

Torrance Herald

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THE HERALD'S PLATFORM FOR TORRANCE

- 1—Ornamental Lighting System. 2—Interchange of Freight Between P. E. and Santa Fe. 3—Western Avenue Bus Line. 4—Hollywood-Palos Verdes Parkway. 5—New School North of Carson St. 6—Aviation Field. 7—Co-operation of All Torrance People, Firms, Industries and Other Agencies, to Induce Torrance Workmen to Live in Torrance. 8—Adoption and carrying out of a well-conceived city plan to guide the growth and development of Torrance. 9—The conduct of All Local Affairs in a spirit of Neighborly Friendliness and Constructive Co-operation to the End That the Peace and Prosperity of All May Be Encouraged by an Alert Civic Consciousness and Patriotism.

HOOVER SWEEPING CALIFORNIA

No candidate for president of the United States ever received such a complete and unanimous indorsement in advance of nomination as has Herbert Hoover in the Southern California area, declares Ralph Arnold, chairman of the Republican County Central Committee for Los Angeles, in releasing yesterday a statement by the executive and advisory committees of that body.

Hoover's fitness for the position is set forth in terms that would be fulsome in describing any other than the man whose service to his country has been so outstanding in peace and in war, and which has made him far more than just a national figure, the indorsement declares. His leadership wherever humanity has suffered disaster, together with his splendid record in the cabinet of two presidents, make him above all potential candidates the one to whom the people will respond. The Republican Committee is asking for united support for the campaign to make Hoover the next president, and is asking that every citizen prepare for it by properly registering for participation at the polls.

RESOLUTION:

"Herbert Hoover—A Great American "The Republican Party has a glorious history of service to our country. It has given us many great presidents. It has the opportunity to continue this record of service to the nation by nominating and electing as the next president of the United States—Herbert Hoover. As president he will give to our country and our people an administration based both upon business efficiency and practical idealism, which will promote the welfare of every citizen and be worthy to take equal place with the exalted achievements of the past.

"We of California know Herbert Hoover—the man. To know him is to love him." The whole nation knows his great qualities of heart and mind and soul. Whenever the call of suffering humanity has sounded he has answered, and the suffering has been assuaged. Whenever great public calamities have descended upon our people, he has relieved the distress and succored the unfortunate. Whenever tremendous problems of harnessing the forces of nature to work for the good of the whole people have been presented, his genius has pointed the way and his untiring labors have made possible the solution of the problems and the advancement of the interests of our people.

"The life of Herbert Hoover has been a life of service to his fellowmen. In him is realized the happy union of business efficiency, sound common sense and exalted idealism. Fortunate the country that has such a man as its leader.

"Because we know that our country will be benefited, that every man, woman and child in this land will be the better for having him as president, the Republican County Central Committee of the County

of Los Angeles, State of California, heartily and sincerely and earnestly endorses and urges the nomination and election of Herbert Hoover as the next President of the United States.

"Let every loyal American be sure to register and vote."

Touring California

Travel Notes of Interest and Western Highway Information Furnished by the National Automobile Club

The history of the breaking of the first trail through Bright Angel Canyon, is an interesting one, according to the Touring Department of the National Automobile Club. Little has been known or published concerning the adventures of the first party of hardy explorers who crossed from one side of the Grand Canyon to the other with a pack train. This epochal trip occurred just twenty-five years ago. In the spring of 1902, the party assigned to the topographic mapping of the Grand Canyon for the United States Geological Survey, started operations on the south rim of the Canyon, this being the most convenient route of approach and for several months the surveying work was carried on over the Cocconino Plateau from its rim down into the chasm. A route was sought across to the north side, but at that time no trail existed from rim to rim nor was there a bridge over the Colorado and the little party was faced with a very formidable barricade—an abyss 280 miles long, with an unbridged, unfordable river in its depths. Bright Angel Canyon appeared to be a convenient, straight avenue, but it was considered an impractical route for pack animals and even impassable for the foot of man. Lee's Ferry, at the head of Marble Gorge, was also considered, but in order to cross the river at that point, a detour of 180 miles would have been necessary through a desert country devoid of food or water for the animals. It was finally decided to go west 25 miles, descend via the Bass Trail, cross the river in some fashion and arrive on the north side through Shinumo and Muav Canyons. This crossing was dangerous, Bass Trail was merely a burro trail not completed at the lower end, and Shinumo Trail was even less of a trail and seldom used. In August, when the water had subsided to a lower level, the party set out with a pack train of ten animals. Permission was secured to use a home-made boat, but upon arriving at the river, it was discovered that the boat was on the north side and it was necessary for two members of the party to match their swimming abilities against the strong current and bring it across. The camp equipment was quickly ferried across, but the transferring of the mules and horses proved much more difficult. They were exhausted by the heat and unnerfed from the dangerous descent over the great rock slide at the foot of the trail and could not be induced to enter the water. By strategy, they were led down to a rock platform, apparently to quench their thirst and were then suddenly pushed into the swirling waters. They were then towed across behind the boat, one by one, until all had landed safely on the other side. The following day the ascent was begun to the rim of the Kaibab Plateau and a day and a half of arduous climbing was necessary to gain the top and a total of six days to make the entire trip to Point Sublime where mapping operations were resumed. During the ten weeks spent on the Kaibab Plateau, supplies were secured from Kanab, Utah, 75 miles distant. It was necessary for the packer to make a full week's journey in order to do the shopping. Heavy snows begin to fall on the Kaibab Plateau early in November and it was now necessary for the surveyors to consider a retreat to the south side. They had by this time progressed as far east as the head of Bright Angel Canyon, directly opposite Grand Canyon Station and only 13 miles from it in air line. This canyon again loomed as a pest on the way, and on the very day an examination of it was planned, a remarkable coincidence occurred—two haggard and weary men and an equally weary burro emerged from its head. These men, Sidney Ferrell and Jim Murray, had fought their way successfully through the canyon and prospects now loomed brighter for a return via the new route. Two of the party began the task of clearing out brush, logs and boulders to make a pathway for the pack train. On November 7th, the descent began down the new trail which was so steep in many places that the animals fairly slid down it on their haunches. It was so narrow in many places that the larger packs could not pass through without being unloaded. By noon the bottom of the canyon was reached and the party threaded its way down along the bouldery creek, crossing and recrossing it to knee depth, no less than 94 times. During a sojourn of several days in the canyon, the course of the stream was duly mapped and the river crossed with the aid of a boat loaned by a friendly prospector. The next year, when the survey extended eastward, Bright Angel Canyon became the regular route of travel across the Grand Canyon, both northward and southward although the trail remained very rough. A steel row boat, in two sections, was packed on mules to the river crossing and replaced the wooden boat, first used. When the National Park Service took over the Grand Canyon in 1919, it set to work in earnest to make Bright Angel Canyon the main avenue of travel across the great chasm, replacing the steel cable by a fine suspension bridge and making the Kaibab Trail a good modern one.

On the road from San Bernardino to Trona, 139 miles, pavement extends through Cajon Pass to the junction of the Adelanto Road. A fair gravel road with rough stretches leads to Johannesburg and rough granite to Trona.

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Drives Dodge Over Cobblestones at 40

This challenge is made by Dodge Brothers who recently brought their new Victory Six to the light of day. Ordinarily the challenge would be in the line of unrealized ambitions, but with the technical originality displayed in the construction of this new model, almost anything is possible.

Two radically new principles of construction have been employed. These are particularly interesting in that they put into practice the theoretical opinions recently propounded by the leading engineers and physicists of the country who responded to the questions of Percival White, leading engineer, who has just completed a symposium of automotive needs and trends.

The first new principle to be found in the Victory Six is the single unit construction of body and chassis. This eliminates body shells and brings the car two inches nearer the ground, with corresponding lowered center of gravity. It eliminates 330 parts and strengthens both sections, by making them act together in mutually resting and mutually supporting what heretofore were jarring stresses and strains. This step insures quiet and smoothness beyond anything in the past.

The second principle is a body construction. Double steel walls, battleship type, are used throughout. This insures complete rigidity and double protection. There are only eight major parts in the entire body. And these are so welded together that there is not a chance for even a single squeak.

The car, owing to simplification is lightened 175 pounds. It will make 21 miles to the gallon and 45 miles per hour, according to Allen H. Paull, local dealer for Dodge Brothers cars.

LOCAL NOTES

Mr. and Mrs. G. E. Bryant have leased their home on Narbonne avenue to Mr. and Mrs. Frank, here recently from Chicago. Mr. and Mrs. Bryant will make their home either in Long Beach or Los Angeles.

Mr. and Mrs. William Haworth and Mr. and Mrs. Fred Brown attended the Orange show at San Bernardino Sunday.

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