



The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 4

LOS ANGELES, CAL., JUNE 10, 1919

No. 1

E. C. JOHNSON, Chief Engineer

BORN July 16th, 1881, at Des Moines, Ia. Attended public schools of Minneapolis.

In 1899 he graduated from the Armour Institute of Technology at Chicago where he had been taking a preparatory course of civil engineering prior to entering Cornell University.

He graduated from Cornell University in 1905 with the degree of Civil Engineer.

During his vacation periods from 1900 to 1905 he was engaged in location work with engineers in the western part of Illinois and in engineering capacity with various railroads, principally the Big Four and the Lackawanna.

In 1905 was Assistant Engineer of the Buffalo Terminal Division of the Delaware, Lackawanna & Western Railroad.

In 1906 was Terminal Engineer at San Francisco for the Western Pacific Railroad, during which time he was more or less affiliated with the Southern Pacific construction work of the Bay Shore Cut-off.

In 1908 was recommended to the Los Angeles Pacific Company by Mr. Wm. Hood, Chief

Engineer of the Southern Pacific Company, and Col. Epes Randolph, President of the Arizona Eastern Railroad, to take charge of construction of the Hill Street tunnels.

After completion of the tunnels in 1909, he went with the Arizona Eastern Railroad in charge of construction of the Gila Canyon Cut-off.



In 1910 was appointed Chief Engineer of the Los Angeles Pacific Company and remained with that company until its consolidation with the Pacific Electric Railway and other smaller companies in 1911, at which time he was placed in charge of Maintenance of Way and Structures of Pacific Electric Railway with the title of Assistant Chief Engineer.

On April 1st, 1919, was appointed Chief Engineer in place of Mr. G. E. Pillsbury, retired on account of ill health.

As will be seen by the foregoing, Mr. Johnson has consistently followed his engineering vocation. Incidentally, he now has a hobby which engrosses his hours of leisure. His name is E. C. Jr.

WELFARE WORK AMONG MEXICAN EMPLOYEES

By Miss Mae Carr

Wishing that the members of the P. E. Club might know how greatly their donations of clothing have been appreciated by the nurses of the M. of W. Department, am writing this letter to give them some idea of the work which we are trying to do among the Mexican laborers and their families, and the manner in which the contributions are used.

There are two of us and between us we have twenty occupied section camps where laborers and their families live. The number of men and families in each camp of necessity vary greatly from month to month. In Latin, Sherman and Arcadia are situated our largest camps containing respectively 120, 85 and 48 rooms. Number of families varies from six to twenty-one. There are camp-men who keep the camps clean and in good condition, and over all, an inspector who sees that the work is well done and houses and so forth kept in repair. Each house contains a store, and in some camps, cooler and electric lights. All fuel is furnished and in some places shower baths have been installed, as well as modern toilets. In this way, we are able to keep our houses and sections clean, sanitary and in repair.

We visit each camp as often as possible and in case of illness, as often as necessary. By entering all houses and visiting with all families, we not only see each one's particular need but can, by patience and kindness, gain their confidence in such way they will trust us and be willing to receive any help or instruction which may become necessary.

The work is very interesting, instructing them along sanitary and health lines, assisting with the minor ailments, such as cuts, burns, bruises and so forth, caring for the sick and helping them to more correct viewpoints of things in general. In caring for the acutely ill we get in our best work in instruction, for then they are not only more willing to be shown, but have before them the actual demonstration of the thing itself, whatever it may be—bathing, bed-making, etc.

In most instances they take kindly to instruction, being particularly anxious to learn English. For that reason we have had schools in three different camps—Latin, El Monte and Sherman—and in the first two places they were well attended. Teachers were furnished by the Supervisor of Night Schools, Miss Baughman, and classes were held twice a week. In Latin and Sherman, we have well-arranged school rooms, but in El Monte, the teacher either taught in the home of one of the families or out under the arbor. English, some arithmetic and sewing were taught the women and during that time great improvement was noticeable in neatness and dress. When the time came that the teacher had to leave her

work in order to take a position, she gave prizes to those women who had learned the most English and finished the greatest number of blocks for their quilts and the pleasure evinced by those women was well worth all her work. In addition, we served a light lunch. In this school some of the women could count to a hundred, write their own names and a number of other simple words in English, and all after comparatively few lessons.

In Sherman, we had another "woman of vision," Mrs. Gardner, who did wonderful work in teaching and helping our women and though we lost her as far as camp work was concerned, yet she is now teacher of the Ungraded Room in Sherman School and is planning to teach all Mexican women, who will attend her classes, on Mondays and Tuesdays from two to three in the afternoon.

At present, the only teacher we have is one at Hermosillo. This school has just recently been started and Miss Peterson says that already she notices an improvement in some of the women. They are now holding the classes in a house occupied by one of the families. It would be a dream realized to have a teacher for every camp, but as there is no remuneration for service rendered, it is difficult to obtain them.

Now, as concerns the matter of clothing. As a rule, the laborer can support his family fairly well, but in these days of the high cost of living it takes practically all he can earn for food and a very few of the other necessities of life, so that in the event of illness or other disaster he is placed in a serious position. In one particular instance the man has been ill so much that all his earnings have gone for the food for wife, self and five children. Clothing in this family is poor and scarce and much of that which has been contributed has gone into the home in order to give the children sufficient changes to enable them to attend school.

In the case of four families in another camp, who were burned out, while some things were saved, many were not, and coats, children's clothes, shoes and bedding were badly needed. Into these families has gone much in the way of children's suits and dresses, two pairs of shoes, one heavy coat and so forth. The bedding, of course, we could not obtain. I wish to assure you that it is a gladsome sight to see the little ones in the nice little suits which your kindness has made possible for them. These families are of the better type of Spaniard and the children are very dear and clean.

There have also been babies which have been made more comfortable by your generosity, for when the little flannels could not be found to fit them, they have been remodeled by the mother or cut out of old flannel. In that way they were kept warmer and freer from colds. I assure you the contributions have been used to the best advantage in homes that needed it the most, and we wish you to know how greatly we appreciate your help.

OUR ADVERTISING SECTION

This is the third issue of our magazine which has carried advertising material. Doubtless a large number of the employes have been informed as to why this has been done, or have noted the caption at the head of the advertising pages, but for the benefit of those who have not, and to call attention to the need of co-operation in the matter of supporting our publication, your attention is again called to the project.

The following statement, which has been mailed to representative firms in this city, outlines the plan in full, and explains the reason therefore:

"Following the suggestion of the Better Business Bureau of the Advertising Club some weeks ago, that the Pacific Electric Magazine, official organ of this company, be so enlarged as to include advertising, we are taking this opportunity of calling your attention to the project.

While the matter was announced not long ago at the Advertising Club by Prgsident Carroll, and details explained by a representative of this company, there were doubtless many who had not the opportunity of being in attendance at that time, and it is for this reason we are herewith offering explanation in full.

The plan was originally conceived after complaints had been made that various publications, claiming affiliation with this company, had solicited and secured advertising from business concerns in this city. To the end that the merchants might be protected, the Pacific Electric had adopted the suggestion of the Better Business Bureau, and wishes to announce that the columns of its publication are now open for advertising matter in a limited amount from representative firms.

This company seeks no profit from this advertising, the sums in gross received therefrom going to the Employes' Emergency Relief Fund of the Employes Club.

The value of the magazine as an advertising medium is easily seen, when it is taken into consideration that on the day it is published, it is with the salary check placed in the hands of five thousand men and women, employes of this company, practically all of whom trade with the business houses of this city.

We do not propose to importune you with requests for advertising, but we would appreciate your consideration of this medium.

A representative of this department will call on you soon to present the matter personally, and receive your decision."

When making purchases from these firms, it would materially assist if you would mention that you have noticed their advertisement in the magazine. These advertisers are our friends, we should patronize them.

—PE—

IN BETWEEN MEALS

Mistress, to new maid—"I want you to understand that your master is a colonel."

Maid—"That'll be orlright, mum, I just adores soldiers."



Auditor H. A. Culloden and Accounting Department Force

OBITUARY

CLEMENT D. SATCHER

It is with very genuine sorrow that we chronicle the death of Clement D. Satcher, who passed away at the home of his brother in San Antonio, Texas, on Tuesday, May 20, 1919.

Mr. Satcher had been connected with the Pacific Electric Railway Company for the last fourteen years, the major portion of which time was spent as signal bell foreman in the Maintenance of Way Department. His work was at all times characterized by a careful attention to detail that won him the respect of his fellow workers and the confidence of his superior officers, and, though his health had been steadily failing for the past four or five years, he remained faithful and uncomplaining to the last, and was away on his annual vacation at the time of his death.

Mr. Satcher was thirty-nine years of age, and was born at San Antonio, where his remains were laid to rest in the family burial ground on May 24th. He is survived by his wife and three children.

His large circle of friends among the officers and employes of the P. E. family extend sincere condolences to the family in its hour of grief.

WAYNE H. PALMER

Wayne H. Palmer died on May 6, 1919, after suffering from an attack of spinal meningitis. Mr. Palmer was born in Los Angeles January 8, 1895. He worked for the Los Angeles Railway two and a half years before entering the service of the Pacific Electric as a conductor on December 21, 1918.

— PE —

IVAN KIRKMAN

Ivan Kirkman died May 25, 1919, as a result of a fall from an outbound Pasadena Short Line train. He was not on duty at the time of the accident, but was returning from an evening spent in Los Angeles and fell from the front platform of the car shortly after passing California Street. He was born in Ontario, Canada, July 2, 1890. He was formerly employed on the Winnipeg Street Railway Co. and entered the service of the Pacific Electric as a motorman on August 9, 1918.

— PE —

Mrs. Harriet Marsh Grace, wife of George H. Grace, Chief of the Efficiency Bureau, passed away May 20th after an illness of more than five months. The sympathy of the entire Pacific Electric family is extended to Mr. Grace in his great loss.

CHRIS HANSEN

Mr. Chris Hansen, who was employed as a Heater in the Blacksmith Shop of the Mechanical Department since September 22nd, 1917, died on May 21st after a short illness.

He was a native of Denmark and came to the United States when a mere boy, settling in California. He was well liked and highly respected by his fellow employes, being of a quiet but jovial disposition and friendly with all who knew him. He leaves a wife and 10-year-old daughter to mourn his loss.

By courtesy of Mr. Small a special car was provided to convey his remains to San Bernardino for burial there on May 23rd, and twenty-two of his fellow shop mates accompanied the remains to their last resting place.

— PE —

MORTUARY FUND PAYMENTS

Five payments from the Mortuary Fund were made during the past month, including the beneficiaries in the following cases:

Wayne H. Palmer, Conductor Northern Division, \$534.50.

Arthur M. Clifford, Maintenance of Way Dept., \$534.50.

C. D. Satcher, Maintenance of Way Dept., \$532.50.

Chris Hansen, Mechanical Department, \$532.50.

Ivan Kirkman, Motorman, Northern Division, \$532.50.



THE PACIFIC ELECTRIC MAGAZINE

Los Angeles, California

June 10, 1919

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.

GOLD STARS IN OUR SERVICE FLAG

In spirit on Memorial Day we placed a wreath on the grave of each of our boys who made the supreme sacrifice in the great war. We are proud to honor their memory:

Clyde E. Burgher, Accounting Department.
Wm. R. W. Hart, Transportation Department.
Elmer V. Martin, Transportation Department.
M. E. Power, Mechanical Department.
Joseph L. Rodman, Maintenance Department.
Bert Stull, Electrical Department.

FINAL REPORT ON LIBERTY LOANS

By Chairman S. A. Bishop

The employes of this railway company, having purchased \$1,497,800 worth of Government securities of the five bond issues during the period of the war, including the Victory Loan, have thereby clearly demonstrated their unalloyed patriotism and willingness to sacrifice in support of our Government, and have made, as is clearly obvious, very strenuous efforts in order to pay for, out of savings, this very substantial quota. On the Victory Loan \$300,000 was fixed as the proportion of that bond issue which this Company's employes should be called upon to assume and I am proud to relate \$311,750 worth of bonds were subscribed for by our organization.

The soldier having been judged fit to enter a branch of military service and who performed his full duty to his country on the field of battle has not, in my opinion, accomplished more than some of our loyal fellows who, during the war period and under adverse conditions when the high cost of living was pressing down heavily on each and every household, nevertheless set apart a portion of their earnings as a contribution towards the maintenance of our military forces. This achievement is a creditable one for which I do not hesitate to claim, for the employes of this Company, the highest praise and approval and I assure you that our Government representatives in the Treasury Department have freely expressed their appreciation of this showing when our Bond Committee was presented with a German helmet, taken upon the field of battle by the military forces of our country. It was meant that this emblem should evidence our Government's sense of appreciation of the fact that this organization "went over the top" on each and every occasion that funds were needed and called for. This helmet has been properly inscribed and placed on exhibition in the Pacific Electric Club where it will remain as a well-earned war trophy. I trust that each man and

woman who contributed towards this result will feel free to realize a pardonable pride in this accomplishment.

And now since we have the bonds, why not keep them? Why dispose of them at a figure less than the par value? It is a positive certainty that each and every bond in our possession will ultimately sell at or above the price which we paid into the hands of the Government at a time when our money was greatly needed. Simply because many small bond holders have seen fit to throw these securities onto the market, and in accordance with the universal rule of "supply and demand," the market has depreciated, is a sufficient reason within itself why we, who are also small bond holders, should retain our holdings until the market rights itself and United States Government bonds sell for 100% of their value or in excess of that. The bonds of the first issue are selling at 99½% and the bonds of the Victory Loan are selling for 99.96, and if the original purchaser of bonds will retain possession not only of the bonds of these issues but of all of the five issues, they will, when the supply is cut down, appreciate greatly in value. Since you have been patriotic; since you have been thrifty, why not also be wise, and reap the benefit of your patriotism and your thrift? Do not let down at this time, which is the period of reconstruction, and permit others to take over this very sound investment, better than which there is none other. Have in mind the patience and sacrifice which it was necessary for you to exercise in order to secure possession of these securities and hold to them fast and hard until the time comes when you may fully realize on your investment, or until the time comes, which may come to any and all of us in the course of events, when we need to use the dollar which has been saved and which, if invested in a Government bond, is always subject to your order in this that you may realize upon it at an hour's notice.

In saying the last word to you with regard to Liberty Bonds may I not ask you to consider the advice set forth herewith, and may I not also feel the assurance that unlike

many other of our countrymen we mean to reap the benefits of our labor, and strife and toil in the fullest measure and stand shoulder to shoulder in this resolution and steadfast in the purpose to maintain our financial integrity by having back of us these Liberty Bonds to finance ourselves over that period of financial stress and family distress which plays a part in the personal history of every individual. For myself I am glad to feel that while my services were not of any value to my country in any other capacity, I rejoice that my weak efforts have contributed in a small way towards assisting the Government in its war finances, and that, over and above all things else, I have perhaps induced some of you to buy more of these bonds than you otherwise would have bought, thereby contributing towards your well-being and welfare, which, I assure you, is a source of great gratification to me.

—PE—

BEAUTIFUL PICTURES LOANED CLUB

W. Watkins, of the Electrical Department, has loaned two beautiful oil paintings to the Club for an indefinite period that are attracting much attention, of which they are very worthy. They have been in the possession of his father for a number of years and are a part of the estate of that gentleman. One of the paintings is entitled "California Big Trees" and the other "Arab Chieftains," the former is approximately four by six feet in extent and the latter somewhat smaller in size. Look them over the next time you visit the Club.

—PE—

MERCY!

Two young women were married to musicians. The one, a bride of a year, was pushing a baby carriage in which were three fine babies—triplets, all girls. The other one had been in the bonds of matrimony only two or three weeks.

"What beautiful children!" exclaimed the bride.

"Yes," replied the proud mother; "let me tell you the funniest coincidence. At our wedding supper the boys who played with my husband in the orchestra serenaded him and they played 'Three Little Maids' from The Mikado. Isn't that queer?"

At this the other bride turned pale. "Mercy," she gasped. "At our wedding supper Tom's friends serenaded him also, and they rendered 'The Sextet,' from Lucia."

—PE—

TIRED TO THE LIMIT

After coming in from a twenty-mile "hike" the officer in command of a negro company said, before dismissing them: "I want all the men who are too tired to take another hike to take two paces forward."

All stepped forward except one big, husky six-footer. Noticing him, the officer said: "Well, Johnson, ready for twenty miles more?"

"No, sah," replied Johnson. "Ah'm too tired to even take dem two steps."

—Everybody's Magazine.

AGENTS' COLUMN

A freight and ticket agency was established at Orange May 21st with J. B. Black, formerly assistant agent at Santa Ana, installed as agent in the new, up-to-the-minute station building.

— PE —

Paul H. Mann was appointed Terminal Freight Agent at Los Angeles June 1st, vice J. Bennett. T. F. Mason was checked in as acting agent at Wilmington, Pier A, in Mr. Mann's place.

— PE —

The members of the Agents' Association and their families to the number of more than one hundred, were the guests of the San Bernardino Mountain Stage Co. for a trip to the mountains Saturday, June 8th. A special train left Los Angeles at 6:30 p. m. for San Bernardino where the train was met by auto stages and the party taken to Pinecrest for the night. A jazz orchestra kept the dance floor busy until a late hour.

The next morning the party was taken to the P. E. Vacation Camp for breakfast, after which trips to Little Bear Lake, Deep Creek and other points of interest were organized. Manager Thomas and Camp Superintendent Mrs. Rixey arranged for an old-fashioned chicken dinner at noon and the return trip was made in the late afternoon. The beauties of the mountains at this season are beyond the power of pen to portray and every one of the Pacific Electric family should see for himself by visiting the Camp this season.

— PE —

HOME AT LAST

Pacific Electric box car 2586, which left the builders, American Car & Foundry Co., St. Louis, Mo., December, 1913, arrived on home rails (first appearance) May 18, 1919, and I'll say its appearance was not much to brag about. No wonder when you take into consideration the strenuous life it has been leading.

It has made seventeen trips between the Middle West and Eastern States and on ten of these trips has been to Atlantic Ports, then it made three trips between Atlantic and Pacific ports, one trip between Colorado and Eastern states and two trips between Eastern states and Texas, this in addition to considerable local work on Eastern and Middle West lines. But it appears that it was tired wandering around so much and wanted a place to settle down which it did on one road for 108 days and then started making short stands and frequent return trips to the same road. It was on one road nine times in one month, on another road five times in two months. Correspondence, well, we have enough to fill this particular car but we are not going to use it for that purpose. This is the last to arrive of ninety box cars bought in 1913 but two of these were destroyed on eastern lines and never saw sunny California.

R. S. Maison.

PACIFIC ELECTRIC RAILWAY COMPANY Operating Revenues and Expenses, Taxes and Income Accounts April, 1919

Passenger Revenues	\$711,240.07
Freight and Switching Revenue.....	206,352.07
Other Revenue	41,748.35
Total Railway Operating Income.....	\$959,340.49

OPERATING EXPENSES

Way and Structures:		
Wages	\$ 61,702.35	
Material, Supplies, etc.....	45,746.62	\$107,448.97
Equipment:		
Wages	\$ 71,844.67	
Material, Supplies, etc.....	65,069.69	136,914.36
Power:		
Wages	\$ 19,944.21	
Material, Supplies, Power Purchased etc.	93,376.79	113,321.00
Conducting Transportation:		
Wages	\$276,999.09	
Material, Supplies, etc.	32,834.21	309,833.30
Traffic:		
Wages	\$ 4,310.86	
Advertising & Material, Supplies, etc.	8,082.59	12,393.45
General and Miscellaneous:		
Wages	\$ 35,079.94	
Injuries and Damages, Material, Sup- plies, etc.	30,249.87	65,329.81
Total Railway Operating Expenses:		
Wages as above	\$469,881.12	
Other Charges as above.....	275,359.77	745,240.89
Transportation for Investment—Credit...	7,217.98	738,022.91
Revenue Less Operating Expenses.....	\$221,317.58	
Depreciation	\$ 19,786.53	
Taxes Assignable to Railway Operations.....	51,223.21	
Total Depreciation and Taxes	71,009.74	
Revenue Less Operating Expenses, Dep. & Taxes.....	\$150,307.84	
Non-Operating Revenue	6,709.26	
Net Revenue	\$157,017.10	
Interest on Bonds and Other Debt.....	\$285,623.36	
Rents and Miscellaneous Income Deductions.....	30,844.90	
Total Deductions	\$316,468.26	
Net Loss	\$159,451.16	

H. A. CULLODEN, Auditor.

Los Angeles, California,
May 19, 1919.

ACCIDENTS DURING MAY, 1919

	Northern Division		Southern Division		Western Division	
	1919	1918	1919	1918	1919	1918
Interference with vehicles	24	15	18	24	22	11
Collisions and interferences with cars	72	65	30	38	74	61
Persons struck by cars	8	10	5	5	4	3
Derailments	5	2	4	9	5	4
On and off moving cars	5	7	13	8	9	1
Miscellaneous	16	12	9	12	19	11
	130	111	79	96	133	91
		1919	1918			
Interferences with vehicles.....	176	164	7.3%	Increase		
Collisions and interferences with cars.....	17	18	5.5%	Decrease		
Persons struck by cars	14	15	6.6%	Decrease		
Derailments	27	16	68.7%	Increase		
On and off moving cars	44	35	25.7%	Increase		
Miscellaneous	64	50	28.0%	Increase		
	342	298				

PACIFIC ELECTRIC CLUB NOTES

PACIFIC ELECTRIC CLUB CALENDAR

- Thursday, June 12—**
Dancing Instruction Class in Auditorium, 8:30 p. m.
- Friday, June 13—**
Western Division Trainmen's Meeting, 8 p. m.
- Saturday, June 14—**
Agents' Association Meeting, 8 p. m.
The Girls' Glee Club, L. A. State Normal School, 8:30 p. m., followed by dancing.
- Monday, June 16—**
Band Rehearsal, 8 p. m.
Northern Division Safety Committee Meeting, 2 p. m.
- Tuesday, June 17—**
Northern Division Trainmen's Meeting, 8 p. m.
- Wednesday, June 18—**
Trainmen's Moving Picture Instruction Night, 8 p. m.
- Thursday, June 19—**
Moonlight Dance in Auditorium, 8:30 p. m.
Registration for Class "A" Pool Tournament closes 11 p. m.
- Friday, June 20—**
Operating Dept. General Staff Meeting, 10 a. m.
- Saturday, June 21—**
The tie for Champion Pool Player of P. E. Club, will be played off. Play starts at 8 p. m.
- Monday, June 23—**
Band Rehearsal, 8 p. m.
Class "A" Pool Tournament; play begins at 8 p. m.
- Tuesday, June 24—**
Southern Division Trainmen's Meeting 8 p. m.
- Thursday, June 26—**
Dancing Instruction Class in Auditorium, 8:30 p. m.
- Saturday, June 28—**
Winner of Class "A" Pool Tournament meets champion of P. E. Club for trophy, 8 p. m.
Registration for Class "B" Pool Tournament closes 11 p. m.
- Monday, June 30—**
Band Rehearsal, 8 p. m.
Class "B" Pool Tournament begins at 8 p. m.
- Wednesday, July 2—**
P. E. Club Executive Committee Meeting, 2 p. m.
Rod and Gun Club Meeting, 8 p. m.
- Thursday, July 3—**
"Novelty Jazz Dance" in Auditorium, 8 p. m.
- Friday, July 4—**
Fourth of July.
- Monday, July 7—**
Band Rehearsal, 8 p. m.
Southern Division Safety Committee Meeting, 2 p. m.
- Tuesday, July 8—**
Western Division Safety Committee Meeting, 2 p. m.
- Thursday, July 10—**
Dancing Instruction Class in Auditorium, 8:30 p. m.

VACATION CAMP OPENS JUNE 15

The season of 1919 of the Pacific Electric Employees Vacation Camp in the San Bernardino Mountains near Little Bear Lake opens on June 15th for the present season and will close on September 14th. Quite a large number of reservations have been made since the 15th of May at which time the lists were opened, and the indications are that the patronage this year will be quite a bit heavier than last year.

It should be borne in mind by all employes that as the accommodations are limited to 26 Tent Cottages it will be impossible to accommodate all who desire to go to the mountains for their vacations in any one month. In order to accommodate the greatest number it is necessary that vacations be spread over the entire period, and reservations will be made strictly on the order of their receipt at the Club.

The indications are that we will not be able to take care of any weekend reservations during the months of July and August with the housing facilities that are available, so employes are urged to make inquiry at the Club as to facilities before going to the camp for a short-time visit. Last year several parties made the trip into camp without taking this precaution and when they arrived and found no place for them there was a very unpleasant "peeve" manifested, notwithstanding the fact that all employes had been warned of the condition, so please do not repeat the performance of last year after this warning.

Every effort has and will be made to provide for the comfort and happiness of camp visitors, but it must be borne in mind that no institution was ever successfully run without rational regulations, and this camp is no exception. There are certain Government laws and regulations that are to be enforced by the Forest Ranger, such as the carving or defacing of trees, the needless destruction of ferns and other wild growths, the possession or use of fire-arms, wading in or otherwise contaminating of streams; and while we feel that no one will knowingly violate laws, it is a good thing in case of doubt to ask questions. They will be cheerfully answered.

In last month's Magazine was printed a full prospectus of the Camp for this year, containing practically all the information required by anyone going there. If you have not read it, and are interested, get a copy of that Magazine and read all of the article. If a copy of the Magazine is not available, call up the Club and a copy will be mailed you. Please follow the directions given therein closely and make the work lighter for all concerned, and when you go to camp, go with a determination to not only be happy yourself, but to assist in making others happy also.

THE GIRLS' GLEE CLUB Los Angeles State Normal School June 14, 1919 Program

- I Garden of Flowers.....Denza
a. Summer Breezes....Glee Club
b. Duet, The Lark and the Nightingale
Tevilla Hurlburt and Vera Beal
c. Trio, White Butterfly.....
Tervilla Hurlburt, Margaret Scheffler and Carolyn Beal
d. Lovely Rosebuds.....Ruth Whitzel
e. The BeesGlee Club
- II Reading.....Dorothy Adams
- III The Wish Cadman
Irish Folk SongFoote
Ashes of RosesGlee Club
- IV Rose of My Heart.....Lohr
BirthdayCohn
Tevilla Hurlburt
- V Whistling SoloSelected
Emily Cleland
- VI Reading with Piano AccompanimentsSelected
Ruth Phillips
- VII The Jay is a Jovial Bird.
.....Pasmore
The Glee Club Soig
Glee Club
PE

ROD AND GUN CLUB NOTES

I am sure that all members and also those who intend to join the Club soon, will be interested to know that the prospects for our obtaining a charter under the National Rifle Association are very bright at present. Mr. B. H. Dyas of the firm of Dyas & Co., who has also lately become the owner of the Ville de Paris, has very kindly consented to assist us in obtaining a charter, and has written to the Association, interceding in the very strongest terms in our behalf. He has also communicated with Mr. Motley H. Flint, requesting that gentleman to take the matter up with the Association and personally endorse our request. With such able assistance I believe we can rest assured that it will be only a matter of a short time until those of us who desire to feel the kick of an army rifle will be able to do so.

Now, I know that a great many who read this intend to become members of the Club as soon as we are admitted to the Association, as a number have already expressed such an intention. It may be, however, that before we are granted a charter we will be required to make a statement as to the number of our members, our financial standing, etc. In such case it will of course be to our advantage to have as large a membership as possible, and for this reason I would urge all who are interested to send in their applications for membership without delay—nothing can be gained by holding back, while you and the rest of us may lose by such action. If you desire to join us, simply drop me a line or call me on the phone, and I will see that you are given an opportunity to enter your application very shortly.

All members should endeavor to be present at the regular monthly meetings, which are held at the Pacific Electric Clubrooms at 8:00 p. m. the first Wednesday of every month.

L. M. KOHLER, Secretary

POOL TOURNAMENT

A beautiful cue, the prize offered in the Pacific Electric Club Pool Tournament, which began on May 3rd, was won by "Louie" Germain of the Hill Street Ticket Office, he having lost only two games during the contest.

The Covell brothers, L. H. and R. A., are tied for first place, each having lost only one game. However, as originally agreed upon, neither was to figure in the prize winning by virtue of their having previously won prizes in Pacific Electric Club pool tournaments. This tie for first place will be played off on Saturday night, June 21st. A special table will be arranged for the event, and to accommodate the crowd special seating facilities will also be arranged.

So much interest has been manifested in this tournament that it has been decided to divide our pool geniuses into two classes, to be known as Class "A" and Class "B," and to hold a tournament for each in order to determine the championship for each class. The winner of each of these tournaments will receive a trophy, to be donated by the Pacific Electric Club, such trophy to become the permanent property of holder after he has defended his title for one year. The champion will be subject to challenge once a month from any players registered in his own class, such challenge to be played off by a game of 150 points, on a date suitable to the contestants. The champion will be subject to only one challenge within a month, and no one man can challenge him more than once during the period of one year. All challenges will have to be made directly through Mr. Hill at the Club.

The winner of Class "A" tournament will have to play the winner of the present tournament (which closes with the tie play-off on June 21st), to determine championship for Class "A." Registration for the Class "A" tournament will close on June 19th the play for tournament will begin on Monday, June 23rd, and the final championship game for Class "A" will be played on Saturday, June 28th.

Registration for Class "B" tournament will close Saturday, June 28th, and the play for tournament will begin Monday, June 30th.

All male members of the Club are eligible to play in one of these tournaments, provided they register before registration closes. They will be requested, however, not to register for these tournaments unless they are absolutely sure that they can be on hand at the Club to play the required number of games, during the time mentioned for such tournament.

The two trophies selected are very handsome and are well worth working for. They are now on exhibition at the Club.

— FE —

NOT AT P. E. CLUB

"Is your husband in favor of daylight saving?"
 "I think so. He stays out so much at night that I think he'd really prefer not to use any daylight at all."

POOL TOURNAMENT BOX SCORE

	Ford	Harris	L.H.Covell	R.A.Covell	Osborn	Pollard	Hayes	Rubardt	Burk	Brooks	Germain	French	Won	Lost	Percentage	High Run	Handicap
Ford.....		60	16	27	X	27	40	50	60	52	39	60	3	7	30.0	25	60
Harris.....	54		54	35	60	60	60	48	60	60	25	60	6	5	54.5	24	60
L. H. Covell.	60	60		60	60	60	60	39	60	60	60	60	10	1	90.9	38	60
R. A. Covell	60	60	45		60	60	60	60	60	60	60	60	10	1	90.9	27	60
Osborn ...	X	24	14	10		X	50	X	X	35	X	X	1	4	20.0	13	50
Pollard.....	60	21	9	19	X		60	21	31	41	41	60	3	7	30.0	13	60
Hayes.....	60	35	33	46	48	37		56	60	60	55	60	4	7	36.3	15	60
Rubardt....	60	60	60	50	X	60	60		60	55	37	X	6	3	66.6	26	60
Burk.....	53	4	31	18	X	60	29	45		36	X	X	1	7	12.5	13	60
Brooks.....	50	46	22	49	50	50	41	50	50		48	50	6	5	54.5	14	50
Germain....	60	60	44	27	X	60	60	60	X	60		60	7	2	77.7	21	60
French.....	16	33	31	27	X	40	27	X	X	24	18		0	8	00.0	14	50

L. H. and R. A. Covell tied for P. E. Club Championship—90.9 per cent each. Louie Germain won the Prize, by virtue of the two Covells not figuring in prizes, account having won previous P. E. Club Pool Tournaments. X Represents games not played.

THE RECEPTION COMMITTEE



World House Cleaning

A colored regiment was halted while a train of ammunition was passing. As a car load of extra large shells went by a big negro sergeant wildly exclaimed:

"Oh-ee! Dar, chiles, dar goes a whole cart load ob dem Dutch Cleansers."

A dusky hero having been cited for bravery was to receive a Croix de Guerre. The night before the ceremony he said proudly to his buddy: "Well, Henry, tomorrow the Colonel gives me my Cross de Gear."

Henry: "You can have yo Cross de Gear. All I wants is a Cross de Ocean."

EXECUTIVE COMMITTEE MEETING

June 4th, 1919.

The Executive Committee of the Pacific Electric Club met in regular session on the above date, President Bishop calling the meeting to order at 2:00 p. m.

Upon roll call, the following members were noted absent: Messrs. Peachey, Boehme, Lucia, Swartz, W. H. Brown, Appel, Blankenmiller, Leonard, Spencer, Hanson, Vickery, Annable, Small and Anderson.

The minutes of the previous meeting were read and approved.

Manager Thomas submitted the following report:

Club Funds

Balance on hand last report..	\$560.54
Receipts since last report....	412.00
Total	\$972.54
Bills and expenses	\$595.52
Balance this date	\$377.02
Relief Fund Balance on hand..	\$ 53.20

Chairman Bishop reported he had taken up with the Pacific Mutual Life Insurance Co., the question of misunderstanding as to the \$2.00 policy fee, and submitted the following letter from that company in regard thereto:

"Your letter of the 19th instant calling attention to the \$2.00 fee, at hand.

"I have called our agents' attention to this matter and have asked them to make specific mention of this fee, and in the event that any agent fails to do this, we will dispense with his services.

"I appreciate your calling my attention to this matter, and will keep in touch with each agent."

Mr. Bishop also stated he had conferred with Dr. Weber, Chief Surgeon, regarding the re-appointment of Dr. Perry as company doctor at Sherman, and suggested that the appointment of Dr. Huff at Hollywood was made imperative by reason of Dr. Perry entering military service without due notice to Dr. Weber.

As the most direct method of getting the matter settled, he suggested that a committee be appointed to wait on Dr. Weber and go over the situation in conference.

He appointed Mr. Snell and Mr. Huff to act on such committee.

Manager Thomas stated that the reservations for accommodations at the Camp at Little Bear Lake were coming in much faster than for the same period last year, and that the matter of making reservations should not be put off too long, as some one would get left.

Authority has been granted to provide an additional building and other improvements, at an estimated cost of \$1000.00.

Attention was called to inadequate hat and coat hooks in the hat room, and the Manager was instructed to provide whatever was necessary.

There being no further business before the meeting, adjourned to meet at the next regular date.

ATHLETICS

An evening full of action was the way one of the boys expressed his opinion of the Athletic Smoker held last month and if applause means anything he had a lot of company.

The sensation of the evening in the boxing matches was a three-round hit where you can and the deuce with science fight with Theo. Conrey and Charley Turner of the Efficiency Bureau as principals.

Our Western Division boy, Mulvaney, and Cecil Long of the Store Department staged a pretty contest and with a little more training they will both be among the best we have.

If any of the boys have a grudge against Asst. Trainmaster Packer it will be best to forget all about as Packer, Sr., seems to have a couple of boys that would rather fight than eat. This fact was brought to our attention when Jim Packer of the U. S. Navy cleared his decks and went into action with Young Papkin, formerly of the Southern Division. Papkin is a young man who has had lots of experience in the ring and when he is in shape is a match for the best of them.

A couple of boys from Vernol., McManus and Miller, the former a main event performer at Jack Doyle's and the latter his sparring partner, gave us a very interesting three-round exhibition that drew a good round of applause.

Once again we are indebted to Milton Harnden for one of the cleverest exhibitions of wrestling ever seen in our club house.

Harnden brought two boys from Long Beach, whose names were unfortunately misplaced, and both of them put up a hard fight and gave the champ a real work-out before he finally pinned their shoulders to the mat. The speed that Harnden possesses is bewildering and time and again when he appears to be in danger he will by a lightning shift free himself and reverse the situation. It is a liberal education to watch him work.

Since the last Smoker several of our boys have come forward and offered their services and from all appearances the next affair will be a humdinger.

A class in physical culture is now being formed under the direction of Louis Sunshine, recently returned from the U. S. Air Service, and any of you who fail to join are missing an opportunity that would cost you good money at any other athletic club in the city. The class will meet two evenings a week, dates to be announced later. If you care to join the gym class send your application to Manager P. E. Club.

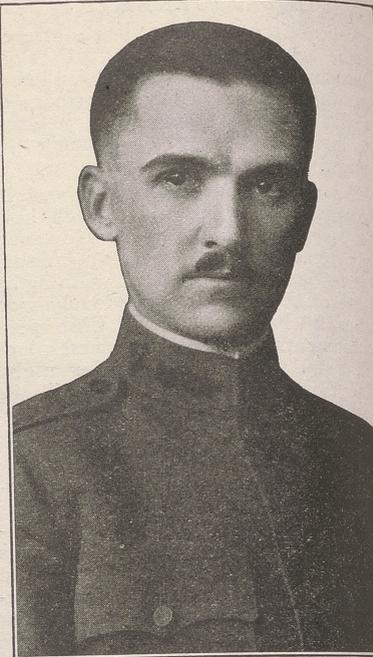
OCCASIONALLY

One rookie to another at a cantonment:

"Where do you bathe?"

"In the spring."

"I didn't ask you when, I asked you where!"



DR. (Lient.) A. M. SCHOLZ
Who is again with us after an extended period of military service.

STILL IN FRANCE

General Superintendent Annable has received a letter from R. F. Brown, motorman Northern Division, who entered U. S. service a year ago and who has been in France several months, from which we quote:

"Have not been in this division before, as I was formerly in the Signal Corps, but I find the work very interesting. Am now doing duty with the Headquarters Detachment of the 2nd Grand Division looking after service records. Do not know when we will start for home, but expect to be the last to leave, as it is up to us to get the rest of the soldiers home first.

"Sergeant Barclay is with the 38th Eng. Co. and is working out of headquarters in Bordeaux doing electrical work. He has probably written himself, so it may be old news.

"Would enjoy hearing about the road and the club and the summer camp, all of which I have praised in the army."

Brown's address is Hdq. Camp Ancona, Base Section 2, S. O. S., A. F. O. 705, A. E. F.

PE

HOSPITAL NEWS

Homer Johnson of the Southern Division, who has been making a strong fight for health and has been in the Monrovia tubercular hospital more than two years, has gone east to visit his family at Waterford, Canada.

PE

Frank Norwood and wife left recently to make their home with relatives at Nampa, Idaho. Mr. Norwood has been ill for about two and a half years and his many friends hope the change may prove beneficial.

Transportation Department Meetings

WESTERN DIVISION TRANSPORTATION MEETING

May 9th, 1919.

The regular monthly Transportation meeting of the Western Division was held in the Auditorium of the Pacific Electric Club on the above date at 8:00 P. M.

The business session was preceded by a very interesting entertainment.

The meeting was called to order by Chairman W. L. Jenks; those in attendance numbered approximately 50, including Superintendent White, General Freight Agent Day, and General Passenger Agent Smith.

Upon motion, the reading of the minutes was waived.

Chairman Jenks suggested that, where light circuits were provided governing single track, the lights should be placed on the motorman's righthand side entering the single track. The motorman can see what the conductor is doing if light is installed that way. If they are located on the lefthand side, the car leaving the single track generally stops in such a way as to hide the light from the motorman who is about to enter single track.

Disposition: Superintendent White said it was a good idea and he would take the matter up with the signal department to see if lights could not be changed to operate that way at an early date.

Motorman Pierce suggested that train crews should work together on the signal lights and should give the inbound trains preference when both trains are due at the same time.

Disposition: Superintendent White said that inbound trains should have the first right and that the matter could be handled by bulletin.

Assistant Superintendent Clark moved that the action of the previous meeting, barring attendance of ladies, be rescinded and that ladies be invited to attend the entertainment part of future meetings.

Disposition: The motion carried.

Discussion of Seniority Rules

Superintendent White suggested that the rules as proposed and covered by a recent circular be talked over and then voted on, as it was desired to have the same rules governing all divisions.

Mr. Pierce thought the only thing to discuss was to decide on what changes made in a run would put it up for choice; also suggested that a general shake-up be had once or twice a year. He also talked at length on the benefits gained from the "get together" meetings, and spoke in particular of one he had attended about thirteen years ago.

He made a motion, which was seconded by Mr. Klein, that a shake-up be held once or twice a year, and the same action be taken by the Northern and Southern Divisions. Motion carried.

Chairman Jenks read Article 3 of the proposed seniority rules, and in-

quired as to what was meant by "temporarily assigned to freight service."

Superintendent White explained that this applied to freight runs that were put on for a short period and would, of course, require the Company to use men from the passenger service and that these men would not lose their seniority in the passenger service nor would they hold any seniority in the freight service.

Mr. Jenks thought that one seniority list was enough and that a man should be able to take any run, freight or passenger, provided he was qualified.

Mr. Galloway stated he thought that the collector runs should not be put up for choice when changed, as they were being changed so often; and it was understood by everybody that when they bid in one of the collector runs they were subject to change and assignment to extra work at all times. Also, that if a run was changed 15 minutes or more, men holding such runs be allowed to keep them or to "bump" as they might desire.

Disposition: Mr. Pierce moved, with Conductor Brown seconding, that when a run is changed thirty minutes or more, it would be put up for bid, and that this action be submitted to the Northern and Southern Division meetings for similar action. Carried.

Motorman Converse suggested that the dead-end overhead wire at Vermont Avenue and Hollywood Boulevard be placed on the crossover at that point.

Disposition: Mr. White stated he would look into the matter and see what could be done.

Conductor Galloway suggested that on trains carrying U. S. mail, trainmen be allowed two minutes time for every sack of mail and one-half minute for each bundle of newspapers handled.

Disposition: Mr. White asked that the matter be carried over to the next meeting.

There being no further business before the meeting, adjourned at 10:25 P. M.

— PE —

NORTHERN DIVISION TRANSPORTATION MEETING

May 20th, 1919.

The regular monthly meeting of the Northern Division trainmen was held at 8:00 P. M. on the above date in the Auditorium of the Pacific Electric Club, Los Angeles.

The attendance numbered about 30, including the following officers: General Superintendent Annable, General Freight Agent Day, Superintendents Bradley, Davis and White and Assistant Superintendents Clark and Wilson.

The business session was preceded by a short entertainment, which was very much appreciated.

The regular business of the meet-

ing was taken up at 8:35 P. M., with Mr. Selk in the chair.

In the absence of Secretary Grace, Chairman Selk asked Assistant Superintendent Belt to act as secretary, and ordered that the reading of the minutes of the previous meeting be waived.

The only unfinished business before the meeting was the discussion of the proposed seniority rules governing train men.

Superintendent Bradley suggested that the rules be read and discussed one at a time, which was done.

Mr. Barron offered a letter, which was read by the secretary, in which he advocated straight seniority—one list for both freight and passenger men.

The matter was discussed for a short time, and upon motion of Mr. Farmiloe, was ordered filed.

Paragraphs 1, 2, 4, 6, 7, 8, 9, 10 and 12 of the proposed seniority rules were read and approved.

Paragraphs 3, 5 and 11 brought about considerable discussion and upon motion of Mr. Barron were held over for further discussion at the next meeting.

During the discussion of Paragraph 5 Mr. Barron moved, seconded by Mr. Paxton, that Pomona, Riverside and San Bernardino be considered open terminals. The motion was voted down when put to a vote.

After a short talk by Mr. F. Drew on the general unsatisfactory seniority conditions existing on the Northern Division at present, he moved that an additional paragraph be added to the proposed seniority rules, requesting that a general shake-up at all Northern Division open terminals be ordered and that San Bernardino, Riverside and Pomona be considered open terminals for this shake-up only.

This motion was seconded by Mr. Lister and carried on vote.

Mr. Selk called attention to the gates on cars of the Glenale Line, stating that passengers were in the habit of raising the gates; also climbing over and under them, and that he thought a great many fares were being lost that way.

Mr. Annable thanked him for the suggestion, and stated that he would look into the matter at once.

There being no further business, the meeting was adjourned at 10:15 p. m.

— PE —

SOUTHERN DIVISION TRANSPORTATION MEETING

May 27, 1919.

The regular monthly meeting of the Southern Division trainmen was held on the above date at 8:00 p. m. in the Auditorium, Pacific Electric Club, Chairman A. D. Tolle presiding.

The attendance numbered about forty, including Assistant General Superintendent McPherson, Superintendents White and Bradley, and Assistant Superintendents Wilson and Clark.

The business meeting was preceded by a short entertainment presented by outside talent.

In calling the meeting to order,

Chairman Tolle called attention to the small attendance and urged that more interest be taken in the meetings which should be considered as of great importance to the men in train service, permitting a free discussion of their problems and difficulties with the view of getting first-hand attention and an impartial hearing. He expressed his belief that when the real import of the meetings was fully understood the attendance would be larger, and he was sure the benefits to be derived would be limited only by the amount of interest taken.

Unfinished Business

Proposed revision of seniority rules.

The secretary read the rules as proposed and read at the previous meeting.

Mr. Vignes moved that section 11, providing for runs being opened for bid when such run was changed 15 minutes or more, be referred to the men on all divisions as to whether the time feature should be made 25, 30 or 45 minutes, the majority of the votes cast to govern. The motion was duly seconded, and vote being taken, carried.

The Chairman called for further discussion of the rules so that agreement might be reached as soon as possible and the question definitely settled.

Mr. McPherson stated that the proposed rules varied but little from the rules now in effect, and that the men should take an active part in the discussion. The officers of the company were not present to propose subjects or questions for consideration, but were there to assist in their solution. It would seem that things were going quite smoothly, or more complaints or suggestions would be received.

It was suggested that most of the men were not aware of the proposed revision of the rules, and that further publicity be given the question.

Disposition: It was moved and seconded that the subject be continued until the next meeting. The motion carried.

New Business

Mr. Self recommended that the circuit breaker on main lead to car-house tracks, Watts, be moved north about a car length, as it is too close to switch when stopping to throw switch and enter carhouse.

Disposition: Matter will be taken up with Mr. Anderson, Electrical Superintendent.

Mr. Tolle suggested that a more reliable and satisfactory service could be maintained on the Pine and Magnolia Avenue line, Long Beach, by changing the schedule from 20-minute to 30-minute, allowing more running time, as present schedule is too fast to be maintained, resulting in occasional trips being annulled.

Disposition: Question taken under advisement.

There being no further business before the meeting, adjourned at 10:00 p. m., followed by coffee and doughnuts.

G. H. GRACE, Secretary.



MORE FIGHTERS RETURN

Mechanical Department:

G. L. Sommers
J. G. Seaberry
Rolen Godwin
C. C. Rice
C. H. Keeling
Otto A. Sandau

Electrical Department:

B. H. Logue

Real Estate, Tax & Resort Department:

Sidney Williams

Maintenance of Way Department:

Bruce K. Malcolmson
Armond Mona
Bernice Pedvin
James T. Mitchell

Transportation Department:

Northern Division—

B. F. Pettegrew
Geo. A. Kidwell
Harold Dunkley
R. E. Riordan
Arthur P. Long
R. H. Watkins
R. B. Hile
Ed. F. Mann

Southern Division—

T. S. Powell
W. R. Grider
F. A. Bullington
R. H. Prouty
J. A. Murray
John W. Clay
V. L. Hansen

Western Division—

J. H. Toft
Venus A. Kirby
Chas. A. Pollock
H. H. Reynolds
Floyd M. Mills
Geo. E. Foster
Ernest E. Worden
Los Angeles Freight Terminal—
S. H. Price

PE

BRUCE K. MALCOLMSON, SOLDIER

The daily press teems with notices of this or that "hero" who has returned from the front, until the overworked word has come to lose much of its original meaning. However, we have recently had the pleasure of welcoming home one of our overseas fighting men who is, in every sense, a hero.

It was almost two years ago that Bruce Malcolmson answered the call to arms and left his position in the Maintenance of Way Department to enlist as a private in the 364th Infantry. At Camp Lewis, he had nine months of the kind of training that transformed a healthy young man into the kind of active, alert fighting machine that later proved its value at St. Mihiel, Argonne, Le Scheld and in Belgium.



BRUCE K. MALCOLMSON

Bruce comes from a line of fighting ancestors—as may be judged from his name. His father held a Commission as Captain in the British Army, but Bruce himself was born, reared and educated in Los Angeles. As is usual with his type, he disclosed facts connected with his exploits grudgingly, but enough has filtered through to make certain that the Distinguished Service Cross, pinned on his breast by General Pershing himself, and the General Pershing himself, and the French Croix de Guerre were each well deserved.

The particular service for which he received his citation was when he and his "buddy" volunteered to break up a machine gun unit that had halted a portion of the American advance in the Argonne battle on September 18th. Volunteers were called for because it was considered certain death to those who engaged in the enterprise. The German unit was entrenched checkerboard fashion in a position considered almost impregnable. Storming the position would have entailed great loss of life but it was considered that two expert marksmen might put the two enemy machine guns out of commission before themselves being killed. Bruce Malcolmson, at that time a Sergeant, and his mate, McLean, silenced the battery by killing all the Hun machine gunners, but only Malcolmson returned—McLean being literally blown to pieces by a high explosive shell. This exploit made possible the capture of fifty-five Germans who were entrenched one hundred yards

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further on, raking the American advance with deadly fire. Again, on the same day, Malcolmson further distinguished himself by assisting in leading a platoon against a German position, taking one hundred prisoners.

Bruce saw active fighting up until the signing of the Armistice, and returned to America and was mustered out last month. He returned to his old position in the Maintenance of Way Department and quietly proceeded to take up his work where he had left off and discourages all attempts to make a hero of him.

In appreciation of the part which he had taken in the Great War, his fellow soldiers connected with the Pacific Electric organization prepared a beautifully hand-made, illuminated testimonial, which was signed by a large number of former service men. In beautiful Old English scrip, the testimonial reads as follows:

"Bruce K. Malcolmson, out of the five hundred and twenty members of the Pacific Electric Railway organization who answered the call to arms during the world war, it was given you to play a part more heroic and to render a service more signal than came to most of us, and our country by its Distinguished Service Order has already given expression to its gratitude for your courage and self-forgetting loyalty.

"We feel that in all the Army the Coveted Cross was never more worthily bestowed, nor covers a braver, truer heart, and as fellow soldiers who are quick to recognize and pay homage to valor in one of their members who so modestly wears his laurels, and in grateful appreciation of splendid services, splendidly performed, we subscribe ourselves to the foregoing and our names hereto."

C. K. BOWEN.

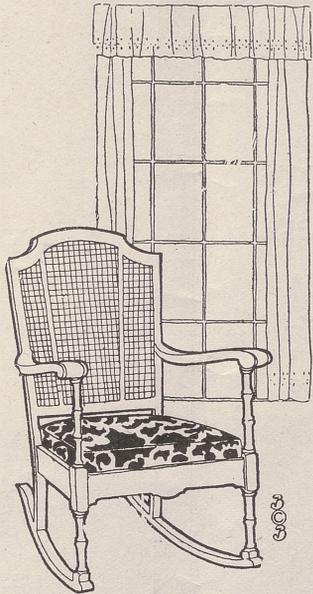
PERCY

Fond Mother—"Little boy, have you seen Percy Vivian?"
Yessum. Hey, Bricktop, your mother wants you!

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