

Torrance Herald

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A Home Paper for Home People—Established 1910 Entered as second-class matter June 9, 1920, at the Postoffice at Lomita, California, under the Act of March 3, 1879.

THE HERALD'S PLATFORM FOR TORRANCE

- 1—Ornamental Lighting System. 2—Interchange of Freight Between P. E. and Santa Fe. 3—Western Avenue Bus Line. 4—Hollywood-Palos Verdes Parkway. 5—New School North of Carson St. 6—Aviation Field. 7—Co-operation of All Torrance People, Firms, Industries and Other Agencies, to Induce Torrance Workmen to Live in Torrance. 8—Adoption and carrying out of a well-conceived city plan to guide the growth and development of Torrance. 9—The conduct of All Local Affairs in a spirit of Neighborly Friendliness and Constructive Co-operation to the End That the Peace and Prosperity of All May Be Encouraged by an Alert Civic Consciousness and Patriotism.

A WHOLESOME PROJECT WHOLESOMELY SUPPORTED

SUPPORT of a proposal whole-heartedly by the persons who will be called upon to pay for it argues outstanding merit. When the man who will foot the bill not only expresses willingness to dig down into his pocket, but gives of his time and energy to further a project, that project is well past the stage of mirage—it begins to bear unmistakable likeness to accomplished fact.

That is the status of the proposed Cabrillo-Eshelman highway connection with Western avenue through Torrance and Lomita. Not only do property owners along the route favor it, but they have banded together in co-operative effort, embracing both Torrance and Lomita districts, to assure its consummation.

The hard-headed business man of the present day does not make a practice of passing out his dollars except for value received. On the other hand, he loses no time in taking advantage of an investment once he is convinced of its wisdom and profit.

The property owners of Cabrillo and Eshelman are engaged in nailing a comprehensive vision to the mast of reality. They have not dallied in analyzing the highway proposal, which bids fair to prove one of the most important local developments in the history of the district, and with scarcely an exception they have reached identical conclusions. The analysis has painted figures on the profit side of the ledger.

Eshelman property owners, representing 5,000 linear feet of the proposed through highway route, have in popular mass meeting ratified the project, and have taken steps to co-operate with the Torrance committee of officials and business men already in existence. The new highway now has the recorded favor and support of representative property owners over the major portion of the route.

That the Cabrillo-Eshelman development will be of inestimable value—dollars and cents value—to the entire Torrance-Lomita community is beyond argument, but these men have nothing to sell. The assessment for the project will be on a frontage basis, and the very men who most favor it are the ones who will pay the price.

It is a wholesome situation for a wholesome project. There can be no Ethiopian in the cordwood when all the pressure comes from men who—and who alone will stand the cost.

Touring California

Travel Notes of Interest and Western Highway Information Furnished by the National Automobile Club

A Delightful Scenic Trip

One of the most interesting of the many mountain roads connecting the El Camino Sierra Highway is the lateral leading from the town of Big Pine to Glaciers Lodge, a distance of eleven miles. The road for its entire length follows Big Pine Creek, a plunging stream fed by some of the largest glaciers in the United States. At the end of this road pack and saddle horses may be procured for trips into the back country. Along the north fork of Big Pine Creek a good trail leads to a chain of beautiful lakes, pine shaded and well stocked with trout. Up the North Fork is a trail leading into the Baker Lakes District and joining, near South Lake, with the Dusey Lake trail to the Kings River.

All the lakes in this district offer splendid fishing at the present time but the streams are still high and fishing is only fair in them. Best bait worms and flies. Best fly—dark fly. Good fishing is had in Big Pine Creek and there are numerous good camping places along its banks.

From the Lodge an excellent view of the extensive ice fields at the head of the south fork of the stream may be had, and following the trail up the north fork, the great Palisade Glacier, the most southerly major glacier in this country, may be visited. This large field of ice is over two miles in length and a mile in width and great crevasses extend into the solid mass for hundreds of feet and many crystal grottos with hangings of purest ice occupy the glacier's surface.

Beautiful High Sierras Camp

One of the most beautiful camp spots in the high Sierras is located at Green Lake Camp, about half way between Tahoe and Yosemite Park on the Bishop-Reno Highway. The camp is reached by turning west from the State Highway at the County Poor Farm, six miles south of Bridgeport. A fair dirt road is had along Green Lake to camp headquarters, three miles from Green Lakes. Green Creek passes right through the camp and flows on down into the meadows where excellent stream fishing is had. Sportsmen can either set up a permanent camp at the main camp grounds and fish in the five different lakes which are from two to four miles farther up in the mountains, or leave their cars and pack back into the rugged, gamey country. Green, West, East, Red and Hoover Lakes are all well stocked with Eastern Brook, Cut Throat and Lock Levin Trout.

Big Pines Is Campers' Mecca

Located in the great evergreen forest of Swarthout Valley, more than a mile above the sea and overlooking the colorful Mojave Desert, the Big Pines Recreation Camp of Los Angeles County is now the mecca of many campers. It is reached by a delightful ride of four and one-half hours from Los Angeles. Pavement is had via either the Foothill or Valley boulevards to San Bernardino and through Cajon Camp to the junction of the Swarthout Valley Road.

From this point a very good graded granite road is had through Lone Pine Canyon to the playground. No grades exceeding ten percent are encountered. Camp sites can be chosen in almost any elevation ranging from 3,000 to 7,500 feet. Stone stoves have been constructed as well as tables and benches and water has been piped to each camp site. Electricity is furnished to light all roadways and trails and in each section of the camp. At an elevation of 6,862 feet, the summer season at this point is very pleasant; day temperatures average about 80 degrees and nights 50 degrees. This camp is operated by the County of Los Angeles and is open to all lovers of the great outdoors.

Seven Mile Belt Line

A seven mile contract on a belt line highway which will enable through travel from coast and San Joaquin Valley points to coast sections south of Los Angeles will be let in the near future.

This route, being actively forwarded by the Sepulveda Boulevard Association, taps the valley line at San Fernando, crosses the coast line to the east of Girard and tunnels the Santa Monica mountains midway between the Calhenga Pass and Topanga Canyon, passing under Mulholland Drive. From this point it trends past Santa Monica, Culver City, Inglewood and Hermosa to Redondo where it turns almost due east and skirts Wilmington and Long Beach, connecting with the ocean shore road at Seal Beach.

When this line is developed it will enable the automobile tourist to avoid the congestion of Los Angeles streets, relieve the traffic officers from dealing with drivers unaccustomed to local traffic regulations and permit through travel to continue with a minimum of delay.

With Chicago, St. Louis, Philadelphia and other eastern centers of population already providing by-pass roads the present undertaking evidences the fact that the Los Angeles area is developing through traffic lanes and arteries according to the best engineering practice.

Mill Creek Road Report

Following is a report of the Mill Creek Road to Big Bear Lake. Pavement is used to junction of the Forest Home Road with a wide dirt road to Harvey's Control. The control at this point opens to up-going traffic and the Oak Knoll control opens to down-going traffic at 2:00, 5:00, 2:00 and 11:00 A. M. and 5:00, 8:00 and 11:00 P. M. A somewhat narrow dirt road is had to the Santa Ana River Control. This control opens to both up and down traffic at 3:30, 6:30, and 9:30 A. M. and 2:00, 6:30, 9:30 and 12:30 P. M. Leaving the Santa Ana River control, a good dirt road is had to the lake. Fishing is now very good at Big Bear Lake. It was re-stocked on July 16th and 17th and blue-perch, crappie, trout and bass are plentiful.

Annual Regatta at Vancouver

Vancouver, B. C. is now the mecca for hundreds of motorists. On July 22nd and 23rd, the North Pacific Association of Amateur Oarsmen will hold their annual rowing regatta on Harrison Lake, 32 miles from Vancouver and easily reached by two good roads. The regatta will include crews from Victoria, Portland, San Diego and Vancouver, racing for the Pacific Northwest Championships. San Diego is sending a four-oared crew to compete in this regatta for the first time.

The roads around Vancouver are famous for their excellence and there are many fine drives, varying from an hour to a day in time. Amongst them is Stanley Park, a primeval forest right within the city limits and containing thousands of Douglas firs and giant cedars of amazing size and age. The Park is encircled by a splendid road, nine miles in length. The "Marine Drive" takes the visitor through the best residential parts of the city, including Shaughnessy Heights and Point Grey, thence to the mouth of the Fraser River, with its fleets of salmon trawlers, and back along the coast past bathing beaches and golf links.

Capilano Canyon, a gorge of great natural beauty in North Vancouver, is reached by a newly completed bridge over the Second Narrows. The suspension bridge across the canyon, 200 feet above the roaring waters, is visited by thousands of people annually. Some fine steamer trips can be made from Vancouver. Chief among them, perhaps, is the 4 1/2 hours' trip across the Gulf of Georgia to Victoria. Then there is a particularly interesting trip to Comox, Powell River, etc., or an excellent circle tour may be made by steamer to Victoria, thence by train to Nanaimo, thence back to Vancouver by steamer.

REDONDO BEACH



Children's Day Every Wednesday

Bath House - Open daily 8:00 a. m. to 11:00 p. m.; Sundays, 8:00 a. m. to 6:00 p. m.

Ball Room - Featuring Goodwin Goldie and his Famous Red Jackets Orchestra. They sing, dance and entertain.

Dancing every night—Mondays excepted, also Sunday afternoons. Wednesday afternoons, children's matinee; Wednesday night contests and exhibitions; Thursday night waltz night; Friday night party night. Admission 25c and free dancing.

BAND CONCERTS and Vaudeville Saturdays, Sundays and holidays.

Master Printer Made Manager of Com'l Dept.

Charles A. Moore, Well-Known Kiwanian, Comes to Herald-News

Charles A. Moore, with many years of experience in the graphic art, and well known in Southern California both as a printing expert and a man, has been made manager of the commercial printing department of Kingsley & Whyte, publishers of the Torrance Herald and the Lomita News.

Mr. Moore has been in business in Long Beach for nine years. Previous to that he was for six years



CHARLES A. MOORE in Los Angeles and Glendale. His acquaintance with the printing craft is extensive.

As treasurer and charter member of the Kiwanis Club of Long Beach, Mr. Moore has won recognition in service club circles as a man who lives as well as professes the service club ideal. He has made many addresses on the idealism of service, and also has given descriptive talks on the origin of printing. He is a member of the Methodist Episcopal Church and is superintendent of the First M. E. Church Sunday School of Long Beach.

Mr. Moore is native of Oklahoma, and came to California from Enid, Okla., in 1912. His son has taken over the management of his Long Beach interests, and Mr. Moore will devote his entire time to the commercial printing department of The Herald and The News in Torrance.

Business at Higher Level During 1927 Than First of 1926

In the Twelfth Federal Reserve District, general business activity was at slightly higher levels during the first six months of 1927 than during the first six months of 1926. The agricultural areas of the district have, on the whole, experienced a favorable season.

Industry has been less active thus far in 1927 than it was a year ago, the principal declines being in the lumber and food products industries. As a corollary of declining activity, volume of employment generally has ranged lower and payrolls have been smaller than in 1926. Further decreases in industrial production were reported during June, 1927.

Total volume of trade during the first half of the year was of record proportions. Value of sales at retail ranged well above the 1926 figures. Sales at wholesale were slightly smaller in value than during the first six months of 1926, but, if allowance be made for price declines over the year period, it is probable that the physical volume of goods moved through wholesale channels was as large as a year ago. Merchandise and miscellaneous carloadings on railroads of the district have been larger during the first half of 1927 than during the first half of 1926.

The total amount of check payments (bank debits) at 20 principal clearing house centers of the

district was \$19,572,866.000 during the period January 1-June 30, 1927, as compared with \$18,085,566.000 during the same period of 1926. This bank's index of daily average debits, adjusted for seasonal variations, advanced from 118 in February, 1927 (1923-1925 daily average equals 100) to 128 in May, 1927, and then declined to 123 (preliminary estimate) in June. The index averaged 123 during the first six months of 1927 compared with 115 during the first six months of 1926.

PEERLESS LAUNDRY Phones Torr. 174 or Lomita 285 LEAVE BUNDLES LOMITA CLUB 1131 Narbonne Ave. A real plan service. Consolidated Lumber Co.—Adv.

Catalina Island



See the famous Submarine Gardens at Catalina through Glass Bottom Boat. An experience you'll always remember. Round trip from L. A. \$3.50; from Harbor \$2.25. Glass Bottom Boat ride over Submarine Gardens 75c. Pac. Elec. train lvs. 6th & Main, L. A., 9 a.m. daily; Motor Coach lvs. Torrance at 9:15 a.m., direct to Steamer sailing 10 a.m. daily. Orchestra for dancing. You are back in early evening. Also afternoon steamer sailing from Wilmington 3:45 p.m. daily except Sunday.

TICKETS Torrance Pharmacy Phone Torrance 3-J Also Catalina Terminal Wilmington 127 In All the World No Trip Like This

FASTEST FOUR IN AMERICA MILE-A-MINUTE PERFORMANCE \$875 FULLY EQUIPPED 4-DOOR SEDAN (NOT A COACH) A New Car at a Lower Price The fastest Four in America — also the smartest and sturdiest. Powered by the famous "124" motor. Lowest priced Dodge Sedan ever sold—and the best. Longest springbase of any car under \$1000. Turns in 38 foot street. Twenty-five miles per gallon at 25 miles per hour. You can not buy greater value than Dodge Brothers offer in this new car. ALLEN H. PAULL 16514 South Vermont Ave. Gardena Phone 1452 312 South Catalina Ave. Redondo Phone 1382 DODGE BROTHERS, INC!

We Do Not Expect To Get Rich



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