

**WOODCREST MEETING  
FOURTH DISTRICT**

**BANQUET, SONGS AND RESOLUTIONS GALORE**

The Fourth District Chambers of Commerce met at Woodcrest on Thursday night, January 12th, convening in the Methodist Episcopal Church Annex, where a fine dinner was served early in the evening, the hall being crowded to capacity. There were about 250 diners at the table and this great throng were the guests, "without war tax," of the Woodcrest Chamber of Commerce, the ladies assisting at the tables making the dinner a success in every particular. After the dinner, room was made wherever possible and President Love introduced Mr. McCaughy, who made the welcoming address and who said he was in doubt of his ability, for Woodcrest was short on speech and long on music. In Leadville, many years ago, a sign in a dance hall read, "Don't shoot the fiddler; he is doing his best." This fine dinner of boiled ham should give credit to Jim Weller. I asked him if he could manage to furnish the ham for the occasion. Jim said: "Yes, I think so; there are three nights yet and I think I can gather in enough for the crowd."

President Geo. A. Proctor, of the Fourth District Chamber of Commerce, called upon Secretary Gourdi for the roll call, which showed fourteen organizations present by regularly appointed delegates. The minutes of the previous meeting were read and approved, when President Love of the Woodcrest organization, requested a song by Mrs. Ellston, who came to the rostrum and sang "The Blue Bells of Scotland" in a voice of extraordinary purity of tone and mellowness and without affectation of manner. The song was far beyond the ordinary and was delivered without the tremolo which often ruins otherwise good renditions. The "Blue Bells" met an uproar of resistless encore and Mrs. Ellston kindly responded with a beautiful song, "I am Dreaming Tonight of California;" and this met salvos of applause. Mr. Snelling was called and gave a song and responded to an encore with a comic selection, he giving the accompaniment on the piano.

**Boulevards**  
The Maywood-Bell-Cudahy contest over the right of way for a road in which the Union Pacific railroad was mentioned, was temporarily disposed of by returning a petition for further signatures.

Secretary Pomeroy of the Redondo Beach organization, stated progress on the Redondo-San Pedro scenic-surf boulevard was being made and that the completion of the survey would mark the beginning of construction.

**Law Enforcement**  
The campaign inaugurated for law enforcement which the Los Angeles Times has sponsored, was heartily commended by the Fourth District by a unanimous vote.

**Banquet**  
The vote of the body indorsed (1) that a banquet at every meeting should be the regular policy of the Fourth District Chambers of Commerce; (2) that each organization take up the matter of city planning.

**Sewer Disposal**  
Secretary Pomeroy, of Redondo Beach, made a report on the sewage question and suggested the activated sludge system and the clarified part as an irrigation proposition. This refers to the Los Angeles system of running the sewage, to the sea to the detriment of seaboard cities. The Los Angeles Chamber of Commerce and some of the Farm Bureaus recommended the emergency system proposed by Los Angeles City Engineer Griffin which, in part, consists of "screening."

A vote was given extending moral support to any community that shall bring action, by injunction, against the city of Los Angeles polluting the bathing waters of the seaboard towns.

**Desert Dessert**  
President M. F. Shepherd, of Monterey, read a protest against the sewage, especially after dinner, as though it were offered as dessert.

Captain J. Hanson, of San Pedro, strongly urged both Western avenue and also Vermont from mountain to sea and asked all favorably inclined to write him. About the middle of February deeds will be signed. The supervisors say work will commence then in earnest. And when Western shall be finished there will be a Spanish free barbecue in honor of

the occasion a first 25-mile boat ride will be given around the harbor.

Supervisor McClellan said: "We are making progress on Vermont avenue; we want you to get together and get deeds signed for right of way. We have 20 per cent signed now. We have some money for grading and the fill, south of Gardena, will require a year to settle into a firm foundation for concrete."

Mr. H. Watkins, of Athens said: "There is a committee of the Fourth District Chambers of Commerce to which all matters connected must be referred, according to parliamentary law and I move reference of the whole matter."

Engineer F. C. Finkle opposed, saying: "I trust the amendment will not carry. There should be nothing to obstruct progress by placing uncertainties in the way. We know there are legal obstacles as to construction on the east side of the railroad. We know that the county government cannot pave the highway on land wholly under the city government of Los Angeles. That stands to reason. Let the county supervisors pave it only where they can pave it—on county territory."

The vote for reference to committee on the amendment offered by Mr. Watkins was seven for reference and twelve against, each delegation having two votes. The vote on the original resolution for a west side Vermont avenue showed two opposed and fifteen for the resolution.

President Proctor re-appointed the committee and Mr. Watkins, a member, said: "We will fight for Vermont avenue." The resolution follows:

**West Side Vermont**  
Whereas, It appears from the minutes of the meetings of the Fourth District Chambers of Commerce that said Chamber has at different times endorsed both the east and the west routes for the proposed Vermont avenue boulevard, and

Whereas, Since the Chamber officially endorsed the east side route, conditions affecting the building of the road have materially changed, namely—1st. The west side route has been surveyed; 2nd, many deeds for right of way on the west side have been secured and recorded by the county supervisors' office; 3rd, concessions of land have been obtained from the Pacific Electric and Los An-

gels Railway Company for road purposes; 4th, the county officials favor the west side route and are working on it steadily securing right of way; 5th, there seems, by the opinion of the city council to be no legal means by which the county and city can secure funds to build the road on the east side;

Therefore, be it resolved, That the Fourth District Chamber of Commerce reconsider any and all endorsement of any route whatsoever for Vermont avenue and that the matter of the endorsement of a route for said boulevard be immediately referred to the Chamber as a committee of the whole for discussion and decision, and that the Chambers' road committee be informed of the Chambers' decision as to a route for Vermont avenue and instructed to work to secure such route.

**Truck Resolution**  
The next resolution, as follows, was also adopted:

Whereas, Motor truck transportation has become an integral and necessary item in the economic and industrial development of Southern California, and

Whereas, Any plan for highway construction and for financing stock must take into consideration motor truck transportation; and

Whereas, hauling by truck is the principal cause of the deterioration of Southern California highways, as evidenced by the condition of Harbor boulevard, with the exception, the Cahuenga Pass road, and others, and

Whereas, present methods of highway construction in general do not assure highways of sufficient durability to withstand the wear and tear of motor truck transportation; and

Whereas, there is not sufficient revenue now derived from motor vehicles for highway maintenance, and to the necessity and desirability of the continuance and increase of motor truck transportation; now, therefore, be it

Resolved; 1. that the present motor truck tax be materially increased to provide additional revenue for highway maintenance.

2. That such increase shall not be of such amount as to embarrass the continuance and increase of motor truck transportation, and shall be levied at such time in the future as to allow the smaller truck drivers time to adjust their affairs to meet the tax in relation to payments due on trucks they may be buying.

3. That a radical change be required in methods of highway construction in order to provide highways that shall meet the heavier demands of increasing motor truck transportation.

**Another Resolution**  
Long Beach Chamber of Commerce. Gentlemen: Your committee named to present the matter of proposed legislation regarding the operation of trucks on the highways of Los Angeles' county, beg to report as follows:

Investigation reveals the fact that much of the operating equipment in this county is five ton trucks, or larger, and that the damage to the highways is largely caused by operation of heavily loaded trucks at a speed in excess of ten miles per hour as the state law provides. The original proposition to limit gross weight of truck and load to 22,000 pounds would necessitate juking much of the equipment for lighter trucks or operating these at a loss, and this lighter truck and load would travel at a greater speed.

In view of these and other facts, we desire to recommend. 1st. That the maximum load and weight be allowed to operate on highways in Los Angeles county be made 26,000 pounds; load distributed to not exceed 650 pounds per inch of tire. 2nd. That these and all trucks be compelled to operate in strict accordance with present state law limiting five-ton trucks to ten miles per hour.

We believe that all experience does and will continue to show that a moving weight of 26,000 pounds at ten miles per hour will do much less damage to the highways than 22,000 pounds or even a lesser weight, operating at twenty-five miles or more per hour as they are now allowed to do.

Signed at Long Beach, California, January 12, 1922.  
A. C. WALKER,  
Chairman.  
JAMES S. COLLINS,  
J. H. MELDRIM

**Speech by Merriam**  
After the matters mentioned had been passed, the Fourth District President, George A. Proctor, introduced Hon. Frank Merriam, the chairman and the speakers both in their usual happy moods.

Mr. Merriam regaled the audience with his customary wit, humor and drollery as an introduction to the theme of "Law enforcement," in which he devoted the most of his time to the liquor question. He

came down heavily upon the violators of the eighteenth amendment and carried his auditors with him in a cheering indorsement of his views. At a late hour the meeting adjourned to gather at Gardena for the

next session of the Fourth District Chamber of Commerce and with a parting good bye to hospitable Woodcrest and President "Brotherly" Love, with best wishes for the coming year.

**THE TAX MENACE**

From almost every state in the West comes the plea of industry for tax reduction.

Practically every western state is loaded with a political overhead which would not be justified by ten times the population.

Every public official denies responsibility for the increased tax burden and says, "If the people vote these measures what can I do?"

Admitting without argument that the people are to blame for all the tax burdens under which they stagger at present, what is to be done about it?

Obviously if the people are responsible for the tax increase it is up to the people to see that they get a tax reduction.

When tax reduction is suggested the present beneficiaries of our tax system say it simply cannot be done but the fact remains that it must be done.

Private industry has reduced expense all along the line to meet changed conditions and government must adjust itself to a more economical basis in the same manner as the individual and business has done.

The man who fights for tax reduction today is often held up to ridicule and calumny by those who prey off the present tax system and pay little or no share toward the burdens of government.

The power of present political parties will be overthrown unless they join willingly in the campaign for tax reduction.

Thus will experimental political parties gain power as result of public unrest. Progressive western states are pressing programs of retrenchment for cutting down their overhead of taxation from 25 to 30 per cent.

**A NATION OF OIL BURNERS**

Supposing the motor loving United States was dependent on foreign corporations for its oil?

The little gasoline shortage in 1917 was a sample of conditions which would result, not to mention the increased price we would pay.

It would be about as hard for us to get on comfortably without gasoline as without shoes.

We have had timely warning that this country as the world's greatest oil user, must maintain its place as the world's greatest oil producer. To that end every legitimate government encouragement should be extended to this industry to see that it has every incentive and opportunity to produce and develop oil resources.

The subject of prohibition has inspired many a dry sermon.

**American Valuation Plan  
Can be Easily Administered**

—J. B. REYNOLDS

**Financial Expert, Making Investigation for Senate Finance Committee, Says New System is Feasible.**



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J. B. Reynolds, Former Assistant Secretary of the Treasury, Favors American Valuation

The American Valuation plan of assessing import duties, as provided in the pending Fordney tariff bill, is possible of administration and the only feasible means of compiling a tariff that will afford adequate protection to the American manufacturer, according to J. B. Reynolds, former assistant Secretary of the Treasury and now director of valuation investigations for the Senate Finance Committee.

"There is nothing uncanny, nothing mysterious and nothing at all of a tremendously unusual or out-of-the-way nature about American Valuation," Mr. Reynolds says. "Today, when imports are brought into this country they are assessed on the basis of the value in foreign countries. The invoice is presented and on that the importer puts his value.

**Invoices Practically Worthless**  
"These invoices—to give them all the credit that they are entitled to—in the average case are worth a little less, perhaps, than the paper on which they are printed. Now, I say, that after a long experience in handling invoices, and by that I mean that the certification that the consul abroad has to make amounts to nothing. The invoices go through on the day before a ship sails; they go into a consular office in any part of the world where there is a large business between that country and the United States. You have a perfect string of people filing in with invoices to get the invoice off on the next boat with the automatic smirking of a stamp. It is a matter of a clerk signing the consul's name. And all that it does is to certify that that invoice is on the right colored paper, is made out in the right legal form, and nothing else.

"There is a proposition now put up against that. It seems to me it is a very simple one. Instead of putting the duties, assessing the ad valorem the duties which are duties assessed on the value of goods, on the foreign or invoice value, the proposition is to put these duties on the value of the goods in the United States. The value of the goods in the United States is not an unknown quantity. This is something that does not change and will not change. And the papers of the manufacturers, the jobbers and the sellers of every kind, are at the disposal of the Government. What they mean and mean what they know are known in this country. We are dealing with an absolutely known and certain proposition and the whole idea is simply that where there is an ad valorem rate of duty it is to be assessed on the value of the goods in the United States, which is largely known to the

guess work, but upon the American value of the goods that is known in the United States, and it is capable of being found out.

**A Feasible Plan**  
"The American valuation plan, in my judgment, is absolutely possible of administration, and also feasible of enforcement. There is nothing in it that cannot be carried on after a little practice just as well as the present law country and the United States. You are.

"The idea that it is impossible to find out what the American value of a piece of goods, is when you are supposed to find out the foreign value seems to me preposterous.

"There is one more thing to be kept in mind. The only way to take care of depreciated currency at the present time and to make the manufacturer safe and able to carry on his business under depreciated currency, is to put aside the use of the manufacturer to wonder in what currency the duty will be assessed on the goods with which he has to compete, and wonder one day what the rate is to be the next. He makes his bid on the one stable basis, the financial world, and that is the United States money.

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