

ORDINANCE NO. 20
AN ORDINANCE REGULATING THE TRAFFIC UPON AND THE PARKING OF VEHICLES UPON THE STREETS WITHIN THE CITY OF TORRANCE.

The Board of Trustees of the City of Torrance do ordain as follows:

Section 1. It shall be unlawful for any person to park or cause to be parked, any vehicle within 15 feet of any fire hydrant within the City of Torrance.

Section 2. It shall be unlawful for any person to park or cause to be parked, any vehicle within 15 feet of any street intersection within the City of Torrance.

Section 3. It shall be unlawful for any person to park or cause to be parked, any vehicle in front of the entrance to any theatre, dance hall, public hall or assembly room within the City of Torrance, where said entrance opens directly onto the sidewalk in front thereof.

Section 4. (a) All vehicles shall be parked parallel to and not more than two feet from the curb and on the right hand side of the street, on all streets in the City of Torrance except those hereinafter in this section named.

(b) All vehicles shall be parked on the right hand side of the street and at an angle of approximately 45 degrees when parked on the following named streets in the City of Torrance: Marcelina Avenue from Craven Avenue to Cabrillo Avenue; El Prado from Sartori Avenue to Pacific Electric Depot; Sartori Avenue from Cabrillo Avenue to El Prado.

(c) It shall be unlawful for any person to park or cause to be parked or allow to stand for any length of time, or at all, any vehicle on the paved portion of any of the streets or portions of streets described as follows, to-wit:

In the west half of Cabrillo Avenue from Sartori Avenue to Marcelina Avenue; from the east half of Marcelina Avenue from Cabrillo Avenue to Sartori Avenue; from the north

half of Sartori Avenue from Marcelina Avenue to Cabrillo Avenue; El Prado from a point 60 feet north of 218th Street to 212th Street and from a point 50 feet north of 212th Street to the eastern boundary of the City of Torrance; Carson Street from Madrid Avenue to the western boundary of the City of Torrance.

The intersections of all alleys with any streets, and those portions of any street opposite any private driveway, whether said intersections or said portions are paved or not.

Section 5. It shall be unlawful for any person to drive or cause to be driven or propelled, any vehicle along Carson Street along the south side of Lot P-1 (said lot being the square park in front of the Torrance high school, except when driven to or from the said school house for the purpose of conveying passengers or freight to or from said school house.

Section 6. Any violation of this Ordinance is hereby declared to be a misdemeanor and is punishable by a fine of not to exceed \$300.00 or an imprisonment not to exceed 90 days in jail or both such fine and imprisonment.

Section 7. The City Clerk shall certify to the passage of this Ordinance by a majority vote of all the members of the Board of Trustees and its approval by the President of said Board, and shall cause same to be posted in the following three places, which are hereby declared to be three of the most public places in the City of Torrance: One copy at the entrance to the United States Post Office in the City of Torrance; one copy thereof at the entrance to the Torrance Branch of the Los Angeles County Library; one copy thereof at the entrance to the present meeting place of the Board of Trustees in said City of Torrance; and thereupon this Ordinance shall be in full force and effect.

GEO. A. PROCTOR,
 President of the Board of Trustees of the City of Torrance.
 Attest:

ROBERT J. DEININGER,
 City Clerk of the City of Torrance, State of California, County of Los Angeles—ss.

I, Robert J. Deininger, City Clerk of the City of Torrance, do hereby certify that the whole number of the members of the Board of Trustees of the City of Torrance is five, and that the foregoing Ordinance was first introduced and read at an adjourned regular meeting of said Board of Trustees on the 15th day of February, 1922; and thereafter at a regular meeting of said Board held on the 21st day of February, the same was passed and adopted by a majority of all the members of said Board of Trustees and was on said 21st day of February, 1922, signed and approved by the President of the Board of Trustees of said city and attested by the City Clerk.

The vote upon said Ordinance was as follows:
 Ayes: Trustees Fitzhugh, Gilbert and Stone.
 Noes: None.
 Absent: Trustees Smith and Proctor.
 (Seal)

ROBERT J. DEININGER,
 City Clerk of the City of Torrance.

Metropolitan Sewage District Proposition To Southwestern Cities

The Fourth District Chamber of Commerce meeting at Venice on Thursday, March 9th, devoted its energies to the consideration of the sewage, water supply and highways questions, as particularly related to the country, or communities, south-westerly of and including Los Angeles. A proposed metropolitan district was endorsed and its formation is to be made legally possible by state legislation empowering the legal and physical incorporation of the communities and cities named though it does not seem that the proposed enabling act shall be mandatory. The

organizations named are comprised in the following:
 Calling for co-operation of inter-community interests in sewage disposal, water supply and highways to be expedited by legislation which shall make action possible on this basis.

A voluntary action by beach communities in an investigation of ocean currents as to the question of sewage disposal by outfall system.

A creation of a county planning commission was also favored.

A dinner was given, as customary at these sessions, and the speaking commenced at 7:30 and continued for several hours and the large number present from the different communities made it a representative gathering. Los Angeles was represented by Councilmen Criswell and Wheeler, City Engineer Griffin and Assistant Engineer Knowlton; Torrance by Mr. Geo. A. Proctor Mr. Alfred Gourdir and Mr. and Mrs. H. D. Pottenger, Mr. Pottenger being the newly elected secretary of the Torrance Chamber of Commerce. Mr. and Mrs. W. T. Spears Mr. and Mrs. C. P. Snow, Mr. Peter Robertson and Dr. C. S. Litton were present from Gardena. Moneta was in evidence with President M. F. Sheperd and Secretary R. F. Wolstoncroft Venice was represented by Mayor Gerety, President T. H. Thurlow, of the Chamber of Commerce, Secretary J. C. Barthel; Hermosa by Secretary Mellinger; Redondo Beach by Secretary Pomeroy. Long Beach, Wilmington, Santa Monica, Harbor City, Westgate and South Pasadena were also well represented.

The principal discussion was waged, or raged, around the outfall sewer proposition by which Los Angeles city proper shall dispose of the sewage. The Los Angeles representatives asked for the co-operation of the beach cities in particular for the elective approval of \$12,000,000 bond issue to finance the same, the outfall to be at Hyperion.

The injunction suit against Los

Angeles comes up in court next Monday the 20th, in which Venice and Culver City will seek to enjoin Los Angeles from disposal of untreated sewage in Ballona Creek. There was no final action upon the sewage matter in the proceedings of the federated meeting, and it was delayed for further investigation in which ocean currents will figure and engineering problems will reach a more definite statement of possibilities and a final vote by the organization next month may indicate a harmonious solution of the questions involved.

Investigation Proves Willite Best Paving
Trustees Made Thorough Investigation of Paving Materials Before Deciding on Willite.

Torrance, Calif., Feb. 28, '22
 Willite Road Construction Co., 411 So. Main St., Los Angeles, Calif.
 Mr. C. W. Huntington,
 Dear Sir: As the Trustees of the City of Torrance have decided that it is necessary to hold a bond election for the purpose of securing funds with which to pave and improve certain streets within the boundaries of our city, it is only right that facts regarding the different kinds of paving be put in concrete form for the information of the voters and property owners whose money will pay the cost of such work and who, if the best paving is not used, will be the financial losers.

It is with this idea in view that I am requesting you to kindly answer the following questions:
 (Note—Answers as received from Mr. Huntington are inserted after each question.)

Q. What is Willite paving?
 A. Willite is an asphalt pavement tempered with chemicals that prevent bleeding under summer heat, waving, rolling or rutting. These chemicals together with the asphalt making it a mineral rubber. It is the last word in pavement development and is being extensively adopted and used, not only in California, but all over the country. The California State Highway Commission recently awarded ten miles in the Yuma desert to Willite and the Imperial County Highway Commission recently awarded over seven miles to Willite.

Q. Can any contractor take a contract for Willite?
 A. Yes; any contractor may take a contract for Willite.

Q. Is the price of Willite paving controlled in any way?
 A. The price of Willite paving is not controlled, but the price of certain chemical compounds which enter into the paving and give it its particularly desirable qualities, is fixed by the Willite Company. The fullest competition is allowed the contractors in obtaining sand, gravel, crushed rock, lumber, labor, etc. The same degree of competition is obtained on Willite work as in cement concrete pavement where the price of cement is a fixed quantity.

Q. What does the Willite Company do regarding any pavement laid?
 A. The Willite Company maintains a careful inspection of all Willite mixture, thus assuring uniformity and compliance with the specifications.

Q. Can a roughened surface be laid with Willite so as to prevent skidding of automobiles?
 A. Yes. Willite specifications are prepared to permit the use of a coarse mineral aggregation in the surface.

Q. What near by towns have let contracts for Willite paving?
 A. Venice, Culver City, Hermosa Beach, Redondo Beach, Inglewood, Watts, San Fernando, Huntington Beach.

Q. Has Los Angeles county laid any Willite?
 A. Yes. Nigger Slough, Cudahy avenue, Downey road.

Q. What will the adoption of Willite for Torrance mean?
 A. It will mean tough, long wearing, non-rutting, non-waving, non-skid, resilient, noiseless, waterproof roads with a maximum of life and wearing qualities at a maximum expense.

The above letter and questions were written by W. H. Gilbert, one of the present Trustees, to Mr. Huntington, of the Willite Road Construction Company, whose answer follows each question.

Mr. Gilbert's reason for this procedure was to obtain the facts regarding the best paving and to have the facts printed in our weekly newspapers so that each and every voter may know that the Trustees of this city are striving to obtain the best paving for the city's needs.

There have been some insinuations lately that the Trustees are negligent in the performance of their duties and the desire of the Trustees is to lay their cards on the table so that the public can see for themselves what kind of a game is being played and then let the voters decide whether they are playing a square game.

After a careful, searching investigation of the different pavings they believe that Willite paving would give Torrance the most service, be the least expensive in the long run, and would give the greatest satisfaction to all. As friends and neighbors they have diligently tried to give their fellow townsmen the very best and at the same time they have been careful to select a material that is not expensive either in first cost or maintenance. Willite requires practically no maintenance after it is laid.

You can drive over Willite pavement the day after it is laid, no time for curing being necessary. As you use the rubber tires on your automobile to absorb the shock of travel upward, it is as necessary to have a resilient pavement to take the shock downward. Rigid pavements shatter and break under the pound and shock of traffic.

Those, who for selfish motives, seek to defeat improvement and progress, should not be permitted to befog the issues before us and their misstatements will not delude any level-headed, thinking voter.

with the regular election, had its final reading and was passed.

Ordinance No. 22, governing city elections, had its first reading.

Ordinance fixing salaries of the City Marshal at \$150 per month, Clerk \$200, City Recorder \$25, City Treasurer \$25, City Engineer \$200 per month, accepted at its first reading and the old ordinance repealed.

Paying of Bills
 All bills, properly audited, amounting to \$217.77 were ordered paid. Salaries amounting to \$550 were ordered paid.

New Business
 The Dominguez Land Corporation is moving their main offices, now in the Washington building, to Torrance, and will require the whole building, and ask the Trustees to vacate their present quarters and move across the street, to the first room used by the Board of Trustees. An ordinance for change of quarters had its first reading.

The need of putting the true facts of the bond issues before the people was urged and Mr. Fitzhugh, Mr. Briney and Mr. Postle were asked to secure the co-operation of the Chamber of Commerce in advocating these greatly needed improvements. If the true facts were known there could be no question of how the people would vote.

The Board adjourned until 5 p. m. Friday.

P. E. Shop Notes
 (P. E. Magazine)

William Daniels of the Torrance Shops, met with a painful accident, while handling a heavy valve on the shop steam line system. A heavy scantling broke, striking him on the head and partly severing an artery.

The following are building or about to build homes in Torrance under the P. E. Home Building Plan: Frank Spoon, T. C. Cassidy, W. P. Taylor, Mrs. Emma Horton, W. J. Chambers, F. E. Miller, Wm. Hankins, John Davis, J. J. Grant, Ralph W. Howe, Geo. H. Goff, John McEwing, C. B. Bell, Allen Wright, O. S. Breesse, H. R. Clark, P. H. Osborne, Fred Hansen, W. M. Brooks.

Miss Mary Baldrick, of the Coil Taping Department, is a candidate in the Examiner contest, the prize being a trip to New York with all expenses paid. We who have the pleasure of Miss Baldrick's acquaintance are doing all we can to assist her and ask that all the P. E. family send in as many votes as possible to help the cause. Votes can be sent in care of Mr. Small's office. Thank you.

Mr. W. H. Gilbert is wearing a nice new suit of clothes recently built by the popular tailor, Sam Levy of Torrance. Mr. Gilbert, by the way, is candidate for re-election as Trustee of Torrance. He has served faithfully and well during his past term and should receive the whole hearted support of all the P. E. family. If you know anyone living in Torrance, boost Gilbert. We all know him. He's a "regular" fellow and four square. Nuff sed. E. S. Miller, W. E. Stewart, E. A. Stevens, Walter G. White and Ed O. Straub are also having new suits built by the same architect. Some to have slanting pockets with pearl buttons. The suits are made with grey spats with gold headed cane and hats.

ANNUAL BANQUET
 All club members who attend the annual banquet of the Los Angeles district of the Women's Club convention will be served at the Ship Wednesday evening, 6:30 p. m., will please with Mrs. Chas. St. March 21st so she can make them. Tickets will be welcome.



Built to Last!

LIGHT-SIX SEDAN \$1750
 f. o. b. Factory

Your satisfaction with a Sedan depends largely upon construction you'll never see. Since you can't see it, you want to be all the more certain what's there.

And the chances are you'll buy from the manufacturer in whom you have the greatest confidence.

Studebaker's reputation for fine coach work was established in your grandfather's time.

This LIGHT-SIX Sedan body is built complete in Studebaker plants and is as good as the chassis. It will last, without rattles or squeaks, as long as the chassis—and that's longer than the average life of many other cars. There's nothing flimsy about

this body. It has a sturdy framework of selected ash, the best lumber for the purpose that can be bought.

Eight stout ash pillars, running from floor to roof, insure permanent strength and rigidity which means freedom from body rattles. The joints of the steel panels of the outer surface are perfectly welded. Doors are hung with great precision—open freely and close with a sound of finality. Windows open without binding, yet are so firmly set that they are rattle-proof.

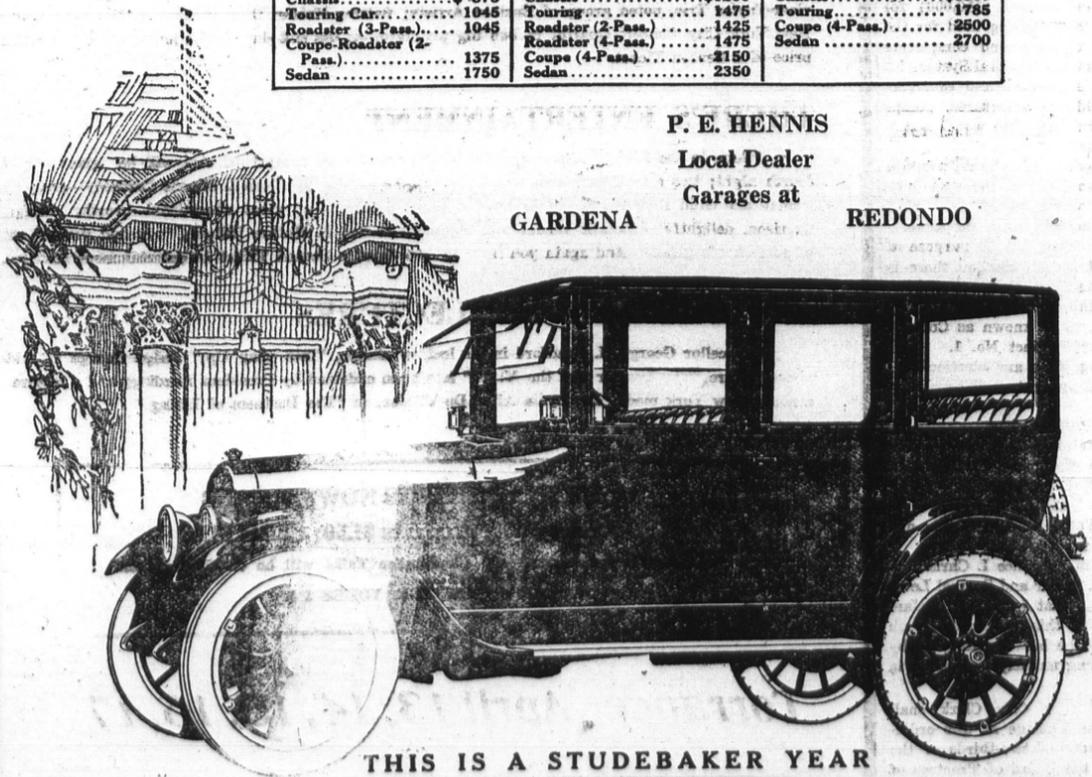
And unless you choose a Sedan with the quietness and flexibility of the LIGHT-SIX motor you will be disappointed.

MODELS AND PRICES
 f. o. b. Factory

LIGHT-SIX 5-Pass., 112" W.B., 40 H.P.	SPECIAL-SIX 5-Pass., 119" W.B., 50 H.P.	BIG-SIX 7-Pass., 126" W.B., 60 H.P.
Chassis.....\$ 875	Chassis.....\$1200	Chassis.....\$1500
Touring Car..... 1045	Touring..... 1475	Touring..... 1785
Roadster (3-Pass.)..... 1045	Roadster (2-Pass.)..... 1425	Coupe (4-Pass.)..... 2500
Coupe-Roadster (2-Pass.)..... 1375	Roadster (4-Pass.)..... 1475	Sedan..... 2700
Sedan..... 1750	Sedan..... 2350	

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