WEEK'S WORLD

Transportation

Old 38

Belching smoke from an immense stack almost larger than its boiler, a wood-burning locomotive drew into Santa Barbara forty-two years ago on August 19. Such as it was, the train consisted of a locomotive, gayly decorated with American flags, a baggage car, two passenger coaches and two Pullman cars.

It was the first passenger train to reach that section of the State.

It was a great event for Santa Barbara.

After puffing and panting its way from Los Angeles by way of Newhall, it eventually reached State and Gutierrez streets at 3 o'clock in the afternoon. There it had its picture taken. (See cut.)

A great throng had gathered to cheer the engine crew and officials of the railroad. From Pullman cars appeared Timothy Hopkins, director of the Southern Pacific, and Land Agents W. H. Mills and T. B. Bishop.

Shortly after the arrival of the first train, an excursion train from San Francisco came down by the valley route and steamed into Santa Barbara with 140 passengers. That night there was a great banquet in the old Arlington Hotel, much speech making, great excitement. The next day an even greater celebration was held at Burton Mound, where the whole city gathered to commemorate the completion of the railroad. A colorful street procession, with military and local bands, climaxed the occasion.

Thus did the Iron Horse come to Santa Barbara.

* * *

Last week, as part of its annual Fiesta, Santa Barbara's citizenry, with the aid of the Southern Pacific, re-enacted the coming of the first locomotive. Not present, however, was the original wood-burning locomotive. But Southern Pacific officials substituted instead "Old 38," an exact duplicate of the original.

Built in 1866, "Old 38" pulled its first train into Santa Barbara directly after the opening of the road and from then on for many a year continued to make the run from Los Angeles.

The whistle of "Old 38" thrilled many a small boy—and parents, too—until its final retirement from active service in 1911. Over a period of twenty-four years it sturdily chugged its passengers in and out of Santa Barbara almost daily.

In its youth "Old 38" was the pride of the Southern Pacific. Gigantic for its time, it weighed 217,000 pounds, was 55 feet long. With heavier trains came heavier engines—the latest 682,400 pounds and 101 feet long—but never dimmed has been the glory of "Old 38."

* * *

Also participating in Santa Barbara's Fiesta was the Southern Pacific's oldest and most respected employee—the "C. P. Huntington." Too feeble now for strenuous exertion, the "C. P. Huntington" last week was content to repose in its exhibit booth.

After a hazardous trip around the Horn to San Francisco in 1863, the "C. P." was transshipped up the Sacramento River, was nearly lost overheard at the Sacramento wharf. From that moment on the "C. P. Huntington" performed many a valiant deed in building the first transcontinental railroad, the old Central Pacific Railroad (now Southern Pacific).

The "C. P." is 29¼ feet long, weighs 39,000 pounds, could haul four cars, weighing 22 tons each, 35 miles an hour up a grade 26 feet to the mile. The modern locomotive giant is capable of hauling 96 cars, weighing 60 tons each, up the same grade at slightly slower speed.

12 Hour Border

Exceedingly perturbed were Imperial Valley crop raisers all last month. Strong indications that the border would be closed to trains for twelve hours a day were in evidence. His Excellency Abelardo L. Rodriguez had ordered it, and he was the holder of an important position as Governor of Northern Lower California.

As far back as early June, implications arose concerning proposals by the Mexican government to open the border 24 hours a day instead of twelve. Secretary of State Stimson had taken up the matter, sent Arthur B. Lane of the State Department to investigate matters, rather favored the open border idea, but decided to lay the matter before the Cabinet for approval. Secretary of Treasury Mellon had been sounded out, offered no objections. But California Senators Shortridge and Johnson and Representative Swing were found to be vigorously opposed to the change in border closing regulations. Swing said that he thought no change would take place. He was of the opinion that the President understood the situation, would not countenance any change. Shortridge said peace officers of San Diego city and county were opposed to liberalizing border hours. Furthermore, Imperial County's chambers of commerce had all collaborated on a letter to President Hoover protesting any change in present border rules. Mexicalo officials had followed with another letter protesting against Imperial County's protest.

Then had come His Excecellency Rodriguez' order to apply the twelve hour border rule to the railroads. Valley growers were dismayed, thunderstruck, pictured dire results.

Governors' edicts, however, seemed not to bother the officials of the railroads. On Friday of last week Southern Pacific's Lower California Manager E. G. Burdick announced that a permanent injunction restraining the order to limit train travel across the border, had been granted by the Federal District Court in Tia Juana. Action had been brought jointly by the Inter-California Company and the Tia Juana and Tecate Railroad, Lower California subsidiaries of the Southern Pacific and San Diego and Arizona Lines.

Thus, railroad companies and Imperial County folk have been saved much trouble. President Paul Shoup of the Southern Pacific Company expressed his confidence that the Mexican government would settle the matter agreeably, amicably; thought that the trains would never be obstructed at night, that the kindliest relations exist between his company and the Mexican government.

As to leaving the border wide open, President Hoover left no doubt in the public's mind as to what his opinion was. After Secretary Stimson had tentatively approved of the new plan, the President stepped in and blocked their action. At the time of his decision in the negative, the State demanded a twenty-four hour opening of the border. Consequently any further agitation on the part of Tia Juana's Chamber of Commerce will probably be of no avail.

Elsinore Highway

For some time Orange County has been at work on a proposed highway from Lake Elsinore to the sea. Twelve miles of the new route—from Elsinore to the Orange County line—are in Riverside County. Anxious to complete the project, Orange County last year submitted a request to Riverside County Supervisors, asking that they take steps to build that part of the highway which would necessarily be located in Riverside territory. Riverside made no decision for a year. Meanwhile, Orange County was spending $100,000.

Last week, a surprise motion by Riverside Supervisor J. E. McGregor to build Riverside's twelve miles of the highway was favorably voted upon by the Riverside County Board. District Attorney Ford was authorized to prepare preliminary organization plans.

As an encouragement, Orange County agrees to allot its nominal share of state and forestry funds to Riverside as a building fund. In fact, Orange County proposes to turn most of its outside money toward building of the Riverside end of the highway.

At the Riverside meeting supervisors said Elsinore had shown a threatening attitude toward the plan. Chairman Jameson said that boosters predicted State and Forestry Service aid to the extent of $150,000 and $50,000, respectively. County Surveyor Fulmore's survey last year indicated a cost of $260,000 to place a highway over the twelve mile stretch.

SANTA BARBARA'S FIRST IRON HORSE

At State and Gutierrez streets it had its picture taken.

Most Air Liners

"More air liners are arriving and departing from San Diego on Saturdays and Sundays than at any other airport in the United States," was the statement of T. C. Ryan of the Ryan air lines in California's most southernly air city.

Last Sunday afternoon witnessed the unusual spectacle of a fleet of ten Maddux and Pickwick air liners being dispatched at two-minute intervals from the Ryan airport there.

Science

World's Biggest Eye

Search for a glass for the biggest eye in the universe—a search which has already been carried on for one year—will last another twelve months. By that time Dr. J. A. Anderson, Mt. Wilson astronomer, has hopes that one of the four experiments being carried on in different sections of the country will have been successful in finding out just how to construct a solid glass disc which will be large enough for the 200-inch giant telescope being made under the supervision of the California Institute of Technology and Mt. Wilson Observatory.

The huge disc must be solid glass of uniform quality, must be absolutely free from internal stress and flaw, and must be definitely unbreakable.

The 4000-pound solid glass reflector disc made by the United States Bureau of Standards for the Ohio Wesleyan University, while regarded as a scientific feat, is not of any value to the observatory at Mt. Wilson. What is needed there is a disc some 130 inches larger than the one found suitable for the Wesleyan instrument.

Glass particles welded together may solve the problem. A cellular form of disc would then be used instead of solid unit, but whether this can be worked out or not is still an unexplored mystery.

Atmospheric conditions will decide whether the monster eye will be used in California or Arizona, the site for the telescope being dependent on situations pertaining to climate. California astronomers, however, are of the opinion, that the new observatory will not be farther than fifty miles from Pasadena.

Sun Spots

Seven groups of sun spots on Old Sol's face had no interest for average Southern California citizens last week; only that they thought the spots made hot weather. Scientists at Mount Wilson forgot the heat, were most interested in observations of the sun, scoffed at the belief that the spots had anything to do with the warmer weather, any kind of weather.

Apart from the weather angle, Dr. Seth B. Nicholson said: "The sun spots do have some effect on the earth's magnetic field. Our magnetic 'north' and the intensity of the magnetic field are sometimes affected. Actual manifestations of the present sun spots show a deflection of the earth's magnetic 'north' of one degree."

This new group of sun spots was formed from one gigantic spot 33,000 miles in diameter, observed by Dr. Nicholson on July 23. At present, the largest of the spots is 20,000 miles in diameter. This is large enough in itself to sizzle up the earth should our little planet happen to fall into it. Late reports say the spots are disappearing.

Some observers thought severe electrical storms would occur when the sun spots reached the solar meridian. Mount Wilson scientists "pooh-poohed" the idea.

The sun spots are supposed by scientists to be gaseous areas much cooler than other areas over the sun's surface.

Light Speed

A student of physics thinks California light has more to it than health giving qualities. From the University of Chicago comes its head physicist, Dr. Albert A. Michelson, to conduct experiments in the velocity of light.

Last week he left Pasadena for the Irvine Ranch between Santa Ana and Laguna where, built for his use is a mile-long vacuum pipe, three feet in diameter, to be used in testing the speed of light rays. He said he would not complete the experiments this summer, that he would return next year when he expected to round out his life work.

The function of the long vacuum pipe is to provide a channel in which to check distances used in previous experiments.

Catastrophe

Struck, A Scout

A Venice Boy Scout lay last week at the point of death in a Bakersfield hospital. His body was a mass of burns, his mind temporarily unbalanced. He was William C. Boyd, victim of a unique accident. A bolt of lightning had struck him during a freakish electrical storm that swept over Kern County.

The storm had hovered over Bakersfield for some time. Boyd, with two fellow Scouts, also of Venice, was camping near Frazier Mountain Park, deer hunting. When the downpour began the three took refuge in their tent. Boyish-like, Boyd's companions, both younger than himself, left the tent for a rainy swim in the creek. Not more than a moment after, a crashing bolt struck the tree overhanging the tent, struck Boyd as he lay on his cot, ripped his clothes from his body, burned his aknles, knees, hips, chest and armpits. Shocked and internally injured also was the young Scout.

His companions, rushing back, found Boyd writhing on the ground. Proficient Boy Scouts, they tried to administer first aid. But their stricken comrade, mentally unbalanced, fought them like mad, exhibited unnatural strength. Three other nearby campers aided in tying Boyd hand and foot, administered emergency treatment, helped take him to the hospital.

Parents of Boyd's companions were regretful but thankful.

Forest Fires

Demon fire, the dread of forest rangers, was at work in Southern California last week. Fanned to fury by a north wind, fire razed over 12,000 acres of Santa Barbara forest and brush lands. Salisbury Protreros and canyons around the headwaters of picturesque Sisquoc River lie in smouldering ruin.

A six mile front in one place and irregularities of burning in others made efforts to control the blaze difficult. Workers, numbering 135 men, were powerless to stamp it out entirely. Later 75 more men were conscripted from Santa Maria. Careless hunters are believed, by Asst. Forest Supervisor Robinson, to have started the fire.

Bakersfield was asked to send additional men to the Santa Barbara fire regions. But east of Bakersfield in the Sierras another fire raged. All available men had gone to fight it. None could be spared for Santa Barbara.

Another 15,000 acres were burned by the Rinconada fire in San Luis Obispo County. The fire there crept over the county line, licked away 4000 acres of the Santa Barbara National Forest.

At Bakersfield, the fires which were raging in the Kern County mountain districts were finally placed under control, but not until hundreds of acres of grazing lands had been destroyed.

Another fire near Glenville in Kern and Tulare counties was reported all out by Fire Warden Farley. Splendid co-operation, he said, between ranchers and others soon ended th eburning there.

Education

Piqued Pedagogues

Enraged and annoyed, fourteen teachers in the Ventura Union High School are carrying their troubles to the State Supreme Court.

Genevieve Croucher started the revolt when she was shifted from her position as "head of the English department" of the Ventura Junior College to teaching in the Junior High School of the same city.

Considering herself "demoted," and being piqued thereby, Miss Croucher, backed by fourteen other Ventura teachers who had received the same treatment, filed suit against the Ventura Union High School District Board and Superintendent Melrowe Martin.

Now she is carrying her case to the State Supreme Court since Judge Edward Henderson of the Ventura County Superior Court made a final decision aginst her

University Moves

A university moved out to make way for a Junior College last week. It was moving day for the University of California at Los Angeles. Hordes of idle vacationing students found employment in loading desks and other equipment on to twenty-five great moving vans. Other students unloaded them at Beverly Hills. Expert organization completed the transition in two days.

The old Vermont Avenue site, where started the University of Californa at Los Angeles under the name Southern Branch, is now the home of newly founded Los Angeles Junior College.

Headed by Dr. Snyder, formerly principal of Hollywood High School, this institution will open its doors to high school graduates on September 10. Meanwhile, U.C.L.A.'s old buildings are refitted.

The Torrance Herald

1929 5c per Copy

Dennis Gets Card n Tokio Via Zeppelin

ter the Graf Zep- tied to the moor- s Field, the post- ard to Mayor and is, sent to them friend in Tokio, ail sacks aboard

postmarked, "First d Flight, by Graf 21-8-9", and was Angeles, August

o Mayor and Mrs. follows:

"198 Yamabukicho, Ushigome.
Tokio, Japan, Aug. 21, 1929.

s. John Dennis,
alif., U. S. A.

Mr. and Mrs. D.:—

w hours you see the G. Zeppelin you will is card. By this the first quickest mail I a word to you that we are all well in this d hope you as well as we are. We remain,

Yours sincerely,
R. Hiyeda and Family.

ese was crazy the ame."

explained that R. pert dairyman who leased the Dennis ar Hillsboro, Ore- ducated at an agri- in Tokio, taking a e in dairying, pro- expenses paid by overnment. ing in Tokio, R. Hi- Seattle and worked dairyman who taught him the American side of dairy farming. Later Mr. Hiyeda made a trip to Japan where he was married.

With his Nipponese bride, Hiyeda returned to America and leased the Dennis ranch where the young couple lived for twelve years and reared a family of five children.

When the eldest daughter, Mary, was in high school, the family made a second trip to Japan, and were restrained from re-entering the United States by the passage of the immigration quota law.

Mary Hiyeda has since graduated from the Tokio College of Fine Arts and is now teaching in the schools of that city.

Mr. and Mrs. Dennis became well acquainted with the Hiyeda family during their long stay in Hillsboro and as a token of gratitude for the kind deeds done for them, Mr. Hiyeda gave Mayor Dennis a large sword-like weapon, which he still cherishes among his possessions.

Taxes Cut 17c

Newly Annexed Territory Enables Council to Slash Rate

CITY TAX TO BE 53c

Torrance Will Have Lowest City Tax Rate in Entire Southwest

Torrance's municipal tax rate will be lower this year.

At an adjourned meeting of the city council, held Tuesday night, for the purpose of fixing the tax rate, new figures were submitted which represent a cut of 17 cents under last year's rate.

Ordinance No. 192 provides the following schedules:

General fund, 39½ cents.

Parks, music and advertising, 10c.

Retirements of bonds and interest fund, 3½ cents.

Total tax rate, 53 cents.

Certain exceptions are noted in respect to the bond and interest tax, which applies only to property included in the city of Torrance at the time of the bond election held in 1922. New territory, which has been annexed since that time, is exempt from this levy, so that the municipal rate of these tracts will be less than fifty cents. Territory included in that known as northwest Torrance, the Meadow Park tract and Walteria will be free from the bond tax.

Last year's tax rate of 70 cents was second lowest in the state of California, being under-rated only by Vernon, also an industrial city.

The new rate of 53 cents will unquestionably place Torrance far below any other municipality in California in the matter of reduced taxes.

With an assessed valuation of $42,465,580, the new rate will still provide Torrance with ample funds for all expenses, with a comfortable margin for improvements and expansion. Since $10,776,270, or almost one-half of the total assessed valuation is due to the annexation of new territory, it is apparent that the policy of expansion which has been carried out up to this point has been of a great material benefit.

Some comparisons with the rates fixed by communities in Los Angeles county, place Torrance in an enviable light.

LA county tax rate of 86 cents a $100, the highest rate since 1894, is in prospect following the acceptance by the supervisors of the 1929-30 budget. County expenses this year will total over $56,000,000, nearly a $14,000,000 increase.

Municipal rates of neighboring cities are as follows:

Hermosa Beach, $1.50.

Hawthorne, $1.00.

Compton, $1.07.

The Redondo rate has not been set, yet.

Pittsburg, Calif., in which northern city some mills of the Columbia Steel Corporation are located, has adopted a rate of $1.60, more than three times that of its sister industrial city in the south.

STOP OP-SIGNS

Council Discuss of Steiner for ngracia and Man-

was taken up during n Tuesday night of cil with the discus- matters, which will official action later. of a boulevard stop intersection of En- anuel avenues, advo- Councilman G. A. R. ht out varying opin- port of his proposal tated that in the past nine accidents have his intersection. he council gave it as Torrance is already with boulevard stop at only through high- ly traveled thorough- be posted. Too fre- igns, particularly in a trict, are a source of t only to the motor- t to the occupants of y who are frequently the grinding of gears g of brakes incident ement of cars at stop- it was pointed out. f the council who ten- osed the placing of the ade it apparent that spots should be posted, many cases a warning instead of a full stop be sufficient to protect

ghty discussion it was vestigate the matter, top sign is warranted this point a request for the sign.

213th St. Appeal On Assessments is Set for Sept. 10th

The Los Angeles city council last week set September 10, as the date for hearing appeals against the confirmation of assessments for improvement of 213th street between Denker avenue and Western avenue, according to Councilman A. E. "Chick" Henning.

TWO NEW P. O. SUB - STATIONS FOR TORRANCE

Torrance postoffice sub-stations are to be established on October 1 in South Torrance and at the Doheny Stone Drill company, according to instructions received this week by Postmaster Al Gourdier from Washington.

The authorization for the two new sub-stations came as the result of requests made some time ago by Mr. Gourdier.

The sub-station in South Torrance will replace the preesnt Walteria postoffice and will be located at the corner of Hawthorne boulevard and Newton street. Mrs. Lillie Lewis will be the clerk in charge.

The sub-station at the Doheny Stone plant will be known as the Hydrill station and will serve the industries now located in South Torrance as well as provide facilities for future industries that may locate there. Geo. Fay, auditor of the Doheny Stone Drill company, will be the clerk in charge.

ne Speed--And How!

ennis Doesn't Look Like Moses of Israel, But re Cuts a Mean Swath. Ask Doc and Bart

ever wondered how it to be rushed through ambulance and watch of people in the Los n town district give your eyes like the Bi- g of the Red Sea be- es of Moses—ask May- ennis or Councilman G. ner, or City Clerk A. H.

ney had just that kind of an experience—only they weren't hurt. And they were in a personally escorted police car instead of an ambulance.

The Torrance party had been invited by Mayor Porter of Los Angeles to an organization meeting of the Veterans of All Wars, and were to meet at the corner of 8th and Spring streets in the afternoon. The Porter invitation included a trip through the Metro-Goldwyn-Mayer studios at Culver City.

However, the Torrance guests were a little late in arriving, so Mayor Porter left two speed cops and a shining new Buick automobile with instructions that as soon as the Torrance officials arrived, they should be rushed to the Culver City studios. And R-U-S-H-E-D, they were, at the variously estimated speeds of 40 to 55 miles an hour through the crowded down town traffic to the M-G-M Studio in Culver City in exactly eleven minutes. The speed cops opened their sirens at 8th and Spring and never closed them until they drew up in front of the movie studio to be welcomed by none other than the genial Louis Mayer and Mayor Porter.

It is reported that one of the Mayors of a nearby city who had arrived at the meeting place on time and had consequently been taken through the slow moving traffic at the regular snail pace, uttered the somewhat catty remark of "How do you guys get that way?"

PEDESTRIAN HIT BY CAR

Two Accidents Occur on Thursday of Last Week Here

Elizabeth Williams, 1001 Sartori Avenue, sustained bruises last Thursday afternoon, when she was struck by a car driven by L. Marsical, employe of the Columbia Steel, as she was walking across the intersection of Sartori and Redondo boulevard.

Marsical was making a left hand turn from Sartori to Redondo boulevard about 6 p. m. when the accident occurred. Miss Williams was treated at the Jared Sidney Torrance Memorial Hospital.

A crash where one car was turned completely around and the other, a heavy sedan, turned over, occurred at the intersection of Manuel and Acacia avenues Thursday afternoon at 5:30.

V. E. Benstead, 1218 Portola avenue, was the driver of the car turned around, and Lloyd Graff, 1622 Acacia avenue, was the driver of the sedan that turned over. Both men were shaken up but neither injured.

For Rent—Furnished apartments, single $20.00, double $30. Gas, water, lights included. Sam Levy. Phone 131-W, Torrance.—adv.

keep his rents down to a level that compared favorably with those charged in other communities.

"The secret in making money in rental property," said Mr. Spurlin, "is in keeping your tenants satisfied so that they will remain for longer periods. It is better to keep the monthly rents down and have regular tenants than to get higher rents with frequent vacancies. If investors would study the demands and build rental property to

(Continued on Last Page)

October 14.

Mission patio style will be carried out as in the present building.

P. O. Guy has been awarded the building contract and Reginald Freemont Inwood of Long Beach is the architect.

Mail boxes throughout the city of Torrance have been given a new coat of the regulation olive green paint, according to Postmaster Gourdier.

LEE CONNER RETURNS

Lee Conner, who has spent the summer with relatives in Horton, Kansas, returned to Torrance Friday evening, and is making his home with his brother, Earl Conner.

Lee made the trip by motor, arriving late Sunday evening, and was given a hearty greeting by a number of his friends.

It was the general opinion that this year's Fiesta and Auto Show was one of the best in the twelve years that the American Legion has been sponsoring them, and the Legionaires wished the Herald and News to express their hearty thanks to eveyone who had helped make the Fiesta and Auto Show a success.

Three more big nights of fun

(Continued on Page 6)