



The Pacific Electric MAGAZINE



ISSUED MONTHLY BY THE EMPLOYEES OF THE PACIFIC ELECTRIC RAILWAY

Vol. 3

LOS ANGELES, CAL., JANUARY 10, 1919

No. 8

PACIFIC ELECTRIC RAILWAY POLICY AS IT AFFECTS ITS EMPLOYEES

AT THE investigation now being held before the National War Labor Board concerning the wage scales in effect in the Transportation Department of the Pacific Electric Railway Company on January 11, 1919, Mr. Frank Karr, Chief Counsel of the Company, made a statement setting forth the policy of the Company with reference to the wage situation as follows:

"To apply the operating conditions that apply on transcontinental steam railroads to a local electric street railway line and interurban line such as the Pacific Electric would absolutely ruin it and destroy its efficiency so far as the convenience of the people of Southern California is concerned.

"And to apply the scale of wages paid to engineers and conductors of steam railroads (Oakland, Alameda & Berkeley lines) to the motormen and conductors of the class of service rendered by the Pacific Electric Railway would so increase the operating expenses of the Pacific Electric Railway Company that it could not meet its payroll, much less pay for the necessary material to maintain the tracks in safe operating condition.

"And if such rates as have been testified to here by the representatives of these steam road Brotherhoods by their General Chairman and so forth would apply to the motormen and conductors of the Pacific Electric Railway Company, there is no reason in common justice why a proportionate increase in wages should not be extended to the more than three thousand other employes of the Pacific Electric Railway Company and the extension of such wages to the motormen and conductors and the relative increase to the balance of the employes of the Pacific Electric Railway Company whose desires or necessities apparently are not considered by the representatives of the complainants here in this proceeding at all, would increase the wage scale of the Pacific Electric Railway Company per annum in excess of \$2,700,000 of what it is now; which is at the present time, by increased wages alone since June 1st, 1918, in excess of \$540,000 more than the increase in rates which was raised again in September of 1918.

"The annual operating deficit of the Pacific Electric at that time was more than \$800,000, and receipts from all sources of the Pacific Electric for the year ending July 1st, 1918, were more than \$800,000 less than enough to pay its fixed charges and operating expenses.

"Now, that is the attitude of the Pacific Electric Railway Company.

"To apply those conditions and with the prospective increases which they have asserted here from day to day are about to be granted by the Government—to apply those conditions to the Pacific Electric Railway Company will result in one thing only:

"Ruination of the service that is now being rendered to the people of Southern California.

"And I want to say again that the main attitude of the Pacific Electric Railway Company in this hearing is that it cannot pay out any more money for wages until it has its revenues increased."

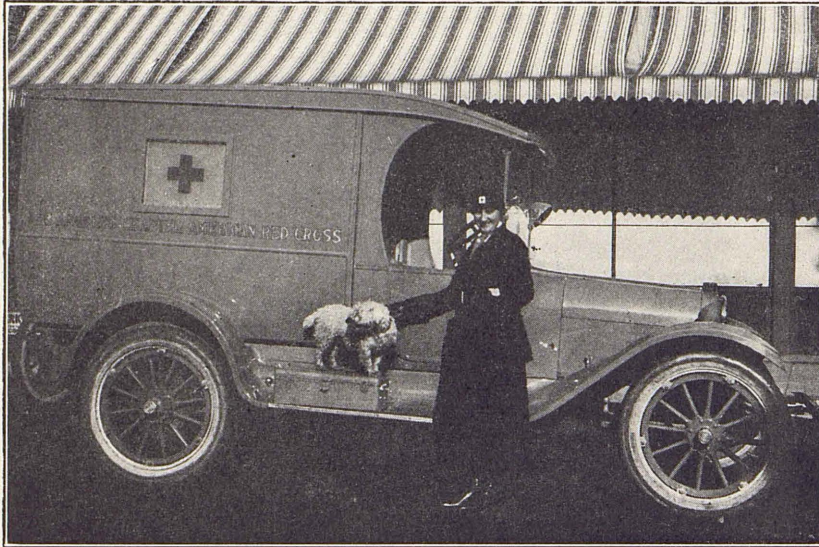
The Auditor, when inquired of concerning the showing made by the Company for 1918, stated that the deficit incurred for the first six months of 1918, January 1st to June 30, was \$572,818.24; that the deficit for the next three months, July, August and September, was \$273,521.90, and the deficit for the months of October, November and December was \$845,824.62, resulting in a total operating deficit for the year 1918 of \$1,692,164.76.

From the above it is self-evident that the Pacific Electric Railway Company cannot increase its operating expenses until further provision is made for increased revenue; in other words, it cannot take more money out of its treasury than is put into its treasury by the patrons of its lines.

H. B. TITCOMB,
Vice-President.



Our Donation to the Red Cross



OF much interest to those who assisted in the donation of an ambulance and equipment to the American Red Cross, should be the announcement that the car is now stationed at local chapter headquarters and in daily use.

It will be remembered that the initial sum for the purchase of the vehicle was the outcome of the receipts from last year's P. E. picnic, and the remainder raised at a carnival and street dance, last October.

The ambulance is a battleship grey Dodge car, 1919 model, with L. A. Chapter American Red Cross lettered in gold leaf and red on each side, and official insignia on the windshield. The donation plates, reading "Donated by Pacific Electric Auxiliary of the Red Cross, etc.," are also placed on the car.

It is equipped throughout according to overseas regulation, and its list of accessories include stretcher, three heavy army blankets, first aid kit, (splints, bandages, iodine, etc.) rotary gong, spotlight, United States cord tires all around and one spare.

Miss Louise Burke, Commander of the Motor Service department has charge of the car, while Miss Jane Bernoudy is its official pilot. Miss Bernoudy is a past master at handling a car, and we could wish for no more efficient control over that branch of the service.

The ambulance is now being used for both military and civilian relief.

NO EVENING MEETINGS

Pacific Electric Red Cross Auxiliary work will be continued during the coming year but the work will be transferred from the Auxiliary Rooms to Headquarters at 10th and Main streets; on this account there will be no meetings during the evenings.

All knitted garments should be finished and returned to the Auxiliary Rooms in order that proper check may be made of wool issued and garments returned.

— PE —

We are notified that our Auxiliary has won an enviable place on the Honor Roll account new memberships received during the Christmas Roll Call. For every membership received we were given credit of 50 cents and the amount on hand will be sufficient for our work during the coming year.

— PE —

BILL DROPS US A LINE

We were certainly glad to have a Christmas card from F. E. Billhardt, although he didn't say much. Bill is as we all know in France, and as his letter is addressed to the employees we'll give it:

"Dear Boys:

"Everything is fine with me and trust this will find you the same.

"With best wishes to the whole bunch for a Merry Xmas and a Happy New Year.

"BILL."

HE'S GONE

We were all honestly sorry to lose Jim Roberts, despite the attempt to malign him on the eve of this departure for San Francisco.

When he first came here so long ago, and fell into the snare of our genial general agent, and to him so trustingly confided bits of his past history, little the Highland laddie thought the time would come when the said G. G. A. would flaunt them before the startled gaze of his fellow workers. That it was years ago when he fought bulls on his uncle's ranch down in Texas, and still before that he got bowlegged riding a mule to school and breaking his neck over an extra long sword at military school, mattered little to the much mentioned G. G. A., and thus the following literary gem (?) sprang into print.

Far be it from us to insinuate that one joins the great majority when they leave a live organization like this for the Southern Pacific, but anyway here's the obituary:

In

Memory of Our
Beloved Co-Worker And
Bull Thrower—Bull
Fighter We Mean—
Norman James Roberts
We Trust That He
Will Be As Happy
As When He Developed
Those Bow Shanks—
Riding Ol' Maud To
School Down There
In Arizona—

Should It Be That
For Some Unknown Reason
He Has Not Attained
the Pearly Gates We
Trust that he will not
have the trouble with
his trident and forked
tail as he did with his
sabre at military
school

Here's To The Old Highbinder
Requiescat In Pace

— PE —

CAPT. McPHERSON NOW ASST. GENERAL SUPT.

The appointment of Capt. J. C. McPherson, just returned from army service with the Railroad Engineers in France, as Assistant General Superintendent was made effective January 1st.

Capt. McPherson is not a stranger on the Pacific Electric, having served as motorman, dispatcher and through various official positions to that of Superintendent, from 1895 to 1913. In June, 1913, he was transferred to Oakland, where as Superintendent of the Southern Pacific electric lines he remained until he received his commission in the Army last year. Immediately thereafter he was sent to France and was for a time Superintendent of Terminals at Bordeaux, the port through which the immense volume of supplies for the American Army was handled.

— PE —

A good imitation is the most perfect originality.—Voltaire.

THE FRUIT ACREAGE OF CALIFORNIA

While the greatest horticultural wealth of California is in its nine southern counties, fruit growing is an industry that is rapidly spreading throughout the State. New areas are constantly developed in the southern part of the State, where apples and other deciduous fruits yield large profits, while the orange area is extending rapidly to the central portions of California.

San Bernardino county is the greatest orange-producing county in the State, but it has been found that there are vast areas not suited to orange culture where apples of rare flavor can be raised. This year's report of the Horticultural Commission shows that there are more than 7000 acres of young apple trees not yet bearing in San Bernardino county. Bearing apple trees in excess of 10,000 acres.

Orange county leads the State in the acreage devoted to producing English walnut trees, but Los Angeles county has a greater acreage devoted to walnut growing. Orange county has more than 12,000 acres of producing trees, but only a little more than 1000 acres of nonproducing area. Los Angeles county has 9000 acres of producing walnut trees and 6000 acres of young, nonproducing trees.

Here are the best estimates as to the 1916 acreage in fruit trees:

Fruit	Producing Acreage	Non-Producing Acreage
Almonds	20,404	17,374
Apples	41,140	25,340
Apricots	44,988	16,355
Cherries	10,196	4,369
Lemons	20,214	20,327
Oranges	124,879	61,236
Olives	16,245	12,217
Peaches	123,529	33,612
Pears	18,476	21,624
Plums	17,116	6,215
Prunes	105,230	26,512
Walnuts	37,825	22,314
Total	581,230	266,765

IF YOU'RE WISE—

Lotsa pep, that's the stuff. We're now starting on another 365 days and its up to us to make the most of it. Y'see its the bird that uses his nob for something besides a hat rack that eventually brings home the soup tickets, and now that the big row is over it looks like there's sunshine ahead and dollar bills growing on every slippery elm. Let's go after it. New Year's resolutions may be the bunk, but one idea you can cram in your meerschau mand fire up, is to go after this year like it was a hun—several hundred of 'em for that matter. You can't go wrong if you make the most of your opportunities, and if you do, when old 1919 comes limping in on his last legs, but enuf, you know what the Masons say.—Tip.

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

Revenues		
Passenger Revenue	.....	\$530,340.48
Freight and Switching Revenue	.....	197,290.56
Other Revenue	.....	40,689.68
Total Railway Operating Income	.....	\$768,320.72
Operating Expenses		
Way and Structures:		
Wages	.....	\$ 56,915.21
Other Charges	.....	57,866.46
		\$114,781.67
Equipment:		
Wages	.....	67,478.98
Other Charges	.....	27,898.86
		95,377.84
Power:		
Wages	.....	20,424.88
Other Charges	.....	69,703.32
		90,128.20
Conducting Transportation:		
Wages	.....	279,119.37
Other Charges	.....	22,524.26
		301,642.63
Traffic:		
Wages	.....	4,433.35
Other Charges	.....	12,077.90
		16,511.25
General and Miscellaneous:		
Wages	.....	36,238.48
Other Charges	.....	39,540.98
		75,779.46
Transportation for Investment-Credit.....		
		5,052.44
Total Railway Operating Expenses:		
Wages	.....	464,609.27
Other Charges	.....	224,559.34
		689,168.61
Revenue less Operating Expenses.....		79,152.11
Depreciation		22,617.44
Taxes Assignable to Railway Operations.....		43,114.27
Total Depreciation and Taxes.....		65,731.71
Railway Operating Income		13,420.40
Non-Operating Income		10,072.78
Gross Income		23,493.18
Interest on Bonds and Other Debt.....		276,790.72
Rents and Miscellaneous Income Deductions.....		30,044.25
Total Deductions		306,834.97
Net Loss		\$283,341.79

H. A. CULLODEN, Auditor.

ACCIDENTS DURING DECEMBER, 1918

	Northern Division		Southern Division		Western Division	
	1918	1917	1918	1917	1918	1917
Interferences with vehicles	85	83	64	47	41	68
Collisions and interferences with cars	5	4	10	5	1	2
Persons struck by cars	5	3	5	3	3	3
Derailments	9	5	18	4	9	6
On and off moving cars	19	30	20	29	26	30
Miscellaneous	26	22	29	18	22	13
	149	147	146	106	102	122
	1918	1917				
Interferences with vehicles	190	198	4.4%	Decrease		
Collisions and interferences with cars	16	11	45.0%	Increase		
Persons struck by cars	13	9	44.0%	Increase		
Derailments	36	15	140.0%	Increase		
On and off moving cars	65	89	26.9%	Decrease		
Miscellaneous	77	53	45.3%	Increase		
	397	375				



THE PACIFIC ELECTRIC MAGAZINE

Los Angeles, California

January 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.

CO-OPERATION OF EVERY FACTOR THE BACKBONE OF COMPANY SUCCESS

In previous issues of this magazine, the attention of the employees of the Pacific Electric has been called to the need for closer co-operation in the interests of our four trolley trips, and now with the dawning of a new era of prosperity, and activities enlarged in every line, it behooves us to redouble our efforts in doing what we can to prove the worth of our railway service.

Team-work is the foundation upon which every organization, large or small, is constructed, and without it, it is not possible to successfully and efficiently carry on the routine of that business. Team-work itself is founded on a reciprocal basis—that of receiving in return for what you give—in many cases the return is far greater than value given.

The constructional organization of a corporation of the dimensions of the Pacific Electric is identical with that of a delicately made Swiss movement watch—it will run it is true, even if all the parts are not working in harmony, but to achieve that purpose for which the timepiece was made, each and every cog, wheel and spring must co-ordinate with its adjoining bit of mechanism, thereby making of the whole a smooth, perfect piece of machinery.

So it must be with the working energy of our organization. The Pacific Electric Railway system offers to Southern California that with which it could not do without—efficient transportation. Southern California is admittedly the garden spot of the world—and this fact is testified to by the thousands of annual visitors from other sections of the country—and without an interurban railway system they could not accomplish that for which they came west—sightseeing.

The tourist is taken care of when he arrives, but how about the folks right here at home. Do we impress upon them the fact that they are virtually living in a modern Garden of Eden, and that for comparatively little cost they can have a comprehensive survey of this present day exemplification of the birthplace of the Universe?

It is estimated that there are hundreds of residents of the sunny southland who have so long basked in its perennial sunshine that it is to them but natural, and they have never

taken the trouble to explore its beauties.

It is for each of us to speak to our families, relatives and friends, reminding them that Southern California has the greatest electric interurban railway system in the world, and that for the benefit of the sight-seer the wonder points of this section have been classified into four marvelous trips, at no little expense.

The cardinal points of interest in the vicinity of Los Angeles include the Mount Lowe trip, the orange realm, the old Spanish missions and the various beach resorts. There is a special trip for each.

The Mount Lowe trip—a marvel of engineering, is called the most scenic mountain trolley trip in the world, and without a doubt this is so. From the time of leaving Los Angeles, until the arrival at Ye Alpine Tavern, one mile in the air—the trip is one of scenic beauty. The incline railway begins the mountain ride, and it is concluded with five miles of steadily ascending track over a roadbed blasted out of solid rock over the face of the mountain. From Inspiration point on Mount Lowe can be seen practically two thousand square miles, including the cities of the San Gabriel Valley, the beach resorts and the islands of Santa Catalina and San Clemente, the latter more than seventy-five miles distant.

Fifty miles of orange groves, with a visit to the various civic centers of the world's greatest fruit domain, are the features of the Orange Empire trolley trip. Here one has the opportunity of seeing Riverside with the famous Glenwood Mission Inn, Redlands, San Bernardino and beautiful Smiley Heights.

The remaining two trips consummate a comprehensive glimpse of our sunny southland. The beach resorts are known throughout the country, they need not be enlarged upon, but it is a liberal education to observe them all at once over the Balloon Route trip. Lastly comes the Old Mission trip which takes in Pasadena and Long Beach as well as the historic old mission at San Gabriel. The ruin of this structure is the cornerstone of the foundation of civilization of California, and a sight that should be viewed by native son and visitor alike.

It is of these wonders that we should speak to our friends, urge our families to take, and praise in our letters to friends in the snow bound East.

It may be that some of our employees have not had the opportunity of taking these trips, and it is suggested that he or she make arrangements to cover them in full. All employees have the privilege of obtaining trip passes on any of these lines.

INADVISIBILITY OF HASTE IN MUNICIPAL IMPROVEMENT WORK

Now that the Capital Issues committee has lifted the ban on building material, there will be a tendency on the part of many municipalities to proceed immediately with street paving and other public improvements on the ground that employment should be given to men returning from the war and from war work.

This is a very worthy object, but in many cases employment will not be given to these men at all. Moreover, those responsible for municipal expenditures cannot entirely disregard the matter of cost.

Pacific Electric employees are residents, and usually tax payers, in every community served by our lines. It might be well for them to take a greater interest than they have done heretofore in local municipal affairs and to point out to their city officials that any work undertaken at the present time will undoubtedly be done at top prices, and that they should not allow themselves to be rushed into expensive improvements prematurely.

Our General Purchasing Department has recently received, from reliable sources, information to the effect that there is apt to be a very marked drop in the cost of practically all materials, for the following reasons:

First: Because war profit and excess profit tax will almost wholly disappear by the end of next year, 1920 taxes being based on 1919 earnings.

Second: The margin of profit on raw materials to insure safety will be lowered because of new conditions and the removing of uncertainty, and also because of competition.

Nothing must be allowed to interfere with the patriotic duty of furnishing employment to our returning soldiers, but while the present seems to be an excellent time to make plans for all kinds of work, it is undoubtedly the part of prudence to delay asking for bids or starting construction until prices get back to a more nearly normal basis, or until the actual need for furnishing employment is apparent.

PE

CALLING THE ROLL

By C. H. Burnett

The war is over, but that doesn't mean that all the soldiers are coming home the day after tomorrow! There is still a lot of work to do, and Uncle Sam is now calling the roll of all his war forces, and to some he is saying, "Your work is finished," and to others, "You must still carry on."

And so long as there is a soldier in the field, so long as there are sick and wounded and convalescents in the hospitals, so long as there is suffer-

ing and misery and desolation in war-torn Europe, homes to be rebuilt, lives to be reconstructed and women and children to be comforted, there is **one** organization that cannot be demobilized, and that organization is the American Red Cross.

You all know in a general way about Red Cross work, but perhaps you don't fully realize what it is trying to do for the children, who are the **hope of the world** for the years to come. Perhaps you don't know that in France alone more than 80,000 babies died last year, and that half of them could have been saved by better care. Perhaps you have not been told that in many French families the children have to take turns staying in bed in the daytime because there is not enough clothing to dress them all at once. Perhaps you don't realize that the Red Cross is trying to care for hundreds of thousands of fatherless and often motherless children, and that when they first come from the devastated regions their little bodies are nothing but skin and bones, and they **never smile**.

Think of it, you people with happy, laughing children—picture a little child who **never smiles!**

But the "Greatest Mother in the World" is coaxing back the smiles to the wan faces of these orphaned little ones. It is bringing the roses to their cheeks and joy to their hearts, and it is doing the same for millions of men and women throughout the world. It is giving a practical demonstration of the brotherhood of man, and sowing seeds of hope and love from which our children and our children's children will reap a priceless harvest of good will and gratitude from all mankind.

There have been many awful tragedies in the war—the tragedies of Belgium, of France, of Poland, Russia, Serbia, Roumania, Armenia, Mesopotamia. But I can tell you of a tragedy greater than any of these, and that would be if all the love and sympathy which have been kindled by this war should die out of our hearts; if we should become cold and selfish, and indifferent to the sufferings of our brothers and sisters across the sea. That would be the greatest tragedy of all.

And so let us remember this: The war is over, but **the Red Cross must carry on**. In order to carry on it has called the roll of members for 1919, and **your name was called**. All you need to answer was a heart and a dollar. I know you had the dollar. I'm sure you had the heart. But if for any reason you didn't answer the roll call, take your dollar to the Red Cross and say: "I want **my** name upon the membership list of the greatest organization of mercy the world has ever known. I want to continue to fight not only under the Stars and Stripes but under the banner of humanity. I am proud of the fact that as an American I helped to make the world safe for democracy, and I want to have a part, however small, in making it a better world in which to live. And so, when my name is called by the Red Cross, I answer **HERE!**"

IN MEMORIAM

CORP. M. E. POWER

Another golden star was added to our Service Flag with the death of Corp. M. Eddie Power, who was for eight years employed in the Mechanical Department. On December 27th, 1917, he entered the service of Uncle Sam and was wounded by shrapnel in the fighting in Argonne Forest on October 4th. Letters received from him soon after stated that he was getting along nicely and messages received on his arrival in New York were cheerful and full of hope of soon coming home. A few days later came the sad news of his death after a serious back-set. On the arrival in Los Angeles of the remains a military funeral was held from Pierce Bros. Parlors. The services were conducted by the Rev. Chas. C. Selecman. He was buried with full military honors. As an expression of sympathy and friendship a beautiful floral offering was contributed by the boys at the shops.

Corp. Power was a member of Company L, 364th Infantry, 91st Division. He went "over the top" seven times in the advance toward Sedan, and was at one time in the trenches for thirty days without an opportunity for change of clothing.

Eddie had many friends among the employes of the Mechanical Department, where he is greatly missed. His parents reside in Los Angeles, to whom the fellow employes extend their deepest sympathy.

—PE—

FRANK RAGLAND

It was with sincere grief that we learned, last month, of the passing away of our former fellow worker, Frank Ragland.

Mr. Ragland was well known to all of us, a student of the Polytechnic high school in this city and a prominent member of the Glendale lodge of Elks.

Prior to his leaving for Arizona in 1917 he was connected with the Western and Northern Division superintendents respective offices and also in the General Superintendent's office. It was in Douglas, Arizona, the fifteenth of last month, that he succumbed to influenza. Interment took place in Glendale.

Carl Wright Atkinson

The death of Carl Wright Atkinson, which occurred on December 17, 1918, at his residence, 3721 West Seventeenth Street, came as a distinct shock to his office associates and friends. He was ill but a few days, being a victim of influenza-pneumonia.

Mr. Atkinson was born in Louisville, Kentucky, October 8, 1882, and came with his family to California six years ago.

He entered the Engineering Department as Draftsman on January 16, 1913, and resigned April 30, 1913; re-employed July 1, 1914, and worked continuously in the Valuation Bureau until his death.

Besides being a Director of the Pacific Electric Club, he acted as representative of his department in the various Liberty Bond Drives and was very successful in the handling of the sales of War Saving Stamps, and Red Cross work.

The funeral services were held at the Chapel of the Los Angeles Crematory.

He leaves a widow, Mary Williams Atkinson, and two daughters, Roberta 7, and Dorothy 12; also three brothers residing in the East, to all of whom the generous sympathy of the Pacific Electric family is extended.

WILLIAM T. WYATT

It was with sincere regret that employes of the Pacific Electric learned of the death of William T. Wyatt, foreman of the night force at Sherman.

Wyatt entered the service in the mechanical department in September 1915, and has served in various capacities until 1912 when he was made foreman, and subsequently was placed at Sherman.

He died the fourteenth of December of influenza-pneumonia. He is survived by a wife and two little daughters.

—PE—

WILLIAM H. TREMAYNE

Another of our employes who was called to the great beyond during the last month was William H. Tremayne, car house clerk at Macy street.

He had been in the service of this company for over three years, coming to this city from Salt Lake City. He was honest, faithful and efficient and universally liked by his associates.

Tremayne passed away on December eleventh from influenza-pneumonia. His wife and child left soon after the funeral for Denver.

—PE—

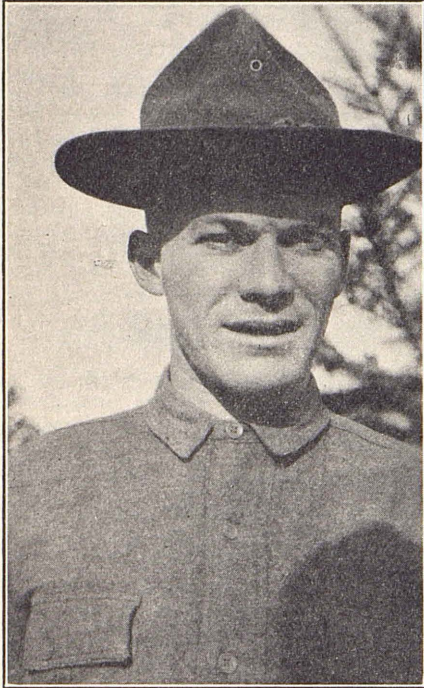
TWO HEROES

With the reported death of A. E. Johnson and Glenn V. Stoll, our service flag now has six gold stars. We are fortunate that we have not lost more of our fellow workers in the titanic struggle, and still more fortunate that we are able to say that these six noble champions of democracy were of our own organization.

Johnson heard the call to duty as soon as it was sounded and enlisted in the Arizona National Guard on May 1st, 1917. He was killed in action.

While perhaps not as fortunate as his brother in arms, Stoll also made the supreme sacrifice—in a hospital in France. He also enlisted in the first year of our country's entrance into the war.


SCRAPS FROM THE SCRAPPERS
 OVER HERE AND "OVER THERE"



Eugene A. Gilks, P. E. Stationer, now at Camp Lewis

LOCAL BOY TELLS OF BATTLE EXPERIENCES

F. E. Meine, With American Forces Overseas, of Opinion Dodging Shells is Good for Gout

F. E. Meine of Los Angeles Freight Terminal, writes of his work at the Front:

Somewhere in France,
November 9th, 1918.

I suppose you have thought that I have gone into another world, but I am still in the best of health and up to the present date still bullet proof, although I have had a few narrow escapes. Once up on the Verdun sector, I had a truck load of ammunition backed up to the gun positions waiting to be unloaded, when Fritz found our range and started sending over 14-inch high explosive, and quite a few shrapnel. You would sure have laughed to have seen me clear the truck when the high explosive started, I got about half the way up the hill to a nice deep dugout when a couple shrapnel burst in the air about 90 feet from me; down I went in the mud, and I sure stayed in it for awhile, believe me, I thought I was hit in a dozen places. When shrapnel and H. E. are bursting it is no place to be brave, because you can't stop big

shells; it is great sport ducking, it's good for the gout, I think.

We are not doing much at present; we have had two days rest, and start out tomorrow morning again; we have been loaded with ammunition awaiting orders, and we unload again in the morning, so I guess this war is so close to ending that it won't be long till we're on our way home again. The town we are in was in Hun hands till about twenty days ago, but when the Yanks started after them, they have them on the run now; they are so far from here now it takes trucks with the infantry to keep up with them, and believe me, if they don't sign the unconditional peace, the Yanks won't leave much of Germany and they're near in there now, but I think it will be over in a few days. The Yanks made them leave this place so quick that they didn't have much time to damage much around, but the most of the towns are blown to pieces by our G. I. cans as the doughboys call our shells; they are 9.2 and believe me they are wicked guns. I was souvenir hunting today; found 3 Boche caps and a few tin hats; will send one home the first chance I get. We are sleeping in a barn. I have a wooden bunk with a real mattress two feet thick with ten blankets, and I also have nice upholstered chairs. They came from a big chateau close by. In the chateau there is wonderful old furniture, beautiful pictures, slashed because they were too big to carry, great big mirrors, shot full of holes, and there are big dining halls, mud all over the rugs, champagne bottles galore, and all done by those dirty Huns. They should be made to repair all the damage they did.

F. E. MEINE,

Battery "B" 65th Art. (C. A. C.)
American E. F., 1st Army.

— PE —

AGENTS' ASSOCIATION

The December meeting of the Agents' Association was made interesting by an address by Vice-President Titcomb and by reports from agents all over the system concerning the prospects for business and suggestions as to economies in operation.

The annual election of officers resulted in the unanimous choice of Mr. O. D. Ashton as President; Mr. E. Coulter, Vice-President, and the reelection of Mr. H. L. Legrand as Secretary. President Ashton will announce the committees which he has appointed at the January meeting, and our new Assistant General Superintendent, Capt. J. C. McPherson, will describe some phases of railroad operations in France in war times as he saw them.

GETS P. E. MAGAZINE OVER THERE

Here's one from Corporal Austin C. Barney in France. He seems to be worrying more or less about the censor, but its interesting any way:

I have been receiving the P. E. Magazine right along and it is good to see the different changes and different men continuing to climb the ladder.

Well this war is what you might as well say finished, but from what we know that has to be done over here, there isn't any chance of us getting back for at least six to eight months unless we are very lucky.

We have had our part to play over here and it has been anything but easy. Very disagreeable at times. Makes a fellow want to hunt a hole sometimes but there isn't anyone that did that I know of. There isn't much excitement over here now.

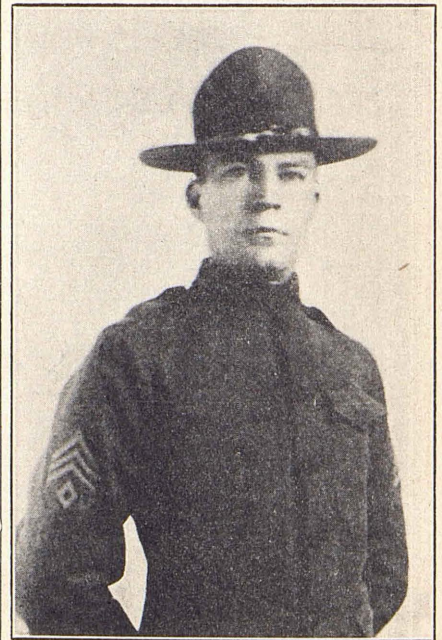
The censorship will soon be a position of the past and then we can write and tell you of our experiences. At present the lid is still on the mail. There are many of the boys I used to know, that is P. E. boys, that I have sun on to over here. This isn't such a large world after all. I have never run across an electrical department man over here as yet.

The weather here is bitter cold and good old California sure will look good to me, after Uncle Sam is through with me. Back to the old job and work and my mind will dwell entirely on my work and the welfare of the P. E. Ry.

Give my best to all the boys and tell them that I wouldn't have missed this great experience for all the world.

Yours sincerely,

CORP. AUSTIN C. BARNEY,
40th Co., Military Police Corps,
American E. F., France.



Harry O. Marler, Traffic Department, now with 91st Division in Belgium

HUNS are WAITING

TRENCHES AHEAD

SPEED UP

You won't if you ride on top of or stick your head out of car.

KEEP YOUR IVORY IN

Only Six Inches Clearance Between Tops and Sides
Cars and Tunnel Arches and Bridges and Signal Towers

"KEEP YOUR BLOCK INSIDE" WARNS ARMY RY. POSTER

Lieutenant H. W. McGee Writes of Short Clearance
Between Car Tops and French Rail
Line Bridges

FROM our second lieutenant, H. W. McGee in France, we learn something about the way they handle railroad affairs on the battlefield.

Evidently the powers that be in the railroad fighting forces believe in telling 'em straight from the shoulder how to ride the troop trains.

In a letter to Mr. S. A. Bishop, Lieutenant McGee enclosed the above posters and wrote as follows:
France, 12-1-18.

Dear Mr. Bishop:

Just time for a short note. Thought you might be interested in these posters which we put up all along the line. They are a distinctive kind of war souvenir. We have quite a job keeping troops off the tops and sides of the cars and as the clearances are very small we use these signs. Am bringing you a little souvenir which I got out of a German railway coach which was captured near Metz.

Regards, etc.,
H. W. MCGEE.

GREETINGS TO P. E. FAMILY

Telling of amusements "over there" and writing most interestingly of his experiences since the signing of the armistice, Clifford Curle, now in Verneuil, France, dropped the "big P. E. family" a letter of Christmas greeting last week.

He also enclosed the program of a play produced by the boys, entitled "A Buck On Leave." Space does not permit its use in the magazine this month but read his letter, he tells all about it.

Verneuil, France,
Nov. 15th, 1918.

Dear Friends:

Just a few lines to let you know I'm still in the best of health and doing my bit every day. At the present we are very busy giving band concerts and every night I'm busy playing in the orchestra at our Y. M. C. A. hut for movies. We have the largest Y hut in France with a 50 by 50 foot stage complete with scenery of all descriptions painted by artists in our

own camp. We put a burlesque show on for five nights which was a success. Beginning the 24th of this month we're going to put the same show on in Tours for six nights and two matinees. We expect to go to Paris and Monte Carlo but since the war is over our plans may be changed so that our next trip will be to the United States instead of Paris or Monte Carlo.

France is overflowing with joy since the good news of the war's end was spread throughout France on the 11th of Nov.; even the sun has smiled down on us every day and the moon at night since the heavy firing at the front has ceased, which is unusual, for before the 11th we have had rain most every day. I know that this good news will make many homes happier and brighter this Xmas than last year, for those two big words "Peace Declared" is the biggest and greatest Xmas present we could have received. Before I close I want to wish all of the big P. E. family a Merry Xmas and a Happy New Year

TOURNAMENT OF ROSES

The unusually cold weather on January 1st did not seriously interfere with the floral parade and the football game at Pasadena. The crowded waiting room at the Sixth and Main Streets Station and the well filled trains made it seem that the attendance was up to the normal in spite of the weather and the influenza epidemic. However, an actual count of the passengers carried shows several thousand less than the year before.

It was found advisable this year to use the 700-class equipment instead of changing off for 800-class cars as in former years. Exceptional care was taken to keep the trains properly spaced and no trouble was experienced.

It is a matter of congratulation to the men who operated the cars and all others concerned that this day of unusually heavy traffic passed off without a single accident.

Here's The
Overseas
"Speed
Comfort And
Safety" Signs
A Possible
Solution For
Informing
Some Of Those
Who Can't
Seem To Get
The Idea
Right Here On
Our Own Inter-
urban System

WAR RISK INSURANCE

KEEP INSIDE

Only six inches clearance between tops and sides of cars and tunnel arches and bridges and signal towers

DON'T BE A DEAD ONE HELP TO WIN THE WAR

IF YOU EXPECT to SEE the NEXT BLOCK KEEP YOURS INSIDE

and I hope that the following Xmas I can wish them the same without writing it down on paper.

PVT. CLIFFORD CURLE,
Headquarters So.,
M. T. C. R. R.P.,
U. S. A. P. O. 772,
American E. F.
France.

TRUE APPRECIATION

Old Uncle George is a typical old-time Kentucky negro and a firm Republican, but things are happening too swiftly for him, and this is how he unburdened his soul to his "old master":

"You know, Marse Jeemes, I'se always been a Republican ever since I was born, but, believe me, from now on I'se a Democrat and a Wilson man. I'se for any man that's so smart that he can add an hour's daylight to the day and can take away all the railroads from their presidents and give them to his son-in-law. I sho' am going to be a Democrat."—Life.

The Boys Come Marching Home

The signing of the armistice on November 11th not only stopped the departure of a number of Pacific Electric men who had said their good-byes preparatory to going to cantonments but marked the beginning of the return of many who had gone previously and many of whom have seen active service overseas.

The names of many who are back are shown below:

TRANSPORTATION DEPT.

General Superintendent's Office

C. Wilfred Gaskell
Ivan Cammack

Northern Division

R. C. Pleasant
A. V. Rivera
Gerald H. Priddy
Klyde H. Young
Ross Johnson
R. S. Peterson
W. L. Moore
Edward H. Smith
Don R. Fox
Willard C. Kingsley
Willard Connor

Southern Division

Fred C. Schaperkötter
G. M. Loving
Frank A. Prouty
Holly M. Howard

Eldon J. Howard

Frank J. Kreidler
Allen L. Woodruff
John S. Nunn
Mark Smith
V. L. Hansen
Lester J. Vanderbeck
R. H. Kunz
Wm. A. St. Clair
Lloyd E. Aselin
Fred J. Drager

Western Division

W. E. Cambron
Burt B. Starr
Harry H. Strader
Ernest Edwards
Earl Grove

Ray E. Tuller
Clarence Penn
Los Angeles Freight House
C. F. Albright
Percy Barlow
M. Moreno

MECHANICAL DEPT.

Albert Fox
S. A. Underdoun
H. A. Peterson
Harold S. Lynn
Edward Beaird
Russell E. VanDeren
Nelson R. Smith
Albert McCrea
Ralph E. Moor
Clarence L. Neary
G. S. Gilmore
J. E. Langley
M. Oriza
P. S. Bridges
C. F. Prange
D. U. Wheaton

MAINTENANCE OF WAY DEPT.

C. K. Bowen (Captain)
R. C. Adams
W. G. Shinnerer

ENGINEERING DEPT.

F. A. Bixenstein
L. A. Myers
G. T. Roberts
Floyd Clements

ELECTRICAL DEPT.

B. F. Loftin
E. P. Snyder
D. F. Miller

STORE AND PURCHASING DEPARTMENT

Earl McCall
Raymond Lee
Clarence M. Dinsmore
Walter G. Johnson

TRAFFIC DEPARTMENT

M. B. Davis
Minor Musick

PACIFIC ELECTRIC BUILDING DEPARTMENT

I. Riepen

ALL WORN OUT CHASING HUNS

An interesting letter received recently by Mr. Davis from T. S. Powell, now in Belgium, relates experiences in battle, and the difficulty of the allied forces in keeping up with the retreating Huns.

His letter is as follows:

"Hello Mr. Davis. I hope everything is well with you, and that you are enjoying as good health as I. Have been in Belgium more than a month. Was on the front during a lively scrap, four days, beginning last of Oct. The hardest part was keeping pace with the Hun retreat. My first drive was a warm one, something doing every minute. It was in the Argonne Sept. 26th to Oct. 6th. It was here I saw my brother, who is with the heavy artillery, twice. We were on the same sector. I saw him a few days before going in and the day after I was relieved. I've seen many historical places and had

many experiences I'll never forget, as we did a lot of traveling and hiking over France and here also. Would like to mention some of them but you know the lid is still on. Many a time while hiking over the cobblestone roads here I've thought of the P. E. and longed for a ride on a regular car again. I received two copies of the Magazine since I've been over here, and appreciated them very much. Hope to be back in the spring. Give my regards to Mr. Wilson, Ward, Packer and Mr. Nignes. Merry Xmas and Happy New Year to all.

Pvt. T. S. POWELL,
Co. C, 316th Sig. Br.
American Expd. Forces,
Via N. Y. A. P. O. 776.

A card from Storekeeper C. Thorburn, now 1st Lieut, 62nd Railroad Transportation Corps, A. E. F., states that he is well and happy; that he had spent the last week in Paris. Says that Paris is some place but that he would be glad to get back to old California again.

SECOND CHAPTER OF GESNES ENGAGEMENT TOLD BY EDMONDS

Belgium (Flanders)

I think I carried you up to the morning of September 29, in my last letter—the fourth day of one fight,—we had passed through Epinville the day before, my battalion in support of the other regiment of our brigade. We dug in on the reverse slope of a small hill where we expected to spend the night; here a very funny incident occurred which I will tell of. I had established my P. C. in a large shell hole (P. C. we have taken from the French; it means Post of Command), must have been made by a 9-inch shell as it was some ten feet in diameter and about five feet deep, in this hole were my Adjutant, Division and Intelligence Officers, a runner and myself. Somewhere to the front of us a German machine gunner had our range and every few minutes he would empty a belt of ammunition directly across the top of this hole, during the interval between these bursts of fire a private out of our own M. G. company who had delivered a cart of ammunition to his organization came leading his horse back under cover of this little hill, as he arrived directly in front of my P. C. our German friend opened up—it was more than this fellow could stand—he made a dive for my shell hole, horse and all—the next few minutes were about the most exciting ones I have spent in France.

It started in to rain about 9 o'clock this night and about this time I receive orders to move my battalion to another position; it was our fourth night with practically no sleep; we were in our new position by 11 o'clock. Our third brigade was sent into the line about one K. to the front to relieve a battalion that had suffered pretty heavily during the day. This brigade (our third) lost its way and at midnight I received orders to go to the support of the line. I was to have my battalion in position by 5 o'clock. I decided to look the situation over first, so took three men and started out, raining and pitch dark. I had to travel cross country by the aid of a compass—which took me through a dense undergrowth; it surely was an interesting trip as I expected every minute to find myself inside the German lines—however it turned out that my bearings were right; I located the brigade that was in trouble, went over the situation with its commanding officer, returned, got my "outfit" up and into position at daybreak; at 7 o'clock that morning I received orders to attack—we moved out but met with very strong resistance from machine guns and artillery (we having had no artillery preparation) and were forced to dig in and hold the ground; we held there all day under the most heart-breaking conditions; enemy artillery was causing casualties among the men every few minutes; we lay there and waited for something to happen. At 3 o'clock in the afternoon we received orders to take the town of Gesnes at all costs, the attack

to start at 3:40. Gesnes (pronounced Genns) lay about 3 kilometers to our front; at 5 o'clock the front line of my brigade was in the town, a message reached the Colonel (himself badly wounded) from Capt. Tracy, commanding "G" Co. of my battalion, reading, "I have taken Gesnes; send support." He had only a handful of men left; two of his lieutenants had been killed, another wounded, and himself suffering from the effects of gas—a shell having exploded nearby—I have since read with much disgust in our official paper an account of other troops taking the town October 4, and credited with being the first American troops to enter the town. This regiment was accompanied by a machine gun battalion and one battalion of another infantry regiment in support—there was nothing on our right or left (but Germans) as, for some reason the troops on our flanks did not go forward with us—and as a result we got the combined fire of the enemy on both flanks as well as from the front. The regiment pushed through the town to a point one kilometer beyond; we had but a small number of men left; night was coming on us, we were about 4 kilometers beyond any supporting troops. I was placed in command of what was left and ordered to withdraw to a position some distance to the rear where we expected to remain; later on in the night we were ordered to withdraw to the position we left at 3:40 the afternoon before. During the night we evacuated our wounded—everyone was completely exhausted by daylight—personally I sat down in the mud and fell asleep all the while an extremely cold rain was falling—never knew one could reach such a state of exhaustion. I had not averaged two hours sleep per night for five nights.

During the fight of that afternoon there was no such retreat of the German army as I have since seen—they only gave ground when it was forced from them by close range fighting. I saw many who had stuck to their machine guns until the last, while many fired until our men were on top of them and then gave up as a means of saving their lives—they held out to the last; as a rule they manage to carry their wounded back with them, but in this instance we were driving them so hard that they were forced to leave many. We regretted having to give up the ground that we had paid so dearly for, but it was no doubt the only thing to do—and I am sure that such a stiff punch must have lowered the morale of those who felt its force somewhat—(Huns).

There were two brigades in our first line. Mine (second) and the first on my right—commanded by Capt. (now Major) A. W. Bradbury of Los Angeles, formerly Assistant Adjutant-General of California—he and his Adjutant were both wounded—one supporting brigade was commanded by Capt. (now Major) J. W. Sutphen, also of Los Angeles. We held this place without advancing again and on the 4th of October were relieved by another regiment. During the four days we were holding the line we were

VERS LIBRE—OF A SORT

This funny world of ours
Is a queer old place to live—
And thinking, as you
Drain it through
This Great Life's open sieve—
You'll find there's
Just four classes,
Gladness, Sadness,
Goodness, Badness,
But don't forget the two
That start with G
For you'll find out
As you ponder,
That way out over yonder,
Its the G things,
Not the B things
Pull you through.

being continually bombarded by artillery and one day German aeroplanes came down low enough to open up on us with machine guns—wounding a few of our men—that was nasty work as we couldn't fight back—however our own artillery was doing it for us.

We moved back some six or eight kilos where we bivouaced for the night. I shall never forget how peaceful and quiet it seemed—the next day I washed my face and shaved for the first time in nine days. I felt like a new man—wrote my wife that we were going on back to a rest area but soon learned that such was not to be—will tell you where we went in the next.

This is Belgium—and colder than the devil—otherwise everything O. K. had a little fighting up here which I will tell you of later—if its over I'm ready to come home.

Very truly,

HENRY W. EDMONDS,
Major 362d Inf.

P. S.—Four days later.

I have just reread my letter to you under date of 22d which I have been unable to get out—we were then at the town of Sottegen within about 40 kilometers of Brussels—thought then we were going on to German border but orders came which brought us back to near Thielt—three days march—and looks as if we were going to entrain here for France—they have managed to get the roads in operation to this town; the Germans destroyed every foot of the road as they retreated—through the country a small bomb blew out a foot or two of rail at most every joint and every hundred yards or so a larger one tore out the road bed, ties, rails and all, while the yards in the larger towns are nothing but a twisted mass—one cannot who has not actually seen it—conceive of such complete destruction. However, the engineers are doing wonderful work. The Germans quit firing into Andenarde on the 11th and the engineers had a single track road open by midnight the 18th, bringing in supplies.

PE

Patriotic at That

A dog was watching his master in khaki kissing the family good-bye.

"Huh," said the dog to himself, "I hope he's going to take me with him. I'd love to bite a German."

SERGEANT L. J. VIGNEAU COMMENDED FOR VALOR

A steady rise to high non-commissioned rank and the winning of special citation for "meritorius service in crossing the River Scheldt under trying conditions" was the manner in which Sergeant L. F. Vigneau, Pacific Electric conductor, did his bit in the great world war.

Sergeant Vigneau was a member of the Three Hundred and Sixty-fourth infantry in the ninety-first division, and now has his name on the honor roll of that famous organization.

A copy of the order commending his valor, is as follows:

HG. 91st DIV. A. E. F.

November 17, 1918.

GENERAL ORDERS:

No. 43.

1. The following officers and enlisted men—363rd Infantry and 182nd Infantry Brigade—having been recommended by their immediate superiors for citation in orders announcing exceptional efficiency and fidelity in discharging their duties under fire, and such recommendations having been approved by the respective regimental and brigade commanders, their names are placed on the Honor Roll of the 91st Division as members thereof whose example can well be imitated by officers and men of the division. Their real reward consists of a realization by them that they have conscientiously discharged duties imposed upon them. Publication in this order is not intended as a reward for them but as a stimulus to other officers and men of the division to imitate their conduct:

364th Infantry

Name—Louis J. Vigneau.

Rank—Sgt.

Co.—M. G.

Date—Nov. 10.

Conduct cited—Specially meritorious service in crossing River SCHELT under trying conditions.

PE

GAUGE STANDARDS

In both the United States and England standard track gauge is 4 ft. 8½ in. How did such a freak standard come into existence? Like a good many other long established English institutions—by accident. Four feet, eight and one-half inches happened to be the width of a small pit-head railroad in the Northern part of England, upon which George Stephens ran his first locomotive, over a hundred years ago. This little railroad is forgotten now, but it set the gauge for the whole English-speaking world.—Ladies' Home Journal.

PE

Throw 'im Out

"It's fierce to be laid up like this, doctor," said Alice after the automobile accident. "Here I can't do any war work for the Red Cross or anything else."

"Oh, yet, my child," said the doctor as he cautiously reached for his hat, "don't forget that your bones are knitting."

PACIFIC ELECTRIC CLUB NOTES

PACIFIC ELECTRIC CLUB CALENDAR

Jan. 10 to Feb. 10

- Saturday, January 11—**
Agents' Association Meeting, 8 p. m.
- Monday, January 13—**
Band Rehearsal, 8 p. m.
- Tuesday, January 14—**
Trainmen's Motion Picture Instruction Night, 8 p. m.
- Wednesday, January 15—**
Western Division Trainmen's Meeting, 8 p. m.
Northern Division Safety Committee Meeting, 2 p. m.
- Thursday, January 16—**
Dancing Instruction Class in Auditorium, 8:30 p. m.
- Saturday, January 18—**
Northern Division Trainmen's Meeting, 8 p. m.
- Monday, January 20—**
Band Rehearsal, 8 p. m.
- Wednesday, January 22—**
Southern Division Trainmen's meeting, 8 p. m.
- Thursday, January 23—**
"Moonlight" Dance on Auditorium, 8:30 p. m.
- Monday, January 27—**
Band Rehearsal, 8 p. m.
- Thursday, January 30—**
Dancing Instruction Class in Auditorium, 8:30 p. m.
- Monday, February 3—**
Band Rehearsal, 8 p. m.
- Wednesday, February 5—**
Rod and Gun Club Meeting, 8 p. m.
- Thursday, February 6—**
Military Dance in Auditorium, 8:30 p. m.
Southern Division Safety Committee Meeting, 2 p. m.
- Friday, February 7—**
Western Division Safety Committee Meeting, 2 p. m.
- Sunday, February 9—**
Agents' Association Meeting, 8 p. m.
- Monday, February 10—**
Band Rehearsal, 8 p. m.

THE SIN UNPARDONABLE

For the Railway Man It Is Running By or Away from Passengers

"Running by or away from an intending passenger, whether done deliberately or through carelessness, is one of the unpardonable sins of railroading," says the Ottawa Electric Railway Bulletin. "It never fails to anger the victim and fill him with resentment toward the Company. 'Cars are operated for the convenience of the public.' This is one of the cardinal principles of street railroading and should always be borne in mind."—Aera.

WANTS TO BE BACK

E. N. Cole, Pacific Electric employe, now serving on the U. S. S. Brooklyn, dropped a line to Mr. Davis recently, expressing his desire to be back at work again, and stating that he had applied for his discharge.

DONATIONS TO THE CLUB

The following books have been donated to the Club:

- From V. R. McGinnis:
"Over the Top" by Guy Empey.
"Private Peat" by Harold Peat.
- From Ben McCartney:
"No Other Way" by Sir Walter Besant.
"A Rogue's Daughter" by Adaline Sergeant.
"A Desert Home" by Capt. Mayne Reid.
"Ivanhoe" by Sir Walter Scott.
"Robinson Crusoe" by Daniel De Foe.
"Beyond the Rocks" by Elinor Glyn.
"Diana" by Katharine Holland Brown.
"The Givers" by Mary Wilkins Freeman.
"The Yellow Van" by Richard Whiteing.
"Real Boys" by Henry A. Shute.
"The Gates of Change" by Van Gassel Stephen.
"Two Women in Black" by Mooney.
"Uncanonized" by Margaret Horton Potter.
"An Egyptian Princess" by George Ebers.
"The Vineyard" by John Oliver Hobbs.
"Rob Roy" by Sir Walter Scott.
"Rollo in Scotland" by Jacob Abbott.
"Prisoners and Captives" by Merri-man.
"Sportsman's Club" by Harry Castleman.
"Wife of Monte Cristo" by Alexander Dumas.
"Partners of Providence" by Charles D. Stewart.
"D'ri and I" by Irving Bacheller.

New Executive Committee Members

At the last meeting of the P. E. Club, election to fill the vacant places on the executive committee took place, and E. L. Brown and M. L. Rodda were selected.

Brown, a conductor on the Western Division, was chosen to fill the place of A. F. Wilkins and was one of eleven aspirants for the place. Rodda is now serving for H. H. Burton, Jr., who recently left this organization to work with the Southern Pacific at Bakersfield. He was one of three candidates from the Maintenance of Way department.

MORTUARY FUND BENEFITS

During the month of December two of our deceased employes were members of the Mortuary Fund, William H. Tremayne and William T. Wyatt, both of the Mechanical Department, the beneficiary in each case receiving \$399.00.

The Mortuary Fund is constantly growing, applications for membership coming in all the time. This Fund is open to all employes, and those who desire to become members, may receive application blanks from the head of their department, or they may be secured from the Club.

THERE'S A MORAL TO THIS

I used to know a man who was a genius at taking the heart out of those who worked under him. He was the original kill-joy—a paragon of pessimism. He would roll over on anyone who showed enthusiasm, and flatten him out until he looked like a punctured toy balloon. I don't think he intended to do all the damage he wrought. He simply did not know any better.

His specialty was criticism. The minute you approached him with a suggestion he got out his instruments and amputated your new idea. Then he bathed you with an antiseptic wash of gloomy words calculated to render you immune to the development of any fresh outpouring of inspiration. If someone did a good job in the office, this man, who happened to be the boss, would come around and cheer him up by telling him how it could have been done better. He never even admitted that a good job had been done at all, but immediately set about to point out imperfections in the work. In his line, which was criticizing, he held the world's championship. If he had been present at the creation of the earth, which is said to have been put over quite cleverly in record time, he would have hinted that the thing could easily have been done in five days instead of six—and possibly by Friday noon, or in four and a half days, if certain precautions had been taken and if the work had been more efficiently laid out with a view to speed.

The man about whom I write this heartfelt tribute is dead. While he lived he was about as popular as the hives. Nobody derived any benefit from him. But when he passed away he left behind him (in other minds) a thought. Here it is:

If you have people working for you, one way to encourage them to do more and better work is occasionally to pick out instances where they have shown signs of ability, and commend them. Any worker, particularly a young worker, is likely to be unable to discriminate always between his good work and his poor work. If you are his boss it is up to you to help him distinguish between the two. It is also up to you to take the young man in hand and explain to him why the good job is good and why the poor job is poor. In the first instance he will be hearing something pleasant and inspiring, and in the second instance he will be in a better mood to listen to you. You can also depend upon it that the man who is intelligently praised for a good piece of work will try to duplicate that work so that he may earn more praise.

These gloom boys—like the one I have characterized above—keep an office so dark with their doubts that nobody can see where to go.—"American Magazine."

Do not be ashamed or too proud try. Some of the greatest things in the world have been accomplished simply through conscientious imitation.—Brooklyn Rapid Transit Monthly.



Graham Storehouse Force. Right to left, the first row is, John Lovelace, Cecil Long, Robert Sabins, Nick Kuriak, F. M. Carr, George Lucas, Ben Collins and T. M. Camarilla.

J. W. Houghton Given High Rank in Navy

Below is quoted a letter received from Lieutenant Commander J. W. Houghton, U. S. N., formerly Chief Engineer Steam Power Plants, Pacific Electric Railway Company, now with U. S. Navy:

"Received my commission as Lieutenant Commander U. S. N. December 20th, 1918. It was rather a surprise to me, especially coming after the armistice was signed. The commission was marked No. 1, that taking precedence over all other commissions allowed that date, or being senior in rank. I don't know of a single other case of a Lieutenant Engineer being raised (to date) to the rank of Lieutenant Commander. Two commissions in the U. S. N. in one and one-half years is not at all bad. This rank in the Navy equals that of a 'Major' in the Army.

"I have been very fortunate in that I have had rather exceptional opportunities to get myself mentioned very favorably on account of the lime light I would get into as a result of successful sea trials of very high speed vessels, and on all such vessels bringing home the bacon. Others no doubt could have done likewise if afforded the opportunity."

While Lieutenant Commander Houghton takes his promotion modestly, we of the Pacific Electric family know that he must have deserved it, and we take this opportunity to offer him our congratulations.

U. S. GIVES ANGEL CITY LEAD OVER SAN FRANCISCO

Giving Los Angeles tenth place in the list of American cities in per cent of population, the census bureau in

Washington has issued a statement in which the number of residents of the city is placed at 503,812, while San Francisco is twelfth in the list of cities, with a population of 463,516.

The estimates are based upon average yearly increase from 1900 to 1910.

In the statement, New York is given a population of 5,602,841; Chicago, 2,497,518; Philadelphia, 1,709,518; St. Louis, 757,309; Boston, 756,476; Baltimore 589,621; Pittsburgh, 579,000; Detroit, 571,784, and Buffalo, 468,588.—L. A. Buyer & Shopper.

Southern Division Dispatcher Markland has this item of railroad news from his brother Floyd in Aigrefeville, France.

We are sure kept busy over here and I don't always have time to write as much as I would like, but have been pretty lucky this trip in. I got in last night about 6:30 p. m., and was expecting a call early this morning but haven't been called yet, though am expecting it any minute. Roy pulled out a few minutes ago; he is working on a branch line holding a regular job. I am working regular on the main line, and believe me, it isn't a snap for we don't carry a caboose on the rear of trains over here, but sometimes when they happen to have one they will put a passenger coach or an empty box car (called wagon) behind the engine for the "Chef de Train" (or conductor) to ride in, if they don't have any to put on the conductor has to ride out in an open cupalo, (which most of the wagons are equipped with), and looks like a buggy top. The conductor has to handle a hand brake the same as the brakeman, and riding in one of them for 20 to 40 hours isn't very pleasant. When we have an American train we have air, but if they happen to put a "frog" wagon on the head end, we're out of luck for they are not equipped with air. We're working first in first out on the main line. Roy has it a little better than I, for he knows each day about what time he will pull out, and usually gets in early in the evening. I got a letter from Kreider and he said he had hurt his right index finger making a coupling but didn't think he would lose it.

"Mind," said Daniel Webster, "is the great lever of all things; human thought is the process by which human ends are ultimately answered."



General Storehouse Force. Left to right, the first row is, F. W. Campbell, Ward McCall, C. C. Fenimore, General Storekeeper, Joe La Spada, and Thomas De Courcy.

BOWLING

Play started as scheduled in the Southern California Bowling Association under the most favorable conditions. Teams showed up for play; the various bowling establishments in the schedule and the first ball of the 1918-1919 winter tournament was started on its way at promptly 8:15 o'clock Thursday night.

Both Carl Belt, captain of the Pacific Electric, and Jimi Neal, captain of the Harris & Franks, who are pilots for their respective teams, negotiated strikes. Belt totaled 224 and Neal 206 for the first game.

The match between the Harris & Frank and Pacific Electric teams proved to be the feature of the opening night's play. It was a battle royal from the first frame to the last, the honors going to the Harris & Frank aggregation.

The P. E. took the first game, 913 to 909. The second game was a nose-and-nose race, the Clothiers taking it, 992 to 972.

The last game was a whirlwind, Harris & Frank taking it with 1044 to 925.

The feature of the game was the remarkable totals bowled by both teams. The Harris & Frank team's total of 2945 will likely stand as a season's record, and their 1044 for single game is a tough mark to "shoot" at.

Walters, anchor for the P. E., rolled a beautiful series of games for a 212 average.

It will be noticed that six of the ten players had scores better than 220 and seven better than 190 average, and both teams knocked 'em over in the 900 column each game. The losers went down to defeat with 2815 to their credit, this core having frequently won the season's prize in past years. All of these records were piled up under the most trying conditions, the alleys having just been resurfaced and finished.

As a whole, the match was one of the finest bowling exhibitions that the fans have been treated to for many seasons.

Harris & Frank				
	1	2	3	Ttl. Avg.
Neal	206	179	233	618 296
Mullenix	163	187	237	587 196
Adams	178	277	200	605 202
Meador	195	206	195	596 199
Mackenzie	167	193	179	539 180
	909	992	1044	2945

Pacific Electric				
	1	2	3	Ttl. Avg.
Belt	224	183	170	577 192
Young	171	221	189	581 194
Sunderland	148	194	153	495 165
Fisher	167	174	186	527 176
Walters	208	200	227	635 212
	913	972	925	2815

Poor Pop

Daughter (having just received a beautiful set of mink skins from father): What I don't see is, how such wonderful furs can come from such a low, sneaking, little beast.

Father: I don't ask for thanks, my dear, but I insist on respect.

LOS ANGELES RAILWAY OWL SERVICE

As a result of the hundreds of questions asked our motormen and conductors regarding the "Owl" service on the Los Angeles Railway, a list of the late cars has been secured from that company and is as follows:

JAN. 1. 1919

Boyle Hts. & West 7th St. Line
1st & Spring W.—1:00, 2:05, 3:10 a. m.

1st & Spring E.—1:00, 2:05, 3:10, 3:55 a. m.

Grand Avenue Line
7th & Broadway N.—12:53, 1:58 a. m.

1st & Broadway N.—1:00, 2:05 a. m.
1st & Broadway S.—2:40 a. m.

Griffith & Griffin Ave. Line
Temple Block N.—1:00 a. m.

Main Street Line
1st & Main S.—1:00, 2:05, 3:10, 4:30 a. m.

1st & Main N.—1:00, 2:05, 3:10 a. m.

Santa Fe Avenue Line
7th & Spring—12:38, 1:35, 2:30 a. m.

7th & Stephenson Ave. Line
7th & Hope—12:26, 12:38 a. m.

7th & Broadway—1:30, 2:30, 3:30 a. m.

7th & Spring—4:58 a. m.

San Pedro & West 11th St. Line
1st & Main—2:05 a. m.

Temple Block—1:00 a. m.

Temple Street Line
1st & Broadway—1:10, 2:15, 3:15, 4:18 a. m.

University & Central Ave. Line
2nd & Spring W.—1:00, 2:05, 3:10 a. m.

2nd & Spring E.—1:00, 2:05, 3:10 a. m.

Washington & Maple Ave. Line
5th & Spring W.—1:30, 1:00, 1:50 a. m.

West Adams & Hooper Ave. Line
3rd & Main W.—1:03, 2:06, 3:11 a. m.

West Pico Street
1st & Spring—1:00, 2:05, 3:10 a. m.; 4:10 a. m. to Ascot Park.

PE

GRIM REAPER CALLS WIFE OF J. R. HUGHES

The death of Mrs. Mary Ann Hughes, wife of our fellow worker Joseph R. Hughes of the Mechanical Department; came as a distinct shock to many members of our organization.

Both Mr. and Mrs. Hughes were well known in this city, he having been connected with the Pacific Electric for more than sixteen years.

An account of her passing away from a paper in her home town is as follows:

Mrs. Mary Ann Hughes

The many friends of Mrs. Mary Ann Hughes were shocked to hear of her death early last Sunday morning. Mrs. Hughes passed away at her home, No. 616 North Juanita avenue, of pneumonia following an attack of Spanish influenza.

Mrs. Hughes was very active in the affairs of the Fourth District Liberty Boys Club, the Eastern Star and the Pythian Sisters. She was fifty-one

HIGH TRIBUTE PAID TO LOCAL WAR HERO

An expression of appreciation of the sterling worth of our fellow worker, Sergt. W. R. W. Hart, whose death on the battlefield was reported to us last month, was recently received by the hero's mother, Mrs. Nettie Hart of Trenton, New Jersey.

That he commanded the highest respect from those in the organization to which he was attached is evinced by the following letter from his chaplain:

My dear Mrs. Hart:

I know the words I may write at this time will be but little compensation to you in your great loss inflicted by this mighty conflict, nevertheless I desire to give my testimony to the excellent character of your son, Sergeant Hart. He was one of the leading men of his company, and his outstanding characteristic was his kind heartedness and thoughtfulness of his fellows. His captain had the highest respect for him and testifies to the integrity of his character and his dependableness. He lost his life in the performance of his duty in the service of his country. He made the great sacrifice in the spirit of his Lord that others might live.

I cannot know or understand a mother's love. I realize yours is the greatest sacrifice, but I believe the mothers of America are as courageous as the soldier sons.

Yours in heartfelt sympathy,
(Signed) CHAPLAIN E. B. IRISH.

years old and leaves a widower, Joseph Hughes, two sons, Frank Elmo of Venice and Clyde Owen of this city; a sister, Mrs. Hanna Hayward, and two brothers, John W. and Albert E. Owen. The funeral was held from a Los Angeles undertaking parlor Wednesday afternoon at 2:00 o'clock and interment was in the Evergreen cemetery.

Mrs. Hughes was born in Old Park Shopshire, England, January 14, 1868. At the age of twelve she came to America, having under her care an invalid mother, two brothers and a sister younger than herself, arriving in Indiana, the father and older brother being already there. The mother died and the family afterward moved to Los Angeles where she was united in marriage to Joseph R. Hughes, October 7, 1888. Five years ago they moved to Redondo Beach and have lived here ever since.

PE

Straight Ahead

A local street car has the front sign reading "East First Street," and the side signs, "Gage Street."

"Does this car go out East First Street?"

"Yes, lady; get right on."

"Are you sure it does?"

"Yes, lady; get right on."

"But it says 'Gage Street' on the side."

"We ain't going sideways, lady. Get right on."