



SEVENTEENTH YEAR—No. 13

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A FIVE CENT RIDE TO TORRANCE

The Establishment of Good Transportation At
Economic Fares Is Essential to the
Development of Torrance

An Editorial

By GROVER C. WHYTE

Cities move forward on wheels, and there never was a city that developed very rapidly that did not have adequate transportation service at low cost to passengers. Some of us remember a few years ago the small hamlets that we know as Inglewood and Glendale before the Los Angeles Railway Company extended its yellow car lines to these cities. We have witnessed the almost phenomenal development of these cities that followed the establishment of frequent and economical car service.

Torrance today has an equal opportunity to become a much greater city through its proposed municipally owned and operated bus system. Certainly no city ever needed a municipal bus system as badly as Torrance and similarly no city has ever been situated more advantageously to profit by such transportation lines. To be of most benefit to the city and its people, the stages should be city-owned and city-operated, because under municipal ownership much lower fares are possible. Among the advantages effected by municipal ownership are the elimination of taxes and profits to stockholders, and the red tape of operation under the state railroad commission, which has no jurisdiction over municipally owned utilities of any kind.

Torrance can operate municipal buses to Lomita, Walteria, Keystone, Moneta, Gardena, and Redondo at a five-cent fare. It can also provide transportation between the residential, industrial and shopping sections of this city at the same fare. For an additional five cents, transportation can be furnished to the Los Angeles yellow car line at 121st street and Vermont avenue. In other words, for ten cents you can connect with the Los Angeles city street cars and stages with transfer privileges throughout Los Angeles, Hollywood, and the entire metropolitan area.

W. L. Booth, when he was plant manager of the Columbia Steel plant, once said that Torrance would never get the majority of its factory workers to live in this city until adequate and cheap transportation was provided between the factories and the residential districts. If a factory worker has to drive his car to work anyway, he would just as soon drive five miles as 10 blocks, and the result is that many of our factory employes live in neighboring cities and some as far distant as Los Angeles and Long Beach. On the other hand, if a factory man can ride from his home in Torrance to his work on a bus for five cents, he cannot afford to take his car out of the garage and leave it exposed to the weather all during the day.

Housewives living several blocks from the business district or in neighboring communities would enjoy the convenience of five-cent transportation from their homes to the Torrance shopping district or to the homes of friends in other parts of this district. Older school children who are denied the use of the school

(Continued on Page 3-A)

LONG TRAIL TO FEDERAL BLDG.

Gourdier Learns Preliminary Steps to Gain
New Postoffice for Torrance

There's a long, long trail a-winding before Torrance realizes its ambition to own a Federal building. Postmaster Alfred Gourdier learned this week when he interviewed a postmaster who was just getting his new headquarters. But Gourdier, with the help of public-spirited citizens and civic organizations, will try to shorten that trail as much as possible.

Although the city has been named as the prospective recipient of an \$85,000 Federal structure, according to the present status of the allocation, the sum will not be available until after July 1, 1932.

More Room Necessary
This, Gourdier wants to see shortened by the placing of the Torrance allocation on the deficiency bill to be presented to Congress when that august body convenes this coming December. The postmaster has one paramount reason for hurrying the construction of the building and that is—he needs more room than his present cramped quarters will permit—and the lease on the post-office building on Marcellina avenue expires December 1, 1931.

There are seven important steps in the preliminary work before actual construction is under way. Gourdier learned from Harry Westgate, postmaster at Pomona, Westgate, who attended the session of the Los Angeles County Postmasters' Association at Los Angeles with Gourdier last week, will soon enter a \$100,000 Federal building—the result of nearly eight years hard labor.

Seven Big Steps
The preliminaries are:
(1) At least two sites must be submitted to the supervising ar-

chitect of the Treasury department at Washington. These may be submitted by any one, not necessarily a real estate broker.
(2) The complete abstract of title from the old Spanish grants down to the present owner must accompany the offer. This abstract must be complete to the finest detail, authentic and clear.
(3) Then the Treasury department will send an inspecting engineer to look over the sites. Gourdier said that such an engineer is now supervising the work on government sites and buildings at San Bernardino, Santa Ana and Pomona.
To Test Soil
(4) A survey will then be next in order. This is to be done by qualified civil engineers who will locate all the four corners by erecting concrete posts. This item of work is to be done on the site tentatively accepted by the government.
(5) When the corners are located, a pit will be excavated in the center of the site 10 feet deep and samples of the soil at every foot must be sent to the supervising architect at Washington, D. C., for testing.
(6) Then after the lot is accepted.

(Continued on Page 5-A)

Compton Is Host To Harbor Group

Meetings Today and Tonight For Harbor Chambers

Compton is host today to the Harbor District Chambers of Commerce, with the Regional Industrial and Highway groups meeting at 4 p. m. at the Compton Chamber of Commerce offices and the general meeting and dinner at 6:30 p. m. at the Masonic Temple banquet room.

Special musical features have been arranged by the host program committee for this meeting. After a brief descriptive address by C. B. Tibbets, general manager of the Los Angeles Fleet Casting Company, the assembled delegates and their wives will visit the Oil Exposition as guests of the city of Compton.

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379 REGISTER FOR WORK; 44 ARE WOMEN

Chamber Continues to Aid Unemployed; 126 Are Given Work

In a report given Harvey Fremming, chief of the county's employment stabilization bureau, Carroll Ashley, who has been conducting the registration of unemployed at the Chamber of Commerce during the past month, stated that the total registration here reached 379 this week. Forty-four of this number were women, the report stated.

The local chamber's employment bureau has placed about 115 men, working two days a week, with the city; has given part time jobs to six men and four women and has obtained one permanent position for a local woman.

Plea to Non-Residents
In making public his report to the county, Ashley urged that those who have registered and who are not residents of Torrance proper should register at their nearest fire station. This applies to residents in the Shoemaker territory, who should register at the sheriff's substation at 108th street and Vermont avenue.

The Torrance registration took in those people who do not live in the city in the hopes that work could be obtained for them. However, now that Los Angeles has recently passed a large bond issue to provide employment, Ashley believes that non-residents of Torrance will stand a better chance of gaining work if they register in Los Angeles bureaus.

Two hundred fifty-seven men registered here are listed as mechanics, 58 as laborers, and 20 as office workers, the report given the county showed.

WATER SUIT IS EXPECTED FILED TODAY

Action by the special counsel engaged by the city to represent Torrance in the suit brought by the Torrance Water, Light and Power Company in the name of Harry H. Dolley, city treasurer, to restrain the city from issuing the \$400,000 bond issue voted September 25 to create a new publicly-owned water system, was expected today when the city's attorneys were supposed to file their case in the Appellate Court.

Considerable delay has been encountered by the attorneys, according to a report given the council Tuesday night by City Attorney Perry G. Briney, in drawing up the necessary papers so that the case might be equitable to both sides. He revealed that the name of George W. Dilling, a stockholder in the local water company, whose name had been used when the injunction was brought against the city to stop all work on the plans for the water system, has been withdrawn by the water company's attorneys. The case now is titled City of Torrance vs. Harry H. Dolley, city treasurer.

Dolley consented some time ago to let his name be used in the case in order that the city might obtain a court decision on the validity of the bonds. He technically "retired" to issue the bonds to carry out the suit.

1500 STUDENTS IN TRAINING FOR EASTER SUNRISE EVENT

Torrance, Gardena Schools, Spanish-American Institute Prepare for First Children's Observance

Plans for the first presentation of the "Children's Easter Sunrise Service" at Roosevelt Memorial Park, April 5, are progressing favorably, according to Alfred H. Deeks, noted organist and originator of the all-Harbor District event.

More than 1500 children from the Torrance and Gardena elementary and high schools and the Spanish-American Institute at Gardena will have part in the program to be staged at sunrise in front of the mighty Roosevelt park organ. The glee clubs of the schools are being trained by their respective directors and Robert Sargent, musical director of the Gardena high school.

Impressive Ceremony
Sargent and Deeks are rapidly completing every detail of the program that is to be given by the children themselves. The only adult participation will be by Rev. Dr. Stevens, of the Spanish-American Institute, who will read the invocation and benediction.

"At the break of dawn we will have a very impressive service, that of the raising of the colors," Deeks said yesterday. "A color guard from the Institute in full uniform will raise the flag as the assembled children and audience sing 'The Star Spangled Banner' with the organ accompaniment."

Students to Speak
The invocation will be delivered by Rev. Stevens. After the singing of a few ancient Easter carols and hymns by the colored and white clubs, with audience joining in on the more familiar tunes, there will be five three-minute addresses by student body leaders from the schools entered in the program.

An organ recital will be presented by Deeks before sunrise and after the service.

Present plans include the installation of a public-address system so that all who attend—and there is room for 70,000—may hear every part of the program; broadcasting by remote control and the taking of sound motion pictures of the music and scene.

Bring All Children
Special arrangements are being made at the Roosevelt Memorial Park for ample parking space. No vehicles will be allowed to enter the grounds and the nearby streets and vacant lots will be indicated as free parking areas.

Deeks urged that all residents in the Harbor District plan to attend the sunrise service. The program will be concluded in ample time to allow anyone to reach his home, have breakfast and attend services in the church of his choice. The noted organist especially urged that parents bring their children to the service given by and for them.

Constable Taber Begins 8th Year Of Official Duty

LOMITA—Seven years on the job. That was Constable Charles Taber's record Monday.

From the feverish days of the oil boom; when new eating houses sprang up over night; when bootleggers did a big business and consequently paid big fines; when the patrons of the bootleggers staged many a wild fight in the mushroom eating houses—to the present comparatively peaceable days, Charlie Taber has followed the same course, to do his duty in a kind and fair a way as possible.

In those years he has made over a thousand arrests and conducted over 5000 investigations. The local court has collected \$51,371 in fines in that time, while the total number of days given in jail sentences totals nearly 20 years.

City May Bring Suit To Force Road Work

The City of Torrance may institute a suit, that was contemplated by the county against a firm of road contractors or their sureties for failure to live up to their bond when some construction work was ordered by the county before the annexation of the territory involved.

The county was ready to start the suit when the tract, located near Redondo-Riverside and Hawthorne boulevards, annexed to Torrance. The city engineers are investigating the status of the work and the agreement between the county and the contractors.

Baby Orchestra Program Friday

Benefit for Relief Society to Draw Big Crowd

Tomorrow, Friday, evening at 7:30 o'clock, the Torrance Masonic lodge is presenting the Hollywood Baby Orchestra in a benefit concert and entertainment program, the entire proceeds going to the Torrance Relief Society. From the way the tickets are going, the high school auditorium, where the program is to be given, will be packed to capacity, as the unusualness of the concert is attracting a great response.

Although there is an advance sale of tickets being conducted by the members of the local lodge, a box office will be opened at the auditorium tomorrow night to accommodate those who have not already purchased their seats. The Baby Orchestra is a group of tiny musicians that have presented many concerts in and about Los Angeles and have been credited with high praise at each appearance.

NO. LOMITA ANNEXATION VOTE SOON

Old Petition is Recognized; 45 Days' Notice Is Necessary

City Attorney Perry G. Briney is preparing the necessary papers to call a special annexation election in the northern end of Lomita on the question of whether or not that territory shall become a part of the City of Torrance.

Authorization for this was given by the City Council Tuesday night after a short discussion. A petition presented by residents of that territory more than 20 months ago, urging that such an election be called, was the basis of the council's action.

Because Registrar of Voters Kerr has in a recent statement demanded 45 days' notice before the date of any election in the county, the date for the North Lomita balloting will be set after the expiration of that period.

The City Council received a letter, signed by William Kettler, who said he was representing the Kettler interests, stating that the Kettlers do not wish to be included in the annexation proceedings. This communication did not change the status of the annexation petitions as, by law, there can be no protests allowed once a petition is signed, according to those interested in the proceedings.

It has been reported that the territory included in the strip proposed to be annexed has 500 acres and has 125 population.

W. C. DOLLEY PASSES EARLY THIS MORNING

End Comes Suddenly For Pioneer Drug Store Man; Funeral Saturday

William C. Dolley, pioneer merchant of Torrance, passed away this morning at 6 o'clock at his home, 2004 Gramercy avenue, from a sudden heart attack. The deceased was 69 years of age and was a partner with his son, Harry H. Dolley, in the Dolley Drug Company, which is the oldest retail establishment in Torrance. He had been in ill health for the past two years, but in spite of his suffering he maintained his characteristic cheerfulness as his greatest friends about the city.

Death came suddenly this morning as he was dressing.

William C. Dolley was born in Hagerstown, Indiana, November 15, 1861. His marriage to Mary Etta Rowe, descendant of a pioneer New England family, took place January 11, 1883. All his life he was engaged in the mercantile work of retailing.

He came to Torrance in May, 1914, following his son, Harry, who arrived here in March of the same year. Father and son founded the first drug store in this city and have continued as partners ever since.

Besides his wife and son, the deceased is survived by a daughter, Mrs. Dorothy Dolley Harder, of this city. He was a member of the Odd Fellows lodge.

Funeral services will be held Saturday at 2 p. m. at Stone and Myers chapel. The Dolley Drug Company will be closed on Saturday from 12 noon until 6 p. m.

MUNICIPAL BUS SYSTEM IS OUTLINED TO CHAMBER MEN

Further Study Will Be Made of Transit Project to Link This City to Nearby Communities

Transportation—that magic word creating populated centers in territories, states and communities—was discussed in all of its ramifications Monday afternoon when the Chamber of Commerce directors met to hear the report of the committee that has been studying the proposal to create a municipal bus system in Torrance.

At the conclusion of B. C. Buxton's report on the plan evolved to make this city the hub of a transportation system, that could include the communities of Lomita, Keystone, Walteria, Redondo, and Moneta, and provide a route to the terminal of the Yellow car line at the junction of the El Segundo branch of the Pacific Electric, the directors launched into a thorough discussion of the project.

Buxton Gives Bus Report To C. of C.

Chairman, Transportation Committee, Chamber of Commerce

"Every city in its development reaches a time when transportation is of vital importance. Transportation is the blood stream of any community—the better the transportation, the better the community life and business.

"This committee believes that such a time has come into the development of Torrance and we offer the following suggestions for your consideration:

"This proposed transportation system ties into this community, all of the outlying territory and the neighboring cities, so that the whole becomes unified. There is no question in our minds about its ultimate success, both as to cost of operation and as to the value it gives to our business, and likewise the service to our citizens.

Highlights of Plan
"Here are some of the highlights:
"Bus service on a 20-minute headway on four lines: (1) Torrance to Redondo; (2) Torrance to Lomita and Walteria; (3) Torrance to Keystone, and (4) Torrance to Moneta, Gardena and the yellow car line in Los Angeles on Vermont avenue.

"The Redondo and Keystone lines are short and can be incorporated into one line running from Redondo through Torrance to Redondo. The Lomita, Walteria line can be utilized to give local service to Torrance.
"All fares to be on a cash five-cent unit basis.
"On the line, Torrance to Moneta and Gardena, an additional five-cent fare from Gardena to the Yellow car line in Los Angeles. (Some arrangements can be made so as to give the ten-cent fare from Moneta to the Yellow car.)
"We recommend that all buses start from and return to the park in front of the Torrance theater."
(Continued on Page 3-A)

WOOD EXPLAINS SCHOOL BONDS

High School Principal Gives Reasons Why \$12,700,000 Issue is Necessary

By Herbert S. Wood, Principal, Torrance High School

"The California state law makes it mandatory upon the Board of Education to furnish proper housing for school children. When children arrive at school age or move into the district, the Board of Education must provide schools for them. The necessary funds may be raised by (1) bonds voted by the people and (2) direct taxation. There has been an astounding growth in school population during the last five years as the following table for the Los Angeles school district will indicate:

Year	Increase in Enrollment
1926-1927	16,821
1927-1928	16,082
1928-1929	9,392
1929-1930	12,610
1930-1931	7,521

Total 62,429
Average 12,486
"These figures are for elementary, junior high, senior high day students only. For the last three years the increase has been close to 10,000 per year. To keep pace with an average annual growth of 12,000, 400 classrooms should be built each year—an amount of building equal to approximately 44 elementary schools. This involves an annual expenditure for land, buildings and equipment of nearly \$1,500,000 merely to keep pace with the growth of population.

Need Baid Great
"In addition to this necessary annual expenditure for new buildings, the Board of Education should replace over 1000 temporary bungalow rooms and should re-

(Continued on Page 6-A)

Southgate Bus Chief Visits Here

Transportation by the South Gate municipal bus system has had more to do with the expansion of our community than anything else," Martin Adams, superintendent of the South Gate transit system told B. C. Buxton, Sam Levy, Len J. Murray and Carl Hyde at the Chamber of Commerce yesterday. Adams visited the chamber to explain the South Gate bus plan.

During the course of the informal meeting, the South Gate transportation expert gave the local men a number of interesting suggestions on the operation of a Torrance bus system. Among them were half-fares for school children who are not now entitled to ride the school buses; that the bus equipment should be standardized; that the South Gate system, although sustaining an operation loss of \$1700 per year, has proved a boon to the community and that a Torrance system gives prospects of paying for itself within a few months of operation.

Adams also stated that the system would put Torrance in a class with other progressive cities which have expanded because of cheap and fast transportation. Buxton's report in full will be found on this page.

The directorate of the chamber voted to accept Buxton's report presented a detailed survey of the proposed municipal transit system. He had outlined routes, presented cost sheets showing estimated line costs, revenue expectancy and operating cost estimates for the buses themselves and stated an opinion of the vital necessity of a bus system that would put Torrance in a class with other progressive cities which have expanded because of cheap and fast transportation. Buxton's report in full will be found on this page.

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