Wm. A. Park
T. S. Powell
J. M. Pierce
C. R. Steckel
G. E. Sleeper
E. J. Kreider
R. Roepke
J. E. Fagin
G. W. Moore
J. D. Starkey
A. K. Sisson
F. E. Meine
W. H. Twomey
Stewart Price
George Temple
Percy Barlow
H. W. Lampshire
C. B. Cowgill
Harry Miller
M. H. Hackathorn
W. C. Thompson

Western Division

G. A. Probasco
H. W. Edmonds
C. A. Pollock
W. O. Duncan
E. J. Rogers
E. E. Worden
C. Manley
F. G. Gellatte
W. F. Hile
C. E. Hand
F. T. Hudson
R. W. Korf
J. E. Clabaugh
L. T. Smith
J. J. Rothgeb
C. P. Kyle
R. O. Anderson
M. L. Duvall
C. W. Wilt

E. V. Brown
G. D. Stacy
F. M. Mills
O. R. Birkhead
G. R. Robbins
A. B. Reeves
O. L. McKee
B. B. Starr
V. A. Kirby
L. H. Gorsline
D. Mead
Earle Tyler
S. E. Parker
W. R. W. Hart
J. H. Toft
G. E. Foster
R. A. Jordan
B. J. Rountree

CLAIM DEPARTMENT

Archie Brahm

MECHANICAL DEPARTMENT

H. T. McMorran
W. E. Pantan
J. E. Mixer
M. H. Miller
W. D. Armstrong
E. H. Heinecke
E. E. Yale
S. R. Stiffler
C. S. Binkiewicz
C. C. Rice
E. W. Dombrower
E. L. Harris
J. W. Haughton
G. W. McClure
J. W. Russell
L. B. Freedman
L. C. Oliver
E. F. Chambers
O. A. Sandau
E. A. Grothjan
C. Rehfeld
G. B. Smalley
A. L. Eastes
M. Magnus
A. Monks
W. J. Muldoon
J. G. Seaberry

J. A. Sinnott
H. H. Lagergren
C. Choolock
L. Otterstedt
T. L. Cassidy
T. H. Green
S. T. Atkinson
C. B. Bell
B. W. Cramer
L. W. Haywood
C. W. Neir
Fred R. Barrows
Albert M. Holst
R. R. Ursprung
T. A. Valdez
O. I. Poor
A. Lenz
C. E. Van Camp
F. J. Tosch
R. H. Orth
A. Vivalda
T. Wixted
G. L. Sommers
C. J. Clifford
Richard Hughes
Mort E. Taylor
M. E. Power

ELECTRICAL DEPARTMENT

M. O. Dennis
N. D. Gilbert
L. A. Welch
H. P. Yates
C. E. Kodil
J. M. Pederson
O. L. Whitesell
E. E. Evans
F. J. Harper
Elmer J. Oltman
Francis Swall
E. H. Davis
W. A. Barnes
H. W. Glines
Frank Hoops
E. E. Peoples
B. H. Logue
Louis Sunshine
J. B. Butcher
Roy Rennie

A. E. Johnson
Karl Day
A. C. Smith
E. D. Ingram
T. L. Melton
Walter L. Hume
W. N. Tenny
B. F. Lofton
Allen Ferguson
T. R. Nores
A. J. Nores
F. W. Warman
L. R. Burkhalter
Clyde Holcomb
A. C. Barney
H. F. Cordes
G. B. Stull
L. B. Stull
R. T. Weston

MAINTENANCE OF WAY DEPARTMENT

Burnice Pedwin
Armond Mona
Fred Pools
Ernest Dent
Grant Perry
Louis Ulrich
Frank M. Smith
Earl K. Burdick
Elmer Thomas
Everett S. Johnson
Roy T. Davis
Claude E. Culver
Calvin R. Morrow
J. L. Smith
Benjamin A. Richards
Adrian Popoff
Karl F. Biehler
Bruce K. Malcolmson

Arthur H. Hildebrandt
Joseph L. Rodman
J. W. Gowanlock
George L. Barclay
Robert D. Corey
Henry Thompson
Erwin Van Osdoll
Herman Towers
Warren H. Pitt
Chas. J. Cronin
Wm. H. Kraemer
E. E. Martin
Ned Miller
B. J. Carpenter
W. G. Woods
Ernest O. Custer
William Newsome
Ray G. Bufford

ENGINEERING DEPARTMENT

Wesley Z. Shaw
John Lansdale
Paul J. Hartman
Walter J. Bown

Charles E. West
James Lee Tracy
Paul Van Amburgh