

Torrance Herald

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W. HAROLD KINGSLEY Editor
GROVER C. WHYTE Business Manager

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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 Consciousness and Patriotism.

EDISON TO SPEND BIG SUM HERE

"Three hundred and sixty-two thousand dollars is to be spent by the Southern California Edison Company for extensions and re-inforcements of the electric distributing system in the Redondo Beach District during 1928," said District Manager C. W. Kolner today, upon receipt of information from R. H. Ballard, executive vice president and general manager of the company, advising him that his recommendations for appropriation had been approved.

In addition to this sum, which is to be spent for actual construction work in this district, Redondo Beach' proportion for generation and transmission equipment will amount to \$779,100.00," explained Mr. Kolner, "making a total in excess of \$1,100,000.00 to be spent by the Edison Company to provide adequate electric service for our territory. This is part of the total construction budget of \$32,091,000.00 to be spent by the company during 1928."

The Redondo Beach district includes the towns of Hermosa, Lomita, Gardena, Manhattan, Torrance, Moneta, Palos Verdes and the intervening territory. The business in this district shows a substantial increase, which justifies this generous appropriation to keep pace with the additions which the company always makes to provide for present and future demands for service.

General Construction Program to Continue

In addition to the local appropriation for the 31 geographical districts in the ten counties of Southern and Central California where the company renders electrical service, the annual budget carries an appropriation for the continued development of its Big Creek-San Joaquin River project, new transmission lines with appurtenant substation and switching facilities and for the addition of new steam generating capacity at the Long Beach Steam Plant. All of this activity will provide steam and hydro electric energy for use in the Redondo Beach district and other points on the system.

Redondo Beach District Ranks High

"The Redondo Beach District ranks very high in the growth of Southern California and the development of the Southern California Edison Company," continued District Manager Kolner, in commenting on the information received from the general manager. "We are also a great factor in the business of this community; our district payroll will amount to approximately \$90,000.00 for the ensuing year."

"Our program for local system re-inforcement for the year includes the construction of two new substations to be known as Lomita and Madrid substations. In addition to this work, many of the main feeder lines into and throughout the district are to have their capacities increased and a great network of new

extensions will be made."

Company Prepared to Meet All Demands for Energy

This has been a very notable year in the history of the Southern California Edison Company, our construction program has been brought to a stage where we are now in a position to state definitely that we can meet all demands for electrical energy which may be made upon us. Three major divisions of our Big Creek-San Joaquin River project were brought to a successful conclusion during the past year. Shaver Lake Dam, which will create a new reservoir in the company's series, was completed in September. The new Shaver Lake will be larger than the combined capacities of Huntington and Florence Lakes. Between Huntington and Shaver Lake, a combination conduit and tunnel line six miles in length was completed. Over Kaiser Pass, at an altitude ranging between 6,000 to 7,500 feet, the Mono Bear diversion system was completed just in time to permit us to get our construction crew out of this back country before winter weather closed in upon them. This particular task made it possible to capture the water from two mountain streams, Mono and Bear Creeks, and to carry it through approximately five miles of tunnel and across the South Fork of the San Joaquin River, through three miles of pipe siphon, 75 inches to 102 inches in diameter, and the emptying of this water into the famous Florence Lake Tunnel, through which it is to be carried into Huntington Lake.

Approximately 3,300 men have been employed on the Big Creek-San Joaquin project during the past year. On a lower altitude, immediately adjacent to Power House No. 2, a new plant of 112,000 horse power is now under construction. This plant will be completed early in 1928 and with its completion the entire series of 5 great hydro electric plants will have a capacity of 460,000 horse power. Work on the northern half of the third 220,000 volt transmission line has been pushed ahead during the year and this will be completed coincident with the completion of the new power plant.

Touring California

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

In its efforts to make 1928 a "safety first" year, and by every means in its power to reduce the number of automobile fatalities in California, the National Automobile Club has prepared a safety code for its members and all motorists and pedestrians in the State as well. The code was prepared by the Traffic Safety Committee of the club which deprecates the fact that in 1927 approximately 26,000 persons were killed in automobile accidents in the United States.

For auto owners and operators the following suggestions are made:

Obey traffic rules, signals and commands of traffic officers. Go slow, passing children or vehicles, around street corners, approaching street crossings.

Stop at railroad crossings—behind street cars stopped for passengers.

Give warning signal of your approach—keep to the right. Use tire chains when streets are wet.

Give hand signal when stopping or turning. Be sure both headlights are lighted at night and properly adjusted.

Be sure brakes are in good working order; inspect them regularly.

Never leave auto unattended without shutting off motor and applying emergency brakes.

When in doubt have auto under control, ready for a quick stop. These suggestions are for pedestrians:

Look left, then right before crossing the street. Cross street only at regular crossing, not in the middle of a block.

Don't read a paper, book or magazine when crossing street. Obey traffic officers or traffic signal lights.

Be cautious of autos, buses, and street cars. When stepping from street car, never go behind car unless way is clear.

Don't jump on or off moving street car or bus—wait until it stops.

When carrying umbrella don't let it obstruct view when crossing street.

Don't step into the street from behind a parked auto or other vehicle.

Always keep to the right—don't cut corners. These suggestions are for children:

Do not play in the street.

Play on the sidewalk or nearest playground or vacant lot. Roller skate on sidewalk where vehicles cannot harm you.

Never chase a ball across the street.

Do not coast where street cars, buses or autos pass.

Don't "switch on" autos, street cars or other vehicles.

Never play around autos or touch any of the levers.

Never run between parked autos or other vehicles in the street.

Do not fear the traffic officer—he will help and protect you. Never run behind a standing street car; there may be another car or auto coming on the other side.

A warning to automobile owners on the dangers attending the operation of gasoline engines in poorly ventilated garages is sounded by Dr. Louis I. Harris, health commissioner of New York City, according to a bulletin issued by the National Automobile Club.

He explains that five minutes' operation of a motor in a small garage may make a deadly atmosphere sufficient to cause death by carbon monoxide gas.

Never, he points out, should an engine be operated for any length of time in a closed or stuffy garage, and never should work be done under a vehicle when the motor is running.

In case a person is overcome by the deadly gas fumes he recommends the following emergency treatment:

Remove the victim from the poisonous atmosphere, but never to a cold place.

Call a doctor immediately, and have some dependable person administer first aid pending arrival of the physician. In every case the essential treatment consists of getting oxygen into the lungs of the person overcome.

"In the first stage," says Dr. Harris, "preceding the loss of consciousness, fresh air combined with a carbonated drink is desirable, but never try to force a drink down an unconscious man for it may strangle him. Alcohol should never be given at any time.

At this stage headache or vomiting are the most depressing symptoms. They will be relieved by effervescent salts, which should be prescribed by a physician. The headaches usually linger for a day or two. Violent exercise should be avoided, otherwise a relapse may occur.

"In the second stage, in which the victim has become unconscious but is still breathing, the correct treatment is to assist the respiratory system by giving an inhalation of oxygen and (5 per cent) carbon dioxide. The effectiveness of this mixture in cases of asphyxiation was discovered several years ago by Dr. Yandell Henderson and Dr. H. W. Haggard, physiologists, of Yale University.

"If the victim is not breathing, begin artificial respiration immediately, but do not handle him roughly. Be gentle. The patient should be kept warm by proper covering and, if necessary, warm bricks wrapped in cloth or water bags filled with warm water—not hot—beside his body, but great care should be taken that the bricks or water are not hot enough to burn the skin. Artificial respiration should be continued without interruption until natural breathing is restored, or for at least three hours."

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