## HLUSTRATED LECTURE COURSE

BATHRICK HALL, GARDENA



Sunday—"The Message of the Signboard." Monday-"From Manger to Throne." Part II. Wednesday-"Hell! Where Is It and How Long Will It Burn?'

Friday—"A Night Talk with Jesus." Saturday-"The Conflict between Capital and La-

-T H E-

# ORANGE SHOW

ANNUAL CITRUS

SAN BERNARDINO FEBRUARY 17-27

Thousands of Golden Oranges Woven into a Fairyland of Beautiful Feature EXHIBITS

Ample Service via All Lines PACIFIC ELECTRIC BAILWAY Being Laid Rightly

In connection with a report on the Pittsburg, California, highway tests ade by Mr. J. B. Lippincott to the Automobile Club of Southern Call-fornia, Mr. Lippincott says: "I can decidedly emphasize the statement that the standard California state highway pavement as now being laid by the Highway Commission on adobe soil is inadequate to meet traffic conditions upon our California

E. E. East, Highway Investigating gineer for the Automobile Club in, ne course of a painstaking analysis the Pittsburg tests and lessons to be learned from them says: "The outstanding results derived from these tests to date are that a thin five-inch slab of concrete reinforced th 20 to 21 tons of steel as con structed under present state highway pecifications is inadequate for present day traffic demands and provides o safety factor for inevitable future

"While this pavement at Pittsburg has been subjected to abnormal traf-fic numerically the weight has not een excessive. The tests further develop that it is not so much a reduction in loads as it is a correction in methods of construction that is needed to insure a reasonable life to our state highways.

ied on the state highways of South-000 tons. The traffic on some of the many companies playing one-night uble the unit leads of the Pittsburg transporting the baggage. Under present conditions require approxinately nine years to produce a ton-

Definite conclusions must await in the light five inch slab as now bebuilt by the California Highway. Commission under present specificaions for perparation of foundation

ention of the commission is to place inder contract during the 1922 season ention of the \$15,000,000 worth of state highway work, the greater portion of which will be spent in building five inch pavements, does not promise much for future highways."

### Chautauquas Protest R. R. Discrimination

Public sentiment throughout the ountry is becoming aroused because what seems unjust discrimination of the railroads against the Chautauqua assectations which has led these rganizations to enter a formal protest with the Interstate Commerce Commission. Unless relief from the burden is granted the ability of these organizations to continue its service at prevailing rates is imperiled, and the Chautauqua refuses to consider the only alternative, a lowering of its

Dispatches from Washington anoncing the protest before the Commission failed to give details as to what the protest is based upon beyoud the charge that it is not receivng the same consideration as are thestrical troups. The facts are

Railroad tariff schedules clas Chautauqua with theatrical com-panies in fixing rates. These schedules provide that when a company of twenty-five or more members and carries its baggage with it, this bag-California as determined from gage is transported free of charge traffic census is approximately 634,- even though as in the case of the county roads closely approximates stands this means the handling of the for a given period the traffic on the baggage daily. When smaller comparison is subjected to more than thirty-six cents a mile is made for

While on a typical circuit, for example, not fewer than sixty-three persons are engaged in each town's nage upon the state highways equiva- Chautauqua week in addition to exlent to that produced on the Pittsburg ecutives and workers, the system is such that they are separated into groups, thus giving a wide diversity final summing up and analysis of the of entertainment and permitting a lata collected during the tests at daily change of bill. But because Pittsburg. However, it seems im there are not, as a rule, as many as probable that any results produced or twenty-five in any one group, the any analysis made would show wherenicality and charge full rates for transportation of baggage.

Although figures can be given to show that this is not fair, Chautauqua accepts it without protest. Its grievance is against a system whereby in addition to the charge for transporting baggage, it is compelled to buy ten passenger tickets, or five more than are necessary for those who travel with and care for the paggage. These extra five tickets are of no use, and at the present high ost of transportation, plus war tax of eight per cent ,their cost amount o a large sum in the course of a eason. It seems to be a discrimaory burden that Chautauqua justiy gards as an imposition.

The people of the United States w enjoy a series of entertainment uch as were impossible before this ystem was scientifically worked out nd an elaborate organization per-Chautauqua has come to be

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ciesa life as shown by the fact that last year there were more than thirty-ave million aggregate attenders at Chautauqua entertainments were given on ninety-three circuits; more than 5700 persons were employed, including 511 prominent lecturers and 3000 singers, instru-mentalists, readers and other entertainers. Places were reached in re mote sections that never before heard

The educational value of Chautau qua is so great, and its mission is so mportant, that the foremost men and women throughout the country are among its active supporters. It calls apon the citizens of this section to join their fellows everywhere in protesting to local vailroads against this treatment that this great institution may continue on its beneficial way unhampered.

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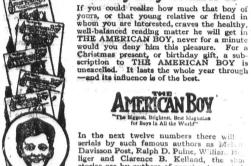
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