

Ruins of Once Famous Colony of Faith Healers Located on Sunday's Drive from Torrance

Motorists desiring an unusual one day motor trip in Southern California will enjoy the one which leads from Los Angeles through Hollywood to Ventura boulevard, thence over Reseda avenue to Devonshire street which leads through Chatsworth to Santa Susana Pass, thence to Santa Susana, turning north at that point through a canyon road to Pagan Grande, according to the Touring Department of the National Automobile Club. Many years ago there appeared upon the streets of Los Angeles an aged religious fanatic, or faith healer, extolling the virtues of a new version of an old belief. So fervent were his speeches and so genuine his belief in that which he was telling, that soon he had gathered his flock about him, and with their donations, purchased a parcel of land in a secluded little valley among the hills of Santa Susana where they built themselves a city of brick and endeavor to live their lives in peace and solitude. For many years they labored, tilling the soil, raising cattle and building their city of brick, first a meeting house, then quarters for the women, then barracks for the men, while high upon a hill-top was erected the prayer tower in which someone was always at prayer, night and day. Many are the stories of their marvelous cures caused by their un-

falling faith and daily the colony grew, until at least nearly 300 souls called Pagan Grande home. At last the aged ruler came to an end and he was laid away upon his beloved hill, after which strife and contention entered the once peaceful valley. One by one the devotees left, leaving only a few who knew no other home. Gradually time and the elements started their ravishing effects until today only a few of the most substantial buildings are left, among which is the prayer tower, standing like a sentinel on the hill-top, a monument to the end of the man who had lived and died as he believed. The return trip can be made by retracing the route, or by continuing on over a winding, narrow and steep dirt road which leads in a semi-circle through the Santa Susana Mountains, back to the highway which is followed into San Fernando, thence over San Fernando boulevard back to Los Angeles. While many magnificent views may be had from the higher elevations of the Santa Susana Mountains, of the immense San Fernando Valley below, the road through that section is only advisable to experienced mountain drivers, and inasmuch as the country traversed is given over almost entirely to cattle raising, there are many gates to open and close. Mileage of loop trip is 100 miles.

Sees Industry "Well Fixed" for New Year

O'Neil of General Tire Analyzing 1929 Business Forecasts

Newly established financial independence of American industry is the underlying and perhaps justifiable cause for the enthusiastic optimism just now being expressed, particularly by American rubber men looking toward 1929. In the belief of William O'Neil, president of the General Tire and Rubber Company, at Akron, industry for the first time in years is well financed, O'Neil declared. "Most manufacturers are beginning the new year with a plentiful supply of money to buy raw materials, employ workmen and produce goods in volume. Many funds American industrial leaders are prepared to move along at a rapid rate, regardless of the trend of stocks and other influences which formerly affected capital and operating plans of manufacturers. "American manufacturers find themselves independently situated," continued O'Neil, "as a result of lessons learned in 1920 when the business slump abruptly cut off the money supply for American industry and automatically threw the country into low gear. Manufacturing industries remembering this took advantage of opportunity which came later to obtain new capital and adequate operating funds at low interest rates. "The stronger companies found it easy to market new stock issues and obtain capital sufficient to care for not only immediate needs but also for all future contingencies. The result of this enterprising move on the part of the manufacturing interests is that today the country's industries not only are prepared to keep busy and maintain the country's present prosperity but are sufficiently well fixed to make them to go to New York and loan money, at a profit over what they paid to obtain it in the first place. The large amount of surplus American industrial capital which recently has been loaned on Wall Street incidentally is one of the reasons given by many for the continued sensational activity in that quarter. "So far the business forecasts of qualified observers everywhere have been uniformly favorable, especially for the first six months of the new year. Both the rubber

Theft Proof Lock Protect Ford Owners

Old Trick of Cutting Wires Back of Switch Won't Work

One of the features of the new Model A Ford car which is typical of the care that has been devoted to details of design, is the theft-proof ignition lock with which it is equipped. Many automobile ignition locks, designed to lock the switch against theft of the car, have been little or no safeguard against the clever thief with some knowledge of automobile ignition systems. The thief could simply reach behind the instrument board, cut the wires back of the switch and make a new circuit on which the ignition system would operate perfectly. This cannot be done on the new Ford, because the wires run direct from the switch into an armored conduit which is integral with the dash. In order to tamper with the switch the thief would either have

to take the instrument board to pieces or cut the steel dash or armored conduit. Except under the most extraordinary circumstances, no thief would have the tools, the time or the freedom from possible interruption necessary to the completion of such a difficult and tedious task.

This new Ford lock performs two operations at once. It opens the ignition circuit and grounds the distributor at the same time. Another advantage is that, being concerned entirely with the ignition system, it provides protection against theft without in any manner interfering with the mechanical car controls, such as transmission or steering.

THAT CAR OF YOURS

A motorist should be just as careful in choosing oil for his car as he would be in selecting the proper foods for his table. The best grade of oil and the proper kind is always the cheapest in the long run. Oil is nothing but a cushion to keep apart two metal moving parts and thus prevent all friction.

Few car owners realize that the battery is the backbone to their car. If the battery is in fair condition, in emergencies one can disconnect the generator, or even after the generator has stopped working, can continue to run for a reasonable time on the battery. We can have plenty of gas, oil, water, and all other working parts of the automobile in perfect order, but take the battery away and it is just like a sailing vessel without sails or an auxiliary motor.

If it were not for the generator, the energy taken from the battery for starting, lighting and running purposes could not be replaced without frequent recharging of the battery. Observing the ammeter on the dashboard quite frequently while driving to see that the generator is doing the proper amount of work is important. The charging rate varies on various automobiles, but the average rate is 12 amps. Do not forget to lubricate the generator bearings when it is necessary.

The car owner should inspect the fan blades at least once every three months, for it is surprising how these blades when not very strongly contracted will tend to straighten out at the hub, which of course cuts down the sucking and throwing of the air. Where it is found the proper amount of air is not passing over the motor take a wrench and twist the blades back in their proper position, at the same time being very careful that it is not done too quickly and severely. Also get all the blades the same pitch. This can be very easily determined by holding a guide on

the end of the motor and making the tip of every blade line up to it. Then note how much cooler the motor will run.



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(3) In puncture freedom, too, it is far ahead. Even the remote chance of a puncture is reduced to the vanishing point.

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