

Torrance Herald

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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 Conscientiousness and Patriotism.

SPEND A LITTLE TO SAVE A LOT

Champions of all types of civic development should find common meeting ground on the proposal that before any further major development of any character takes place in Torrance the city should adopt a master city plan to which all future progress and growth may be made to conform.

Unless such a plan is authorized, prepared, adopted and put into execution Torrance is in danger of being choked off entirely for sensible, scientific and cohesive growth. The present residence district of the "old city" is even now almost cut off entirely from other potential residence districts to the west and north by industrial zones. The newly annexed territory cannot be developed as a co-ordinated part of Torrance unless a plan is made in advance for such co-ordination.

The procedure for the adoption of a plan is set forth in a new state law, passed by the last legislature. Under the provisions of this act a City Council and Planning Commission may adopt a plan for future growth and see to it that future development adheres in the main to the plan.

The plan would guide growth of outlying districts more than it would affect districts already improved. Unless such a plan is devised Torrance will grow like Topsy, all essential control will be impossible, outlying districts will never become an integral part of the city and the work started by Jared Sidney Torrance will ultimately become a mockery to his name.

A properly devised plan does little more than lay out on paper main traffic arteries of the future, proper sites for schools, playgrounds, breathing spots and various zones. Subdividers of the future will be compelled to draw plans for their subdivisions in accordance with the master map. All development will be scientific instead of hit or miss; all sections of the new Torrance would become virtual and integral parts of the city rather than separated units bound together only by law and not by streets, community interests and cohesive geographical links.

The Herald strongly advises the City Council to consider this important matter with the utmost seriousness. Posterity will owe them a great debt if they guard the future against the community horrors of unplanned development and the costly necessity of righting errors which will be made today unless action is taken to avoid them.

The adoption of a city plan is the most constructive work that the present council can perform for Torrance. By spending a little now the Council can save Torrance thousands on thousands in the future.

THE SPLIT IN THE CITY COUNCIL

A division of opinion over various matters of municipal policy occurred in the City Council last week.

Subsequent to the meeting word was whispered around town that the council was permanently "split." We sincerely hope and thoroughly believe that such is not the case.

Honest difference of opinion is bound to occur on any board of deliberation. Constant unanimity cannot be expected. In fact complete agreement on all matters coming before the Council would do more harm than good. We venture the statement that the division of last week was not at all personal, that the conflicting convictions which brought about the breach were honestly arrived at and in every case represented each councilman's opinion of what was best for the city.

Torrance wants no petty politics on its board, and we are convinced that the division last week did not represent bickering of the peanut variety; that the division will be forgotten in the future and will not be allowed to develop into a permanent and unhealable breach. Every voter should have the utmost respect for honestly arrived at opinions by any representative of government—even if those opinions do not always coincide with his own.

The groundwork of a democracy is the rule of the majority. We trust that the majority members of the council as represented in last week's division will not take umbrage because two members disagreed; and that the two whose opinions were voted down will reciprocate by ungrudging acceptance of the will of the majority.

The division of the council is much more important than the matters which caused the division. Those matters are settled, rightly or wrongly. And now that they are settled the citizens will expect the Council to pursue the even tenor of its ways without rancor.

Touring California

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

A short trip of scenic interest to motorists is the one to Sawpit Dam and Monrovia Falls, according to information received from the Touring Department of the National Automobile Club. This historic section, seeping with romance, and lying almost within the backyards of Los Angeles, has never received the appreciation which it merits. It is reached by following the Foothill Boulevard to Monrovia, thence north over a less traveled artery through Sawpit Canyon—named thus because the old Indians cut all of the timber here which was used in the ancient San Gabriel Mission. The logs were cut by means of the characteristic Indian sawpits and crude instruments. Sawpit Dam is majestically located in the center of the higher part of the canyon and is easily reached by motor car. It forms a protection to the many neighboring towns. From the dam, Emerson Flats is reached within a ride of a few minutes and it is a favorite spot for persons who like to picnic and hike. From this scenic, shaded spot, Monrovia Falls is reached by a walk of three-quarters of a mile over a path which is bordered on either side with sycamores, poplars, oaks, maples, wild cherries, elderberries and wild grape vines. Monrovia Falls furnished the setting for many an old Indian dance, rendered to the "Spirit of the Falls" for this scenic water fall has never ceased flowing. A few rods away from the falls are to be seen large and excellent specimens of granite. From this spot the granite used in the construction of both the old and new Times Building was secured. From here also the granite was procured for the old Los Angeles High School, the Los Angeles County Courthouse and the Monrovia City Hall.

A short detour over the old paved road is now in effect on the Coast Highway just north of Summerland, according to a late report received from the Touring Department of the National Automobile Club. This is occasioned by the paving of a new grade over Ortega Hill. No delays will be experienced on this stretch.

With the completion of the Seminole Road within a few weeks, lying west of Topanga Canyon and leading from Ventura Boulevard to the ocean, a very scenic and picturesque drive will be open to motorists. Passing the 2800-acre Famous Players-Lasky grounds, this road will touch Seminole Hot Springs, skirt the Craggs Club and cross Malibu Lake. From it may be seen Lady-face Mountain, Sugar Loaf Mountain, Malibu Mountain and numerous other scenic attractions. Lake Tularosa and Sherwood Forest, where "Robin Hood" and other famous motion pictures were filmed, may be viewed from Seminole Road.

The bridge at Bluewater, east of Gallup, N. M., on the National Old Trails route which was damaged during recent heavy rains, has been repaired and is again in use. No further rains are expected and the National Old Trails road through this section is again in normal condition.

With the official announcement that a deer-hunting season would be held in the Kaibab Forest of Arizona during the month of October, many inquiries have been received by the Touring Department of the National Automobile Club for the best automobile route thence to the most desirable route at the present time is via the Arrowhead Trail to Anderson's ranch, thence through Zion National Park to the forest. Pavement is laid to Victorville, good oiled macadam to Barstow; good graded natural gravel to within 12 miles of Cronise Valley; rough and chunky dirt through the valley; good graded natural gravel to Las Vegas; good natural gravel to Mesquite; rough dirt to the Utah State line; fair dirt with rough stretches over Becker Dam mountains to Santa Clara; good graded natural gravel into St. George; splendid graded gravel for 10 miles; graded, unsurfaced highway to Victorville; excellent gravel road to Toquerville and Zion National Park; good gravel road to Rockville; fair to good dirt to Arizona State Line; short stretch of rough, unimproved dirt; fair natural gravel to Pipe Springs National Monument; excellent graded gravel highway to the Kaibab National Forest boundary. This forest is the home of the largest herd of wild deer in America, consisting of over 13,000 head. They are of the mule deer species, characterized by their large, broad ears and rounded whitish tails, tipped with black. Only one deer is allowed to a person.

Construction work has been started on the new Glendale-Hyperion Viaduct over the Los Angeles river. A new section has been installed on the north end of the old wooden bridge and motor traffic is being directed through the new over-pass which eliminates the grade crossing at the Pacific Electric tracks.

The construction of a storm culvert one mile east of San Dimas on the La Verne road, necessitates a detour of one mile through orange groves. The detour is good, but somewhat dusty and will be in effect for about two weeks.

On the Tehachapi Pass route from Bakersfield to Mojave, 61 miles, pavement is had to Sivert Station and gravel highway quite rough and corrugated on the turns, to Mojave. From Mojave to Barstow, a good, wide graded natural gravelled road is had to the San Bernardino County line, with a stretch of rough unimproved road around the north end of Rogers Dry Lake. Good graded natural gravelled road is then had into Barstow.

The completion of twelve paved dips between Mojave and Red Rock Canyon provided a much needed drainage system, supplying proper cross-drainage to ditches paralleling the highway. These will control the waters from frequent cloudbursts in the mountains and flows from the spillways of the Los Angeles City aqueduct.

The main highway between National City and Chula Vista, San Diego county, on route to Tia Juana will be closed for about 15 days, and all travel will be routed via Highland avenue. Leaving Tia Juana the first 1 1/2 miles are paved, followed by 4 or 5 miles of rough dirt road. A natural gravel and fair dirt road is then had, with a number of winding grades to within 5 miles of Escondido, from which point a chunky dirt road is had into the city.

The Seal Beach-Artesia boulevard is being straightened and concreted leading from a point about one mile below Los Alamitos towards Seal Beach. A detour of one mile parallels this work which will continue for approximately 30 days. The detour is rough but is watered daily, making it free from dust.

Use Our Want Ads for Results!

SCHOOL NEWS

Elementary School Wednesday, October 18 was visiting day for the teachers of the Torrance Elementary School. This is an annual event and is taken for the purpose of observation of methods of teaching in other schools of Los Angeles. The various teachers visit in every section of the city and make a report of new ideas for future work.

The prize donated to the school by the P. T. A., "Johnny's Through Bookends" has arrived. It is a set of ten books ranging in interest from first grade through the sixth. They are a much recommended set of books with beautiful bindings. The set is to go to the room, each month, having the most mothers at P. T. A. The prize was won the first month by room No. 10, Mrs. Ruth George, teacher.

The fire department sent two representatives, A. H. Bartlett, City Clerk and Olive Stevenson, to our school to hold a fire drill. The building containing 930 children,

was completely empty in one minute and ten seconds. After the drill the circulated questionnaires concerning the prevention, which they are asking the parents to return to the school.

The Board of Education has issued permission to the teachers to hold a rough practice on the second example. The contract has been let to P. O. Day at Torrance. It will be paid by income tax monthly rentals.

Torrance Phone List Leaps Ahead

According to Fred W. Smith, manager of The Pacific Telephone and Telegraph Company, Torrance has had a growth of 48 telephones or an 8.16 per cent gain during the first eight months of 1927. Ten years ago the exchange numbered 41 telephones, today there are 636.

Mr. and Mrs. A. R. Barton of Los Angeles spent Tuesday with Mr. and Mrs. Frank Baker of Weston street.

A real plan service, Consolidated Lumber Co.—Adv.

Guests Sunday of Mr. and Mrs. R. S. Frowmelter of Elgin street were Mr. Frowmelter's brother and family of Los Angeles.

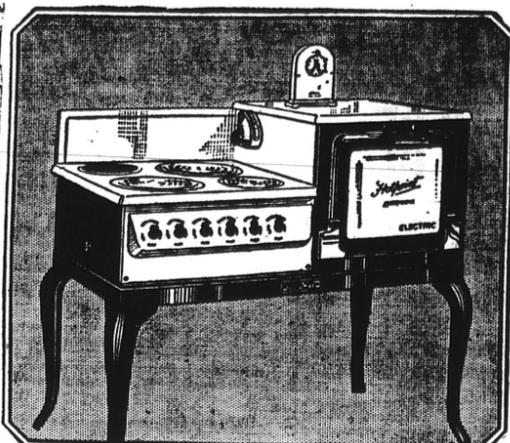
Guests Sunday of Mr. and Mrs. George Miller of Redondo boulevard were Miss Annie Wachter and Miss Bertha Stuckeman of Hollywood.

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