

KETTLER TRACT WINS FHA APPROVAL; CONSTRUCTION WILL START ON 201 HOMES

Federal Housing Administration has given the "go ahead" signal to J. E. Kettler for construction of 201 low-cost G.I. homes on the tract at Sepulveda Blvd. and Narbonne Ave., it was announced yesterday by Kettler, who gave full credit to the City Council and the Chamber of Commerce for overcoming previous FHA objections to the tract.

The tract of the Kettler estate was one of two upon which the FHA has frowned as eligible for mutual mortgage insurance. The other was that of Thomas Johnson, at 182nd St. and Hawthorne Blvd., and Johnson has been going ahead with his 164-home construction plan without aid of the government insurance on loans.

Kettler told the Torrance Herald that plans are about ready to proceed with the \$1,500,000 home development project, and it was predicted that cleaning and grading of the tract will start in about 30 days. All necessary materials have been lined up for construction of the 201 homes, starting as soon as the tract is ready for actual home building.

Home construction will start on a new street to be known as Bolen drive, which will wind through the tract, following the topography of the rolling tract from Narbonne Avenue east to Walnut Avenue, crossing Cabrillo Ave., which will be opened to Lomita as a result of the new development.

The second new street in the tract to be developed will be Middlebrook road, likewise running in an approximate north-south direction. Both streets will be of 60 feet easement, black-topped, with curbs.

Recording of tract maps will start at once, and the Kettler plans call for eventual construction of almost 1,000 homes in South Torrance.

The corner of Narbonne Ave. and Sepulveda Blvd. will be reserved for commercial use, it was said.

The Kettler tract was withheld from approval due to the

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Kresse Given Tribute On OSS Radio

Tribute to Otto A. Kresse, general superintendent of the Torrance Works, Columbia Steel Company, was broadcast to the world over U.S. Steel's Sunday evening coast-to-coast radio program, which is also short-waved to foreign countries.

At the personal request of Irving S. Oida, chairman of the board of directors of U.S. Steel Corporation, the master of ceremonies made the following announcement: "Back in 1910, a small group of men with long range vision built the first steel mill on the West Coast. The man who topped the first heat of this pioneer steel mill was Mr. Otto A. Kresse, now general superintendent of the Torrance Works of Columbia Steel Company."

El Camino College Is Name For New Bay Cities-Centinel Valley J. C.

El Camino College is the new name for the Centinela Valley-Bay Cities junior college, which came into being Sept. 10 following the creation of the new junior college district last summer by a vote of more than 20 to one.

"The Kings Men" probably will be the tag that the athletes of El Camino College will carry.

Classes now are being conducted in Redondo Beach Union high school and Inglewood high school, and the new college is being operated under the joint control of Forrest Murdoch, superintendent at Inglewood, and W. K. Cobb, district superintendent at Redondo Beach.

Lloyd Walker is the dean of the college at Redondo Beach. Members of the junior college board are said to be pleased with the reception the new college has received from the people.

Many Torrance students already are enrolled and are attending classes in Redondo Beach Union high school buildings.

Members of the board are Robert Russell, of Manhattan Beach; N. R. Rubin, of Redondo Beach; Mrs. Kathleen Mumma, of Inglewood; A. B. Rosenberg, of Hawthorne; and Dr. E. E. Lyder, of El Segundo.

The board is waiting until the people of Torrance decide whether or not they desire to become a part of Redondo Beach Union high school district and

Plaza Del Amo Widening, Flood Cure Undertaken

With preliminary work of removing trees nearly completed, resurfacing and improvement of Plaza del Amo will get under way next week, City Engineer G. M. Jain announced yesterday.

"What we are working for as an ultimate goal," Jain revealed, "is to convert Plaza del Amo into an 86-foot parkway, with a 12-foot planted, dividing center, as the main connecting boulevard between Carson St. and Western Ave."

This plan, however, must wait on the extension of Western Avenue. Meanwhile, the department is working on the most important program, resurfacing the stretch between Carson and Arlington, with a 37-foot paving.

In addition, plans call for carrying of flood water along the street to Arlington in wet weather to prevent its draining school grounds.

Jain revealed also that the department is seeking permission from the Santa Fe railroad to take steps to eliminate the "lake" on the right-of-way, flooding of which is responsible for the Plaza del Amo drainage problem.

EXTENSION FOR SEWERS GRANTED

According to Supervisor Raymond V. Darby, action was taken at the Tuesday meeting of the Board of Supervisors to allow an extension of time on the petition for sanitary sewers in Figueroa St. between Carson and 220th St. in the vicinity of Torrance to Dec. 1, 1946, from Sept. 1, 1946.

Operating Costs of Schools of City \$363,151 For Fiscal Year 1945-46

Actual cost to Los Angeles for operating the schools of Torrance during the fiscal year which ended June 30, 1946, was \$363,151.17, figures of the controlling division of the Los Angeles Board of Education, secured by the Torrance Herald, show.

This is nearly \$40,000 less than the figures used by Los Angeles and forces opposing the City Charter at the Aug. 20 election, in support of their campaign and they bear out the claims of the supporters of the charter who said that Los Angeles has been "making" hundreds of thousands of dollars a year off operation of Torrance schools.

The City Charter was adopted by almost a two to one vote and it provides for assumption by Torrance of control of the schools of this city. The charter will be ratified by the legislature in January and control of the elementary schools will pass to Torrance July 1, 1947. High school control will go either to Redondo Beach or remain with Los Angeles, at least until July 1, 1948.

Average daily attendance of the Torrance schools was 2469 during the last school year, it was revealed, and efforts are being made to determine how many Torrance children now attend Redondo Beach, Palos Verdes, Lomita, Moneta and Gardena schools, and how many children of Lomita, Los Angeles, Redondo Beach, Maneta and Gardena children attend Torrance schools.

Los Angeles spent \$76,957.38 in capital outlay in addition to the operating maintenance and teaching costs, it is revealed. The highest capital cost was the new four-room building at Fern Avenue school, charged at \$45,283.29, including the black-topping and fencing at the school. Walteria's two-room temporary bungalow is charged at \$9,987.46. Torrance high school sidewalks, black top and moving of the tennis courts cost \$19,808.34 in capital outlay. These funds came from the "pay as you go" fund to which Torrance had contributed some 10 cents per \$100 assessed valuation for many years.

Here are the expenses of Los Angeles for Torrance schools, classified by schools, for the last fiscal year:

Torrance High School, average daily attendance 992; Instruction expense, \$149,672.07, or \$180.90 per capita; Operation expense, \$24,106.61.

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PENNEY COMPANY REOPENS IN TORRANCE . . . As soon as the Torrance Herald, announcing the reopening of the J. C. Penney Co. store in Torrance, "hit the street," crowds began forming in front of the doors and by the time of opening hour at 10 a.m. the lines were swelled to more than 1,000 persons,

extending down Sartori Ave. and around the corner on both El Prado and Post Ave. The store was closed nearly a year ago in a wage dispute which was settled following negotiations instituted by the Torrance Herald. (Photo by Torrance Herald)

Big Planes Now Tied-Down On Torrance Field

Two C-47's, one owned by French & Freeman and the other owned by Capt. George Batchelor, are recent tie-downs on the newly acquired Torrance airport, according to word received here.

The men, members of the local Civil Air Patrol, purchased the aircraft on a veterans priority and now are engaged in licensing them for commercial use. In addition to the C-47, which is an Army freight transport plane, Batchelor purchased a twin-engine Cessna.

TORRANCE BUSES TO SERVE ALL AREAS WHEN EQUIPMENT NEEDED IS SECURED BY CITY

Every section of Torrance will be served by Torrance Municipal buses as soon as equipment can be secured, and outlying areas such as Palos Verdes and Rolling Hills might also be placed on the schedules, it was reported this week.

Plans contemplate early establishment of the Long Beach-Inglewood run which not only will serve the vast North Torrance area and the General Petroleum refinery but the Harbor District County hospital and territory east of Torrance as well. It is predicted that this line will pay its way from the start, serving as a through route not only for Torrance students but for those of Long Beach and Inglewood, and way points, as well.

Bus Line Profit Of \$12,527 For Year Reported

Torrance Municipal Bus Lines made a profit of \$12,527.60 after depreciations, during the fiscal year 1945-46, according to the annual city audit just completed by Logan R. Cotton.

The gross profit of \$25,602.14 was made on a total revenue of \$181,877.23 for the year. Depreciation was figured at \$13,074.54.

Fares totaled \$58,554.03, and the Los Angeles terminal did a business of \$56,980.55, on which the city paid a commission of 10 percent.

The Torrance terminal's business reached \$35,428.10, and the total paid to agents in commissions was \$5,687.82.

Miscellaneous items made up the balance of the revenue.

The Bus Department spent \$15,209.98 for gasoline, oil and grease during the year; \$44,469.19 for drivers' wages; \$29,760.24 for maintenance, of which \$21,600.23 was labor; \$5,567.32 for tires and tubes; \$11,629.05 for general and office salaries; \$6,827.76 for insurance.

Los Angeles terminal rental of \$995.00 was paid as well as additional expense of \$484.90. The department spent \$590.35 for special audits and investigations.

Other miscellaneous items made up the balance of expense.

As a result of the financial stability of the bus department, a new line is contemplated from Long Beach through North Torrance to Inglewood, it was said.

Charles Gotts Plans Miniature Golf Course Here

Construction of a miniature golf course and sandwedge stand at Arlington Ave. and Santa Fe Ave., is proposed by Charles F. Gotts, owner of Daniels cafe, and his petition for change of zone to permit the construction was before the City Planning Commission Tuesday night.

Gotts already has purchased the property and intends to install one of the finest miniature golf courses in the southwest here, he said.

Adjoining Torrance park, he declared that the golf course will be an attraction which will bring many people to Torrance, and it will provide invigorating amusement.

Normandie Ave. Widening Here Is Authorized

Supervisor Raymond V. Darby announced that the County Board of Supervisors at its Tuesday meeting adopted the Master Plan of Highways Amendment No. 55 which provides for the widening of Normandie Ave. to 80 feet.

The widening of Normandie Avenue is of particular interest to the residents south of Imperial highway, Gardena, Torrance and the Harbor area.

City Manager Suggestion For City Of Torrance Wins Heavy Approval

The movement for appointment of a city manager in Torrance, initiated in a Herald editorial last week and promptly endorsed by the Torrance Chamber of Commerce, has met with widespread response and almost unanimous approval, according to Blaine Walker, executive secretary of the Chamber.

In an effort to facilitate the early appointment of a city manager and cooperate with the City Council in this action, the Chamber of Commerce has communicated with 37 California cities which now have city managers. Already 18 of these cities have sent copies of their ordinances governing the appointments and duties of their city managers, and more are coming in each mail, according to Secretary Walker. The city manager idea has been spreading rapidly throughout the entire United States, and already 653 municipalities have managers.

With the thought that a city manager's efficiency is governed largely by the freedom of action and authority vested in him, many advocates of the city manager idea are recommending that the office be created by initiative ordinance so that the office will not be subject to the whims of politically minded councilmen. It is proposed that provisions of this initiative ordinance require a 4 to 1 vote of the city council in order to unseat a city manager, and then only after a public hearing. These safeguards will not only tend to attract a higher type of executive for the office, but will assure him freedom from political backing.

Those close to the situation at the City Hall are becoming more and more convinced that with the proper business management, the municipal affairs can be financed without resort to sales tax, parking meters, excessive business licenses, industrial head taxes or similar so-called "nuisance" taxes. By so doing, it is hoped to make Torrance the "white" spot among Southern California cities, which will attract new industries, new retail businesses and new residents.

It is noted, with interest, that this week the Inglewood City Council created the office of municipal administrative chief, to be effective Nov. 1. Duties of the new administrative officer will be similar to those of the city manager, namely to coordinate the activities of various

city departments, act as purchasing agent, public relations officer, administrator of the budget and such other duties as the council may require. His salary was fixed at \$600 a month.

Likewise, the City of Long Beach is proposing an amendment to its charter requiring a public hearing before its city manager can be unseated by the City Council.

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CITY SPENT \$73,828 MORE THAN INCOME LAST YEAR, AUDITOR'S REPORT SHOWS

The City of Torrance spent \$73,828.04 more than its revenue in the fiscal year 1945-46, according to the audit of Logan R. Cotton, accountant, presented to the City Council.

Total revenue for the year was \$370,642.60, the audit reports, while expenditures were \$444,470.64.

Disbursements showed an increase of \$79,289.14 over the fiscal year 1944-45, while receipts showed a decrease of \$22,739.99.

The largest increase in expenditures, outside of those classified as "miscellaneous" was in the street department, which spent \$17,200.35 more last year than in the previous fiscal year. Next came the police and fire departments, where the expense gains of about \$5,000 each were recorded.

Tax receipts dropped \$81,220.61, it was said, probably due to the cut in the tax rate under the 1944-45 rate. The drop was six cents per \$100 assessed valuation.

Current tax collections were \$296,235.81.

Other revenue was divided as follows: Delinquent revenue, \$4,733.28; interest and penalties, \$1,272.82; business licenses, \$10,568.75; liquor license fees, \$2,430; permits, \$6,467.45; fines and forfeitures, \$23,611.55; sale of tax defaulted lands, \$7,215.50; motor vehicle license fees, \$3,954.34; franchise earnings, \$7,701.01; refunds, \$3,883.89, with several miscellaneous items each under \$1,000 making up the balance.

Expenses were as follows: General government, \$101,739.79; council, \$3,220.37; clerk, \$18,785.31; custodian, \$9,997.74; treasurer, \$993.46; tax collection charges, \$98.92; attorney, \$5,292.25; judge, \$4,808.90; auditing,

(Continued on Page 7-A)

The report of Cotton is for the central water district, legally known as Municipal Improvement District No. 1, and is under the management of William Stanger. Two new water districts probably will be functioning this year, one is Municipal Water District No. 1, which already has been formed in Southwest Torrance, including Walteria, and the other is MWD No. 2 which is in the process of being formed in North Torrance.

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1047 Students Enter Torrance High Classes

Torrance high school reached a second week enrollment of 1047 students, according to Principal Raymond M. Casey, a drop from the second week enrollment of last year, when 1090 students took up their studies here.

Of the total, there are 564 junior high students, seventh, eighth and ninth graders, and 423 in the senior high grades 10th through 12th.

Class and student activities are in full swing, and things have been made more attractive on the grounds by installation of considerable black-top paving and new tennis courts. The tennis courts were moved to make room for the new cafeteria, which reached the planning stage in architects' offices before cancelled by the Los Angeles Board of Education.

New sidewalk construction along Watson Ave. was completed, however.

New Attempt To Stop Torrance From Securing Airport Blocked By State

Newest attempt of private interests to sabotage the effort of the City of Torrance to secure the Army developed airport in South Torrance have been squashed, Reed H. Parkin, chairman of the City Aviation Commission and president of the Torrance Chamber of Commerce, announced to the Torrance Herald yesterday.

According to Parkin, the machinery by which Torrance has secured a perpetual permit for the 89.9 acres comprising the flight strip area of the airport and which was leading to the writing of a similar permit covering the remaining 400 acres there had been stopped by a telegram sent by the State of California at the request of a previous permittee, who said he wanted the airport to establish a G.I. school of aviation.

Parkin said that the way appears to be clear now for the issuance of necessary legal papers at once which should open the way to occupancy by the City of Torrance of the whole airport in the near future.

Parkin said that Governor Warren, Assemblyman Vincent Thomas, Roy Cecil King and others acted immediately to counteract the effort, and that the State of California Engineering department has wired Washington that the state has no interest in the airport.

Under the legal provisions involved, Parkin explained, the state has priority over a city for use of the airport which was declared surplus by the army some months ago. The county likewise has priority over the city, and a similar attempt

Torrance Weather Record

Official U. S. Weather Bureau

TEMPERATURE

Sept.	Max.	Min.
25	76	50
26	78	50
27	75	49
28	76	57
29	80	59
30	86	60
Oct.	Max.	Min.
1	81	59
2	81	61

PRECIPITATION

Month	Storm Total	Year
20	2.55	