

Landscape Class at Night School

An opportunity is offered, to all interested in home gardening, landscaping or civic beautification at the Torrance Evening high school where classes in such subjects are being conducted Monday and Wednesday evenings by a trained Japanese gardener employed by the PWA, according to Principal Guy L. Mowry. The course is being offered as a trial and its continuation will depend on the number to enroll next Monday night.

Jazz Speeds Postal Work
LONDON (U.P.)—The sorters at Folkestone, Kent, postoffice do their mail sorting to music.

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Three New Arrivals Born at Hospital

Three babies were born during the past week at Torrance Memorial hospital. Mr. and Mrs. Harry Dean of Redondo claimed the only boy, born last Saturday. Mr. and Mrs. L. P. Liston, Lawndale, welcomed a daughter on Sunday and Mr. and Mrs. B. H. West, Hermosa Beach, greeted a daughter last Friday.

Postmaster Serves 50 Years
MARIPOSA, Cal. (U.P.)—First appointed by President Grover Cleveland in 1887, Postmaster Frank T. Trabuco of Mt. Bullion, a "ghost" mining town, claims the record of being the only postmaster to have served continuously for 50 years.

Realtor Points Need for Homes

"Torrance needs and needs them badly—from 300 to 400 medium-priced homes to meet the demand for rentals and home-ownership," declared J. C. Smith of the Torrance Investment company this week. He pointed to the development of the deep sand oil strata in South Torrance and the construction of the new \$1,300,000 General Petroleum refinery here as substantial reasons why housing conditions here should be improved as rapidly as possible.

Smith, a veteran real estate broker here, made 41 sales in 1937 for a total of \$93,087, about \$20,000 under his 1936 record. He said 10 of the sales were properties bought and resold during the past year. "This made a substantial profit possible to people who were buying property from us for \$150 to \$500 down," he said.

In addition to experiencing a "very active demand for oil leases and purchases," Smith said his firm is getting from 10 to 25 calls daily for rentals here. He said he has three important industrial property deals pending and is confident that 1938 will be a banner year for Torrance despite the present slow start.

Coincidence Pile Up
FRESNO (U.P.)—As if to make the coincidence complete, two Fresno baby cousins who were born on the same afternoon in the same house, have the same names today.

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Southern California's Conquest of Drought



An underground meal on the Metropolitan Aqueduct. This tunnel crew is having lunch which was just brought in from the outside world on one of the electric tunnel locomotives.

(Note: In 1900 the population, and its water demand, in the South Coastal Basin had increased to the point where the artesian wells ceased flowing, and surface streams dried up as they were absorbed into the once saturated alluvium. It became necessary to pump water where it once flowed under its own pressure. This is the third of a series of articles about the Colorado River Aqueduct.)

In 1905 the City of Los Angeles began the planning of an aqueduct, approximately 240 miles in length, to import water to the city from the high ranges of the Sierra Nevada Mountains. At that time the city had a population of 200,000 and the visionaries of the time prophesied a day when it would have a half million people.

At that time, William Mulholland was the Chief Engineer of the Los Angeles Water Bureau. Using a backboard for transportation, he scouted a route for the aqueduct over rugged mountains and across deserts where water holes were fifty miles apart. When he submitted his plan for an aqueduct which was to be the largest in the world of that day, there were those who said it couldn't be done, and those who said it shouldn't be done.

Western engineers are very seldom stopped by the words, "It can't be done," and for those who said it shouldn't be done—the argument was that Los Angeles could never use the 260 million gallons of water a day that the aqueduct was to carry—the irrefutable answer was, "You'll never need the water if you don't have it."

The Los Angeles Aqueduct was completed in 1913, and by that time the population of the city had more than doubled, having increased to 430,000 people. Nevertheless, it seemed that with the increased supply and with the remaining underground reserves the Los Angeles water problem was solved for at least fifty years.

More Adults in School
LOS ANGELES (U.P.)—A record breaking total of 10,150 adults are now enrolled in the adult educational courses at U. C. L. A.

RADIO FOR PRISONERS
Folsom Prison proposes to equip each of the penitentiary's 2,800 inmates with individual radio phonographs.

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Then came the World War, and after that the population of the South Coastal Basin really began to grow. Between 1910 and 1920 it increased 14 per cent, and between 1920 and 1930 it increased 57 per cent. In people, this represented an increase from 1,085,000 in 1920 to 2,491,000 in 1930. This in itself once more began to threaten the guarantee of an abundant water supply. But, a new factor entered the problem after the war, the factor of industrial development. Studies showed that industrial output was growing even faster than population. Adjusting the value of the dollar to the 1927 level of purchasing power, it was found that the per capita value of manufactured goods in Los Angeles had increased three-fold between 1929 and 1930, being \$241 in 1929 and \$628 in 1930.

Furthermore, it was found that the types of industries being established in the area were using water in direct proportion to the value of their manufactured goods. The population curve was no longer an accurate guide as to future water requirements.

The problem was intensified in the seasons of 1922, 1923, and 1924, when the rainfall was 9 inches, 6 inches, and 7 inches respectively. The State of California conducted studies in the basin and found that it had an overdraft of 200 million gallons of water a day. It meant that the people in the area were using 200,000,000 gallons of water more each day than man or Nature was replacing in the underground reservoirs. Instead of free flowing wells, the various communities in the basin are now pumping water from depths of 100 to 600 feet. The water table dropped 240 feet between 1927 and 1932.

(To be continued)

Protests Kill No. Torrance Water Project

(Continued from Page 1-A)

son declared that "this is your city and you may do with it as you please. We are here only to respect your wishes but we have found there is a definite need for rezoning and will proceed with our objective guided by your wishes in the hearings to come."

William K. Lissman, former mayor, appeared in the role of a "protestor" against the protests when he arose several times to declare that the council, in his opinion, should not continue hearing the protests "because the people don't know a thing about the matter." His attention was called to the published legal notices of the hearings and the subject at issue and the numerous newspaper stories that have been published about the proposed zoning matter for the past several weeks.

Maps On Display
Mayor Tolson informed those present that a map outlining the tentative zoning proposal is on display at the city engineer's office and that a duplicate would be placed at the Chamber of Commerce. He urged property owners to check these maps and inform themselves correctly of what is proposed in the way of districting the city into residential, industrial, business, agricultural and unclassified areas.

Those signing protests about the zoning of Vista Highlands were: Glenn Wolcott, William J. Rogers, S. J. Ensminger, Robert T. Russell, N. Garaghty, F. Russell Martin, Mary and Al Harder, Tom L. Cassidy, W. C. Shumaker, G. B. Kryder, Francis B. Clark, John B. and Rose E. McCracken, Cora M. Colwell, H. N. Swiney, Mrs. Claude E. Tolson, John W. and Elizabeth R. Hatherly.

J. R. and Maude E. Cooper, Thomas J. Wilkes, Ellsworth E. Barkdull, Anthony Zamperini, Mary J. Galli, Harvey F. Beckwith, Janet C. and Burt L. Allen, Daniel A. Barnard, Miss Elsie M. Beckwith, Inez F. Smith, John Davis, Cecil W. Smith, J. Stewart Miller, T. R. Simonson, Loretta Miller, W. W. Grace, A. H. Harrington, Jules and Mary L. Andre and Mrs. Lillie M. Jennings.

MUSHROOMS OR TOADSTOOLS?

... the difference is vital; there is only one safe way to distinguish between them—do you know what it is?

Outcroppings of mushrooms which have already lured many local residents to pastures and fields in and adjoining Torrance brings up the vital question: How can you tell if they are safely edible or if they are the sinister toadstool?

Recent rains which have already coaxed many mushrooms out in abundance are also bringing out the most deadly of the toadstool species, which often are similar in appearance to the edible types and many persons, mistaking them, become seriously ill or die.

Among those due to crop out in abundance is the "Destroying Angel," a pale white type similar to the mushroom in size and shape. This is particularly dangerous because it causes no serious illness until twelve to fifteen hours after it is eaten, and by that time the destruction of red blood cells has progressed so far that death is sure.

The "Fly Mushroom," so named because of the ring of dead flies which can usually be found circling it, causes symptoms to appear in three or four hours, and immediate treatment is necessary to thwart death. The "Jack O'Lantern," which gives off a phosphorescent gleam at night, reacts similarly.

There are about 1,500 different species of fungi but only about 80 to 100 in Southern California. In some cases the resemblance between the edible and poisonous types is so great that only a botany student can distinguish between them. Amateurs should not depend on the theory that only mushrooms are pink underneath, for some toadstools are also pink. There is a belief that the top covering of mushrooms will peel off and the covering of the toadstool will not, but this is not true in all cases.

There are about 17 species of known mushrooms here and a half dozen or more species which are definitely known to be poisonous.

The only safe way to gather mushrooms is to be certain that you can distinguish between them. Mushrooms purchased from a reliable merchant need cause no fear, as they are garden grown.

Torrance Personalities, TODAY: Charlie Schultz

words by The Herald, caricature by Roy Kawamoto

Linked like the words "ham 'n' eggs," the names of Charlie Schultz and Ford have been interwoven in Torrance since September 1921 when that motor-minded gentleman of Nebraska came here to enter into the city's oldest partnership with George Peckham for the distribution of "the Universal Car."

Fresh from the mid-west, Charlie came to Casin in 1912 the hard way. That is, he started out with a



CHARLIE S. SCHULTZ

... fired for dropping mop school chum, the one-time great grid star, "Bull" Finch, on a motorcycle.

"Roads in those days were far different from the paved highways of today," Schultz recalled. "Neither of us knew anything about motorbikes and we had a tough time until we cracked up ours and then bummed our way to Salt Lake City. I wired my parents, who came to California and Santa Ana a few years before me, and they sent money for my transportation the rest of the way."

Charles Clinton Schultz was born in North Loop in Valley County, Nebraska in 1889, the son of a railroad man turned farmer. He was the only boy in a family of four girls but I enjoyed no unusual privileges because of that distinction," he says. After attending elementary school in North Loop, he finished high school in Fairfield, Iowa, where a sister was on the faculty. Then followed

two years of academic work at Nebraska Central college in Central City, Neb.

From \$3 to \$75,000

"When I was a kid I wanted to be a harness-maker," Charlie reveals. "I loved horses and I thought there was nothing sweeter than the smell of leather. But my first paying job was working a night shift in a Santa Ana sugar beet refinery. I lasted two nights at that work and then I couldn't stand the smell of it any more."

"Then I worked two weeks in an apricot packing house. But I happened to drop a mop in a grading machine and got fired for it. Then I started working in the Ford agency at Santa Ana. I had a private office. It was a little two-by-four cubby hole where I was in complete charge of the parts department. I was paid \$1 a day and we had all of \$3 in spare parts. But before I left that job the parts department had a stock valued at between \$75,000 and \$80,000."

Married to Miss Velma Verma Clem in Santa Ana in August, 1916, Schultz was advised by the Ford Motor company to come to Torrance. The company had made an exhaustive survey of this community—"they even told me how many Fords I could expect to sell here the first year, and they hit it right to the exact amount"—and soon was building up the good will that Schultz and Peckham have been enjoying for the last 17 years.

The Schultz's have two children—Charles Clem, 17, and Phyllis Joanne, 15, both attending Torrance high school. Charlie is a past president of the Kiwanis club and still believes—after more than a quarter of a century's close association—that Ford makes the world's best motor car. He says his definition of used cars is the industry's greatest problem today: that the new V-8's are as different from the Model T as this streamlined "arrow" from the days of hand-lebar moustaches and horse-cars.

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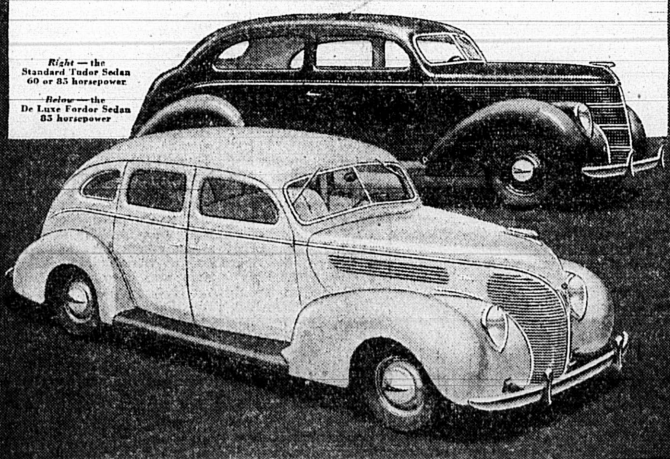
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FORD OFFERS TWO NEW CARS and keeps their PRICES LOW



Right—the Standard—Tuxedo Sedan 60 or 85 horsepower
Below—the De Luxe—Ford Sedan 85 horsepower

There are two new Ford cars for 1938—the De Luxe and the Standard—differing in appearance, appointments and price—but built on the same dependable Ford chassis.

Both bring you the basic advantages of a V-type 8-cylinder power-plant—smooth performance and compact design. The De Luxe Ford has the 85-horsepower engine. The Standard Ford provides a choice of 85 or 60 horsepower.

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engine, costs less to run than any other Ford car ever built.

And both new cars are priced low. Low price, like economy, is a Ford tradition. Ford founded the low-price field 30 years ago and keeps Ford prices low.

The De Luxe Ford costs slightly more than the Standard Ford, but provides more style with extra room in the closed sedans. Both cars, in proportion to price, represent unusual values. Both are built to the same high standard of mechanical excellence. There's a dealer near you.

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