

Every person in Torrance, interested in progress and development of the community, has been watching the movement to create a new Department of Building in Torrance in the hope that its creation would tend to eliminate the "bottle neck" which has held Torrance back while other cities nearby have enjoyed rapid expansion and housing development.

The City Council once agreed, it is reported, on a proposal to divorce the building department from the office of the city engineer but now announces a plan to create a "building division" within the engineer's office.

It is pointed out by members of the City Council that no "charges" against City Engineer G. M. Jain, long blamed by many for the lack of building in the community, could be made to "stick." He has upheld the Building Code "to the letter," they said.

That, perhaps, has been the trouble. In other cities, the same uniform Building Code under which Torrance operates has been given a liberal interpretation, with no sacrifice in the safety of buildings or attractiveness of design. The experienced structural engineers employed in other cities have demonstrated a common-sense way of meeting the acute material shortage with sympathetic understanding of the problems of the builders.

Other cities have shown an effort to help builders solve their problems rather than the arbitrary attitude of "sticking to the letter" of the code.

Even the City of Los Angeles, by official action of the City Council, is closing its eyes to many of the restrictions formerly placed on building.

Contractors virtually have but to name their problems and they can then "write their own tickets."

This is true in other cities, and perhaps explains the reason that the minute you drive out of the limits of Torrance you see new building everywhere.

Let the records speak for themselves. TORRANCE, in the first four months of 1945, started building in the amount of \$247,165. In the first four months of 1946, building totalled \$1,054,682, which included 63 housing units.

LYNWOOD, a city the size of Torrance, in the first four months of 1945, enjoyed building development of \$227,385, and in the first four months of 1946, \$1,581,354. The Lynwood total included 231 housing units, four times greater than Torrance.

COMPTON, which showed building permits in the first four months of 1945 of \$233,887, enjoyed an increase of 1100 per cent in the first four months of 1946, with a total of \$2,604,220, in which total 259 housing units were included, four times that of Torrance.

GARDENA, that little neighbor to the north of Torrance, has enjoyed a 1100 per cent building gain over 1945, and has started 86 new housing units in the first four months of 1946.

LOS ANGELES COUNTY (unincorporated areas) surrounding these cities has shown phenomenal growth which compares with the other cities involved.

LOS ANGELES CITY, which includes the shoestring strip, is reporting development in 1946 which exceeds the highest boom times of 1923-28. The peak month of early years was in August, 1946, they reached a total of \$29,838,977, and in April, \$24,000,000.

Our neighbors grow. Why not Torrance? Compton this year has produced housing units for a population increase of 1036.

Lynwood this year has produced homes for a population gain of 924 persons.

Gardena can house 344 more persons in its new homes. Torrance, which should top them all because of its greater need to house its industrial employees, has added housing units for only 262 persons. Even our industrial expansion is threatened by the lack of homes for workers.

A number of this city's largest and oldest industries with huge sums earmarked for expansion of their Torrance properties are hesitating to go forward with these plans because of the inability of new employees to secure living quarters in this community. There is a serious threat that unless something is done quickly to encourage more housing development here that these large expansions will be diverted to other localities where the same industries operate, and where builders of housing projects meet with more sympathetic understanding of their problems.

The answer can be found in the manner in which we welcome building and development, in the service we render in official quarters, and in the liberal interpretation which we place on the Building Code in view of the material shortages which prevail at this time.

While many civic leaders have strongly advocated the creation of a separate Building Department entirely divorced from the City Engineer's office and headed by a competent, practical structural engineer, the City Council has decided to set up the building department as a division of the City Engineer's office.

It is reported by members of the City Council that the plan is to permit the new building division to take over all building functions with "full authority." We hope so. Certainly, if this action does not meet with an immediate change of policy in regard to builders, the responsibility for the lack of new construction will be clearly that of the City Council.

The decision of keeping the building department under the City Engineer was that of the Council and contrary to the advice of many who have been studying the building situation here.

We recall the "jerk" municipality which enforced the traffic laws "to the letter"—to the point that the town was hurt by reason of the fact that traffic avoided the town.

Torrance, it seems, is being avoided by builders because the Building Code, sadly in need of liberalization at this particular period, is being enforced "to the letter."

Loosen the reins, let the horse have its head, and it will find the way.

City Funds Use In Subdivision Brings Protest

Protests against the expenditure of city funds for development of streets, and utilities and other improvements in the block bounded by Maricopa St., Dominguez St., Acacia Ave. and Crenshaw Blvd. were filed with the City Council Tuesday night.

Those protesting are Torrance, Lomita Realty Board, Remco Real Estate Management Co. and Stella Freligh, and their protests were referred to a conference on this and other subjects to be held Wednesday, May 22.

The Realty Board states that \$18,973.75 in city funds are being spent to develop the area that houses may be erected on 38 lots. They claimed the cost to the city is \$446.67 per lot, and that the developers are the only ones who will get the benefit.

In suggesting that the matter be referred to a council conference, Councilman G. V. Powell said that there are some things in connection with the deal which should be explained to those protesting.

Youthful Soldier In Germany Asks For Home Letters

Pfc. Rodney A. Clark, son of Mr. and Mrs. George T. Clarke, 2075 Torrance Blvd., writes from Germany that all is going well in the Army, but he could most certainly use some letters from those here at home. Rodney graduated from the Torrance high school in the winter class of 1945.

The youthful soldier, who is with the 89th Infantry Regiment, requests those wishing to correspond with him to write: Rodney A. Clarke, 19237278, Cannon Co./39th Inf. Reg., A. P. O. A. 9 c/o Postmaster, New York City, N. Y.

YOUTHFUL SEAMAN RETURNS FOLLOWING 31 MONTHS SERVICE

Following nearly three years of service with the United States Navy, Billy Joe McCown, son of Mrs. Edith Lee, 1228 Madrid ave., was discharged last week at San Pedro separation center.

The 19-year-old seaman, who held the rating of MoMM 3c, participated in the battle of Okinawa aboard the USS Montrose.

TORRANCE ARMY HOSPITAL BECOMES BRANCH OF COUNTY AT CEREMONIES TOMORROW

United States Army hospital operated by the Los Angeles Port of Embarkation in Torrance since early in World War II will become the Harbor General Hospital operated by the County of Los Angeles, tomorrow at 10 a.m.

The passing of the keys to the multi-million dollar institution at Normandie ave. and Carson st., Torrance, will mark the successful completion of a movement which had its origin in Torrance, at a time when the county was seeking branch facilities to ease the overcrowded conditions at the General Hospital, and at a time when the Army was preparing to abandon the local unit and store or sell the valuable equipment which was used to treat thousands upon thousands of soldiers during the past war.

The idea was first advanced to Supervisor Raymond V. Darby in correspondence from the Torrance Lions club and was quickly supported by other civic organizations of the community. Supervisor Darby, Supervisor William Smith, with Brig. Gen. Wayne Allen, chief administrative officer, and Arthur Will, superintendent of charities, will represent the county at the ceremony tomorrow morning when Colonel Hunter, chief of the district engineer's office of the Los Angeles district, U.S.E.D. presents the keys to the hospital. Torrance officials also will be present.

It is expected that the county will move some 500 patients from Torrance to the Harbor General Hospital at once, and that the institution will provide emergency facilities for this area.

Telephone Co. Business Office Moving May 18

The Torrance telephone business office will move on Saturday, May 18, from 1266 Sartori Avenue to its new location at 1307 Post Avenue, according to F. Y. Snyder, district manager of the Southern California Telephone Co. On Monday, business will be conducted at the new address.

Additional central office equipment being installed in the building at 1266 Sartori will require all available space at that location, according to Snyder, and necessitates the move of the business office to its new quarters. The expansion of the Torrance central office is part of the largest construction program in the telephone company's history.

Office hours at the new Post Avenue office will be from 8:30 a.m. to 12 noon and 1 p.m. to 5 p.m. on week days, and from 8:30 a.m. to 12 noon on Saturdays.

Harvey Buys Subway Bldg. In Los Angeles

The controlling interest in ownership of the Subway Terminal building, 417-23 S. Hill st., Los Angeles, has been acquired by the Consolidated Pacific Investment Co., of which L. A. Harvey is president, it was announced. Harvey also is head of the Harvey Machine Co., 190th and Western ave., Torrance.

The control was obtained through purchase of the stock of the Subway Terminal Corp. The 12-story building, completed in 1926, was built at a cost of about \$4,000,000 with total investment in the property amounting to around an estimated \$5,550,000. Additionally, the project involved construction of the more than a mile-long \$3,000,000 Pacific Electric tunnel from beneath the building to near First st. and Glendale Blvd.

MARVIN N. BURPO, TORRANCE SEAMAN, IS DISCHARGED

Marvin N. Burpo, SM 3/c, son of Mrs. C. L. Burpo, 1452 W. 220th st., has been discharged at San Pedro Naval Separation Center following nearly 30 months of Navy service. Burpo, who was formerly employed by the Columbia Steel Co. here, served aboard the USS Hinsdale from October 1944 until April, 1946.

He was awarded the Presidential Unit citation for action at Iwo Jima. He served 18 months in the Pacific theater of operations.

EQUIPMENT AND SUPPLIES STOLEN IN LOCAL BURGLARY

A beauty parlor, located at 2223 Torrance Blvd., was entered late Monday night according to local police, and burglarized of an estimated \$25 in equipment and supplies.

The thieves entered through a rear window after forcing it open, police said. The shop is owned by Pauline Ray.

DON FINDLEY MAKE EXTENSIVE TRIP THROUGH EAST

Don Findley, of the Remco Real Estate Management Co., is enroute to the Eastern United States.

Findley was planning to visit Pennsylvania, Michigan and other states on an extensive tour.



WAVES SEPARATED . . . But not from each other. Because these two sisters entered the Navy together more than 19 months ago, served together at the Philadelphia, Pa., Navy Base, and were separated from the Navy together last May 9 in Washington, D.C. They are Marjorie Fay (left) and Ella Fay Lutes, daughters of Mr. and Mrs. Charles S. Fay of 20707 S. Vermont ave. Marjorie's rating upon separation was yeoman 2/c and Ella, 3/c. But, it's Miss Marjorie and Ella Lutes now—catch on, fellows?

DISMISSAL OF APPEAL IN BUS SALE SUIT REQUESTED BY STEEL WORKERS' UNION

Dismissal of court action by which the City of Torrance is seeking to prove its right to sell the Torrance Municipal bus lines was asked in a letter to the council Tuesday night from Local 1414, United Steelworkers of America.

W. J. B. Hughes, defeated candidate for the council at the last election, which decision denied the city has the right to sell the bus lines except after receiving approval of the people at an election and then selling to the highest bidder.

The appeal now is pending in high courts. The City of Torrance contended it had a right to sell the bus lines to Charles F. Koors on the grounds that they represented only personal property; that the lines do not represent a public utility in that city has no franchise to sell. Koors posted \$85,000 to buy the bus lines more than a year ago, and while his offer still stands, his money was refunded from escrow some months ago.

While this attitude of the City Council apparently has changed somewhat on the question of sale of the bus lines, and expansion of the system is contemplated to include Long Beach and Inglewood service, the city desires to have the matter decided in the Supreme Court in order to sell the lines, it is pointed out.

Members of the council who voted to sell the lines and brought on the mandamus action by Hughes are ex-Mayor W. H. Tolson, Councilman C. M. Gilbert and former Councilman J. E. Hitchcock.

Councilman G. V. Powell and former Councilman N. H. Cuccolli opposed the sale.

Councilman A. L. Jackson Tuesday night asked that the matter be continued until the next meeting, in order to give him time to study the case, and the council granted the continuance.

The letter from the Steelworkers Union will no doubt result in Mayor J. Hugh Sherfy Jr. and Councilman Jackson going on record as to their official attitude on the sale of the bus lines. Heretofore they have made no public statements on the subject.

MOOSE LODGE TO GET PARK FOR BIG LABOR DAY FROLIC

Torrance lodge of the Loyal Order of Moose has been granted permission of the City Council to use Torrance Ball park on Labor Day, Sept. 2, for a mammoth picnic.

The permission was subject to a permit and have been operating yellow cabs, which might end on that day, it was said.

The matter was referred to Deputy City Attorney Otto B. Willett and Police Chief John Stroh.

JIM HITCHCOCK NOW AT FELLOWS VISITS TORRANCE

James E. Hitchcock, senior City Councilman of Torrance until his retirement on April 16, visited this city last week.

Hitchcock is shop superintendent for Chanslor-Canfield-Midway Oil Company at Fellows, Calif., having been sent there after the local company shops were sold to Chicago Bridge & Iron Co.

CONTRACT FOR HUMANE SOCIETY WORK RENEWED

The City of Torrance will renew its contract with the South Bay Humane Society, it was decided Tuesday night.

The society, in asking for renewal of the contract to handle the city's business, expressed the hope that the city would provide means to protect animals from the many open sump holes which in Torrance.

DAMAGE TO PALM TREES IN HALL BRINGS REMOVAL

Palm trees which have been used to decorate the Civic auditorium will be removed, the City Council decided Tuesday night.

The recommendation that they be taken out of the auditorium resulted in reports of damage to the artificial trees by members of the teen-age group.

CHAMBER MEMBERS Clair and Gertrude Ballew, operating Ballew's Cafe, 1976 Torrance Blvd., are new members of the Torrance Chamber of Commerce, it was announced this week by Blaine Walker, secretary.

30-DAY REVOCABLE PERMIT TO USE PORTION OF AIR STRIP OFFERED TORRANCE

The City of Torrance this week received from the Public Roads Administration of the Federal Works Agency a permit, revocable on 30 days notice, to occupy some 89 acres of the Army's Lomita flight strip, and after consideration of the conditions of the permit the City Council has indicated that it will not be accepted.

Text Of Permit To Use Airport Given In Full

The permit, printed in full in an adjoining column of this edition of the Torrance Herald, provides that the city may have jurisdiction and control over the bare 89 acres involved in the flight strip itself, subject to strict conditions, but it does not give access to the additional 400 odd acres involved in the army airport which was developed on land bought from the Weston ranch interests.

City officials have been in contact with City Attorney J. E. McCall in Washington, D.C., and it is reported that the official attitude of Torrance is that the type of permit received is not conducive to development program planned by the city, and that unless adjoining land is available the strip is of little value to the City of Torrance.

While the council had the permit on Monday, it failed to take action accepting the same on Tuesday night, at the regular meeting.

It was pointed out upon inquiry by the Torrance Herald that the permit is under the jurisdiction of the War Assets Administration has authority to grant on permit to the city is that involved in the actual landing strip plus adjacent ground, and it is "building line."

The building line, the U. S. Engineers Department explained, is the boundary of this air strip including its taxi approaches inside of which buildings are not constructed.

The balance of the local field, it was explained, is under the jurisdiction of the War Assets Administration, and the Los Angeles office said yesterday that no application, as far as the local office is concerned, is on file from the City of Torrance seeking jurisdiction over and control of the 400-acre parcel remaining.

The Los Angeles office of the W.A.A. said, however, that Reed H. Parkin, president of Torrance Chamber of Commerce and chairman of the Torrance Aviation Commission, had been advised of this fact and that he had heard an application for access to the entire 480-acre airport is being prepared.

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Transit Strike In L.A. Hard On Local Buses

The transit strike in Los Angeles has had its effect on Torrance Municipal Bus Lines operations in Los Angeles, the effect being that it is a continual fight to keep Los Angeles local passengers off the buses.

According to C. Z. Ward, bus manager, during the late afternoon hours at the 10th and Hill St. station, it is necessary for an attendant to hold back crowding local passengers in order to allow Torrance and Gardena traffic to board the buses.

At each stop along the line, the same is true, to the extent that bus operators are just as hopeful for a quick end to Los Angeles' strike there as are the people of Los Angeles.

Ruling On Use Of 'Yellow' Cab Asked Of City

J. W. Alford, of the City Taxi Co., and Torrance Yellow Cab Co. Tuesday night asked the City Council to rule on his preference to the right to operate "yellow" cabs in Torrance. He claimed that he made the original application for yellow cabs in Torrance, and that Dan and Marie Frohman, of the Yellow Cab Co. of Torrance subsequently filed for a permit and have been operating yellow cabs.

The matter was referred to Deputy City Attorney Otto B. Willett and Police Chief John Stroh.

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Torrance Weather Record

Official U. S. Weather Bureau

TEMPERATURE		
May	Max.	Min.
1	64	49
2	68	55
3	68	57
4	69	57
5	67	57
6	67	57
7	67	57
8	66	55
9	66	55
10	66	55
11	66	55
12	66	55
13	66	55
14	66	55

PRECIPITATION . . . 6.39