

Covers the Torrance District Like a Blanket.

Torrance Herald

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PERFECT PLANS FOR GREAT HIGHWAY WESTERN AVE. BUS PERMIT ASKED

FRANCHISE HEARING HELD

Hollywood-Long Beach Proposed Route Would Serve Torrance
HYDE STRESSES NEED
C. of C. Secretary on Stand Before State Railroad Body

Motor coach service between Long Beach and Hollywood via Davidson City and Torrance is requested in a petition filed with the railroad commission by the West Side Transit Company of Long Beach. The second hearing on the petition was held in Los Angeles Tuesday, and persons close in touch with the proceedings believe that the much-needed permit will be granted.

Service would be started as soon as the Carson street pavement is completed, it is stated. Busses would connect Torrance with Hollywood via Western avenue and with Long Beach via Carson street.

Carl L. Hyde, secretary of the Torrance Chamber of Commerce, was subpoenaed as a witness at the hearing Tuesday and testified that the service was of the utmost importance to Torrance. Mr. Hyde presented a map, which was introduced in evidence, showing the proposed bus route and the present electric car route. The map revealed that a vast territory would be served by the contemplated bus route.

Mr. Hyde stated on the stand that industries contemplating locations in Torrance are especially desirous of having the bus service started.

No strenuous objections to the granting of the franchise were interposed.

Florida Is On Skids Says Man From Torrance

Max Rohring Sums Up Conditions at Daytona in Word 'Dead'

Max Rohring, formerly of Torrance and recently an associate of Charles Vonderhake in Florida, but who remained at Daytona Beach after Mr. Vonderhake returned to California, writes Mr. Vonderhake that he is coming west soon.

An excerpt from Mr. Rohring's letter follows: "I will probably leave for New Mexico and California at once.

"Things are sure dead here. I am trying to unload a few lots, but if I can't, I will come back here in five or six years and build on them."

Meantime, refreshing rains were worth millions to California.

Local Residents Invited to Fort Gun Dedication

All residents of Torrance and Lomita are invited to attend the exercises at Fort MacArthur, San Pedro, on Feb. 22, when the largest railway gun in the west is dedicated. The invitation is extended by the San Pedro Chamber of Commerce through the courtesy of Maj. Lincoln Chambers, commanding officer of Fort MacArthur. The dedication exercises will be at 2:30.

IS THE FUTURE OF TORRANCE YOUR FUTURE? LET'S TAKE INVENTORY OF OUR HOME TOWN OPPORTUNITY IS KNOCKING—ARE YOU, TOO?

By THE OBSERVER
TORRANCE has written off the oil boom. Prices of land, the basis of all economic considerations, have reached a reasonable level. It is time now for the city to take an inventory and prepare for "next year's business."

NO CITY IN SOUTHERN CALIFORNIA HAS AN OPPORTUNITY FOR ADVANCEMENT COMMENSURATE WITH THAT OF TORRANCE.

The factors that enter into the brilliant destiny of this city are many. It is well to take stock of them.

AFTER careful study of many districts the Santa Fe Railroad Company has selected Torrance as the center for what the company plans to make the Southland's best factory area and one of the most modern and attractive industrial districts on the Pacific Coast.

The results of this decision of the great transportation railroad executives will bring untold material advantages to Torrance. After the plan is executed and the company concentrates the activities of its industrial department in this city, the territory allotted for industry here will hum with the wheels of busy shops, giving work to thousands of men and women and insuring the development of the residential areas with homes.

The future of this Pacific slope is an industrial future. With the Santa Fe actively interested in the manufacturing development of Torrance, THIS CITY MOST CERTAINLY WILL BECOME ONE OF THE LEADING FACTORY DISTRICTS IN THE WEST.

INDUSTRIAL development would be worthless to the community at large unless it is accompanied by a corresponding development in residence zones.

Up to last Tuesday, the acquisition of so much land for industries by the Santa Fe made Torrance industrially heavy, owing to a dearth of undeveloped acreage available for dwelling-house purposes. But last Tuesday voters to the west and north of the city elected to consolidate with Torrance. As a result Torrance is assured of vast tracts within the corporate limits for residence development. North and west of the Santa Fe's contemplated factory district, this land guarantees that Torrance can and will become not only a factory town, but a city of homes supported by men who work in factories.

REGARDED singly, neither the Santa Fe plan nor annexation would bring balanced benefit to Torrance. Combined, however, the entrance of the railroad company as an active agent for Torrance industrial promotion and the extension of the city limits to include a vast potential dwelling-house area are positive warrants that Torrance will become a big city rather than remain a small town.

MOST READERS OF THESE LINES WILL LIVE TO SEE THE DAY—AND IT IS NOT FAR DISTANT—WHEN TORRANCE WILL BE A CITY OF 25,000 PERSONS—A CITY BUILT ON THE FIRM FOUNDATIONS OF SUBSTANTIAL INDUSTRIES.

In preparing for this development, which is coming as surely as a great empire is be-

ing built on the Pacific slope, the people of Torrance must have faith, tolerance, optimism, courage, and the will to co-operate. Petty differences must be cast aside. Public opinion, never stronger than its weakest link, must be welded into a solid determination that what is good for the community is good for the individual; that this is our town, loved and cherished as the individual possession of every person here resident; that community of interest is paramount to the selfish desires of any individual; that the consciousness of Torrance shall be a public and not a private consciousness; that anything which injures the welfare of the community must be stamped out and all that aids the community must be fostered.

THESE are generalities. To be specific: Torrance as a municipality must be economically run. ITS TAX RATE SHOULD NOT CAN BE LOWERED SUBSTANTIALLY. Its municipal departments must be operated on a basis of sound conservatism. But there is a point at which true economy ends and penny-wise, pound-foolish practice begins.

Economy does not mean that every dollar spent is wasted. There are many occasions when by spending a dollar a community can make five.

For example, The Herald believes that lights should be installed in Torrance and is confident that when the municipal tax rate is substantially lowered the people of Torrance will vote a bond issue for a lighting system. We believe that APPROVAL BY THE PEOPLE AT AN ELECTION is the only just method of bringing about such an improvement.

TORRANCE needs to perpetuate its Chamber of Commerce, which, under the leadership of Carl L. Hyde, has accomplished much both materially and intangibly for all the people of this community. The whole story of the chamber's activity since Mr. Hyde became secretary has not been told. Some of it cannot yet be made public, not because the chamber is HOLDING ANYTHING BACK but because publication of numerous facts about those activities would hurt rather than help Torrance. In due time the record of the chamber during the past 18 months will be laid before the court of public opinion. That the verdict in the light of all the facts will be OVERWHELMINGLY ENTHUSIASTIC for the chamber there is not a doubt.

ONE of the activities, slated for major consideration this year by the Chamber of Commerce, is a campaign to INDUCE people who WORK in Torrance to LIVE in Torrance. This campaign must not be misunderstood. The chamber is proceeding with the belief that this campaign is mainly a matter of education; that with lowered taxes and other material inducements, and LIVE elsewhere may be induced to become Torrance RESIDENTS.

The chamber intends to work no hardship on anyone. But the chamber does believe, as every fair-minded person must believe, that Torrance industries now enjoying the advan-

tages of location here should REPAY THE COMMUNITY BY GIVING PREFERENCE TO TORRANCE RESIDENTS, when all else is equal; that Torrance industries, for the sake of plant efficiency, the personal welfare of their own employees and the welfare of Torrance, should to all the extent possible, refrain from RENTING houses elsewhere to MOVE TO THIS CITY.

WITH proper application to the task at hand the Chamber of Commerce, in this campaign, can accomplish wonders for this city. But in so doing, LOW LIVING COSTS, the proper administration of the municipal government along CONSERVATIVE, SANE lines must be considered just as much as the DESIRE TO SEE TORRANCE DEVELOP AND GROW.

THE most important elements for the development of Torrance from this day forward are:

FIRST and most important of all—HOME PATRIOTISM, a rebirth of civic consciousness on the part of the people of this city to be effected by FAIR DEALING on all sides, the putting away of PETTY personal grievances, TOLERANCE of the other man's viewpoint, and continuously increasing INTEREST in community affairs by a constantly increasing number of persons.

SECOND—REASONABLE LAND PRICES AND RENTS to be insured by the discouragement of real estate SPECULATION, building regulations and city zoning to SUIT THE PURSES OF WORKINGMEN, conservatism in the matter of public improvements, and common fair play and honesty.

THIRD—Increased interest in the growth and welfare of Torrance by INDUSTRIES NOW OPERATING HERE, with the twofold object of HELPING the city and the people thereof and of building up a city of homes around the industries now located here and those to come, thus to create a sound market of efficient labor.

FOURTH—Constant application on the part of all commercial institutions of the city toward steady REDUCTION OF LIVING COSTS, to be effected by educating buyers in the advisability of purchasing nationally advertised and standard goods which are sold at uniform prices everywhere, thus increasing the VOLUME OF BUSINESS IN THE CITY, which will make for constantly REDUCED prices and encourage "HOME BUYING" to the benefit of all concerned.

FIFTH—Far-sighted CONSERVATISM without STINGY NIGGARDLINESS in the conduct of the city government, reduced taxes, and more APPLIED interest in municipal affairs by the voters of Torrance.

SIXTH—Continuance of an ADEQUATELY FINANCED Chamber of Commerce to carry forward the SPLENDID work which this institution has been doing for the past 18 months.

OPPORTUNITY is knocking at the door of Torrance. She is the ONLY knocker the people of this city should allow and the only one that WILL be allowed if the above program, backed by the HOME PATRIOTISM of Torrance men and women, can be ACCOMPLISHED.

PETITIONS REQUEST WORK

Circulate Papers for Improvements in West Side Tracts

LIGHTS, STREETS, SEWER

4070 Area and Vista Highlands District Owners Sign

Petitions asking for the improvement of Tract No. 4070 and the Vista Highlands district with oil-macadam streets, sidewalks, curbs, sewers, and lights are being circulated this week among property owners.

The petitions ask for 30-foot improved streets and lights at intersections and in the middle of each block.

A number of property owners already have signed the petitions, it is stated.

According to the plan the petitions will be presented to the Board of Trustees with the request that proceedings be started at once. Improvement of the two tracts would open a vast residential territory for development, circulators of the petition believe. Many of the oil wells in the Vista Highlands district have been abandoned and the rigs torn down, and the land in Tract No. 4070 has been definitely proved to be off the oil structure.

Redondo Paper Sees Torrance As Great City

Commenting on the results of the annexation election of last Tuesday when residents of the district affected voted 67 to 2 to annex to Torrance, the current issue of the Redondo Railway Company's paper, the Redondo News, is "lost to Redondo. What to do is now the question before the citizens and taxpayers of Redondo Beach. Torrance has benefited greatly this past few months. Recently the Santa Fe Railway Company bought thousands of acres of land on the outskirts of Torrance and has started one of the biggest industrial centers in this part of California. With the annexation of the land extending to the city limits of Redondo, Torrance is in a fair way to become one of the most progressive cities in a very short time."

Torrance High Quintet To Play For League Cup

The lightweight basketball championship of the Marine League will be decided at American Hall Friday when the Torrance High leads meet the quintet from Bell. The Torrance lightweights are leading the league and a victory over Bell will bring the championship cup to Torrance.

Last Thursday the lightweights defeated Downey High 47 to 6. The playing of Romine and Sleppey at forwards and of Townsend at center was the feature of the game. Patterson and Phillips, guards, played their usual stellar defensive game.

The Downey heavyweights won from Torrance 16 to 12, but the local Fleas annexed their game by a score of 14 to 11. The Middlets lost by a score of 13 to 12 in a fast and exciting contest.

Observations

Shooting the 'Lame Ducks' by Modernizing the Constitution—An Open Mind on Prohibition—A Word of Thanks to Our Readers

By W. HAROLD KINGSLEY

AT least one constitutional amendment appears to be on the road to consideration by the states. It is that which would make the date of inauguration of the President Jan. 1 instead of March 4 and change the terms of office of senators and congressmen so that there would be no more "lame-duck" congresses.

This change in the basic law of the country should be welcomed by all who take their government seriously. The date of inauguration was set at March 4 originally because of the slow means of travel and communication in the days when the country was aboriginal. Four months in those days was not too much time to elapse between election and the beginning of a term.

But now the reasons for the long lapse have been eliminated by steam and electricity.

It is traditionally true that Congress never does anything more important than mark time between a presidential election and inauguration.

By inaugurating the President two months after his election the country will bring the Constitution up to date and eliminate considerable flubdub from the business of running the greatest experiment in democracy that the world has ever known.

A READER of this column asked me the other day whether I am wet or dry. I told him I did not know. And I don't. Certainly I cannot agree that prohibition is a total failure. In the face of such reports as that published in the Los Angeles Times last Sunday, showing that prohibition has materially increased the wealth and efficiency of the common people of the country—a report sustained by surveys in large industrial areas of the east—it is illogical and incompatible with the facts to believe that the eighteenth amendment and the Volstead act have been complete fiascos. It must be apparent to everyone that prohibition is revolutionary. Men have imbibed fermented juices through the ages and a few years of legalized prohibition do not constitute a thorough test of its efficacy.

I THINK that any person who does not hold an open mind today on this question is biased. It is impossible to know the real effects of prohibition. It must be apparent to everyone that there have been both good and bad effects. Certainly the balance is not all on one side of the ledger.

On the one hand we find most authorities agreed that the working people of the country are better off now than they were before moral decay among the young appear on all sides, and the seriocomic of enforcement and official graft because of prohibition is played daily before our eyes.

Prohibition has not accomplished all that its sponsors declared and believed it would. At the same time it has accomplished much that makes for the betterment of the common people.

IT appears to me that the answer to the question of prohibition's success lies in the lap of science. When science gives its answer in unbiased, scientific terms, arrived at after study and mature thought, without long and careful co-operation among the psychologist, sociologist, and biologist.

So many factors enter into the problem that the solution cannot be written with long and careful co-operation among the psychologist, sociologist, and biologist.

And these gentlemen cannot reach any scientific conclusion until the next generation has grown to maturity. Until then I believe that prohibition should remain as is, with all hands retaining an open mind, nursing tolerance and relying on Time to answer a question that human minds cannot now hope to comprehend in its far-flung scope.

AN editor at the recent gathering of the Southern California Editorial Association asked me how I dared publish discussions of such highly controversial matters as prohibition. I told him I dared because I have an intelligent audience who appreciate frank editorial discussion even when they do not agree with the published opinion.

And I feel it a privilege to thank the readers of these weekly efforts for their high tolerance of my humble opinions. I do not expect agreement. The best any published opinion can hope to accomplish is the stimulation of thought on matters of importance to society.

ON numbers of occasions readers have told me that they read these offerings, agreeing with them at times and being strongly opposed to them at others. I am elated when someone tells me this. For it encourages a publisher to continue discussion, speaks much for the tolerant intelligence of his readers, and adds zest to writing when readers can disagree without wielding cudgels or adopting that old means of retaliation by "stopping the paper."

Thank you all. I am so wrong at times, I know, that it is sometimes difficult for me to agree with myself. But it is the function of a paper to stimulate thought on important matters. Many papers, with both eyes on the cash register, avoid all discussion that would arouse any possible difference of opinion. When I have to do that I'll quit being a newspaper man and go in for deep sea fishing or street cleaning.

STILL it is by this paper that I make my living, if any. And it is necessary, at least to my economic security, that I do not drive all my readers away. Which I most certainly would do by many of the opinions here presented, if it were not for the following which enables my readers to disagree with me, vehemently, but with the understanding that these opinions are written more to stimulate consideration than to influence opinion.

When I started to write opinion for this paper I was told to be careful what I said, that in small communities outspoken newspapermen become one with the vanished dodo bird. Happily my informant was wrong. For I have been able constantly to discuss frankly many highly controversial subjects with steady increase, rather than decrease, of our list of paid subscribers.

So thanks again.

I am gratified to state that persons who agree with me are intelligent—but probably not as much so as those who do not.

225-FOOT PARKWAY BOOMED

Great Boulevard From Hollywood to Palos Verdes Proposed

BEACH PARK IN SCHEME

Sponsors Believe Project Will Usher in Big Development

With plans rapidly materializing for the proposed great boulevard parkway from Hollywood to Palos Verdes through Torrance and West Lomita, the Southwest Parks and Parkway Association will meet in Torrance Friday night at the Chamber of Commerce at 7:30. The public is invited.

The plan for the new highway, regarded by many as one of the most important development projects ever proposed in the Southwest, calls for a 225-foot highway touching three proposed county park areas and terminating at a big county-owned beach park in South Redondo Beach and adjacent to the Palos Verdes Hills.

While the exact route of the proposed park-boulevard has not been definitely established, tentative plans stipulate that the highway will enter Cedar street in North Torrance and turn west at Redondo boulevard, from which it will cross the Del Amo Ranch in a south-westerly direction, ending at the ocean.

Owners of vast tracts of property along the proposed route have signed petitions asking for the improvement and have agreed to donate land for the right of way. The boulevard, its sponsors believe, would be one of the show-places of California and usher in unprecedented residential development in this entire area.

The proposed improvement would be accomplished under the Matton act, the constitutionality of which is now being tested before the California Supreme Court. A decision is expected within a few weeks.

The route of the great highway would bisect the vast acreage of the Dominguez Estates Company, much of which was included in the territory voted for annexation to Torrance. According to the tentative plans more than four miles of the highway would be inside the Torrance city limits.

Rumor of Santa Fe Land Sale To G. P. Is Denied

Deal Would Not Include Torrance Industrial Acreage, Anyway

Statements in Los Angeles papers that the Santa Fe is contemplating sale of the Chanslor-Canfield Midway Oil Company properties to the General Petroleum Corporation are not verified by Santa Fe officials.

It is stated officially that even if the C.-C. M. O. oil properties were sold, such a transfer would not affect land held by the company for industrial purposes. In case a sale of the oil lands were consummated, the railroad company would retain its industrial acreage in Torrance, it is stated. The rumor of the oil properties sale to the General Petroleum organization is denied.

All who wish to vote at the April election and who have not registered since Jan. 1, 1926, must do so before March 13. Registration books are open at the City Hall.