

### Living Costs Gauge Steel Industry Boost

Continued from Page 1  
advance for a 10 percent increase in the cost of living over that of July 15, 1936, the company's announcement points out. Should the index of the cost of living continue to rise beyond a 10 percent increase provided then wage levels will automatically be increased five percent when the index has risen that extent. Similarly, a fall in the cost of living of a full percent would automatically result in a downward adjustment of the wage level to the same extent.

**Satisfaction City-Wide**  
This sliding scale of wages to let the living cost index bring a measure of security workers have never known before and presents the most forward attitude industry has taken in regard to labor. That labor, in a form of well-satisfied contented Torrance workers is entirely pleased with the plan and will be seen on every worker's face when the notice of the new plan was posted. Their satisfaction is also reflected in the faces of business and professional people of this city, to whom the Columbia Steel Company's payroll represents, with those of other local industries, the steady march toward prosperity.

From every side this week came praise for the successful outcome of the employee-management parleys and likewise, fervent hopes for the continuance of the mutually amicable relations that exist in the city's major industrial plant. The payroll increase, Torrance business leaders declared, not only affects the workers but every individual contributing toward the city's progress.

**Meet In Steel Industry**  
Day after the Herald's announcement of the pending wage adjustment, newspapers throughout the country bannered the page one news from the Torrance plant and also of similar pay advances at the Pittsburgh (Call), plant of the Columbia Steel Company, Bethlehem Steel, Carnegie-Illinois Steel and Chrysler Motors. The Los Angeles plant of the latter industry will share in a four-million dollar bonus to be distributed Dec. 14.

Columbia's basing wages on the U. S. Bureau of Labor Statistics' living cost index is the first time this method has been used in the steel industry. The company has been manufacturing steel on the Pacific Coast since 1910, at which time its operations were confined to steel castings. The Torrance and Pittsburg plants, which are regarded as the most efficient and completely equipped steel mills west of the Mississippi, began the manufacture of steel in 1916. Other plants, mines and warehouses have been gradually acquired until today Columbia produces a great variety of products and is the largest steel manufacturer on the Pacific Coast. In addition to the various steel commodities manufac-

## FOUR-DAY OAKLAND BRIDGE FETE STARTS

Spans Across East Bay Are Called Longest In World

**SAN FRANCISCO, Nov. 12 (U.P.)**—San Francisco, Oakland, and California in general began a four-day celebration today in honor of the realization of a dream of almost a century's standing. It is the formal opening of the San Francisco East Bay bridge, connecting San Francisco with Oakland, the longest bridge structure in the world.

San Francisco proudly admits that it is taking the celebration seriously, as is the nation, for the bridge, with the one being built across the Golden Gate, possesses strategic advantages that are of utmost importance to the United States.

The four-day celebration is being participated in by all elements of California life itself, by various western states, and the United States is symbolized with the presence of a part of the Pacific fleet.

The formal opening of the bridge, several months before the time estimated by the engineers, is the result of nearly three years of the most intensive engineering construction under the great handicaps and difficulties. The official ground breaking ceremonies were held in February, 1933, and yesterday the bridge was ready for its formal opening to traffic. During the celebration, it is estimated that at least 300,000 persons will cross the bridge.

**Oakland Starts Early**  
As far as Oakland is concerned, the celebration began yesterday to make it coincide with Armistice Day.

The span ranks as the greatest

### Columbia Steel Had Major Role In Construction

Two hundred thousand tons of steel—that's the basis of the great bay bridge and the pride that Californians have in this great achievement is shared by United States Steel. The general contract for the work was placed with the Columbia Steel Company, Pacific Coast subsidiary of the United States Steel, with the Torrance plant sharing a major portion of the order.

Fabricating and erecting the superstructure, including the spinning of the suspension cables (each containing 17,364 wires about as thick as a lead pencil and weighing a ton for every foot) was done by the American Bridge Company, another United States Steel subsidiary.

Best bridge structure in the world, extending more than eight miles. In reality, it consists of two bridges with the Yerba Buena Island in the center of the San Francisco Bay, as a stepping stone for its continuation on to Oakland.

For the spanning of the main part of San Francisco Bay, between the city of San Francisco and Yerba Buena Island, a distance of about two miles, two great suspension spans were necessary, meeting on an anchorage in the middle of the bay.

The towers for these two spans rise some 519 feet above the

level of the bay and sink to rock bottom about 235 feet below water level.

The cables on which the bridge is hung are 28 inches in diameter. About 30,000 miles of steel wire were used in spinning them.

From the end of these two suspension structures on Yerba Buena Island, traffic passes thru a 600-foot tunnel, only to be resumed again on the second section of the bridge, between Yerba Buena Island and Oakland.

**One Cantilever Span**  
There the type of bridge changes entirely from the suspension to the cantilever form of construction. The cantilever span of 1400 feet ranks as the largest in the United States, also one across the St. Lawrence at Quebec is 1,800 feet long and another in Scotland on the Fifth of North Bridge has two cantilevers of 1,710 feet.

The bridges have a peak clearance over the waters of the bay of 217 feet, sufficient to permit the passage of the greatest of ocean liners.

The bridge is double decked, the upper roadway being given over entirely to automobiles and the lower deck will have three automobile lanes for heavy trucks and two tracks for interurban trains. The total cost of the bridge has been approximately \$78,000,000.

It is estimated that it will have an annual capacity of 50,000,000 commuters and 40,000,000 trucks and automobiles. The bay ferries now carry some four and a half million vehicles annually.

### New Office Structure Under Way

Workmen began pouring concrete early this week on the newest business structure to take form in Torrance, the office building being erected by Dr. C. L. Ingold, optometrist, between the postoffice and the Torrance Electric Shop on Marcelina avenue. When completed about the first of the year, the structure will represent an investment of about \$12,000 and will be occupied in part by the Southern California Edison Company.

Designed by Walker and Eisen, architects who perfected the civic center buildings and several other structures here, the Ingold property will be 30 by 60 feet, reinforced concrete, one story in height whose foundations will permit the addition of a second story anytime in the future. The building permit was for \$6,357.

**Undecided On Space**  
Following the modern design of the civic center buildings, the office structure will have two rooms, one to be occupied by the local utility office and the other either by Dr. Ingold himself or another tenant. The optometrist, who will celebrate his 11th anniversary in Torrance next March 9, has not yet decided if he will rent out the space or move his office there from his present location at 1409 Marcelina avenue.

Dr. Ingold purchased the lot, 33 by 155 feet, a year ago with intention of building an office structure there. He has secured G. R. Beckwith, of Santa Monica, as general contractor for the entire building. The Edison company will occupy the east office space.

### New Firestone Manager

Edgar R. Neely, Former Ass't. Mgr. In Los Angeles, Replaces Jimmy Cramer

In a shift that involved the management of several stations, the Firestone Auto Supply and Service Stores announced this week the appointment of Edgar R. Neely as head of the local Firestone store and the transfer of Jimmy Cramer, former manager, to the Firestone store in San Bernardino. The changes meant better positions for both men, as Neely was former assistant manager of the Firestone store at Eighth and Towne streets, Los Angeles, while Jimmy, as he has been known in Torrance for over two years, becomes head of a branch several times larger than the Torrance location, and hiring 18 men.

### Building Gains In County Areas

Unincorporated areas of Los Angeles county continued to show building activity comparable with Los Angeles city and most of the other 44 cities, according to figures released this week by the county building bureau.

The month was the second largest since last January, when permits for the major buildings at the General Motors assembly plant at the edge of South Gate were issued. Valuation of building put under way in county territory last month totaled \$1,517,606, as compared with only \$918,265 for the similar month of 1935. Permits for September, the previous month, were \$1,629,465.

Total for the year to date in Los Angeles and other unincorporated sections of the county was shown to be \$13,277,155, for the 10 months, or at an average of well over \$1,000,000 each month. This is strong contrast to depression months, when permits fell to around the \$100,000 mark.

### TORRANCE MOTORIST IN FATAL AUTO CRASH

As result of being struck at Riverside drive and Clearwater street in Los Angeles by a car assertedly driven by a man who gave the name of Alfred Pennington, 26, of 1416 Cedar street this city, E. D. Kirkpatrick, 75, while it is passing Lomita boulevard near Eshelman avenue. Deputy sheriffs are keeping a lookout for the stoners.

### Students Given \$40 In Awards

High praise was given to participants in the safety poster contest recently concluded among high school and elementary school students by L. C. Burger, safety engineer of the Columbia Steel Company, who presented the winners with \$40.00 in cash awards this week.

"As a representative of the Columbia Steel Company, I want to assure you that the company had no selfish motive in sponsoring this safety poster contest," Burger said. "The company is interested in safety, whether it be within its own plant, in the schools, on the highways or at home. It is always ready to participate in activities that promote sound, safe thinking."

### Read Our Want Ads

### 'Sinking Feeling' Vital Nerve Sign

"That sinking feeling in the pit of your stomach when you encounter a difficult task or fear is the greatest thing in life," L. Newton Small, sales manager of the Research Laboratories, Inc., Los Angeles, told members of the Torrance Kiwanis club Monday evening. "It is a signal from your solar plexus that your nerves are hitting on all cylinders."

To illustrate his point, Small dramatized a series of personality sketches which won him prolonged applause at the end of his absorbing lecture. L. J. Gilmeister was program chairman and President W. E. Shawger presided during the business session.

**GIVEN TO COUNTY**  
Ordinance No. 288 which establishes Crenshaw boulevard from State street to the southwesterly city boundary as a county highway was adopted by the city council Tuesday night. This artery will be improved by the county at its own expense.

tured here, the company also serves as Pacific sales representatives for the eastern subsidiaries of the United States Steel Corporation.

**Source of Ore**  
Columbia Steel is purely a western fully integrated steel producing company. Its ore comes from its own mines at Desert Mount, Utah, and its coal from Columbia, Utah.

Both the ore and coal are transported by rail to Ironton, Utah (Provo), where the coal is coked in the company's own by-product coking plant, consisting of two batteries containing a total of 56 ovens.

The ore is smelted at the company's blast furnace at Ironton, producing pig iron, which in addition to supplying the foundry, trade of the West, also supplies the company's open hearth furnaces at Torrance and Pittsburg.

### CURRENT AFFAIRS at TORRANCE HIGH

By JOHNNY McDONALD

With this last fling your columnist bows out. It seems the school powers that be have decided that a whole class, namely, the A 11's—can gather and write more news than one individual. So hereafter, the column will be written by the whole A 11 advanced composition class. They need the practice.

At the football game which was won by the Torrance team at El Segundo last Friday by a score of 18-7, some Torrance boys had a horn which was being blown while the Pep Girls were putting on their performance on the field. One of the men teachers from Torrance mistook this blowing for razzing the pep club so he tried to take the horn away, the big meanie! I'm sure none of the fellows at Torrance would razz the girls except in a spirit of fun.

At the game mentioned above all three of the yell leaders were late. Bill Tagawa led the first cheer, after which the tardy Gilbert was present. Murray and Leech didn't arrive until much later in the first quarter, however.

In the parade of cars after the game, there was a fellow in a Ford V-8 who was either a good driver or was extremely lucky. He missed crashes by mere inches, and took corners at approximately 35 to 40 miles per hour. Also, there was a mob in an old Model A Ford who almost sideswiped a perfectly good car on the high school grounds. I don't believe he missed the other car by three inches, or maybe closer. No doubt the fellow in the V-8 was at least one inch of rubber off his tires. (Well, I can exaggerate a little, can't I?)

On behalf of the whole student body, and its supporters, I would like to commend all Torrance boys on their splendid playing at El Segundo. For the last regular game of the season, the boys played with super human strength and ability.

### 'Used Car By Lynch' Sign of Certain Values

A close inspection of one of Walter G. Lynch's used cars reveals why that enterprising Dodge and Plymouth dealer at 312 South Catalina street, Redondo Beach, is entitled to claim that his reconditioned cars will stand any kind of test. At the present time Lynch, who has been 15 years in Redondo and is the oldest and largest new and used car dealer in this area, is conducting a major used car sale to dispose of his supply.

Unprecedented sales of new Dodges and Plymouths have swamped the Lynch used car lot with local trade-ins and he is offering these at unusually attractive prices. But before they go on the market, each trade-in received by the dealer is subjected to a thorough inspection and given all necessary repairs.

**Real Renovation**  
The Lynch practice goes farther than that. Instead of "slicking up" the used models as is the custom of some dealers, he sends them to a separate department for complete renovation. All his paint jobs are top-notch performances with the old paint entirely removed, rust eliminated, a sealer-coat and two coats of high class auto paint put on. This same careful attention is given to the motor and all mechanical parts with the result that a "used car from Lynch" is a statement of trustworthiness.

Courteous, reliable salesmen are on duty at all times at the lot, 312 South Catalina street, Redondo Beach, and they will be glad to display the large stock and quote the exceptionally low prices to all residents of Torrance, Lomita and vicinity.

**Hats off!**

So, thus comes to an end the last of the Torrance high columns conducted by this correspondent. I have been on the way out for three weeks or so, but there are no "sour grapes." Good luck, A 11's! I hope you can write this column to the satisfaction of Miss Burnham better than I did. However, I suppose I can't please everyone. So long!

### NEW!

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