

ILLUSTRATED LECTURE COURSE

BATHRICK HALL, GARDENA

Program for Week Beginning Febr. 12th



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 Labor."

Our Highways Not Being Laid Rightly

In connection with a report on the Pittsburg, California, highway tests made by Mr. J. B. Lippincott to the Automobile Club of Southern California, 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 main lines."

E. E. East, Highway Investigating Engineer for the Automobile Club in the course of a painstaking analysis of 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 with 20 to 24 tons of steel is constructed under present state highway specifications is inadequate for present day traffic demands and provides no safety factor for inevitable future increase."

"While this pavement at Pittsburg has been subjected to abnormal traffic numerically the weight has not been 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."

"The annual average tonnage carried on the state highways of Southern California as determined from traffic census is approximately 634,000 tons. The traffic on some of the county roads closely approximates for a given period the traffic on the Pittsburg highway; however, each system is subjected to more than double the unit loads of the Pittsburg highway. Under present conditions of traffic it would require approximately nine years to produce a tonnage upon the state highways equivalent to that produced on the Pittsburg highway."

"Definite conclusions must await final summing up and analysis of the data collected during the tests at Pittsburg. However, it seems improbable that any results produced or any analysis made would show where in the light five inch slab as now being built by the California Highway Commission under present specifications for preparation of foundation can yield satisfactory returns upon

the money invested. The speed of construction of the commission is to place under contract during the 1923 season \$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 country is becoming aroused because of what seems unjust discrimination of the railroads against the Chautauquas which has led these organizations 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 standards.

Dispatches from Washington announcing the protest before the Commission failed to give details as to what the protest is based upon beyond the charge that it is not receiving the same consideration as are theatrical troupes. The facts are these:

Railroad tariff schedules class Chautauqua with theatrical companies in fixing rates. These schedules provide that when a company of twenty-five or more members and carries its baggage with it, this baggage is transported free of charge, even though as in the case of the many companies playing one-night stands this means the handling of the baggage daily. When smaller companies are concerned, a charge of thirty-six cents a mile is made for transporting the baggage.

While on a typical circuit, for example, not fewer than sixty-three persons are engaged in each town's Chautauqua week in addition to executives and workers, the system is such that they are separated into groups, thus giving a wide diversity of entertainment and permitting a daily change of bill. But because there are not, as a rule, as many as twenty-five in any one group, the railroads take advantage of a technicality 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 baggage. These extra five tickets are of no use, and at the present high cost of transportation, plus war tax of eight per cent, their cost amounts to a large sum in the course of a season. It seems to be a discriminatory burden that Chautauqua justly regards as an imposition.

The people of the United States now enjoy a series of entertainments such as were impossible before this system was scientifically worked out and an elaborate organization perfected. Chautauqua has come to be

one of the most important events in American life, as shown by the fact that last year there were more than thirty-five million aggregate attendees at Chautauqua entertainments. These were given on ninety-three circuits; more than 5700 persons were employed, including 511 prominent lecturers and 3000 singers, instrumentalists, readers and other entertainers. Places were reached in remote sections that never before heard a good, clean entertainment.

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

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DECIDUOUS TOP GRAFTING DEMONSTRATIONS

During the latter part of February the Agricultural Extension Service is expecting to conduct a series of field demonstrations on top working of deciduous fruits and walnuts. The most approved methods of grafting will be shown at these demonstrations, the schedule for which will be announced as soon as completed.

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