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THE FINANCIAL PLIGHT OF ELECTRIC RAILWAYS

By H. B. TITCOMB, Vice-President
Pacific Electric Railway

It is a grave situation that is confronting the 48,000 miles of short line interurban railways in the United States today. One-tenth of the total electric railway mileage of the United States is now in the hands of receivers. A still greater proportion of the mileage is threatened with receivership. The National War Labor Board has increased wages to these lines an aggregate of more than \$100,000,000 a year, and municipalities are slow in any increase in rates of fare. These electric railways are practically stagnant, and it means that this industry, representing more than six billions of dollars, has caused the stoppage of all but absolutely necessary purchases, and has seriously affected the important business of manufacturing railway supplies and apparatus. These statements and figures are startling, but without a remedy they simply become destructive criticism.

The country at large is now confronted with a problem of which few seem to realize the extent and import. These electric railroads have called attention to their growing operating expenses, and their lessened revenues, but the community at large does not appreciate the truth of these statements, nor what is causing this situation, but the unthinking, together with the shrewd politicians, are calling for municipal ownership, claiming great economies in this manner. Disinterested parties, and those competent to judge, know that units of transportation service cost certain fixed amounts. Whether it is in the hands of private owners, or municipalities, the total costs per unit are there; these costs are positive, and now that the country has satisfied itself that over-capitalization and watering of stock is no longer a live "bugaboo," the issue can be met squarely.

In municipal operation certain charges are not absorbed; the people, however, in some manner absorb them through general taxation. Up to the present time the extent of municipal ownership has not reached the point where this increase in taxation has become vital, although from every community we hear growing complaints of the increase in taxes from year to year. Some live assessors boost the assessment roll in order to keep down the rate, but nevertheless, the people are paying the bill.

While this municipal ownership idea has greatly undermined the credit of the existing electric trans-

portation systems of the communities, another mode of transportation, namely, the automobile, or the gasoline-driven vehicle, is seriously impairing the future of these railroads. Communities realize that they cannot survive and progress if the electric interurban systems should fail and the country fall back upon the gasoline vehicle. But through the powerful influence of the automobile organizations these vehicles have been given, practically, the freedom of the highways, built at the expense of the taxpayer. These machines, now using our good roads "for hire," are taking the cream of the revenues. They refrain from the commutation rate. They greedily go after the one-way fare or round trip. Having no commutation fare, they do not have to meet peak loads of travel in the morning and evening; therefore, having no surplus equipment lying around the hours of little or no travel.

The jitney has not entered the field of the electric roads on a fair and equitable basis, and unless some equitable means of taxation can be perfected, the electric transportation systems cannot survive this "auto for hire."

An ordinary five-ton truck operating a distance out of Los Angeles, say, of fifty miles, does far in excess of \$30 a day gross business, or \$10,000 per year. For the right to operate, the total license, taxes, including personal, city and county, on an auto truck of, say \$3,000 valuation, is approximately \$147 per annum. This includes licenses in Los Angeles, Pomona, Ontario, San Bernardino, etc., etc. Auto busses seating from 20 to 25 passengers, running from Los Angeles to neighboring cities, are collecting from \$25 to \$40 a day, per bus. Likewise, they are doing a \$10,000 per annum gross business, for which they are paying less than \$150 total tax of all descriptions for the right to do business.

As against the above showing, the electric railroads have the following expenditures:

(1) Five and a quarter per cent on their gross income as a corporate tax, which, on \$10,000, would be \$525.

(2) For the right to do a \$10,000 business in the southern part of the state, in addition to the 5¼% above noted, there was \$13,000 paid for franchise grants. Therefore, the proportion on a \$10,000 gross business would be, roughly, \$10.

(3) The total revenue for transportation was \$10,056,000 the year

1918, and it cost to maintain the Way and Structures on which to operate Pacific Electric cars, about \$953,000, or this is practically 9½ cents on every dollar gross, or \$950 per annum for \$10,000 gross.

(4) In addition to the above items, the electric railway transportation have purchased private rights of way, have great investments in their rails, ties, ballast, switches, interlocking plants, paving, culverts, bridges, etc., etc., and this valuation on a road of 660 miles of right of way is in excess of \$30,000,000. At 5% this represents \$1,500,000 per annum, and on a gross business of \$10,000,000 this means that 15 cents of every dollar taken in must go to pay for the interest on these facilities, all of which are provided by the counties or cities on their highways. In other words, very conservatively, the electric transportation systems of the country must pay out \$2985 of their gross, as against the auto, of less than \$150, to be in a position to begin to operate their cars or carry on their business on a parity with the auto trucks.

If these electric transportation systems are to survive, one of two courses is open; either subsidize, by the state, county or cities, the electric railroad transportation systems by assuming the maintenance and interest on the investment, or charge a sufficient percentage on the gross of all machines operating on our county roads or streets "for hire," so as to put them on a parity with these electric transportation roads.

We do not minimize the importance of good roads. We do not minimize the necessity of the gasoline-driven vehicle. We do not suggest or advocate that the farmer or the individual with his private automobile should pay anything more than a reasonable automobile license tax in addition to his personal property tax. The electric railways do not ask charity—do not ask for subsidy, but we submit in all fairness that a more equitable distribution of the taxes must be had.

Many experts have called attention to the fact deterioration of our good roads, and claim that many of these roads will be practically worn out long before the present bond issue is retired. The future generation will be confronted with not only building new roads, but paying for those that were destroyed by the people of the present period. Why not, then, in all fairness, place a tax of a certain per cent of the gross receipts of any machine

that operates on a public highway for hire, which will yield a sufficient amount to maintain and extend our good roads, and approximate the cost to the electric roads. This would provide a fund to assist the counties and cities in forcing separation of grades wherever it is practicable and feasible to do so. By doing this we probably will save the electric railroads from financial ruin, and at the same time perfect our good road systems.

PE

LLOYD A. LEWIS

As the result of an accident that befell him on March 21st, many of the employes of the Southern Division who knew him are grieved over the death of Lloyd A. Lewis. Mr. Lewis entered the service May 13, 1918. In his death he leaves a young wife, Hazel W. Lewis, and many friends to mourn his untimely demise. Interment was made at Rosedale Cemetery in this city.

PE

COMMENDATION

Los Angeles, Cal.,
March 6, 1919.

Mr. G. H. Grace,
Efficiency Bureau.

Dear Sir:

Myself and my fellow trainmen who are unfortunately but necessarily commandeered at the Crocker Street Hospital wish to inform you of the excellent treatment we are receiving through Dr. Weber and his assistants and the nurses of this hospital. We all feel at liberty to inform any employe that the treatment received here will always be of the very best.

Yours truly,

Don Milne,
Jack White,
R. H. Salisbury,
E. M. Helmerich.

PE

Zero Hours

When you break into your last dollar.

When you discover that she is married.

When the dentist says: "It may hurt a bit now."

When you arrive to see the last train leave.

When you realize that you have forgotten the tickets.

When you hear the rain and the alarm clock together.

When you look at the taximeter.

PE

A little nigger boy wandering along outside a Southern city one hot day came across one of the city's reservoirs. It appeared to him to be a most inviting spot, and he promptly shook off his two garments—shirt and trousers—and jumped in. One of the guards of the reservoir happened along, and demanded what he was doing in there. The pickaninny replied he was "jist swimmin' aroun'."

The guard said: "Don't you know that is the water we drink?"

The little nigger dived and as he came up, said: "Dat's all right, boss, Ah ain't usin' no soap."

PE

Some soldiers who learned to cook while in service are coming home to find wifey a full fledged machinist.



MORE FIGHTERS RETURN

MECHANICAL DEPARTMENT
E. R. Ursprung J. E. Mixer
E. F. Chambers W. H. Miller

ELECTRICAL DEPARTMENT
O. K. Paddock

TRANSPORTATION DEPARTMENT

Northern Division

Arthur Spafford Garland L. Spence
Walter M. Clark James F. Jester
Robert C. Harris James E. Davis
L. E. Thompson M. H. Smith

Southern Division

John C. Clifford Joseph C. Borsch
Robert C. Holland Chas. F. Brockett
Chas. W. T. Rosendahl

Western Division

Arnold B. Reeves
Wm. O. Duñcan
Los Angeles Freight House
E. W. Craine

MILITARY NOTES

Word received from Earl Moyer recently advises that he is still in France but expects to be started for home very soon. Doubtless within a month or so he will be back at the old task in the Accounting Department.

Joseph Borsch, one of the boys of the Southern Division, who has been in France and who received some of the compliments of the Kaiser in the shape of scrap iron that sent him to "blightly," has returned and is greeting old friends on the system. Joe had some very exciting experiences and later, when the most of our boys get back we are going to have a "Returned Soldier Meeting" and hear about a few of them.

A note received from Sergeant Otto A. Sandau, mailed from Nogent St. Bernard, France, contains the following cheering information: "Am in the best of health and expect to start for God's country toot sweet (or whatever that means.)" His note is penned on the back of a small brochure giving the battle record of the 364th Infantry, 91st Division ("Wild West") reading "Saint Mihiel Offensive, Sept. 12-13, 1918; Meuse-Argonne Offensive, Sept. 26-Oct. 4, 1918; Ypres-Lys Offensive, Oct. 30-Nov. 11, 1918. Total advance made by division on front line, 34 kilometers. Prisoners captured, 2412. Pieces of artillery captured, 33. Machine guns captured, 471."

George Sleeper, Southern Division man in France writes again under date of March 11 from Nantes and among other things says: "I expect to be back in about two or three more

months, and the sooner the better for I want to be back with you. The old road sure will be a sight for sore eyes and I won't be afraid of an extra trip occasionally. The work over here is coming easier every day. While the war was on we carried some pretty heavy trains up to the front and brought back the wounded. I guess about all the sick and wounded are home now except a few men left that had gone crazy, but we will soon have them home. By that time it should be my turn to go home."

In the January issue of the Magazine mention was made of the death of Glenn B. Stull from injuries received in France. The publication was in error as to the given name, it being Glenn's brother Bert who succumbed to the injuries received. Both brothers were employed in the Electrical Department prior to the war and went to France about the same time. A letter was received a short time ago by Mr. A. H. Ballard of that department from Glenn, which was in part as follows: "I have had enough of fighting after St. Mihiel, Argonne and Flanders fronts; also enough of hob-nailing through France and Belgium. I have often wished that a Red Car would come into view over a hill. I suppose you know that my brother, Sergeant Bert L. Stull, has paid the supreme sacrifice. He was working for the Pacific Electric at the time he was called into the army. He died December 5th at Base Hospital, No. 11, Nantes, France, as the result of "gas" received during the drive in the Argonne. I wish to express my thanks to the Pacific Electric for the Magazine which I have received regularly every month. It has helped not only myself, but other Pacific Electric men to chase away the monotony of army life. Hope to see you in the near future."

Corporal A. C. Barney, formerly of the Electrical Department, wrote to his former officer in the company recently and gave a view of the army life over in France that is somewhat different from others we have seen. We extract from his letter: "Received the ever welcome Magazine again today and read the article telling of Major H. W. Edmonds' experiences. He sure had some, didn't he? My outfit wasn't lucky enough to get to the front and see the real stuff, but we did what was ordered. Before the armistice was signed we did practically nothing but traffic work, keeping the road clear and transportation on the move. Ammunition and supplies were needed up the front and it was up to us to see that it wasn't blocked or stopped. We were stationed at junctions and cross roads about twenty kilometers in the rear of the line. The company itself was

not under shell fire. We have had the experience of being in air raids which generally were pulled off between midnight and four a. m. and then it was back to the traffic again. If a truck got stuck on or near a cross road and could not get started again, our orders were to place the driver under arrest and get all the men in the vicinity and get that truck out of the way, turn the truck over into the ditch, blow it up with some high explosive, get it out of the way no matter how and get traffic on the move again. Arresting stragglers and A. W. O. L.'s is a very disagreeable job, but it has to be done. We were also some busy checking machines and the time they passed the traffic post; checking passes and travel orders which should tell the number of people in the car or motor and where the motor is headed for. The idea for checking so closely is for instance, a truck load of supplies is sent out from a certain base for a certain point on the front; truck number so and so left such and such a place at ten o'clock for Verdun and was headed for such and such a place on that road. All that is on the M. P.'s book. An officer comes to you and asks what time did Truck No. 00 pass here? Learning the time and estimating the speed of the truck, the officer who has an order to countermand the supply for Verdun and divert to another sector of the front, gets on phone and catches truck at next traffic post and diverts to the point desired. There were in the section where we were over 30,000 men and a large number of officers A. W. O. L. from the front. These are large figures but they are the figures we received at our headquarters. Inside the next ten days after we had received our orders about the A. W. O. L.'s we had picked up about 18,000 enlisted men and several officers."

PE

IS FRIDAY AN UNLUCKY DAY?

If you believe in the old omen as to Friday being an unlucky day, get it out of your mind. Manley, formerly of the Western Division, now in France, started a "leave" on Friday, the 13th, and see from his article, which follows, what he saw in the course of his seven days off:

"Now after some time of wondering and waiting my first seven days 'leave' in France is about to become a reality, and on a Friday, the 13th, I have the papers, and permission necessary, and have been bid goodbye and good luck, by my friends of the Detachment, and ready to start for Nice, the California, or playground of France. And I might add of other countries as well.

"The first stage of my trip from Nantes, to Paris, is about two hundred and twenty miles, and for a good portion of the distance runs along the valley of the Loire river, which flows into the Ocean at St. Nazaire. The train I take is a fast and well patronized one, so the French people are there in good time and massed for the rush which takes place when the train arrives. And when the little pill-box engine screeches for the sta-

tion they get into a high state of excitement, rushing back and forth, and surging as it seems only here they can, with no regard for lining up or taking turns, and not much for women and children. At the Theatre it is the same. To us it looks as if they can't understand why they can't all pass through the door at the same time.

"After we were classified, when you travel in France and most European countries, you are in one of three classes as follows. The first class is for officers, and others who are well dressed and able to pay well. While the second is for non-commissioned or (Sous) officers, as the French would say; and the third class for soldiers, and poor people who are not so well able to pay. Being only a soldier I was supposed to ride third class, but was able to pay the difference and ride second class. At the same time an ordinary soldier in France cannot buy a (Billet Primere Classe) or first class ticket.

"The French (wagon) or coach has an aisle the length of the car, and is divided into compartments, seating six or eight persons in each section, and is a very good arrangement since each has its own door, and is apart from the remainder of the car. I had the good fortune on this trip to meet two American nurses, and two American soldiers, who were going as far on my way as Paris. Now, while I understand a little French, and do not feel totally at sea with the French people, I don't mind telling you that I still prefer the company of my native people. And I think perhaps we will appreciate our American girl more than ever after being away for several months. And at the same time admitting that the French Mademoiselles are 'peaches' and have a stunning way of wearing their clothes, we all say they are 'wonders at dressing.'

"Along the way we pass through some villages of note. I will mention one or two, first is Blois with a population of about twenty-five thousand, but is of much note in old French history, and the Chateaus, and Castles of Kings, and Princes are there to prove it. And it was the home of the characters of Victor Hugo's 'The Three Musketeers.' It had a very large American camp there during the recent war. I was stationed there a few weeks when I first landed in France. And about thirty miles beyond we again pass through the Ville of Orleans, I suppose where New Orleans gets its name, and where I went on my first 'Fourth of July' in France, and marched in a parade, and drank champagne, at the expense of the Ville. There are more things I might say about this celebration but will not now as I surmise you will be more interested in the village.

It has a population of about seventy-five thousand, and full of memories of Jeanne d'Arc (as the French know her) of Joan of Arc, the young girl who, only about seventeen years of age, in the year 1429, led the French army against and defeated the British,

capturing the city. And that is the reason in so many ways she is remembered here. Monuments are erected, churches, museums, bridges, streets, schools, and the wells she drank water from are named for her.

There are many things to be said in her honor but I am on a sidetrack and must back to the mainline and continue my trip.

"We arrived in Paris 7 a. m. the 14th, and the day of President Wilson's arrival in Paris. (I might say I had an appointment with him but I will not say it.) Our party now consists of one American soldier and myself, and the reason we stick is because we expect to take the same train that night for Lyons.

"By the time we have found a hotel, had some breakfast, and back on the street, the streets are full of people and the parades are forming. Not being acquainted with the place, before we gain a point of vantage the crowd has become so thick we can only move with the tide of humanity, and had to be content with seeing the parade and celebration, for we did not get near enough to see our President. But that was well worth seeing, for the people were wild with joy and excitement, every one trying to outdo themselves, to make the visit of 'President Wilson' a thing to be remembered. And that night the streets were filled with cheering mobs, throwing confetti, serpentine, and kissing the soldiers. It seemed Americans were in favor—perhaps that was because I was one.

"There was a party of three very pretty mademoiselles escorted us that night to the station. We had only met them that day, but they treated us more like old friends, and when it came time for us to say good-bye to them we told them very sincerely that they were (Tres Jaunte) very nice.

"And they did not speak one word of English.

"We left Paris at 9 p. m. that day, now on our way to Marseilles, a distance perhaps of four hundred and fifty miles, passing en route Dijon, Lyon, Valence, and Vignon. Arriving in Marseilles on the afternoon of the next day, and stop over night to look it over, find it to be the second largest city of France, with about five hundred and fifty thousand population and probably the oldest city of France. It has a number of things of historical interest, one of them a church founded in the year 410.

"And here I get the first order of ham and eggs in the six months overseas. That put it on the map for me.

"That night I saw a musical comedy show, headed by Gaby Deslys, the well known actress, who has toured England and America as well, and at this time has a company of perhaps one hundred and twenty people.

"While the prevailing language in speech and song was French, there were a number of American selections, and some in English for the benefit of those present.

"Starting from Marseilles in the morning we have almost a whole day to travel along the Mediterranean coast, the country beginning to re-

semble that of California, with its mountains, oranges, olives and grapes. We also see other fruits and some stock, and best of all is more sunshine. At Marseilles there was an improvement and as we move down the coast it becomes better and better until by the time we reach Nice it is very nearly an ideal climate.

"For comparison I will say that I was there one week and it did not rain one day; while where I was stationed the sun had not averaged shining one day in a week for two months or more, and raining every day. ("A wee bit damp and chilly," you'll admit.) Nice, nearly as old as Marseilles, but differs as it is a real tourist town, and has a population of about two hundred thousand. It is located on the ocean front, with a very pretty beach and semi-tropical weather and plants. The buildings are pretty, for which we give credit to the artistic nature of the French people.

"There is very little wood used in the houses here. They are made mostly of stone and cement. It is not uncommon to see a staircase without a stick of wood in it. Here before the war they say that you could find people from almost any country on the globe. And the different languages spoken here makes it seem possible. I was surprised at the number who spoke English. It was a rare thing to be in the company of a dozen or more and selected at random, that some did not speak English, and it was the same nearly every time I rode a tramway (street car I believe they are in America). They treated the Americans very nice, perhaps that was because we have the name over here of being good spenders. (Not boasting.)

"And here in Nice is where a number of great men like Napoleon lived at one time and are said to have gotten their inspiration for great work. While I have read and heard of a number of good books, and stories that have their setting in the Riviera section, which is no other than Nice, and the near vicinity.

"One of the best attractions to be found near here is Monaco, with the Prince's Palace, and a very interesting Museum. The village of Monaco is built around a neat little miniature harbor, with the Prince's yacht in the center.

"And the twin city of Monaco is Monte Carlo, and who has not heard of 'The Man Who Broke the Bank at Monte Carlo,' a play that got its setting in the gambling rooms of the famous Monte Carlo Casino? The people, both men and women, who play the game of chance here, are said to make an application something like taking out insurance before they are passed and allowed to play. Anyway enough seems to pass, for there are large crowds there from the opening at noon until the closing at midnight. No members of the military service of any nation are allowed to gamble here, but at a certain hour and with guides we were permitted to visit all the rooms of the Casino. The rooms are such as a theatre, cafe, ballroom, and several gambling rooms, with an office almost like a bank, while there

were rooms that were, as I saw it, there for beauty alone. And all this decorated with rich and elaborate furniture, rugs, and paintings all in great harmony. When I think of it now as I saw it then, it seems like a dream, and too grand to be true.

"Monte Carlo is about twenty miles from Nice, and by going about fifteen miles along the coast we come to the Italian border and have a look at Italy; but on account of the war conditions cannot go far into that country, so there is not much to be said about what I saw in Italy, at least until I have seen more.

"Another trip I made from Nice was to the village of Grasse, which is about twenty miles back in the mountains from Nice, and away from the coast. It is noted for its perfumery factories, about fifteen in number, and is called the perfume center of France. And I see no reason for not saying the world for who does not think that the best perfumes come from France? In Grasse they have one valuable scented flower that is said to grow in no other part of the world, and this spot produces very rich scents of the many common and well-known varieties. I visited some of these factories and was very courteously shown the making of perfumery, all the way from the placing of the fresh picked flowers in the vats, or compresses, to the packing for shipment of the scented soaps, hair oils and other perfumes. The many sweet girls I saw there and the many French soldiers who had plenty of perfume, that I don't believe they paid for, made me wish for a longer stay, and a better understanding of the French language.

"All that I will say of Cannes, Antibes and Menton, is that that they are very pretty little villages in the neighborhood of Nice, and any one of them well worth spending a day in, although I did not devote that much time to either of them.

"Now that the seven days time allowed on my pass has expired I must begin my return trip. And after passing a few hours in Marseilles I pass on to Lyon, where I have two days in which to see what I can of the third largest city of France, with a population of perhaps five hundred and twenty-five thousand. It has two large rivers flowing through the business district of the city, the Saone river flowing into the Rhone soon after passing the city on its way to the sea. Here I saw a church on a high hill with a cog railroad through a tunnel in the hill straight to the top. I went up and from there I had a beautiful view of the city. This is an industrial city with many factories, a number of which make clothing. I did not see many Americans here and the show windows were full of pretty things at moderate prices. I don't know why, but not often you see that where there are plenty of Americans.

"After leaving Lyon, on my return trip I make a short one-day stop in Paris, this making two days in all in Paris. But you cannot begin to see the things that are worth while here to see, and I hope in the near future

to spend a three-day "leave" there, to see some of the many things I heard of that I was unable to see. One of the first things that attracted my attention here was some of their buildings, from which many of the buildings at the "Panama Exposition" were patterned. And I saw the largest "Ferris Wheel" in the world, called "one of the seven wonders of the world." Also the "Eiffel Tower" with its immense height. The "Notre Dame" church I went to see because of its noted largeness and beauty. Near by is the "Palace of Justice" that was hit by a bomb in one of the German air raids. The break is all repaired now, so that had some one not pointed out the new cement and told me the reason for it, I would have passed the place without knowing the fact. I found time to go out to Versailles, a suburb of Paris, and saw the palace of King Louis XIV., with its collections of art, and beautiful grounds. And it is said that at one time neither expense nor labor was spared to make this place all the heart could desire.

"In this you have heard something of two weeks of my experience in France, but there are near eight months that are blank."

PE

FROM CAPTAIN MCKEE

It was indeed gratifying to hear from our old friend and fellow-worker Capt. O. L. McKee, who on February 14th wrote from Belgium to General Superintendent Annable, and enclosed a very good picture of himself.

Among other things Capt. McKee says: "We are still well and trying to do our bit over here. Now that the war is about over most of the men cannot understand why they are not sent home at once. Of course this cannot be done. We must take our time and I feel we will get home in due season. California has cause to be proud of her soldiers over here. The 91st Division was about all of California men; went into the fight like veterans and walked through the Germans down in France, taken out of front lines there and sent here into Belgium Oct. 24th and was in the fight until Nov. 11th (the finish). Major Edmonds has made quite a name for himself since being over here; has done wonderful work and is now in command of the 2nd Battalion of this Regiment. I am supply officer again of the Regiment and have plenty to do in outfitting all the men again. Remember me to all the boys. Hope I will soon be among the big family again."

PE

A card from C. H. Keeling to Mr. Annable contains the holiday greetings and betokens his healthful, cheerful condition with the 12th Engineers in France.

PE

"A man feels at home on the street cars these days."

"Why the homey feeling?"

"They have women conductors."

"I know but—?"

"They meet you at the door and ask for money before you get inside."

TRAINMEN'S MEETING FOR MARCH

Western Div. Transportation Meeting

The Western Division Transportation regular monthly meeting was held in the Auditorium, Pacific Electric Club, March 11th at 8:00 p. m.

In the absence of Chairman White, Motorman W. L. Jenks was elected chairman pro tem.

In addition to about 75 trainmen there were present Superintendents White, Bradley and Davis and various staff members, General Freight Agent Day and General Passenger Agent Smith.

The regular business session was preceded by a short entertainment by outside talent of instrumental and vocal selections and exhibition of oriental dancing. The program was enthusiastically received.

The business meeting was then undertaken and disposed of as follows:

Suggested change in the method of handling trainmen's cards.

Disposition: Supt. White stated he had discussed the matter with the chief timekeeper, who requested further time to look into the subject in detail. On the face of it, the suggested change seemed OK, but the question of whether or not an increase in time-keeping force would be necessary would have to be looked up. Carried over to the next meeting.

Suggested method of using coupon tickets for passengers transferring from Westgate and Santa Monica Canyon line, in place of triple tickets.

General Passenger Agent Smith stated that the use of coupon tickets would undoubtedly result in coupons being peddled to avoid paying 5-cent fare. He had in mind restoring the Santa Monica-Los Angeles transfers, which would probably take care of the situation; transfers would be issued only to interurban passengers, unless demanded. After a trial, might arrange it for other points.

Mr. Galloway thought the use of transfers would be a source of endless trouble for conductors, as passengers would claim they had been punched wrong and insist on being carried to a through point for which they had not paid.

Mr. Smith said conductors should not pay any attention to such claims; the passenger's remedy lay in taking it up with passenger department. He suggested the matter be held open until next meeting; in the meantime he would arrange to confer with some of the conductors who have to handle the traffic.

Disposition: Subject carried over until next meeting.

Suggested by Conductor During, that arrangement be made whereby the war tax on cash fares be included in the amount punched on cash fare receipts.

Disposition: Mr. Smith thought the suggestion was a good one, and would take the matter under advisement and report at next meeting.

Suggested by Mr. Galloway that tickets should indicate in some way that fare paid includes war tax.

Disposition: Mr. Smith stated that the present stock of tickets was ordered before the war tax was put on and was valued in excess of \$10,000.00. The new tickets ordered will bear printed notation as to war tax.

Conductor Sohn requested that some provision be made to provide clips on seats to hold hat checks, as men passengers object to having them stuck in their hats, and women put them out of sight in their hand bags, etc.

Disposition: This question involves a royalty payment on any such device, but the matter will be again looked up and decision given at next meeting.

Suggested by Mr. Sohn that motormen and conductors assigned to instruct students be required to wear the regulation uniform cap.

Disposition: This suggestion taken under advisement to be reported on later.

Suggested by Mr. Sohn that 3-car passenger landings be provided at Vineyard and Tokio.

Disposition: Mr. White will look into it and make necessary recommendations.

Mr. Jenks recommended that passenger landings be provided at Page Military Academy stop, and at Beverly Hills, new stop for local connecting car.

Disposition: Mr. White will handle this in connection with Vineyard and Tokio matter.

Mr. Creighton requested that deadhead time be allowed for relief crews on Santa Monica Canyon line, on account of having to wait for cars after being relieved.

Disposition: Mr. White ruled that deadhead time could not be allowed inasmuch as the relief is made within the City of Santa Monica and crew was not required to report at car-house after relief.

Mr. Sohn asked that trainmen be accorded privilege of free transportation on foreign lines other than Southern Pacific and allied lines.

Disposition: Mr. Smith stated that foreign lines, until a comparatively short time ago, did not grant free transportation to employes of electric lines, and only after a long controversy was reduced rate transportation allowed. In cases of free transportation the number of passes allowed on electric lines was so small that it would not in any way meet the possible demand, so the rule is not to request them at all. The steam lines limit requests to only those employes in service over five years.

Mr. Van Orden complained that Western Division is not getting proper recognition in selection of work, freight and switching crews.

Mr. White stated that in the case of freight crews there was no freight business to speak of handled on Western Division, and the regular assignment was filled from Western Division list.

Mr. Jenks said it was his recollection

that it was customary to use men from all divisions four or five years ago.

Mr. Cody thought the time ought to be split 50-50 in case of switching crews in Los Angeles working on the Air Line.

Disposition: Mr. White will confer with the other superintendents in regard to the matter.

Conductor Brown suggested that a gate or barrier be provided at Hill Street station to separate incoming passengers from passengers leaving Hollywood local cars. Under present conditions, passengers run alongside incoming cars and try to board them before all passengers are off.

Disposition: Mr. White will take up with Maintenance of Way Department and see what can be done to remedy.

Conductor During suggested that Van Nuys line passengers inbound be required to leave cars at Fourth street instead of inside station. Frequently when train is late, necessary to take crossover in yard which blocks sidewalk while passengers are getting off.

Disposition: Mr. White stated he would look into the situation and arrange to take the question up with the Board of Public Utilities for permission to so handle.

Conductor Knauer asked that when a man holding a single track lays off, the oldest man working out of the terminal who can qualify on single track be entitled to the run if desired; if not the next oldest man, and so on.

Mr. Creighton stated he thought that where men lay off it is an emergency matter, and should not throw the run involved open to bid, which was what this suggestion would virtually amount to.

Disposition: Mr. White stated that it could not satisfactorily be arranged to provide a set rule as to who should be put on any particular run. It is not always possible to get hold of a qualified man to put on a run in an emergency, and in such cases the matter would have to be up to the Superintendent or his representative.

There being no further business on hand, meeting adjourned at 10:15 p. m.

Northern Div. Transportation Meeting

The regular monthly meeting of the Northern Division trainmen was held on March 18th in the Committee Room, Pacific Electric Club, about forty being in attendance, including the following general officers: Vice-President Titcomb, Assistant General Superintendent McPherson, and Superintendents Bradley, Davis and White.

A short musical entertainment preceded the business meeting.

The meeting was called to order at 8:00 p. m. by Chairman Grant Darling.

Question of run changes varying ten minutes or more, such changes placing all runs on line open for bid.

Mr. Peden offered a resolution to the effect that an employe holding any run originating and ending at a terminal the time of which is changed

thirty minutes or less, such employe may retain the run if he so desires; but if such change exceeds thirty minutes, the run shall be open to bid and must be held for at least thirty days by the employe bidding it in.

Mr. Titcomb directed attention to a similar resolution ratified by the Western Division men, where the time limit was ten minutes or more and suggested that uniformity on all Divisions should be adhered to, and that before final action taken, superintendents and staff officers should get together and agree upon a uniform rule.

Disposition: The resolution was withdrawn and the question held open until next meeting, when a joint rule will be submitted for consideration.

The question of open terminals at Pomona, San Bernardino and Riverside was reopened by reason of recent bulletin issued by Mr. Bradley suspending action until matter could be given further consideration.

Conductor W. S. Snyder submitted a letter protesting against being deprived of his run at Pomona under the open terminal resolution passed at the last meeting.

Question debated at length by Selk, Snyder, Farmiloe and Murphy.

Mr. Peden offered a resolution to the effect that Pomona, Riverside, Redlands and San Bernardino be declared open terminals but subject in all respects to that portion of Rule 5, Miscellaneous Rules of the Operating Department, which states "No man shall, without his consent, be deprived of a run which ends at the terminal where he owns his home in which he is residing with his "family." Provided that a senior man, after this resolution becomes effective, shall not displace a junior man from a run, the right to which he voluntarily failed to exercise. Seconded by J. B. Lefman.

This resolution was sharply debated by Messrs. Aney, Lefman, Murphy, Wilson and others.

Mr. Barron, in a letter which was read by the secretary, called attention to the injustice and inequalities which would prevail. He asked that the resolution be withdrawn.

Mr. Peden said the intent of the resolution was to change the resolution on open terminals passed at the last meeting, and get back where we stood prior to last meeting.

Mr. J. B. Lefmann moved that the resolution regarding open terminals passed at the February meeting be reconsidered.

Motion declared out of order until the Peden motion disposed of.

Mr. Peden withdrew his resolution.

Lefmann motion again offered and being duly seconded, carried unanimously.

It was moved by Mr. Wilson, and duly seconded, that all terminals be left as they are.

The motion carried.

The question of line and express car runs being open for both freight and passenger men, carried over from last meeting, was presented for consideration.

Mr. Larson moved that the matter of lines and express cars be left as it



THE SIGNAL DEPARTMENT
These Fellows Make Speed With Safety Possible

is; seconded, and vote being taken, the motion carried.

Mr. Barron stated that in his opinion, vital questions should not be decided merely on representation at the meetings, as those present were but a small proportion of the men affected.

Mr. Titcomb said there was sound merit in Mr. Barron's contention; that on important subjects the men were entitled to a polled vote of all the men. The officers are only present to learn firsthand of the problems and difficulties and to suggest methods and ways of preserving proper and essential standards for the three divisions. He was much interested in the discussion of open terminals and seniority. He stated he was a firm believer in seniority, but in the case of small terminals there was a question whether the man who has gone there and bought his home, should be bumped; and he thought the men as a whole would not want it that way.

He suggested that it would be well for Mr. Annable, Mr. McPherson and the superintendents of the three divisions to get together and modify the recommendations of similar character, brought up at the several division meetings, so that a standard or uniform regulation would be formulated and then presented at each meeting for discussion, and if satisfactory, could then be voted on by all men through a polled vote if so decided on.

Question was ordered carried over until next meeting.

Mr. Peden referred to question of general shake-up, and offered a resolution to the effect that there be a general shake-up effective July 1st, 1919, and every twelve months thereafter.

Mr. Shoemaker thought the question ought to be left to the officers' committee for consideration in con-

nection with the open terminals and line and express cars regulation, and made a motion that matters stand as they are until the general superintendent and superintendents can get together and formulate regulations for the three divisions. Carried.

By Conductor Aney that the same rates of pay be allowed for waiting time as for other time.

Mr. Titcomb thought that regular rates would be pretty steep, but stated that, effective March 16th 1919, he would authorize 30 cents per hour for waiting time.

Mr. Titcomb then spoke of the financial condition of the Pacific Electric Railway, growing deficit, and the necessity for economy in all departments; that this growing deficit is brought about to a large extent by the motor bus or jitney in competition with us. He showed that the ordinary bus running from San Bernardino to Los Angeles takes in about \$10,000.00 a year passenger receipts, and pays only about \$100.00 for the privilege of operating. Whereas, for the same amount of business, the Pacific Electric pays \$525.00 taxes to the State, which is 5 1/4% on its gross revenue, about 2% franchise tax, another \$200.00. The maintenance of the track and roadbed takes about 10 cents out of every dollar taken in, or \$1,000.00. The interest on the bonds invested in the tracks and property is about 15 cents out of every dollar, or \$1,500.00, or a total of about \$3,225.00, as against the \$100.00 to the bus, for doing the same amount of business.

Mr. Titcomb called for loyalty on the part of the Pacific Electric employes at all times, and made it plain that now that business is falling off, and men will have to be let out, seniority will prevail, except that those who are disloyal or dishonest, and

violate the rules of the Company, cannot be extended any clemency.

Mr. L. A. Thomas recommended that terminal foremen be appointed at San Bernardino, Riverside and Redlands.

Disposition: Mr. Bradley will look into the situation.

Mr. G. Lefmann recommended that the extra men be allowed to participate in Mt. Lowe service.

Disposition: Taken under advisement to be decided upon later.

Mr. Lefmann recommended that, as Macy street was regular terminal, deadhead time be allowed to the terminal in cases where cars tie up at Sixth and Main street.

Disposition: Taken under advisement; decision will be rendered later.

Mr. Murphy recommended that waiting time be allowed in cases of split runs.

Disposition: Will be taken up at the superintendents' conference, and reported on later.

The chairman called for nominations for chairman to serve for the next three months.

Mr. J. B. Lefmann was nominated.

Mr. Hawthorne declined.

Mr. Darling declined.

Mr. Selk was nominated.

Mr. Lester declined.

A motion to close the nominations prevailed.

The chairman announced two nominees to be voted on and asked how the balloting should be conducted.

Mr. Lefmann withdraw and Mr. Selk was elected by acclamation.

There being no further business before the meeting, adjourned at 10:30 p. m., followed by a social session with coffee and sandwiches.

— PE —

Southern Div. Transportation Meeting

The regular monthly meeting of the Southern Division trainmen was held on March 25th at 8:00 p. m. in the Auditorium, Pacific Electric Club, Chairman Clendenning presiding.

The attendance numbered about 50, including the following general officers: Vice-President Titcomb, Assistant General Superintendent McPherson, Mechanical Superintendent Small, General Freight Agent Day, General Passenger Agent Smith, General Claim Agent Bishop, and Superintendents Davis, Bradley and White.

A short entertainment preceded the business session, the regular order of business following.

In the matter of operation through the block signal zone between Wilmington and Gaspur, Mr. Tolle stated that the intermediate signal had been changed since the last meeting, to show green instead of yellow; but that did not clear the situation with respect to the first signal which still shows yellow; and that only means one thing.

Mr. McPherson stated signal indications must be observed strictly in order to be safe.

Disposition: Approach and pass yellow signal under full control and continue under control until next signal can be seen and then be governed by its indication.

Mr. Tolle recommended that a 1000-ft. board be installed at proper dis-

tance approaching junction at East Wilmington.

Disposition: Mr. Davis stated he would have the matter attended to.

Mr. Tolle asked that strict instructions be issued requiring controller handles to be left on the cars.

Disposition: Mr. Davis stated that instructions already out were very plain, but bulletin would be re-issued again calling attention to the subject.

Mr. Clendenning asked Trainmaster Rich if it would not be possible to keep merchandise cars in steamer trains all together. Frequently, merchandise is loaded in several cars and the cars scattered through the train, necessitating separate switch for each car upon arrival at Los Angeles; and on account of lack of yard room difficult to switch long trains without blocking main line. Also trains delayed leaving the port arrive late in Los Angeles, pulling in on time of other trains, causing congestion and blocking of yard.

Disposition: Mr. Rich said he would look into the method of loading from steamers and see if improvement could be made. As to delayed trains, the departure depended on when steamers finished discharging; hard matter to get them to hurry.

General Claim Agent Bishop called attention to method of paying death claims of employes, whether in a lump sum or in installments covering a term of years. The law provides such claims may be paid weekly extending over a period of about four and a half years, but sometimes it might be important to the family of deceased employe to have the payment in a lump sum. Heretofore such payments have been made in installments, but it makes no particular difference to the Company how they are paid. Shall we continue as heretofore or shall we pay in one payment? Would like a discussion on the subject.

Disposition: Account small representation present, subject carried over until next meeting.

Vice-President Titcomb directed attention to the financial condition of the Company and stated the principal question is that of economy. "Apparently many of you do not seem to understand how we stand financially today, although the Company's statements are published every month in the "Magazine." All electric railroads are in very bad shape, and today there are 30 of them in the hands of receivers. Our bond interest alone is approximately \$300,000.00 per month, and we fail to make this by about one-half, the Southern Pacific Company having to put up the balance, and at the present rate we will face a deficit for the year of about \$2,000,000.00. I want you to believe these statements in order to understand the necessity for economy which we must have. I know that runs are being curtailed, but we cannot help it.

Another thing that greatly concerns me is the number of people we are killing, a total of 18 this month. What can you suggest to prevent these accidents? It is a hard problem to solve. Cannot say it is care-

lessness, but are we sure it is not? Can we not improve? Please think it over.

Still another thing, and that is the abuse of passes. Forty-four per cent of our employes hold annual 5-year service passes. These I have signed personally so as to call to mind the loyalty of the men working for the Company; in addition are many annuals issued to dependent members of your families in recognition of 8 years' service. And now we find that the privilege is being abused. Specific cases have been brought to my attention where passes have been loaned to the neighbors. This is a serious matter and Mr. Annable has been instructed to see that bulletin is issued to conductors to see that passes are presented by the proper persons. We will give a thrift stamp as a premium for every improperly used pass taken up and turned in.

At the Northern Division meeting I directed attention to the jitney situation. As I stated there a jitney bus running between San Bernardino and Los Angeles takes in about \$10,000.00 a year in passenger receipts and pays about \$100.00 in license and taxes for the privilege of operating.

On the other hand, for the same amount of business the Pacific Electric pays \$525.00 in taxes to the State, \$200.00 more to the municipality as a franchise tax; maintenance of track costs about \$1000.00 and interest on the investment in the property \$1500.00 more.

This equals a total of \$3225.00 as against the \$100.00 to the bus line, for doing the same amount of business.

You will understand therefore, that we must have co-operation and unswerving loyalty.

There being no further business before the meeting, adjourned at 9:30 p. m., followed by sandwiches and coffee.

— PE —

SERVICE CHANGES

Time Table No. 38, La Habra-Fullerton Line, was effective March 16th.

Commencing March 18th limited train was put on the Venice Short Line leaving Los Angeles 5:20 p. m., daily except Saturdays, Sundays and holidays, running through without stop from Vermont Avenue to Center Street, Venice. This train has proven very popular, so much so that it has been necessary to secure permission from the Utilities Board to run four cars on it regularly.

March 17th new time tables on Redondo Beach via Gardena Line, San Pedro via Gardena Line and Hawthorne Line were put into effect, changing the schedules and runs.

— PE —

Mother: "What kind of a show did papa take you to see while you were in the city?"

Bobbie: "It was a dandy show, mamma, with ladies dressed in stockings clear up to their necks."



THE PACIFIC ELECTRIC MAGAZINE

Los Angeles, California

April 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.

DUTY OF RAILROAD MAN DEFINED BY SUPREME COURT

FROM the Supreme Court of the United States has just come a decision that more clearly than ever defines the duty of the railroad man. A flagman had been killed as a result of a rear-end collision which might have been averted had he attended to his duty. In holding that his estate is not entitled to recover damages from the railroad, the Supreme Court lays down a rule that will affect all railroad men, and especially those engaged in train movements. It is held that in the performance of their duties they are responsible to the utmost for the safety of passengers and property intrusted to their care. If mishap follows as a result of failure, the negligent employee cannot claim for himself compensation for an injury he may suffer. This is not entirely a revival of the defense of contributory negligence, but is a more strict interpretation of the rule of duty, more clearly defining the responsibility of railroad men. Its importance will be clearly understood by them, and its application will mean still greater safety in travel.—Baltimore American.

NOW FOR THE VICTORY LOAN

The next popular war loan will be floated April 21 to May 10, according to a statement by Secretary of the Treasury Glass, and will be for at least \$5,000,000,000 and may be for \$6,000,000,000. The exact amount, the rate of interest and the maturities probably will not be fixed until the eve of the campaign. The loan will no doubt consist of short-term notes providing a comparatively high return to the investor.

It may not be amiss to repeat that the last of the proceeds from the Fourth Loan vanished as long ago as the early part of last December and that since the time Uncle Sam has been paying his war bills with money borrowed from the banks on short-term anticipation certificates of indebtedness. There have been six certificate offerings since Christmas, amounting to between \$3,000,000,000 and \$4,000,000,000, all of which, with other offerings yet to come, must be paid out of the proceeds from the Victory Loan. The banks must have this money when it falls due for the simple reason that it has taken 20 per cent of their total resources, which are necessary to have in hand in order that they may be able to extend credit to the business interests, big and little, of the country.

And what is all this money being used for?

For many reasons, among which are the following:

- (1) To maintain the American force of 2,000,000 men, who are yet abroad.
- (2) For general reconstruction work.
- (3) For transporting Yankee troops home.
- (4) For demobilizing returned soldiers, sailors and marines.
- (5) For rehabilitation of our crippled and wounded heroes.
- (6) For the completion of huge Government contracts for supplies of various kinds.

EQUAL TO "PIGS IS PIGS"

W. W. May, our agent at Sawtelle is in some pickle over an express shipment he received a short time ago, but he has the hopes of his many friends that he will be relieved of the shipment before he has to annex a stock yard for housing. His dilemma is thus related by the Herald of recent date:

"W. W. May, express agent at Sawtelle, is wrestling with a problem. It is reminiscent of the film comedy in which the late John Bunny, portraying the role of express messenger, got hold of a consignment of guinea pigs which he could not unload. Meanwhile they multiplied and multiplied and overran his humble office.

"May received a box containing two silver grey foxes sent by E. Johnson of Deming, N. M., to C. S. Newman, who had been a resident at the Sawtelle Soldiers' home.

"When May sought the veteran to whom the foxes had been sent he learned that Newman had died January 24. Yesterday he notified Johnson of Newman's death. Today he discovered that instead of two foxes he has 12.

"The bill of lading calls for two. Only two can be returned to Johnson, according to accepted rules. Who gets the other 10?"

"May rather thinks he doesn't want them, for they might become 20, or 40, or 60 over night and give him the surprise of his life some morning.

"May probably will do just what Bunny did—write to his superior asking for advice. And if he has Bunny's experience over again, the Sawtelle express office won't hold the foxes by the time May gets himself straightened out. In other words, by the time he is officially advised what to do he won't know what to do."

A LETTER TO MOTORMEN ABOUT AUTO ACCIDENTS

For the past two months you have undoubtedly noticed a large increase in the number of automobile accidents, that is, automobiles struck by Pacific Electric cars. In every instance, investigation has shown that the driver of the automobile was responsible for the accident. This, however, does not wholly relieve the minds of the motormen who were concerned in the accidents and consequent personal injuries or deaths of the victims. Not one of us wishes to carry in his mind the picture of such an accident in which he is called upon to be one of the central figures.

The Company is doing everything possible by installing automatic flagmen and in other ways to reduce the number of these accidents. For a long time we have been asked to report each hazard on a miscellaneous form, giving the number of the automobile and information regarding the careless operation of the machine which might have caused an accident but for our prompt action in stopping the car.

I have made some inquiries and find that in every case where such report goes into the office, in addition to reports made to the Board of Public Utilities and to the Auto Club of Southern California, a letter is written to the owner of the automobile by the Secretary of the Central Safety Committee, cautioning him regarding the operation of his automobile over railroad crossings and on car tracks. Undoubtedly, this has a good effect, and I am convinced that if every near-accident was reported and so taken up with the automobilist, it would have marked good results in reducing the number of accidents.

I am asking the Editor of the Magazine that he print this letter so that all motormen may understand as I now do, the advantage of making these reports.

A MOTORMAN.
PE

SLOW UP!

Here is a friendly word for the local street car management. They would win public gratitude and save damage suits if they would train their conductors to wait until their would-be passengers get aboard before starting the car.

If half a dozen people are seeking to board a street car at a corner it is a too-common practice for a conductor to ring the starting bell while half the number are well aboard and the others are hanging on the hand-rails and stumbling over the steps.

Again, if a conductor sees a would-be passenger approaching he should not start up regardlessly and compel the man or woman to make a running jump to catch the car. For God's sake give us a chance to climb on without risking our lives or being obliged to do a gymnastic stunt!

As one who has stood at the corner of First and Broadway 5294 nights waiting for a car and has come near being jerked into Kingdom Come a hundred times, the writer of these few lines pens them with both understanding and feeling—Times.



MEMBERS OF MECHANICAL STAFF VISIT TORRANCE

Inspection Made of Progress in the New Shop Construction—Supt. Small Sixth from Right on Front Row—All Evidently Pleased

ROD AND GUN CLUB NOTES

We had another well attended and enthusiastic meeting of the Club on Wednesday night, April 2, one of the most important things done being the selection of additional prizes for the fishing element of the Club for this year. The prize list as it stands at present is shown below:

Choice of rod, to be selected by winner, awarded for the largest spotfin croaker caught on 9-strand line or smaller, donated by B. H. Dyas Co.

\$5.00 merchandise order on any sporting goods house for the second largest spotfin croaker caught on 9-strand line or smaller, donated by the Club.

\$10.00 merchandise order for the largest corbina caught on 9-strand line or smaller, donated by the Club.

100 lbs. clams for the second largest corbina caught on 9-strand line or smaller, donated by Haniman Fish Company.

\$5.00 merchandise order for the largest yellowfin caught on 9-strand line or smaller, donated by the Club.

100 lbs. clams for the second largest yellowfin, caught on 9-strand line or smaller, donated by Young's Market Co.

\$10.00 merchandise order for largest fish other than specified above, caught on 9-strand line or smaller, donated by the Club.

\$5.00 merchandise order for the largest fish of any kind, except as specified above, caught with any kind of tackle, donated by the Club.

300 yards 9-strand Original Cuttyhunk line for the largest yellowtail, caught on 9-strand line or smaller, donated by Ashaway Line & Twine Mfg. Co.

One set of Knowles automatic

ACCIDENTS DURING MARCH, 1919, AS COMPARED WITH MARCH, 1918

	Northern Division		Southern Division		Western Division	
	1919	1918	1919	1918	1919	1918
Interferences with vehicles	75	52	52	43	65	62
Collisions and interferences with cars...	2	3	7	3	2	3
Persons struck by cars.....	3	5	1	5	1	2
Derailments	7	7	13	23	8	10
On and off moving cars.....	23	12	17	26	24	37
Miscellaneous	21	19	18	11	19	18
	<hr/>		<hr/>		<hr/>	
Miscellaneous	131	98	108	111	119	132
	<hr/>		<hr/>		<hr/>	
	1919	1918				
Interferences with vehicles	192	157	22.3%	Increase		
Collisions and interferences with cars...	11	9	22.2%	Increase		
Persons struck by cars.....	5	12	58.3%	Decrease		
Derailments	28	40	30.0%	Decrease		
On and off moving cars.....	64	75	14.6%	Decrease		
Miscellaneous	58	48	20.8%	Increase		
	<hr/>		<hr/>		<hr/>	
	358	341				

The increase in the number of automobile accidents in March over last year is notable, the more so because many of them were accompanied by personal injuries or fatalities which all must deplore. Attention of all employees is called to the desirability of reporting all hazards of accidents with vehicles to Superintendents so that the reckless drivers may be cautioned through the Central Safety Committee. In this way it is hoped some such accidents may be avoided.

striker spoons each, for the largest bass and the largest albicore, caught on 9-strand line or smaller, donated by Mr. S. E. Knowles, manufacturer.

Britol steel trout rod for the largest trout caught in a lake, donated by Horton Mfg. Co.

Danz fish bag for the largest trout caught in running water, donated by B. H. Dyas Co.

I am sure the above list of prizes is an attractive one and well worth working for. On account of the high cost of ammunition and the resultant inactivity in the gun section, we have directed our energies toward the stir-

ring up of interest in salt water fishing, which can be indulged in at small expense.

At the March meeting, however, the Club voted to stand the expense of mounting the best deer head brought in by any member this year, and this will probably interest some of the big game hunters.

Would like to see every member who can possibly do so attend the regular meetings of the Club the first Wednesday of each month, at 8 p. m., and a pleasant time is assured to all.

L. M. KOHLER, Secretary.

PACIFIC ELECTRIC CLUB NOTES

PACIFIC ELECTRIC CLUB CALENDAR

April 10 to May 10

- Thursday, April 10—**
Dancing Instruction Class, 8:30 p. m.
- Saturday, April 12—**
Agents' Association Meeting, 8 p. m.
- Monday, April 14—**
Band rehearsal, 8 p. m.
- Tuesday, April 15—**
Northern Division Safety Committee meeting, 2 p. m.
Athletic Association Smoker 8 p. m.
- Wednesday, April 16—**
Western Division Trainmen's meeting, 8 p. m.
- Thursday, April 17—**
Regular Club Dance in Auditorium, 8:30 p. m.
- Monday, April 21—**
Band rehearsal, 8 p. m.
- Tuesday, April 22—**
Northern Division Trainmen's meeting, 8 p. m.
- Wednesday, April 23—**
Trainmen's Moving Picture Instruction Class, 8 p. m.
- Thursday, April 24—**
Dancing Instruction Class, 8:30 p. m.
- Saturday, April 26—**
Final Date for Registration for Pool Tournament.
- Monday, April 28—**
Band rehearsal, 8 p. m.
- Tuesday, April 29—**
Southern Division Trainmen's meeting, 8 p. m.
- Thursday, May 1—**
"Moonlight Dance" in Auditorium, 8:30 p. m.
- Saturday, May 3—**
Pool Tournament; 100 ball game; handicap contest. Contestants must register before April 26th.
- Monday, May 5—**
Southern Division Safety Committee Meeting, 2 p. m.
Band rehearsal, 8 p. m.
- Tuesday, May 6—**
Western Division Safety Committee Meeting, 2 p. m.
- Wednesday, May 7—**
P. E. Club Executive Committee Meeting, 2 p. m.
Rod and Gun Club Meeting, 8 p. m.
- Thursday, May 8—**
Dancing Instruction Class in Auditorium, 8:30 p. m.
- Saturday, May 10—**
Agents Association Meeting, 8 p. m.

MARCH MORTUARY PAYMENTS

Two payments were made from the Mortuary Fund for the month of March, being Claims Nos. 13 and 14 respectively as follows:

Beneficiary of Lloyd A. Lewis, \$563.00
Beneficiary of Isaac A. Tuttle, 563.00

These payments indicate a membership in the Fund of 2252, which is not as yet quite 50% of the number of employes of the company. Many are still overlooking one of the best insurance propositions ever presented to them for the money it costs.

AN ATHLETIC "SMOKER"

On Tuesday evening, April 15th, at 8:30 p. m., a smoker will be held at the Club for the purpose of stimulating interest in the newly formed Athletic Association. A lively evening is in order for all those interested in wrestling and the manly art of self-defense, as it is planned to stage three boxing bouts and two wrestling matches, and from all appearances the five bouts will all be of championship caliber.

Those present will be offered the treat of their lives when Milton Harn-don, lightweight champion of the world, and our own Johnny Humerich, who put the best of them on their backs, hook up in the main wrestling event of the evening in a finish contest.

As a preliminary to the above two of our boys who are well known as amateur boxers, Ike Blanton and Chas. Kodil, will stage a no-decision, two falls out of three bout.

A regular Vernon menu is to be offered in the boxing events when such sterling performers as Dick Scott, Joe Burns and Lex Crooks hook up with suitable partners.

This smoker is the first of a series to be given by the Athletic Association, the future of which depends upon those of you who are interested. It costs nothing to belong, nothing to see the entertainment, and besides a good time, you'll find lots of hot weinies, coffee, tobacco and corn-cob pipes. Don't forget the date—Tuesday evening, April 15th, at 8:30 o'clock. The doors open early and there's lots of seats. Admission by club card.

—PE—

THAT POOL TOURNAMENT

In some manner last month, the announcement of the Pool Tournament got all "fussed up" on the dates and as a result, the event was postponed to a future date. Reference to the calendar in this issue will show it again booked, the date this time to be Saturday evening, May 3rd, with the final date for registration in the tournament set for April 26th. A handicap committee will be secured to rate the players and fix the rules of the tournament.

—PE—

PRESENTS PICTURES

From Mr. Leo Miller, of the Mechanical Department, have been received three enlarged pictures of mountain scenery that will be used in the furnishing of our "mountain room" at the club. We present our thanks for the contribution.

—PE—

OUR CARTOONISTS RETURN

We've got some grins coming to us very soon. The two grin makers have returned. In the vernacular, Wilkins and Bowman have "got back." Wilkins would have gotten action in this month's issue but arrived too late. Watch him scratch next month, with "Bo" following soon thereafter.

CAMP OPENING FOR FISHING

At the request of a number of the employes who are ardent fishermen, especially during the trout season, the Pacific Electric Vacation Home will be opened on May 1st and remain open during the month of May for the accommodation of those of our employes who desire to fish for trout in the streams and lake of Little Bear Valley, and arrangements have been made with the San Bernardino Mountain Auto line to care for their transportation from San Bernardino to the Camp any day during May. If you care to go, read carefully the following information.

You may go and return on any day during the month provided there are vacant accommodations in the Camp. The limit for any one day is twenty persons.

Secure an order for camp accommodations at the club as well as a request on the Auto Line for reduced fare. The regular fare is \$4 for the round trip, but on request issued at the club the fare will be \$2.50.

Secure your transportation through the regular company channels for the trip from Los Angeles to San Bernardino and return.

Leave Los Angeles on the 7:30 a. m. train. When you arrive at San Bernardino you will find the Auto Line stage waiting for you at the station, and you will arrive in Camp about noon.

Housing room will be provided at the camp in the big hall, and you must take your own blankets the same as you do when you go up to spend a vacation in Camp.

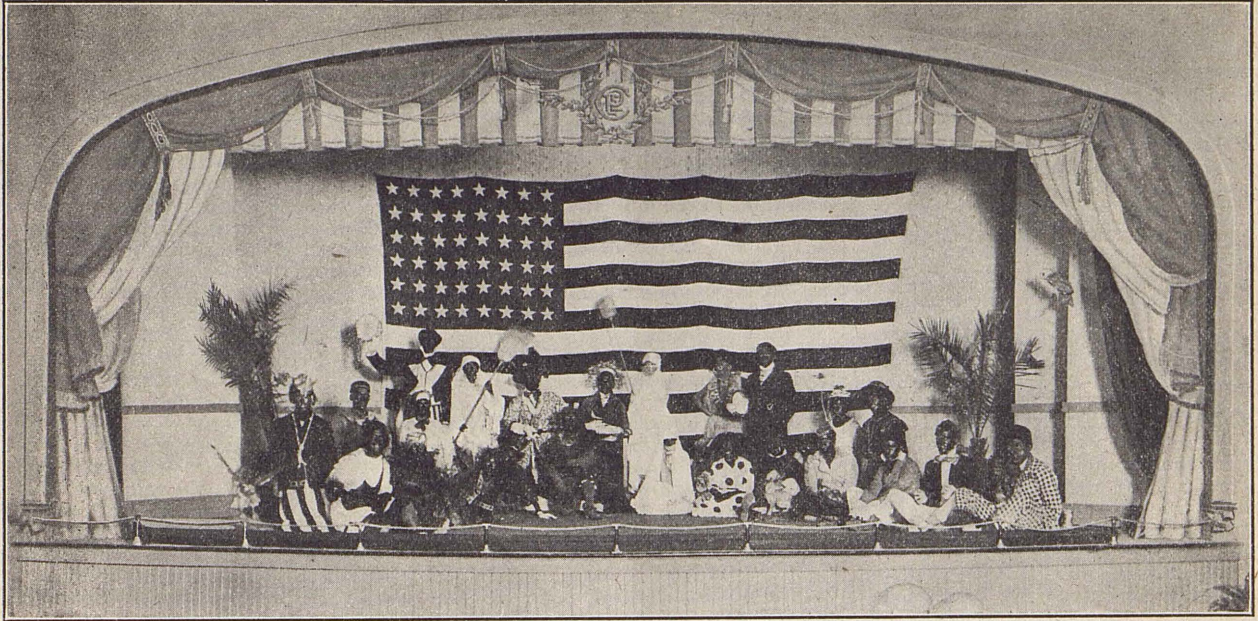
Only employes or dependent members of their families will be accommodated at the camp. We cannot accommodate friends. The camp is operated for employes only during this month.

The cost of the trip will be as follows: Round trip fare from San Bernardino to the Camp, \$2.50; board and lodging in camp (Breakfast, Lunch and dinner), \$2.00 per day.

Report received from Little Bear Valley on the 5th says that the streams have been showing more fish than at any time during the past five years. Since the last season over 50,000 fish have been placed in the streams, and at the rate of average trout growth, these new fish should average better than 6 inches.

The shore line of Little Bear Lake has been opened for fishing from a point one-half mile south of the dam to Burnt Mill Canyon, a distance of 4 miles. The latter point is only about one mile from our Camp, just a comfortable walk. This is a privilege that has not heretofore been available, the shoreline fishing having previously been limited to about one hundred to two hundred yards near Little Bear Camp. That camp has changed hands since last season, having been sold to Head & Miller, and the indications are that Little Bear Camp will be a much better one than ever before, the new owners having adopted a very liberal and progressive policy.

If you decide to go, be sure to take plenty of blankets and comforts for covering.



THE "CAMP-FIRE" MINSTRELS

The performance of the Camp-fire Minstrels occurred last months, but not in time to receive the mention in the Magazine they were entitled to receive. It was SOME show and at the first performance was witnessed and enjoyed by an audience of almost 500, the second show, held on March 14th for the benefit of all Club members did not receive quite as large a reception owing to the very inclement weather on that night, when the rain actually came down in sheets, but notwithstanding which over 200 were entertained. The cast was composed of twenty-four of "our folks," costumed in true "Rastus" fashion, about the "jazziest" bunch of imitation senegambians you ever saw. Looking at the pictures which present a view of the company ensemble and also a scene from a howling scream of a burlesque entitled "The Isle of

Koko-Kola" does not begin to tell the story, while the assumed names of the performers were in themselves some show by comparison.

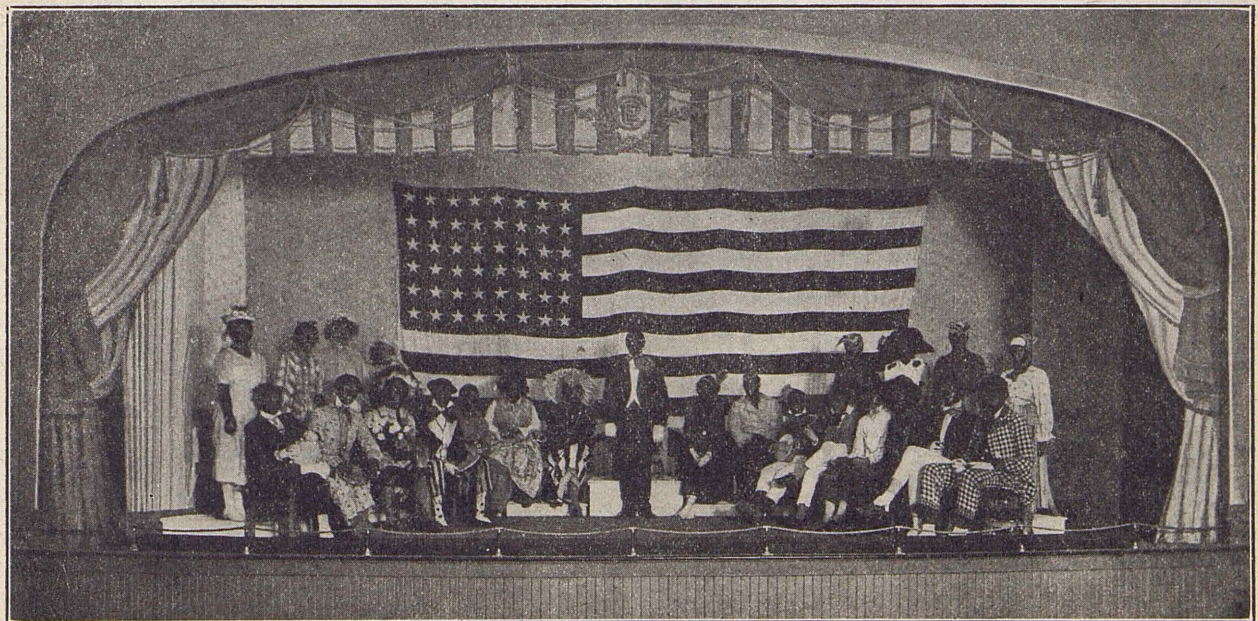
Following was the cast of characters:

- Mr. Johnson, Interlocutor.....
- Mr. Mort Stuart
- Rollem Bones.....Mr. Frank Howe
- Shady Night...Mr. C. Wilfred Gaskell
- Miss Pansy Blossom...Mr. A. R. Ireland
- Smokey Mose.....Mr. Harry Sells
- Rastus Moonshine...Mr. David Metcalf
- Burrhead Tambo.....Mr. Ben Berg
- Ebony Snowball.Mr. Lee Arthur Myers
- Miss Cherry Blossom.....
- Mr. James A. Myers
- Honey Black.....Mr. Chas. P. Hill
- Dusky Cotton.....Mr. Lee H. Clark
- Banjo Rufus.....Mr. Walter Brand
- Miss Ima Louisa Anna Coon.....
- Miss Margaret Orth
- Miss Dixie Sunshine.....
- Miss Josephine Fletcher
- Miss Topsy Turvey.....
- Miss Maude Howard
- With the following Southern Beauty Chorus Bouquet:
- Miss Virginny Goldenrod.....
- Miss Felice Jung

- Miss Ca'line Sunflower.....
- Miss Myrtle Faust
- Miss Georgia Rose..Miss Lillian Rixey
- Miss Tennie See Buttercup.....
- Miss Peggy Walton
- Miss Allie Bama Tulip.....
- Miss Marion Walton
- Miss Ippy Appleblossom.....
- Miss Anne Carroll
- Miss Florida Violet.....
- Mrs. Zula Bailey
- Miss Maryland Honeysuckle.....
- Miss Winifred Faust
- Miss Mag Nolia.....Mr. Johnny Rixey

The musical numbers were unusually snappy; the jokes had all been clean shaved and possessed no whis-kers whatever, were many of them applicable to some of our own personages and "peppy" from start to finish. Specialty songs were introduced by Messrs. Ben Berg, Lee Arthur Myers, James A. Myers, Frank Howe, C. Mort Stuart, and Misses Margaret Orth, Josephine Fletcher, and Maude Howard.

In part two of the program, com-



prising the tuneful, ripping burlesque before referred to, that completed the making of a dam—p, fine evening, the following was the basis of the riot:
 Lil, the beautiful Queen of Koko-Kola Mr. Mort Stuart
 Crazette, her maid, Miss Marion Walton
 Telephonus, a messenger
 Plum-Bum, a Royal Slave
 Mr. Lee Arthur Myers
 Princess Fatima, First Lady in Waiting Miss Anne Carroll
 Princess De Mudd, Second Lady in Waiting Mrs. Zula Bailey
 Birdie Cute, Principal Court Whistler Miss Felice Jung
 Madame Vera Wiggily, Court Dancer Mr. Johnny Rixey
 Singers, Dancers, Natives, atmosphere, and everything.
 Place: Royal Court of Spooiland,
 Capital of Koko-Kola. Time: Now.

COMMITTEE PROCEEDINGS

The regular monthly meeting of the Executive Committee of the Pacific Electric Club was held in the Club Committee Room on Wednesday, April 2d, and the following business transacted:

Roll call of members showed the following absentees: F. E. Peachey, George Whitney, N. J. Lucia, C. V. Swartz, H. E. Brennerman, A. F. Cole, N. B. Vickrey, Henry A. Ollson.

Minutes of the previous meeting were read and approved.

Manager's report was read as follows:

Membership:	
Last report (Feb.).....	2142
Present (March)	2160
Gain during month	18
Club Funds:	
Balance last report.....	\$476.54
Receipts since last report....	454.00
Total	\$930.54
Bills and expenses paid.....	841.65
Balance this date (April 2)...	\$ 88.89
Relief Fund:	
Balance last report	\$187.75
Received since last report....	80.50
Total	\$268.25
Paid out in relief.....	182.18
Balance this date (April 2)...	\$ 86.07
Sick visits made during month	22

Since the previous meeting a suggestion having been made by Mr. L. H. Appel to the manager relative to accepting advertising matter for the Pacific Electric Magazine and after paying the additional cost of printing thereon the net proceeds be given the Relief Fund was taken up with the management of the company and not only approved by Vice-President Titcomb but the agreement made by that officer that the company would assume the additional cost of four extra pages to be devoted to advertising and the gross revenue to be derived from the advertising to go to the fund. With the present issue of the Magazine advertising will appear and it is conservatively estimated that our revenue for this fund from this source will be between \$150 and \$200 monthly within the next month or so, and amply care for all ordinary needs, unless we are unfortunate enough to have a repetition of the late "flu" epidemic. Much gratitude is expressed by all who have heard of the plan

to Mr. Titcomb for making this possible.

The committee was requested by the management of the Magazine to consider and discuss the advisability of appointing associate editors from the various departments to contribute items of interest to the Magazine each month, and as to whether it was desirable to devote space to purely personal notes from the various departments. After discussion it was decided to be the sense of the meeting that personal notes were not a desirable feature, but that items of interest in the various departments should be sent the Magazine for publication, and upon motion the members of the executive committee were designated to assemble news matter of interest from the employes of departments and transmit to the Magazine for publication, the Magazine officers to use all material sent in with their own discretion.

Manager reported that the Vacation Camp would be opened during the month of May for the benefit of employes desiring to avail themselves of the opening of the trout season that month.

Mr. Annable reported on the matter of better terminal facilities at outside points that plans were being made and estimates rendered for the approval of the management but that the matter was as yet not far enough advanced to make proper report and asked that the matter be continued for additional report next month. Further time was granted.

Mr. Bishop, appointed as a special committeeman to secure information on the Morris Loan Plan, reported that he had looked into the matter thoroughly and was satisfied in his own mind and from the views of others that the plan was filling a place in financial circles that had not been attempted by regular banks, and that it had been devised and was being successfully used to combat the loan shark evil. His report was substantially as follows:

"Wage earners and salaried people sometimes find it necessary to borrow money to meet emergencies or to make useful expenditures. Few of them have established credit at banks and heretofore it has been necessary for them to go to money sharks, who charge excessively for the accommodation afforded. Once in the hands of the loan shark, the toiler usually stays there for years, forfeiting a large part of his earning capacity and impairing his self-respect.

"Morris Plan Companies have been established in one hundred and four American cities to meet this condition. Their stock is held by the people, from wage earners to bankers.

"Their business is to lend money in sums of from \$25 to \$500, and more, for a period of not to exceed one year, to any person of good character and steady earning capacity. He does not have to pledge his property and he does not have to assign his salary. He executes a note which is also signed by two or more co-makers, who thus become responsible for its payment if the borrower fails to meet his obligation. Any person of

good character and steady earning capacity is acceptable as a co-maker. It is not even necessary that he be a property owner.

"Interest (discount) at 6% per annum is deducted in advance. If the loan is made, but not otherwise, a charge of \$1 toward the cost of investigation is made on each \$50.00 or part thereof. No charge to exceed \$5.00 if the loan is \$250.00 or more.

"Morris Plan Companies insist on getting their borrowers out of debt in a year or less. They realize that it would be difficult for the borrower to accumulate the \$50.00 or \$100.00 necessary to liquidate his loan when it falls due, unless he is aided in doing so, and a definite obligation to that end is placed upon him. Therefore he is required to create a sinking fund with the Morris Plan Company by investing 2% of the amount of his loan with the Company each week for fifty weeks. At the end of fifty weeks the borrower owns a Morris Plan Certificate worth the amount of his loan. He cashes this, liquidates the loan and the transaction is closed. The borrower has paid \$4.00 for the use of \$50.00, \$8.00 for the use of \$100.00.

"To put it briefly, a Morris Plan loan of \$100.00 costs the borrower \$8.00, deducted when the loan is made. The borrower pays on an installment investment plan \$2.00 per week for fifty weeks. At the end of a year the borrower owes nothing."

Mr. Vanderbeck reported that he had heard that it was contemplated to divide the payment of the Mortuary Fund into installments rather than pay the benefits in a lump sum, and asked for information. Reply was made by Mr. Bishop that he had been misinformed, that the matter referred to was the Workman's Compensation Insurance as handled by his department, and had no connection with the Mortuary Fund. (Reference is made to the proceedings of the Southern Division Trainmen found elsewhere in this number as to this matter.)

Mr. Vanderbeck asked with reference to the recently issued rules of the Medical Association why typhus fever had been included in the diseases not to be treated by the association. Explained by Mr. Bishop that the term typhus fever is being confused with typhoid fever, and that the former because of its highly contagious nature comes under quarantine provisions of law, and that anyone afflicted therewith would not be received by any hospital, but control of the case would be assumed by the public medical authorities in the interest of the public health.

Mr. Smithen, of the Mechanical Department, stated that he had been requested by employes in that department to bring up the matter of transportation for employes who had been in service less than the five year period that under the rules of the company was necessary before free transportation would be issued. He stated that the Los Angeles Railway was extending free transportation over its lines to all employes as soon as they entered the service, and asked if it were not possible for this com-

pany to do likewise, and requested that the matter be brought to the attention of the management.

Matter of hospital deductions was brought up and inquiry made as to increase in the amount of deductions, and comparison made with rate of deductions of Southern Pacific and Santa Fe systems. Reply by Mr. Bishop that a comparison of the service rendered by the companies would show convincingly that the balance was in favor of our own Hospital Association; that for instance an employe was injured on the desert and his case of a serious nature, he would be sent to the hospital in San Francisco, the only place where such cases on that road could be cared for. Unless it was of a very serious nature, treatment would be rendered by a local medical officer at the place where the employe was injured. Few cases of the many needing medical or surgical care ever found their way as far as the San Francisco Hospital, whereas with us, hospital attention is rendered even for minor complaints, and a careful check will show anyone interested that our medical service is far superior to that of either of the railways mentioned or of the Los Angeles Railway which has no association, the matter being entirely in the hands of the medical officer, who receives all monies deducted and supplies such treatment in each case as he judges necessary. The raise in the rates was necessary in order to maintain the standard of service being rendered and was in equitable proportion to the earnings of the various employes, and notwithstanding the fact that some employes paid only 50 cents per month and others as much as \$1.50 per month, all of them receive the same identical care and treatment.

No further business appearing, the committee adjourned to the next regular date.

FROM FAGIN IN FRANCE

Under date of January 6th, J. E. Fagin writes from LaRauge, France, to Mr. Davis of the Southern Division:

"Have a day off and am spending most of it in writing letters. We are back in France in a small village of some 200 inhabitants, about 160 kilometers from Paris. Were up in Belgium at the time of the armistice, and remained there for three weeks after it had been signed, wading around in the Flanders mud and sleeping in an old barn. Had some pretty rough times, but no one complained, as all were only too glad that the war was ended. Our only plea now is to get home. It rains in this country every day. Have only seen the sun two days since coming from the Argonne front the first of October, although it is not cold. The grass is still green and have only had two or three frosts so far, but the mud and rain is by far worse than cold weather.

We are in typical old France. The buildings are all very old and the manners and customs of the people quaint, such as we read about in our story books. There is a large church

PACIFIC ELECTRIC RAILWAY COMPANY OPERATING REVENUES AND EXPENSES, TAXES AND INCOME ACCOUNTS—FEBRUARY, 1919

Passenger Revenues		\$643,814.10
Freight and Switching Revenue		184,513.59
Other Revenue		44,494.19
Total Ry. Operating Income		\$872,821.88
Operating Expenses		
Way and Structures:		
Wages	\$ 65,205.62	
Material, Supplies, etc.	41,591.64	\$106,797.26
Equipment:		
Wages	\$ 64,994.17	
Material, Supplies, etc.	31,885.54	\$ 96,849.71
Power:		
Wages	\$ 19,745.01	
Material, Supplies, Power Purch., etc.	82,975.24	\$102,720.25
Conducting Transportation:		
Wages	\$259,454.72	
Material, Supplies, etc.	25,224.62	\$284,679.34
Traffic:		
Wages	\$ 4,507.64	
Advertising and Mat'l, Supplies, etc.	5,871.83	\$ 10,379.47
General and Miscellaneous:		
Wages	\$ 34,537.41	
Injuries, Damages, Mat'd, Sup., etc.	40,274.01	\$ 74,811.42
Total Ry. Operating Expenses:		
Wages as above	\$448,444.57	
Other Charges as above	227,792.88	\$676,237.45
Transportation for Investment—Credit..		2,069.63 \$674,167.82
Revenue Less Operating Expenses		\$198,654.06
Depreciation	\$ 21,070.23	
Taxes Assignable to Railway Operations.....	51,344.07	
Total Depreciation and Taxes...		\$ 72,414.30
Revenue less Operating Expenses, Dep. and Taxes..		\$126,239.76
Non-Operating Revenue		10,587.75
Net Revenue		\$136,827.51
Interest on Bonds and Other Debt	\$281,070.38	
Rents and Miscellaneous Income Deductions.....	23,031.89	
Total Deductions		\$304,102.27
Net Loss		\$167,274.76

H. A. CULLODEN, Auditor.

Los Angeles, California, March 21, 1919.

in this town, built in 1654, and all the other buildings look as old as it. This country sure has plenty of churches. No matter how small a town it has a large church with a tall spire, which can be seen for miles around. In all the country that the Huns had all these spires were the first objects to be fired upon, as they afforded excellent observation towers. I have seen some very beautiful old churches in France and Belgium totally destroyed.

Everything here is almost out of reason in price. I have seen eggs sell for one franc (20c- apiece. The cheapest I ever bought them was 5 franc a dozen, Rabbits sell from 10 to 15 F. apiece. Christmas day the officers bought a goose and paid 50 F. for it. Chocolate that we pay 25 cents a bar for in the United States sells for 5 F. here, and it is not so good, either, as they do not use very much sugar in it. While everything is so

expensive, the wages are very poor, the average wage of labor being 3 F. a day. Of course the people do not spend much money and many times I have given some of them a 50 or 100 F. bill and they would either go down in the cellar or upstairs for the change. They do not have many banks here; keep all their money in some out-of-the-way corner of the house. One time over in Belgium we were sitting in a large room in an old house in the town of Audevarde. The people were coming back to their homes by the score and all of a sudden the door burst open and a Belgian man came running in and upstairs he went. In about half an hour he came down with a small iron box. He opened it and showed us some very fine jewelry, diamonds and gold pieces. He told us it had been there for months, hid away from the Germans. I have heard of many similar cases here.

THE PRICE OF HAPPINESS

A Safety Allegory by R. S. Bonsib,
Safety Engineer, U. S. Ship-
ping Board

Labor stood in the Shop of Life, gazing over the well-filled shelves with eager eyes. In his hands he clutched a bunch of white coupons representing a full pay with no lost time. These coupons were of different values; the highest being Thoughtfulness and Carefulness.

As his eyes roamed from one object to another, they spotted an article of wondrous beauty upon whose shining surface glowed the golden letters: H-A-P-P-I-N-E-S-S. Labor sighed involuntarily and exclaimed: "Ah! That's what I want more than anything else in the world. What's the price?"

Old Experience, the shopkeeper, gave Labor the once-over, glanced at the coupons and said:

"Happiness, my good fellow, is the most desirable thing in my possession, but comes high. Although you have Thoughtfulness and Carefulness, there is still another coupon which you must possess before you can have Happiness, and that is, Eternal Vigilance, which is better known as Safety. So many of your brothers are not willing to pay the price, consequently they never realize the joy which genuine Happiness can bring them. They make the common mistake of accepting a substitute which they are told is just as good. Now, Labor, I want to make it easy for you to attain your desire, for you have chosen well. Suppose you deposit the coupons which you now have, namely, Thoughtfulness and Carefulness, as a first payment. In return I'll let the Spirit-of-Caution, one of the guardians of Happiness, work with you until you have acquired, Eternal Vigilance and you can then have Happiness with you always."

"You're all to the good, Old Boy! It's me for this Safety game from now on," shouted Labor as he made a dive for the door.

Just as he passed out, I. L. Takachance hobbled in. Old Experience scowled as the victim of many accidents entered.

"You here again? Well, what is it this time?"

I. L. Takachance gazed about nervously, fingering a red coupon upon which was stamped Thoughtlessness. He looked longingly at Happiness and replied:

"I'll take Happiness."

"Not with Thoughtlessness," snapped Experience. "The only thing that I can give you for that red coupon is Misery. You ought to know by this time that you'll never get anywhere playing the game as you are now doing. You'll never get Happiness as long as you take chances and think you're the original wise-guy, or disregard the safeguards and safe practices which have been devised for your protection. Get busy! Cultivate Thoughtfulness and Carefulness. Get Eternal Vigilance, and Happiness shall then be yours. Now get out and don't bother me again until

At Easter Morn On Rubidoux

By C. I. MOORE, Secretary Pac. Mutual Life Ins. Co.

At this season a cross set upon a hill awakens thoughts and sentiments that appeal to millions of our race. It was erected on the summit of Mount Rubidoux in 1907, in the presence of the Governor of the State, Bishops of the Church, the presidents of three transcontinental railways that enter Southern California, and other notable people, in memory of Fra Junipero Serra, the pious Franciscan monk who founded the missions and was the first to bring the cross to California. Its other significance relates it to the Eastertide, for about its foot at sunrise on Easter morning a host of people from the surrounding country, and many from more distant places, assemble to celebrate the central fact of the Christian faith.

Fitting was it that this simple emblem of a cross, constructed of massive oak timbers, should be erected in honor of that humble but rugged character, whose work looms larger as the years recede and to whose devoted life California owes so much. Not far from the cross is a bronze tablet, also in memory of Father Junipero, which was unveiled by William Howard Taft in 1909, then President of the United States.

It was Jacob Riis, that big-hearted lover of men and an annual guest at the Mission Inn, Riverside, who first conceived the idea of an Easter sunrise service on Mount Rubidoux. The thought was no doubt suggested by a recollection of his boyhood days when in his native community in Denmark the people at Yuletide made a pilgrimage to the summit of a venerated mountain nearby, singing Christmas carols as they went. He talked the matter over with Mr. Frank Miller, "Master" of the Mission Inn at Riverside, as his guests like to call him, who was deeply interested in the plan, and it was decided that a pilgrimage to the summit of Mount Rubidoux would be attempted at the approaching Eastertide.

When the sun slipped silently out of the folds of night and gilded the hilltops that encircle one of the fairest valleys in all California, he found assembled about the foot of the Serra

you've got the price for what you want."

As I. L. Takachance slowly made his exit, Death, who had been hiding in a nearby corner, tapped Experience on the shoulder and whispered:

"Why waste your time on guys like that? He's my meat. I've got his goat by both horns and I'll get him too if that crazy fool Safety doesn't butt in."

"Well, you never can tell," answered Old Experience, as he went back to his desk and buried himself in the musty pages of past accomplishments. "If men won't be careful they're the cross on Rubidoux on Easter Sunday

morning, 1909, a little group of less than one hundred people. They had come from the city of Riverside and included a number of interested guests from the Mission Inn. The pilgrimage was made in the dark early hours so that the service might be celebrated at sunrise. As the sun shot his first rays athwart the heavens that morning, the clear notes of a cornet, in "The Holy City," floated out through the peaceful valley and reverberated in the distant hills. It was the opening of the first Easter sunrise service on Rubidoux and announced to the world that a new member had been born into the family of the sacred mountain peaks of the world.

That first service was brief, simple, sincere, impressive. As Jacob Riis had predicted, the religious feeling evoked by a service at sunrise on Easter, in such a place and amid such surroundings, left an impression that will never fade. Each year since then this celebration has grown in interest and in attendance. Twenty thousand people sought the summit of Rubidoux at Easter in 1917, and again in 1918. Many stole quietly up the mountain side in the darkness the night preceding, so as to secure favored positions before the throng arrived. But most of the latter, too, made the pilgrimage by starlight. "Very early in the morning—when it was yet dark," the bright eyes of their "wind-shod steeds" were turned towards Rubidoux, bringing the people from far and near.

Some of our most noted people in America—in music, in literature and in other realms—have taken part in these services. Henry Van Dyke's poem, "God of the Open Air," is read each year by some celebrity—in 1913 by the gifted author and scholar himself. Otis Skinner has had that feature of the service each of the last two years. Marcella Craft, a Riverside girl, who has won a world-wide reputation as an opera singer, is the soloist whenever she is in this part of the country, and is expected to sing again this Easter.

But we have as yet told little of Mount Rubidoux itself. It is a small mountain, sheltering the city of Riverside on the west and rising one thousand feet above it, 1837 feet above sea level. It is almost entirely a mass of gray granite, with huge granite boulders scattered over its summit. Ever since there has been a Riverside the people have venerated this rocky pile and marked its sides with well worn footpaths in their frequent pilgrimages to gain the superb view from this vantage point. There is now a good auto road winding by easy grades to the summit and made secure all the way by a stone wall on the outer edge; another road for the descent, of heavier grades but equally safe.

When General Kearney in 1846

headed an expedition to make California a part of the United States, there were several noted characters in his intrepid band. One of these was Louis Robidoux, who was wounded severely in the battle with the Mexicans at San Pasqual and taken back to his adobe ranch house across the river from the foot of the mountain which now bears his name. He afterwards became one of the principal landowners and leading men of that section. Robidoux's association with the Riverside district as its first white settler has been commemorated by giving his name to the little mountain. The spelling has since been slightly altered, the first "o" being changed to "u," so that it is now written Rubidoux, and pronounced with the last two letters silent—ru-bi-do ("u" and "o" both long, accent on the last syllable).

The sunrise service on Mount Rubidoux at Easter is non-sectarian and has in it a strong appeal to all classes. It augurs well for our spiritual democracy that twenty thousand people, drawn by a common interest, voluntarily make a pilgrimage before the day dawns to join in a celebration that touches the deepest things in human life. As has been well pointed out, its values are both spiritual and social and give faith in the future of our commonwealth. There is no other service like this in America, which can now be regarded as a fixed annual event.

HARD TO PLEASE

"What is Bliggin's grievance against the railroad company?" "He has two grievances; one is that some of the trains don't stop at his station, and the other that after he gets on board the train loses time by stopping at other stations."

WORST FEARS TRUE

"How about this barefoot act you've booked for the op'ry-house? Some of the leading citizens are a little worried about it."

"We have suppressed all the objectionable features."

"That's just it. We were afeered you would."

PLEASANT DREAMS

The section foreman sent one of his men to the car for a tamping bar. The man failed to return and after a decent interval the foreman went to see what was the matter. He found the man fast asleep under a tree.

Eyeing him with a stern smile the foreman said: "Slape on, ye idle spalpeen—slape on; while ye slape, ye've got a job, but whin ye wake up ye're out of wurrk!"

A Good Home Like a "Good Name" Is Rather to Be Chosen Than Great Riches

Have you ever given much thought to your home as an investment? If you have, then you know it is one of the biggest and best paying propositions of all.

In the position in which you are engaged—that of taking people away from and returning them to their homes—you have a splendid vantage point from which you may see for yourself the fast accumulating dividends that accrue from a good home.

You see folks start from their homes in the morning, some of them care-free and jovial—feeling fine and fit—while others appear of troubled mind.

Chances are, the way they feel is the direct result of the way they live—of their environment.

A home nicely (though not necessarily expensively), furnished, is a source of great joy to its occupants.

It is a basis for new friendships, for so proud are those who live in such a home that they are desirous that others too, might enjoy its comforts and delights, and so quite frequently find occasion to invite in their friends and their friends' friends.

A good home like a good name is the key to the best in life. It gives you a recognized position in the social world in which you live.

Since our homes are the beginning and ending of our every day, our greatest solace in hours of tribulation, our comfort, our stay and our incentive to attain the highest round on the ladder of success,—shouldn't we devote a little thoughtful care to our home—furnishings?

Not only the selection of home-furnishings, but their arrangement, the general color scheme, the design and quality of the floor-coverings, the pattern of the wall paper—all these have an important bearing on our dispositions.

Regardless of the amount you contemplate spending on new furnishings you have the advantage of an immense assortment at Barker Bros., as well as the authoritative advice of persons thoroughly versed in the art of home-furnishing. Their years of experience are at your disposal.

Barker Bros
ESTABLISHED-1880

Complete Home Furnishers

724 South Broadway

Office Phone
66322

Residence Phone
West 5220

DR. ERNEST E. SCHOLZ
DENTIST

Special Rates to Pacific Electric Employees
and their Families

Office Hours
9-12 and 1-5

Suite 427-428
Pacific Electric Bldg.
Los Angeles, Cal.

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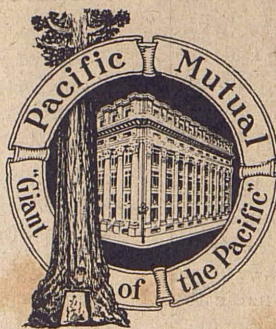
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