

Torrance Herald

Published Every Friday by THE HERALD PUBLISHING COMPANY Torrance, California

Published weekly at Torrance, California, and entered as second-class matter January 20, 1914, at the post-office at Torrance, California, under the Act of March 3, 1879.

OFFICIAL PAPER OF THE CITY OF TORRANCE

W. HAROLD KINGSLEY, Editor GROVER C. WHYTE, Business Manager

Subscription Rates in Advance One Year \$2.00 Single Copies 5c

THE P. E. SIDE OF IT

IN connection with the problem of grade crossings, now receiving much consideration by press and public, D. W. Pontius, vice president and general manager of the Pacific Electric Railway company, issues the following statement:

"The Pacific Electric railway was designed to be and in fact is the main distributing system of transportation in Southern California; it is one of the adjuncts of the city of Los Angeles, and its success and to a considerable extent the success of the territory through which it operates depends upon rapid transit.

"The only way that accidents between trains and automobiles can positively be prevented is by separation of grades, and in this the Pacific Electric is willing to join in conference at any time and co-operate with the state railroad commission, city authorities, Automobile Club of Southern California, and other organizations, to any reasonable financial bounds.

"THE Pacific Electric has agreed to pay its share for the separation of grade crossings along the Los Angeles river, for which the city of Los Angeles voted bonds to the extent of \$2,000,000 at the June election, the extent of \$2,000,000 at the recent June election. Co-operation of the public and state and municipal authorities is absolutely essential in the separation of grade crossings.

"The Pacific Electric is doing everything possible to prevent accidents at grade crossings. We have installed along the lines, at 304 crossings, automatic wig-wags, and will at once commence installation of 60 more. The automatic wig-wag is the most efficient protection of all provisions that can be made at grade crossings—far more efficient than a human flagman.

"We are now arranging to install additional standard crossing signs at 1000 crossings not so frequently used.

"THE building of the overhead from the rear of the Pacific Electric Sixth and Main street station across the river to the private right of way at Aliso street, and to the private right of way of the Long Beach line at Fourteenth street, would separate 60 Pacific Electric grade crossings. We are willing to proceed at once. The separation of grades is tied up with the Los Angeles & Salt Lake-Southern Pacific-Pacific Electric plan for the joint use of the Southern Pacific station by the two steam lines, and is before the interstate commerce commission and the United States supreme court in connection with the proposed union depot at the Plaza.

"At the recent hearing before the interstate commerce commission, held in Los Angeles, it was suggested that 50 per cent of the car movements on Alameda street could be removed within 90 days if the city of Los Angeles would permit the Los Angeles & Salt Lake railroad to enter the Southern Pacific station temporarily from the south and grant necessary permits for the Southern Pacific company to take its through freight trains off of Alameda street and route them along the east side of the river. This, together with the viaducts along the river, would largely solve the steam railroad grade crossing problem in the industrial district.

"If the plan for a union depot at the Plaza was eliminated the railway companies would be in position to go ahead at once with their plan, without calling upon the public for any assistance excepting in a small way at Aliso street.

"THE Pacific Electric will, as soon as authorized to do so by the city, commence construction of a tunnel and terminal under Pershing Square at a cost of \$4,200,000 new money, and if denied use of Pershing Square—the terminal will be placed on Hill street between Fourth and Fifth streets, as originally planned. The building of this tunnel will eliminate 21 grade crossings for inter-urban trains, remove from Hill street the major portion of the Hollywood cars, and from Sixth street all of the Glendale-Burbank trains.

"Keeping in mind these things, I believe it will be generally agreed that the Pacific Electric is doing, and is willing to continue to do, its part toward the elimination of grade crossings and the relief of traffic congestion, which go hand in hand.

"You ask the cause for the exceptional toll of lives due to grade crossing accidents during the past year.

"My investigation shows that with the tremendous growth in population of Southern California, great numbers of strangers are driving automobiles who are not accustomed to driving in heavily congested districts, and this, in connection with the prosperity in this country, which means that everyone is in a hurry and will not spare the time to 'Stop, Look and Listen,' forms a bad combination.

"It has been suggested that all trains slow down to 15 miles per hour when passing over grade crossings. Traffic experts agree that this would not help the situation. At grade crossings where trains slow down the reckless automobile driver will dash ahead of the train, taking the chance of getting by, and as a usual thing it is the reckless driver that comes to grief. From childhood we have been taught that a railroad crossing is in itself a thing of danger. The users of the highway must be alert and watchful until it is possible to make all crossings safe for the reckless and careless.

"The question of safety for travelers does not apply only to grade crossings, but to all train operations, and arrangements are being made to, in the near future, block-signal more of our main lines, which will represent an expenditure in excess of one-half million dollars. When these block signals are once installed it means a heavy additional maintenance cost to the company."

POLITICAL SLEIGHT OF HAND

THE wisdom of some of our great men is marvelous, particularly in politics. A champion of the people will point out the duty we owe to the working man to enable him to live according to American standards. In the next breath he will shout that big business is responsible for a tariff which robs the American people of hundreds of millions of dollars annually by forcing them to pay higher prices than if untaxed shipments of foreign goods could enter this country.

We want to do business with the foreigner, both in selling our products and buying theirs. We don't want to snout out their goods. But if the American working man gets American wages and steady employment, we cannot permit foreign goods to enter this country without some form of duty that will at least equalize the price between the American and foreign product, thus giving our own farmers and manufacturers an equal chance to sell their output.

The whole proposition is so simple that the time and words wasted in trying to gain votes of the working men by assuring him that we will maintain American standards of wages and living and then trying to get the votes of the public by denouncing the prices of American products, is ridiculous.

FOR WESTERN ROADS

CONGRESS has authorized the United States Department of agriculture to spend \$7,500,000 on roads serving the national forests during the fiscal year ending July 1, 1924. Moreover, 25 per cent of the receipts from timber sales and grazing permits will yield around \$1,325,000 according to advance estimates, which will be turned back as usual to the states for use on county schools and roads. The west will gain by this.

France's Ruhr conduct is becoming less and less urbane.—Washington Post.

Ford may not be too rich to be president, but isn't he too useful?—New Britain Herald.

The fault in aliens is that those easiest to exploit are hardest to assimilate.—Colorado Springs Gazette.

This is a free country in which you may chortle, but not gurgle.—Boston Shoe and Leather Reporter.

Disarmament's strongest point is that nations that arm to the teeth always show them.—Norfolk Virginian-Pilot.

The rivalry between prohibition and Ford jokes will soon reach the endurance stage.—Boston Shoe and Leather Reporter.

If Europe doesn't soon get right, it will get left.—Washington Post.

A hundred reds in the country are not worth one red sent out of it.—Washington Post.

A writer says Alaska is a region favored by Providence. That's a fact. It once belonged to Russia.—Cleveland Times.

The young graduate is discovering that among the necessities of life the most important is a living.—Boston Herald.

Civilization is advancing. Here's \$100,000 offered for a world peace plan—fully one-third as much as was guaranteed for a boxing bout!—Brooklyn Eagle.

Glasgow is reported to have disposed of three hundred thousand bottles of Scotch whisky to America. One country's food is another country's medicine.—London Punch.

Naturally when Henry Ford acquired a railroad he began to look about for a ticket.—Philadelphia North American.

The nation will agree with the president that public expenditures have reached the braking point.—Norfolk Virginian-Pilot.

Take it from the Literary Digest poll, McAdoo'll do!—Jacksonville Journal.

RESOLUTION OF INTENTION No. 129

RESOLVED, that it is the intention of the Board of Trustees of the City of Torrance to order the following work to be done and improvement made in said City of Torrance, to-wit:

That the roadway of Amapola Avenue from the northern curb line of Carson Street northerly, to the southern line of Dominguez Street, excepting the crossing of Amapola Avenue with Redondo Boulevard, and the southern roadway of Dominguez Street from the western curb line of Cota Avenue westerly to the eastern line of Madrid Avenue, and the roadways of Maricopa Street, formerly 208th Street, Sierra Street, formerly 210th Street, El Dorado Street, formerly 214th Street, and Sonoma Street, formerly 216th Street, each from the western curb line of Cota Avenue westerly to the eastern line of Madrid Avenue, be graded in accordance with the official grade and paved with asphaltic pavement 4 1/2 inches thick, consisting of asphaltic concrete base 3 inches thick and Willite wearing surface 1 1/2 inches thick.

That concrete curb be constructed on the east and west curb lines of Amapola Avenue from a line drawn parallel with the northern line of Maricopa Street, formerly 208th Street, and distant 307 feet northerly therefrom, northerly to the southern line of Dominguez Street.

That concrete curb be constructed along the southern curb line of Dominguez Street from the western line of Cota Avenue westerly to the eastern line of Madrid Avenue.

That concrete curb be constructed on the north and south curb lines of El Dorado Street, formerly 216th Street, from the western line of Amapola Avenue westerly to the eastern line of Madrid Avenue.

All of said work shall be done in accordance with the plans and specifications contained in Resolution adopting specifications No. 126 now on file in the office of the City Clerk of the City of Torrance.

Attention is hereby directed to the California Willite Road Construction Company's "Willite Plastic Composition License Mixture Agreement," dated June 19, 1923, on file in the office of the City Clerk of the City of Torrance, California.

AND WHEREAS said contemplated work and improvement, in the opinion of the Board of Trustees, is of more than local or ordinary public benefit, said Board hereby makes the expense of said work and improvement chargeable upon a district of lands, which said district said Board hereby declares to be the district benefited by said work and improvement, and to be assessed to pay the costs and expenses thereof; which said district is bounded and described as follows:

BEGINNING at a point on the northerly line of Carson street distant thereon 150 feet westerly from the western line of Amapola Avenue and running thence easterly along the northern line of Carson street 360 feet; thence northerly and parallel with the eastern line of Amapola Avenue 250 feet; thence at right angles easterly 180 feet to the center line of Cota Avenue; thence northerly along the center line of Cota Avenue to a point 310 feet southerly from the

southern line of Redondo Boulevard; thence at right angles westerly 180 feet; thence at right angles northerly to a point 237.5 feet northerly from the northern line of Redondo Boulevard; thence at right angles easterly to the center line of Cota Avenue; thence northerly along the center line of Cota Avenue to a point 50 feet northerly from the southern line of Dominguez Street; thence westerly parallel to the southern line of Dominguez Street, to the eastern line of Madrid Avenue; thence southerly along the eastern line of Madrid Avenue to a point 237.5 feet northerly from the northern line of Redondo Boulevard; thence at right angles easterly 150 feet; thence at right angles southerly to a point 310 feet southerly from the southern line of Redondo Boulevard; thence at right angles westerly to the eastern line of Madrid Avenue; thence southerly along the eastern line of Madrid Avenue to a point 250 feet northerly from the northern line of Carson Street; thence at right angles easterly 150 feet; thence southerly in a straight line to the point of beginning.

Excepting from the above bounded and described area, the area of all public streets, avenues and alleys contained therein.

NOTICE IS HEREBY GIVEN that serial bonds to represent unpaid assessments, and to bear interest at the rate of seven per cent (7%) per annum, will be issued hereunder in the manner provided by the Improvement Bond Act of 1915, the last installment of which bonds shall mature nine years from the second day of July next succeeding nine months from their

date. NOTICE IS HEREBY GIVEN that on Tuesday, the 7th day of August, 1923, at 8:30 o'clock p.m., in the Council Chamber of the City Hall of said City of Torrance, any and all persons having any objection to the said work and improvement may appear before said Board and show cause why said proposed improvement should not be carried out in accordance with this resolution.

The City Clerk shall cause this Resolution of Intention to be published twice in the Torrance Herald, a weekly newspaper published in said City of Torrance, and hereby designated for that purpose by the Board of Trustees.

The Superintendent of Streets shall cause to be conspicuously posted along the line of said contemplated work and improvement and in front of all property liable to be assessed, notices of the passage of this Resolution of intention, in the time, form and manner required by law.

Except as hereinbefore noted, all of the herein proposed works shall be done pursuant to an act of the legislature of the State of California designated the "IMPROVEMENT ACT OF 1911," approved April 7, 1911, and amendments thereto.

I hereby certify that the foregoing resolution was duly and regularly introduced and adopted by the Board of Trustees of the City of Torrance, the 17th day of July, 1923, by the following vote:

AYES: Trustees Fitzhugh, Nash, Proctor, Gilbert. NOES: None. ABSENT: Trustee Stone.

Attest: ALBERT H. BARTLETT, City Clerk. Aug. 3.

The opening of a Savings Account in your child's name at the

First National Bank of Torrance, Calif.

insures independence, self-reliance, business training, and a successful start in life for the child.

A Bank Account lays the foundation of a frugal and industrious life. It prevents the acquisition of any spendthrift ideas right at the start, when the young mind is most susceptible to influence.

This Bank is particularly interested in Children's Accounts.

May we not be of service in helping to give your child this business and financial training advantage?

LOMITA RESTAURANT HOME COOKING and SHORT ORDERS Special Attention Given to Parties MRS. L. E. DAWSON Lomita California

Try Our Superior TEAS and COFFEES. Nothing starts you off in the morning better than a good cup of coffee, and no evening dinner is satisfactorily ended without a demi tasse or cup of good coffee. We have all the standard brands, but call your particular attention to Torrance's own INDUSTRIAL CITY COFFEE—None Better. We have introduced this at banquets and everyone has agreed that it was the best coffee they ever tasted. Try it next time. Comes vacuum packed in tin cans. Pounds, 45c; 2 1/2-pound cans, \$1.10. Phone 9 FESS GROCERY Torrance MEATS—New Masonic Building

Auto Stolen IF YOUR AUTO WAS STOLEN WHO WOULD BE THE LOSER? You or the Insurance Co. ARE YOU INSURED? If not see L. J. Hunter Agent Lomita, Calif.