

his part he does not observe them. Either A's rules in the game must apply to B also, with suitable adaptation and handicap, or B's freedom from rules must be extended to A. Otherwise there can be no game, no fair play.

The game of city and suburban transportation is played by established business under the following rules:

1. The player shall take good with bad, skimmed milk with cream, misfortune with fortune. For the risk is his, as well as the reward.

2. Player shall move conveyances throughout the city. He cannot address his game to those sections where traffic is heavy and profitable without obligating himself to serve also those other sections where traffic is light and unprofitable.

3. Player shall move conveyances on fixed, regular and frequent schedules. These schedules must be followed all day and every day and most of every night, regardless of weather. This rule is inflexible, even when its observance means loss to the player.

4. Player shall furnish rides to all who apply, just when they apply. This rule shall be observed even when nobody applies.

5. Player shall exchange for one 5-cent piece a ride from any point to any other point in his field, either by direct route or by transfer.

6. Once a route is established, it shall remain thereafter forever a part of the game, and service upon it shall not be discontinued by any circumstance.

7. In exchange for the right to play the game on the city streets, player shall contribute a full proportion of the cost of public pavements in the streets, even though these streets are occupied by all others in common with him, and notwithstanding he imposes no wear upon said pavement.

8. Player shall pay to the public, the proprietor of the game, city and county and state taxes of generous figure, and also to the city a fixed portion of his gross earnings.

9. Player shall not be permitted to gain an unlimited profit. This limitation is impassable notwithstanding he is not guaranteed in any degree by anyone any profit at all.

10. Player shall furnish to his patrons at all seasons protection from the weather, in clean, sanitary, ventilated, comfortable cars.

11. Player shall qualify as financially responsible for any and all injuries or damages to person or property for which he may be adjudged legally responsible.

12. Player shall obey under penalty such regulations as are prescribed by the police. He shall stop but briefly his conveyances, and at certain points only, and never for the purpose of soliciting patrons. He shall keep his conveyances moving on schedules and routes predetermined.

In all matters not covered specifically by the foregoing rules, player shall be subject at all times to oversight and

regulation by the referees, who are the authorities named by the people.

If "jitney" buses are to enter the city and suburban transportation game, should not their play be adapted to these rules?

Nobody maintains that the alternative of declaring all rules "off" should be accepted. That would bring chaos in reality. But if no fair basis of competition is established, and the public wants "jitney" buses sufficiently to make them profitable on a permanent basis, would it not be reasonable for the established street car companies, the transportation specialists, to play the game with the "jitney" buses on their own ground and under their own rules?

I have continued sending to Dr. Crane other matter presenting the company's viewpoint. You may be interested to learn that I have just received from him this letter:

The article "Look, Then Leap," which you sent me, strikes me as good advertising. While I don't think the "jitney" bus movement can be stopped, it certainly should be regulated. I would be pleased to see what further action you are taking in this matter. Cordially, Frank Crane.

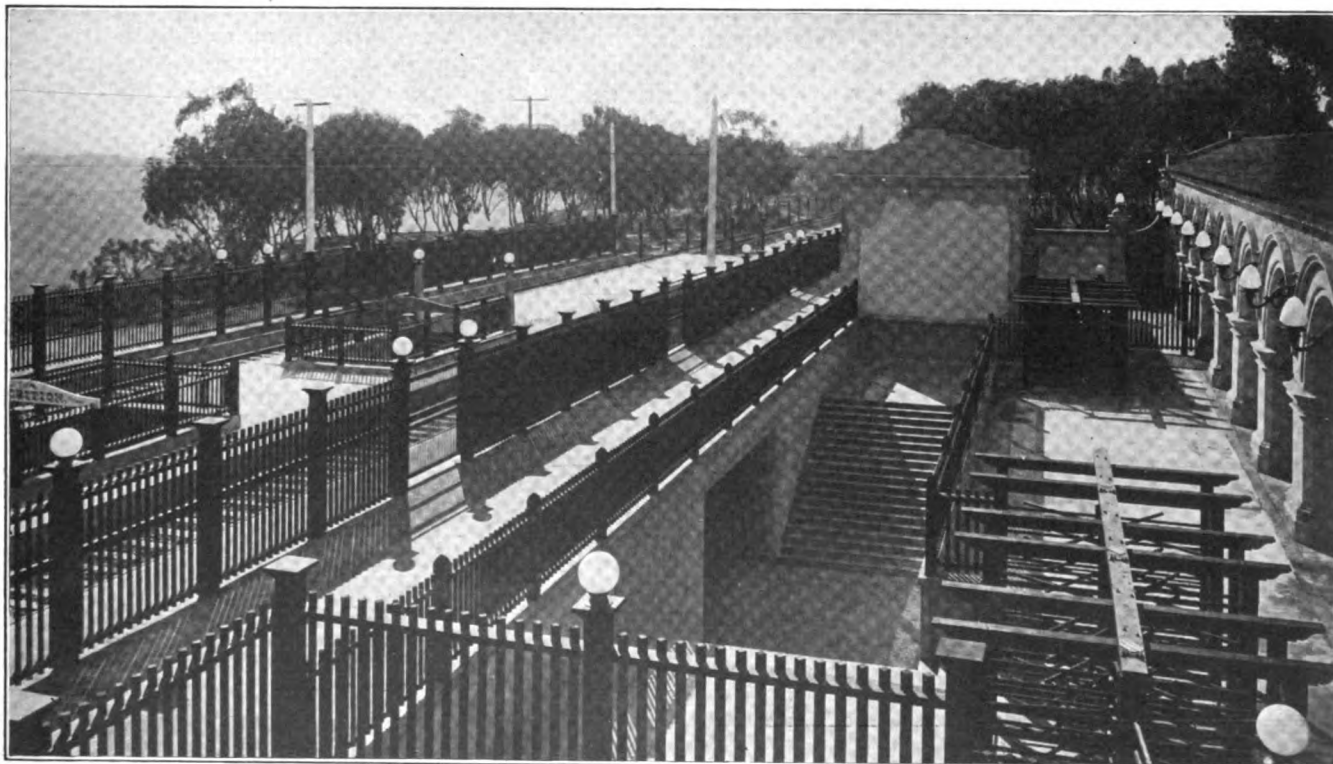
W. T. WATERS, Advertising Manager.

TERMINAL FACILITIES AT SAN DIEGO

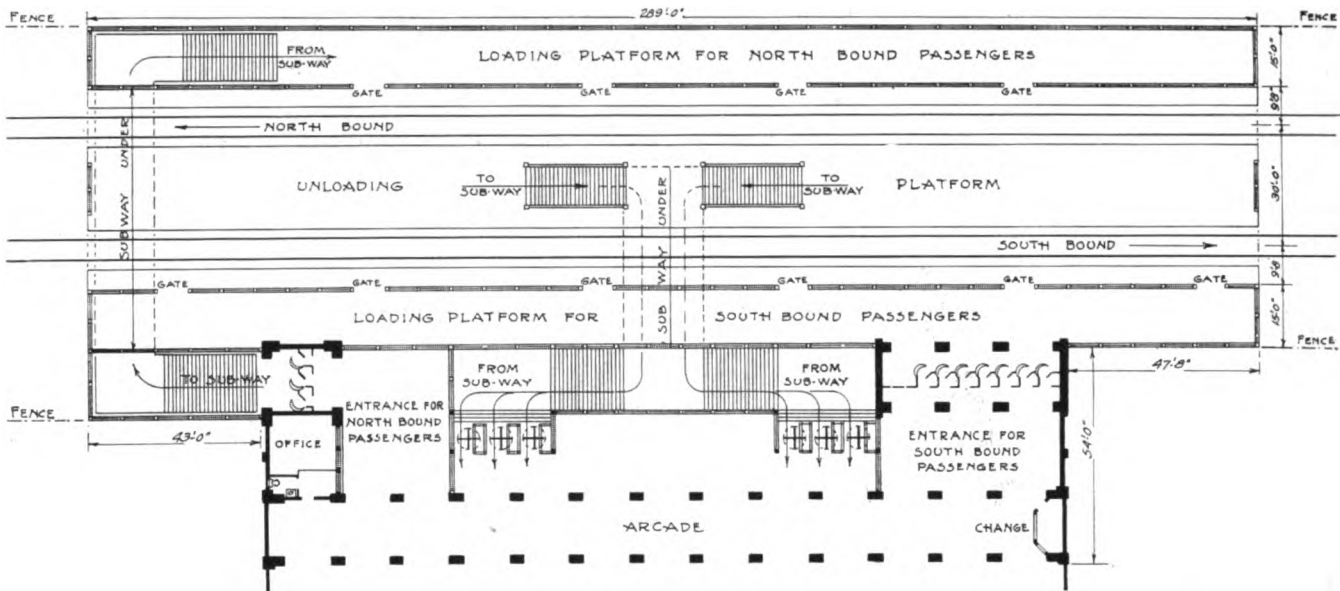
Provisions Made by San Diego Electric Railway for Handling Exposition Crowds

Many people probably do not realize that there are two large expositions in California this year, the Panama-Pacific Exposition at San Francisco and the Panama-California Exposition at San Diego. The former, being larger, is attracting more public attention than the exposition held at San Diego, but the promoters of the latter believe that there is opportunity for two large fairs of this kind in California this year. They think that few people will take the trip across the Continent to San Francisco without also visiting Southern California, and that the fair at San Diego will prove an added attraction for the trip.

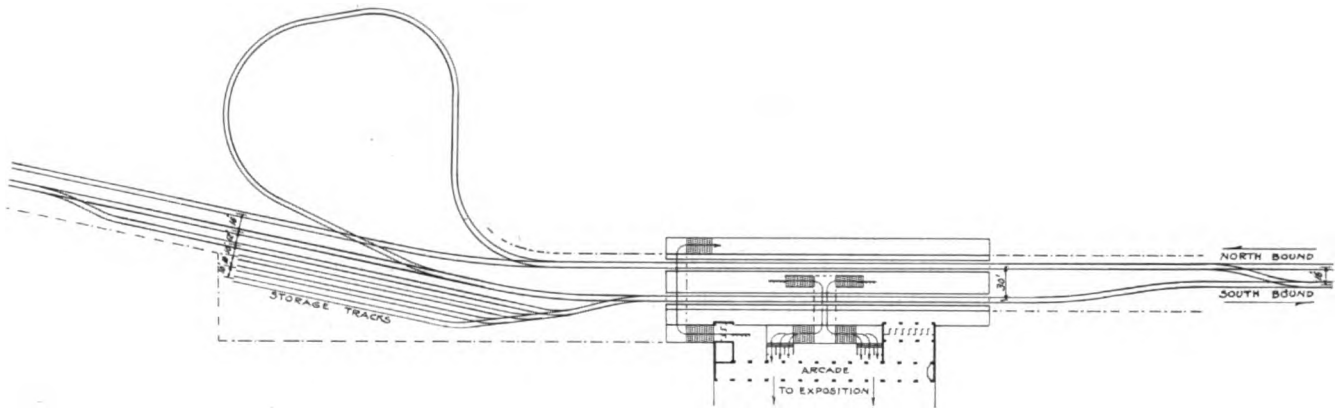
In location, the Exposition at San Diego is quite different from that at San Francisco. The latter is directly on the water. The San Diego Exposition is in Balboa Park—a large tract of land near the center of



SAN DIEGO TERMINAL—GENERAL VIEW OF PLATFORMS

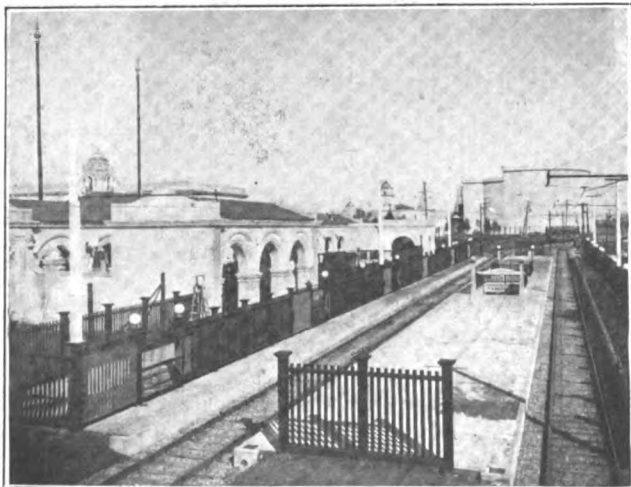


SAN DIEGO TERMINAL—PLAN SHOWING LOADING AND UNLOADING PLATFORMS



SAN DIEGO TERMINAL—PLAN OF LOOP AND STORAGE TRACKS

the city and at a considerable height above it. From the buildings can be obtained a beautiful view of San Diego Bay. The area covered by the Exposition is 618 acres. The general exhibit and main buildings occupy 100 acres, the state and foreign sections 100 acres, and the amusement features 25 acres, while 250 acres are devoted to landscape gardens and park. The buildings are in the Spanish Colonial style. The Exposition was opened on Jan. 1, and will continue for the entire year of 1915.



SAN DIEGO TERMINAL—VIEW SHOWING ENTRANCE TO EXPOSITION

The electric railway system in San Diego is operated by the San Diego Electric Railway Company, which has recently completed at the main Exposition entrance an elaborate terminal with three platforms, two for loading and one for unloading. There are separate entrances or exits to each and subways so that passengers do not have to cross the tracks.

The track is constructed of 75-lb. T-rail. All of the platforms are of sufficient length to enable the company to discharge or load at least two-car trains at the same time. The company has 76 cars equipped with the General Electric system of control which enables the use of two or more cars per train. The train which has been found to be most convenient during the rush-hours is the two-car train, and this will probably be the standard unit for the exposition period at rush-hours. Passengers unloading from the cars pass down stairways to subways and then to the inside of the grounds, passing through turnstiles.

The inclosure on the loading platform has a capacity for 2000 people, so that in case of a blockade or any serious delay no difficulty will be experienced. Electric lights are installed to show intending passengers which way they are to go. These lights are under the control of the gateman. Ample storage capacity for cars is provided by the stub tracks and loop track. These enable the company to store a sufficiently large number of cars to enable it to take care of a crowd at closing time.

The cost of the construction of this terminal was nearly \$20,000 exclusive of track.