

MAJOR KUNKEL BUNGALOW
1542 North McCadden Place
CHC-2018-1035-HCM
ENV-2018-1036-CE

Agenda packet includes:

1. [Final Determination Staff Recommendation Report](#)
2. [Commission/ Staff Site Inspection Photos—April 26, 2018](#)
3. [Categorical Exemption](#)
4. [Under Consideration Staff Recommendation Report](#)
5. [Historic-Cultural Monument Application](#)

Please click on each document to be directly taken to the corresponding page of the PDF.

Los Angeles Department of City Planning

RECOMMENDATION REPORT

CULTURAL HERITAGE COMMISSION

**CASE NO.: CHC-2018-1035-HCM
ENV-2018-1036-CE**

HEARING DATE: May 17, 2018
TIME: 10:00 AM
PLACE: City Hall, Room 1010
200 N. Spring Street
Los Angeles, CA 90012

Location: 1542 North McCadden Place
Council District: 13 – O'Farrell
Community Plan Area: Hollywood
Area Planning Commission: Central
Neighborhood Council: Central Hollywood
Legal Description: Davidson Tract, Block B, Lot 3

EXPIRATION DATE: May 29, 2018

PROJECT: Historic-Cultural Monument Application for the
MAJOR KUNKEL BUNGALOW

REQUEST: Declare the property a Historic-Cultural Monument

OWNER: Linda L. Duttenhaver, Trustee
Lindy Trust
6671 West Sunset Boulevard, Suite 1575
Los Angeles, CA 90028

APPLICANT: AIDS Healthcare Foundation
6255 West Sunset Boulevard, 21st Floor
Los Angeles, CA 90028

PREPARER: Anna Marie Brooks
1109 4th Avenue
Los Angeles, CA 90019

RECOMMENDATION **That the Cultural Heritage Commission:**

1. **Declare the subject property** a Historic-Cultural Monument per Los Angeles Administrative Code Chapter 9, Division 22, Article 1, Section 22.171.7.
2. **Adopt** the staff report and findings.

VINCENT P. BERTONI, AICP
Director of Planning

[SIGNED ORIGINAL IN FILE]

Ken Bernstein, AICP, Manager
Office of Historic Resources

[SIGNED ORIGINAL IN FILE]

Lambert M. Giessinger, Preservation Architect
Office of Historic Resources

[SIGNED ORIGINAL IN FILE]

Melissa Jones, Planning Assistant
Office of Historic Resources

Attachments: Historic-Cultural Monument Application
Commission/ Staff Site Inspection Photos--April 26, 2018

FINDINGS

- The Major Kunkel Bungalow "reflects the broad cultural, economic, or social history of the nation, state, or community" as a rare example of the single-family residences prevalent in Hollywood prior to its annexation by the City of Los Angeles.

CRITERIA

The criterion is the Cultural Heritage Ordinance which defines a historical or cultural monument as any site (including significant trees or other plant life located thereon) building or structure of particular historic or cultural significance to the City of Los Angeles, such as historic structures or sites in which the broad cultural, economic, or social history of the nation, State or community is reflected or exemplified, or which are identified with historic personages or with important events in the main currents of national, State or local history or which embody the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period style or method of construction, or a notable work of a master builder, designer or architect whose individual genius influenced his age.

SUMMARY

The Major Kunkel Bungalow is a one-story single-family residence located on McCadden Place between Sunset Boulevard and Selma Avenue in Hollywood. Although the original building permit could not be located, according to the Los Angeles County Office of the Assessor records, the property was constructed in 1910. The Craftsman architectural style residence was originally occupied by Major Harry E. Kunkel, who resided at the property until approximately 1916.

Rectangular in plan, the subject property is of wood frame construction with wood clapboard cladding and has a brick foundation. The moderately pitched composition shingle roof is side gabled with over-hanging eaves and exposed rafter tails on the primary west-facing and rear east-facing elevations. There are knee braces along the roofline and gable vents on the north- and south-facing elevations. The primary, west-facing elevation features a shed dormer with exposed rafter tails and three windows, a raised half-porch with two wood columns atop stone-clad piers and a balustrade, a recessed entry, a set of five casement windows with paired fixed transoms to the south, and a set of four casement windows with paired fixed transoms to the north. Fenestration on the other elevations consists of wood casement windows in a variety of sizes. The interior is filled with wood built-in features, and there is a detached one-car garage on the northeast corner of the property.

It appears the subject property has undergone several alterations over the years including the replacement of the fireplace in 1997; the construction of a detached one-car garage in 1922; and the demolition of the chimney, remodel of the porch to add wooden crosspieces surrounding the porch columns and cement and stone cladding to the piers, addition of a wood arbor on a cement and stone base at the entrance to the property, installation of metal security bars across all windows, installation of a security door, addition of a small deck at the northeast corner, and the application of texture coating to the clapboard siding, all at unknown dates.

The subject property was identified as individually eligible for listing at the state level as an excellent example of a single-family residence from the pre-annexation period of Hollywood,

illustrative of Hollywood's early development as an independent city, in the March 2009 Community Redevelopment Agency Historic Resources Survey of the Hollywood Redevelopment Area prepared by Chattel Architecture, Planning & Preservation, Inc. in collaboration with PCR Services Corporation and LSA Associates, Inc.

DISCUSSION

The Major Kunkel Bungalow successfully meets one of the Historic-Cultural Monument criteria.

The subject property "reflects the broad cultural, economic, or social history of the nation, state, or community" as a rare example of the single-family residences prevalent in Hollywood prior to its annexation by the City of Los Angeles. Incorporated as a municipality in 1903, Hollywood consolidated with the City of Los Angeles in 1910 to gain access to its water supply. Changes to the community included street names: Prospect Avenue became Hollywood Boulevard in 1910, and in 1912, the address for the subject property changed from 210 Bonita Place to 1542 McCadden Place. Also, multi-family apartment buildings and residence were constructed to accommodate an exponential growth in population as evidenced by the properties built between 1913 and 1920 that surround the Major Kunkel Bungalow. Single-family residences increasingly became a rare typology.

While the applicant argues that the subject property is also "identified with historic personages or with important events in the main currents of national, state, or local history" for its association with Dr. Thomas Davidson, W.G. McCadden, and Major Harry E. Kunkel, and "embodies the distinguishing characteristics of an architectural-type specimen, inherently valuable for study of a period, style or method of construction" as an excellent example of the Craftsman architectural style, there is not sufficient evidence to support these findings. Davidson, a successful agriculturalist, and McCadden, an early real estate developer, were not directly associated with the subject property and it does not represent their significant contributions. Although Major Kunkel, the first Air Pollution Controller for the City of Los Angeles, did reside at the subject property, he does not rise to the level of an historic personage. Further, there are a plethora of Craftsman-style single-family residences across Los Angeles and the subject property does not represent a unique or outstanding example of the architectural style. Other more exemplary residential bungalows in the Craftsman style that are already locally designated include the Eckley-Mitchell Residence (1907, HCM #962), the Wilkins House (1911, HCM #877), the A.W. Black Residence (1913, HCM #803), and the Hewitt Residence (1915, HCM #702).

Although the paving of the lot, changes to the surrounding block, application of texture coating to the clapboard siding, and porch alterations have affected the integrity of setting, materials, and workmanship, the subject property retains a sufficient level of integrity of feeling, association, location, and design to convey its significance.

CALIFORNIA ENVIRONMENTAL QUALITY ACT ("CEQA") FINDINGS

State of California CEQA Guidelines, Article 19, Section 15308, Class 8 "*consists of actions taken by regulatory agencies, as authorized by state or local ordinance, to assure the maintenance, restoration, enhancement, or protection of the environment where the regulatory process involves procedures for protection of the environment.*"

State of California CEQA Guidelines Article 19, Section 15331, Class 31 *“consists of projects limited to maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction of historical resources in a manner consistent with the Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic buildings.”*

The designation of the Major Kunkel Bungalow as an Historic-Cultural Monument in accordance with Chapter 9, Article 1, of The City of Los Angeles Administrative Code (“LAAC”) will ensure that future construction activities involving the subject property are regulated in accordance with Section 22.171.14 of the LAAC. The purpose of the designation is to prevent significant impacts to a Historic-Cultural Monument through the application of the standards set forth in the LAAC. Without the regulation imposed by way of the pending designation, the historic significance and integrity of the subject property could be lost through incompatible alterations and new construction and the demolition of an irreplaceable historic site/open space. The Secretary of the Interior’s Standards for Rehabilitation are expressly incorporated into the LAAC and provide standards concerning the historically appropriate construction activities which will ensure the continued preservation of the subject property.

The use of Categorical Exemption Class 8 in connection with the proposed designation is consistent with the goals of maintaining, restoring, enhancing, and protecting the environment through the imposition of regulations designed to prevent the degradation of Historic-Cultural Monuments.

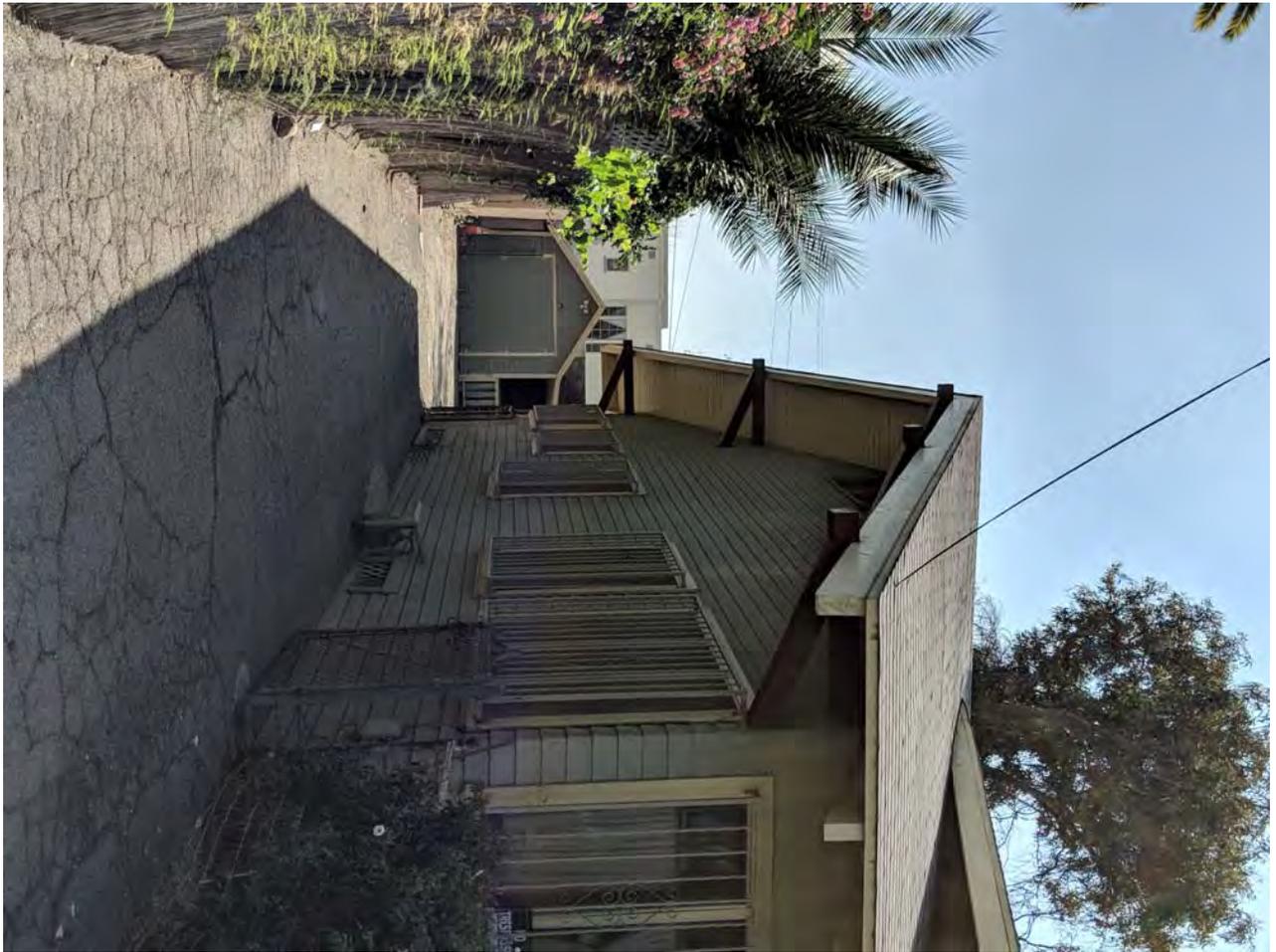
The use of Categorical Exemption Class 31 in connection with the proposed designation is consistent with the goals relating to the preservation, rehabilitation, restoration and reconstruction of historic buildings and sites in a manner consistent with the Secretary of the Interior’s Standards for the Treatment of Historic Properties.

Categorical Exemption ENV-2018-1036-CE was prepared on April 30, 2018.

BACKGROUND

On March 15, 2018, the Cultural Heritage Commission voted to take the property under consideration. On April 26, 2018, a subcommittee of the Commission consisting of Commissioners Barron and Milofsky visited the property, accompanied by staff from the Office of Historic Resources.





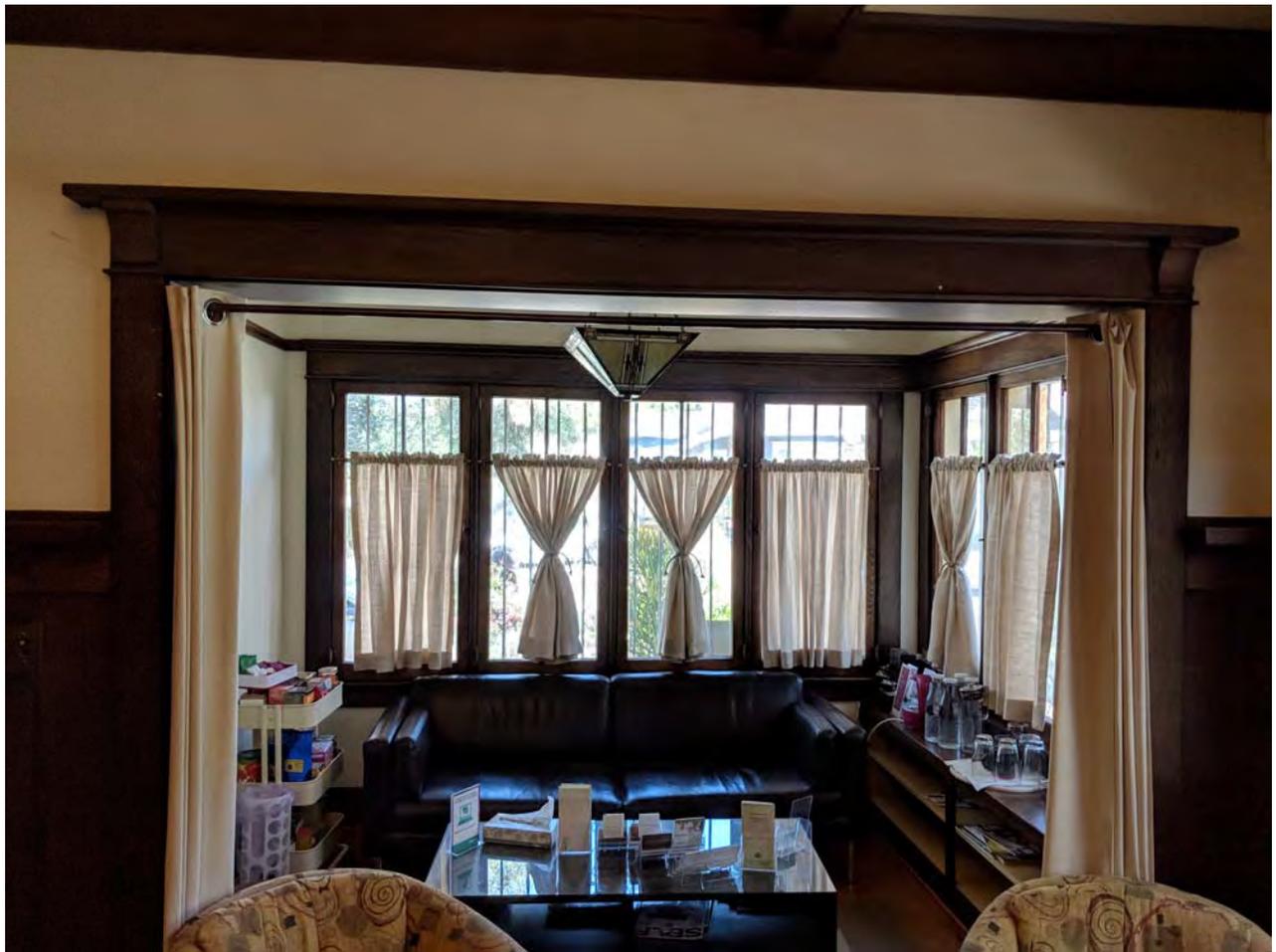


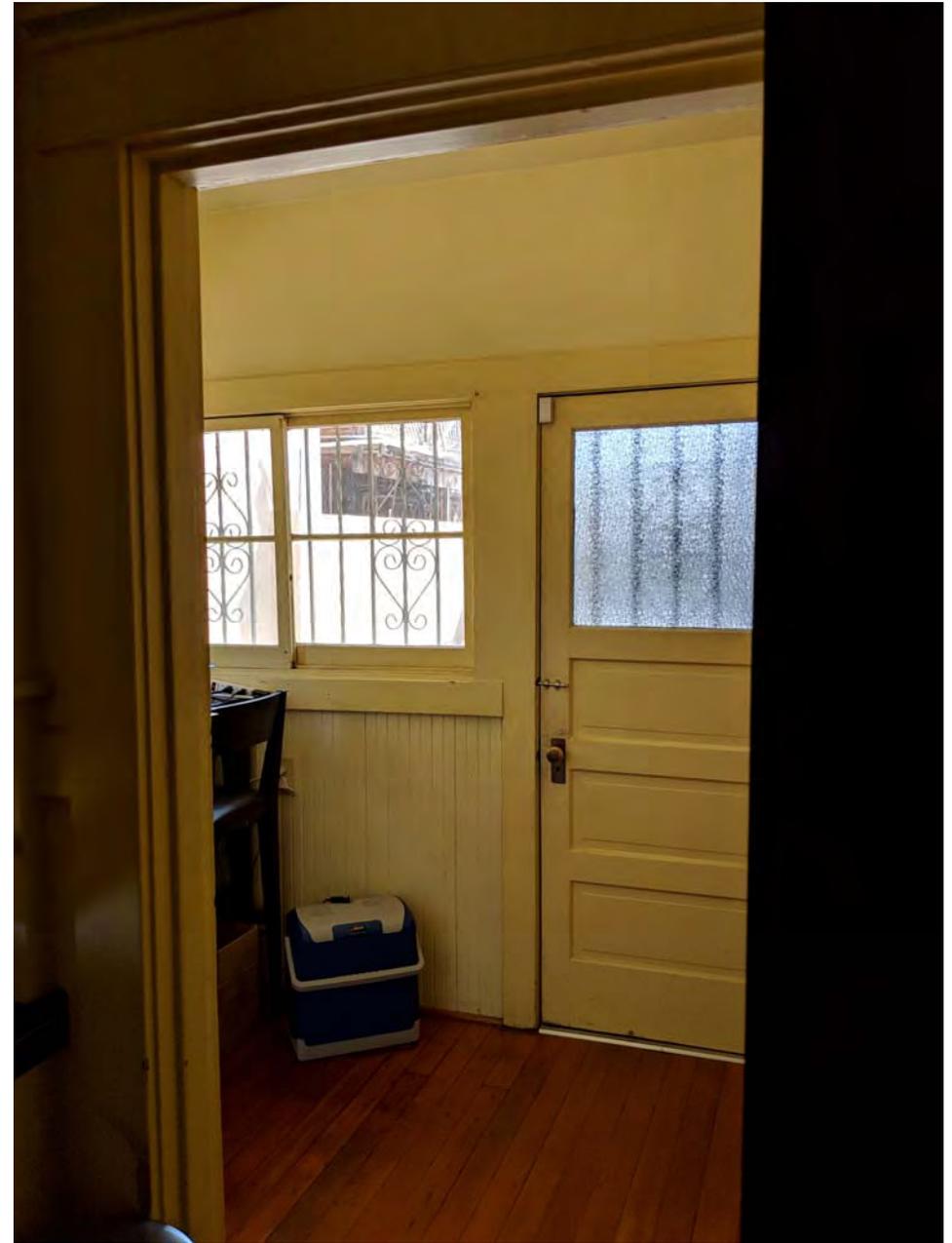


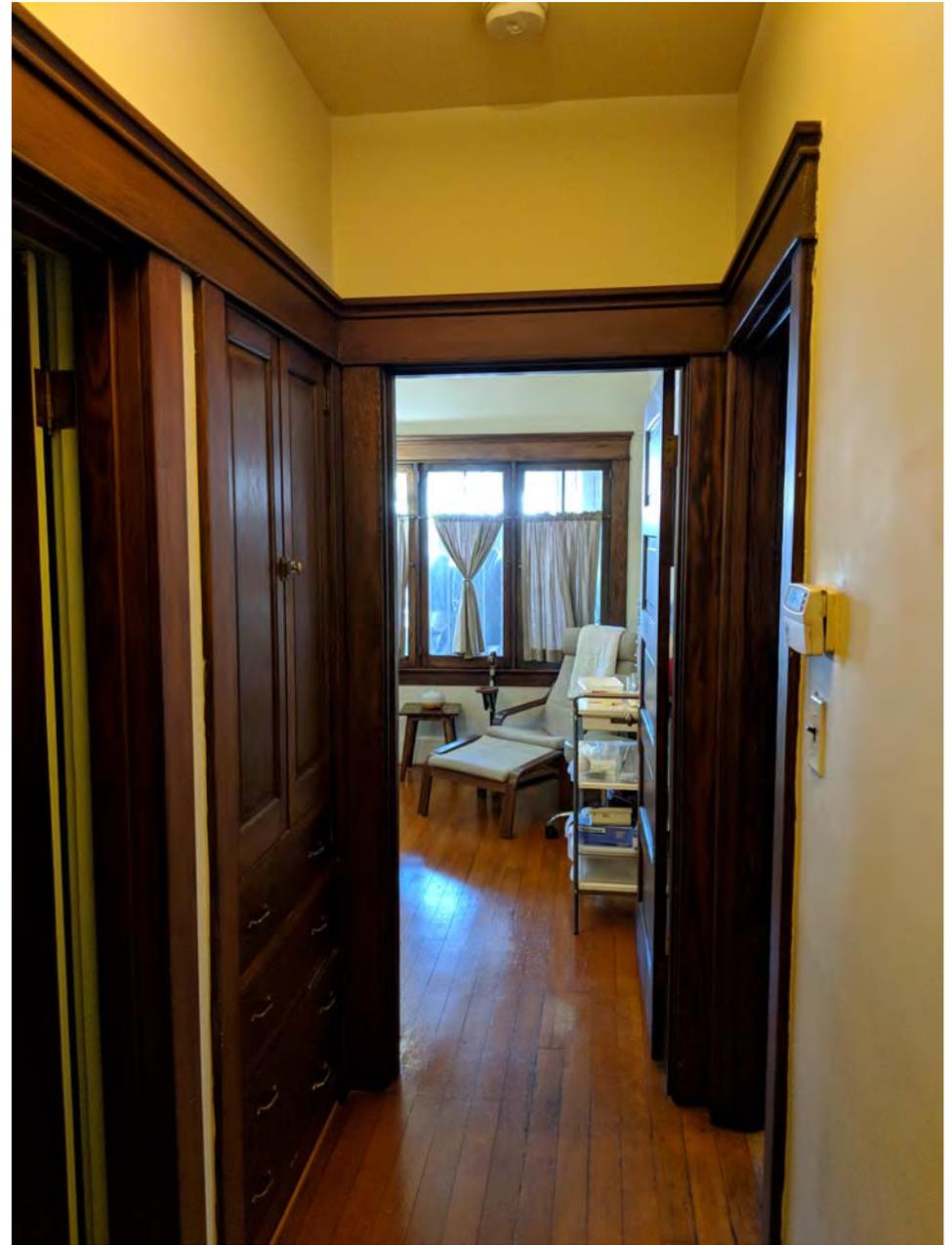
















COUNTY CLERK'S USE

CITY OF LOS ANGELES

CITY CLERK'S USE

OFFICE OF THE CITY CLERK
 200 NORTH SPRING STREET, ROOM 360
 LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

NOTICE OF EXEMPTION

(California Environmental Quality Act Section 15062)

Filing of this form is optional. If filed, the form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152 (b). Pursuant to Public Resources Code Section 21167 (d), the filing of this notice starts a 35-day statute of limitations on court challenges to the approval of the project. Failure to file this notice with the County Clerk results in the statute of limitations being extended to 180 days.

LEAD CITY AGENCY City of Los Angeles Department of City Planning	COUNCIL DISTRICT 13
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PROJECT TITLE Major Kunkel Bungalow	LOG REFERENCE ENV-2018-1036-CE CHC-2018-1035-HCM
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PROJECT LOCATION
 1542 North McCadden Place, Los Angeles, CA 90028

DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT:
 Designation of the Major Kunkel Bungalow as an Historic-Cultural Monument.

NAME OF PERSON OR AGENCY CARRYING OUT PROJECT, IF OTHER THAN LEAD CITY AGENCY:

CONTACT PERSON Melissa Jones	AREA CODE 213	TELEPHONE NUMBER 978-1192	EXT.
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EXEMPT STATUS: (Check One)

	STATE CEQA GUIDELINES	CITY CEQA GUIDELINES
MINISTERIAL	Sec. 15268	Art. II, Sec. 2b
DECLARED EMERGENCY	Sec. 15269	Art. II, Sec. 2a (1)
EMERGENCY PROJECT	Sec. 15269 (b) & (c)	Art. II, Sec. 2a (2) & (3)
x CATEGORICAL EXEMPTION	Sec. 15300 <i>et seq.</i>	Art. III, Sec. 1

Class 8 & 31 Category _____ (City CEQA Guidelines)

OTHER (See Public Resources Code Sec. 21080 (b) and set forth state and City guideline provision.)

JUSTIFICATION FOR PROJECT EXEMPTION: Article 19, Section 15308, Class 8 of the State's Guidelines applies to where project's consists of "actions taken by regulatory agencies, as authorized by state or local ordinance, to assure the maintenance, restoration, enhancement, or protection of the environment where the regulatory process involves procedures for protection of the environment." Class 31 applies "to maintenance, repair, stabilization, rehabilitation, restoration, preservation, or reconstruction of historical resources in a manner consistent with the Secretary of Interior's Standards for the Treatment of Historic Buildings." Designation of the **Major Kunkel Bungalow** as an Historic-Cultural Monument will assure the protection of the environment by the enactment of project review regulations based on the Secretary of Interior's Standards to maintain and preserve the historic site.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.

SIGNATURE [SIGNED COPY IN FILE]	TITLE Planning Assistant	DATE April 30, 2018
FEE:	RECEIPT NO.	REC'D. BY
		DATE

DISTRIBUTION: (1) County Clerk, (2) City Clerk, (3) Agency Record

IF FILED BY THE APPLICANT:

 NAME (PRINTED)

 SIGNATURE

 DATE

Los Angeles Department of City Planning

RECOMMENDATION REPORT

CULTURAL HERITAGE COMMISSION

**CASE NO.: CHC-2018-1035-HCM
ENV-2018-1036-CE**

HEARING DATE: March 15, 2018
TIME: 10:00 AM
PLACE: City Hall, Room 1010
200 N. Spring Street
Los Angeles, CA 90012

Location: 1542 North McCadden Place
Council District: 13 – O’Farrell
Community Plan Area: Hollywood
Area Planning Commission: Central
Neighborhood Council: Central Hollywood
Legal Description: Davidson Tract, Block B, Lot 3

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MAJOR KUNKEL BUNGALOW

REQUEST: Declare the property a Historic-Cultural Monument

OWNER: Linda L. Duttonhaver, Trustee
Lindy Trust
6671 West Sunset Boulevard, Suite 1575
Los Angeles, CA 90028

APPLICANT: AIDS Healthcare Foundation
6255 West Sunset Boulevard, 21st Floor
Los Angeles, CA 90028

PREPARER: Anna Marie Brooks
1109 4th Avenue
Los Angeles, CA 90019

RECOMMENDATION **That the Cultural Heritage Commission:**

1. **Take the property under consideration** as a Historic-Cultural Monument per Los Angeles Administrative Code Chapter 9, Division 22, Article 1, Section 22.171.10 because the application and accompanying photo documentation suggest the submittal warrants further investigation.
2. **Adopt** the report findings.

VINCENT P. BERTONI, AICP
Director of Planning

[SIGNED ORIGINAL IN FILE]

Ken Bernstein, AICP, Manager
Office of Historic Resources

[SIGNED ORIGINAL IN FILE]

Lambert M. Giessinger, Preservation Architect
Office of Historic Resources

[SIGNED ORIGINAL IN FILE]

Melissa Jones, Planning Assistant
Office of Historic Resources

Attachment: Historic-Cultural Monument Application

SUMMARY

Major Kunkel Bungalow is a one-story single-family residence located on McCadden Place between Sunset Boulevard and Selma Avenue in Hollywood. Although the original building permit could not be located, according to the Los Angeles County Office of the Assessor's records, the property was constructed in 1910. The Craftsman architectural style residence was originally occupied by Major Harry E. Kunkel, who resided at the property until approximately 1916.

Rectangular in plan, the subject property is of wood frame construction with wood clapboard cladding and has a brick foundation. The moderately pitched composition shingle roof is side gabled with overhanging eaves and exposed rafter tails on the primary west-facing and rear east-facing elevations. There are knee braces along the roofline and gable vents on the north- and south-facing elevations. The primary, west-facing elevation features a shed dormer with exposed rafter tails and three windows, a raised half-porch with two wood columns atop stone-clad piers and a balustrade, a recessed entry, a set of five casement windows with paired fixed transoms to the south, and a set of four casement windows with paired fixed transoms to the north. Fenestration on the other elevations consists of wood casement windows in a variety of sizes. There is a detached one-car garage on the northeast corner of the property.

It appears the subject property has undergone several alterations over the years that include the replacement of the fireplace in 1997; the construction of a detached one-car garage in 1922; and the demolition of the chimney, the remodel of the porch to add wooden crosspieces surrounding the porch columns and cement and stone cladding to the piers, the addition of a wood arbor on a cement and stone base at the entrance to the property, the installation of metal security bars across all windows, the installation of a security door, the addition of a small deck at the northeast corner, and the application of texture coating to the clapboard siding, all at unknown dates.

The subject property was identified as individually eligible for listing at the state level as an excellent example of a single-family residence from the pre-annexation period of Hollywood, illustrative of Hollywood's early development as an independent city, in the March 2009 Community Redevelopment Agency Historic Resources Survey of the Hollywood Redevelopment Area prepared by Chattel Architecture, Planning & Preservation, Inc. in collaboration with PCR Services Corporation and LSA Associates, Inc.

CRITERIA

The criterion is the Cultural Heritage Ordinance which defines a historical or cultural monument as any site (including significant trees or other plant life located thereon) building or structure of particular historic or cultural significance to the City of Los Angeles, such as historic structures or sites in which the broad cultural, economic, or social history of the nation, State or community is reflected or exemplified, or which are identified with historic personages or with important events in the main currents of national, State or local history or which embody the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period style or method of construction, or a notable work of a master builder, designer or architect whose individual genius influenced his age.

FINDINGS

Based on the facts set forth in the summary and application, the Commission determines that the application is complete and that the property may be significant enough to warrant further investigation as a potential Historic-Cultural Monument.

HISTORIC-CULTURAL MONUMENT NOMINATION FORM



1. PROPERTY IDENTIFICATION

Proposed Monument Name:					
Other Associated Names:					
Street Address:			Zip:	Council District:	
Range of Addresses on Property:			Community Name:		
Assessor Parcel Number:	Tract:		Block:	Lot:	
Identification cont'd:					
Proposed Monument Property Type:	Building	Structure	Object	Site/Open Space	Natural Feature
Describe any additional resources located on the property to be included in the nomination, here:					

2. CONSTRUCTION HISTORY & CURRENT STATUS

Year built:	Factual	Estimated	Threatened?		
Architect/Designer:			Contractor:		
Original Use:			Present Use:		
Is the Proposed Monument on its Original Site?		Yes	No (explain in section 7)	Unknown (explain in section 7)	

3. STYLE & MATERIALS

Architectural Style:		Stories:	Plan Shape:
<i>FEATURE</i>	<i>PRIMARY</i>	<i>SECONDARY</i>	
CONSTRUCTION	Type:	Type:	
CLADDING	Material:	Material:	
ROOF	Type:	Type:	
	Material:	Material:	
WINDOWS	Type:	Type:	
	Material:	Material:	
ENTRY	Style:	Style:	
DOOR	Type:	Type:	

HISTORIC-CULTURAL MONUMENT

NOMINATION FORM



4. ALTERATION HISTORY

List date and write a brief description of any major alterations or additions. This section may also be completed on a separate document. Include copies of permits in the nomination packet. Make sure to list any major alterations for which there are no permits, as well.

	Please see, "Alteration History."

5. EXISTING HISTORIC RESOURCE IDENTIFICATION (if known)

<input type="checkbox"/>	Listed in the National Register of Historic Places
<input type="checkbox"/>	Listed in the California Register of Historical Resources
<input checked="" type="checkbox"/>	Formally determined eligible for the National and/or California Registers
<input type="checkbox"/>	Located in an Historic Preservation Overlay Zone (HPOZ)
<input checked="" type="checkbox"/>	Determined eligible for national, state, or local landmark status by an historic resources survey(s)
	<input checked="" type="radio"/> Contributing feature <input type="radio"/> Non-contributing feature
	Survey Name(s): CRA Historic Surveys
Other historical or cultural resource designations:	

6. APPLICABLE HISTORIC-CULTURAL MONUMENT CRITERIA

The proposed monument exemplifies the following Cultural Heritage Ordinance Criteria (Section 22.171.7):

<input checked="" type="checkbox"/>	Reflects the broad cultural, economic, or social history of the nation, state, or community
<input checked="" type="checkbox"/>	Is identified with historic personages or with important events in the main currents of national, state, or local history
<input checked="" type="checkbox"/>	Embodies the distinguishing characteristics of an architectural-type specimen, inherently valuable for study of a period, style, or method of construction
<input type="checkbox"/>	A notable work of a master builder, designer, or architect whose individual genius influenced his or her age

HISTORIC-CULTURAL MONUMENT**NOMINATION FORM****7. WRITTEN STATEMENTS**

This section allows you to discuss at length the significance of the proposed monument and why it should be designated an Historic-Cultural Monument. Type your response on separate documents and attach them to this form.

A. Proposed Monument Description - Describe the proposed monument's physical characteristics and relationship to its surrounding environment. Expand on sections 2 and 3 with a more detailed description of the site. Expand on section 4 and discuss the construction/alteration history in detail if that is necessary to explain the proposed monument's current form. Identify and describe any character-defining elements, structures, interior spaces, or landscape features.

B. Statement of Significance - Address the proposed monument's historic, cultural, and/or architectural significance by discussing how it satisfies the HCM criteria you selected in Section 6. You must support your argument with substantial evidence and analysis. The Statement of Significance is your main argument for designation so it is important to substantiate any claims you make with supporting documentation and research.

8. CONTACT INFORMATION**Applicant**

Name: AIDS Healthcare Foundation		Company: AIDS Healthcare Foundation	
Street Address: 6255 W. Sunset Blvd., 21st Floor		City: Los Angeles	State: CA
Zip: 90028	Phone Number: (323) 860-5214	Email: Liza.brereton@aidhealth.org	

Property Owner

Is the owner in support of the nomination?

Yes

No

Unknown

Name: Linda L. Duttenhaver		Company: Lindy Trust	
Street Address: 6671 W Sunset Blvd #1575		City: Los Angeles	State: CA
Zip: 90028	Phone Number: 323-463-5611	Email: www.crossroadshollywood.com	

Nomination Preparer/Applicant's Representative

Name: Anna Marie Brooks		Company:	
Street Address: 1109 4th Avenue		City: Los Angeles	State: CA
Zip: 90019	Phone Number: 310-650-2143	Email: historichomesla@aol.com	



HISTORIC-CULTURAL MONUMENT NOMINATION FORM

9. SUBMITTAL

When you have completed preparing your nomination, compile all materials in the order specified below. Although the entire packet must not exceed 100 pages, you may send additional material on a CD or flash drive.

APPLICATION CHECKLIST

- | | |
|--|--|
| 1. Nomination Form | 5. Copies of Primary/Secondary Documentation |
| 2. Written Statements A and B | 6. Copies of Building Permits for Major Alterations (include first construction permits) |
| 3. Bibliography | 7. Additional, Contemporary Photos |
| 4. Two Primary Photos of Exterior/Main Facade (8x10, the main photo of the proposed monument. Also email a digital copy of the main photo to: planning.ohr@lacity.org) | 8. Historical Photos |
| | 9. Zimas Parcel Report for all Nominated Parcels (including map) |

10. RELEASE

Please read each statement and check the corresponding boxes to indicate that you agree with the statement, then sign below in the provided space. Either the applicant or preparer may sign.	
<input type="checkbox"/>	I acknowledge that all documents submitted will become public records under the California Public Records Act, and understand that the documents will be made available upon request to members of the public for inspection and copying.
<input type="checkbox"/>	I acknowledge that all photographs and images submitted as part of this application will become the property of the City of Los Angeles, and understand that permission is granted for use of the photographs and images by the City without any expectation of compensation.
<input type="checkbox"/>	I acknowledge that I have the right to submit or have obtained the appropriate permission to submit all information contained in this application.

Anna Marie Brooks
Name:

November 15, 2017
Date:

Anna Marie Brooks
Signature:

Mail your Historic-Cultural Monument Submittal to the Office of Historic Resources.

Office of Historic Resources
Department of City Planning
200 N. Spring Street, Room 620
Los Angeles, CA 90012

Phone: 213-978-1200
Website: preservation.lacity.org

A. Description of Potential Monument

The Major Kunkle Bungalow is a Craftsman style single family residence constructed in 1910 according to Assessor's Map Book 221. The moderately sloped gabled roof features deep over-hanging eaves and fascia with shaped ends, triangular knee braces, beam ends, a centered shed dormer containing three windows with crosspieces and shaped end fascia at the north. The wood frame residence is clad in wood clapboards. The west façade features a quartet of casements with paired fixed transoms at the north; a raised, recessed porch with piers and original beams plus an original balustrade is at the front. A security door obscures the entry. A 5-casement with a paired transom run is at the south.

The north elevation features a tripartite of casement windows with paired transoms, two pairs of casements, a pair of small casements and a tripartite of medium windows at the east end. Paired vents are in the point of each gable end and crawl space vents are at the bottom.

The east elevation from the south has 2 regular casements, a small one, then the entry off small added deck with paired small casements.

The south elevation has two casements, a small one, two medium ones and a pair of casements at the east end of the elevation.

Alterations to the residence include the following: The clapboards have recently been texture coated, which is reversible. The piers and steps have added stones/cement/bricks and an arbor of same design has been added inside the original/early fence and curbing. Security bars have been added at each window and security doors have been added because the residence is now utilized by health practitioner. There apparently was an original chimney since there is a permit to demo the original fireplace and replace it with a prefab one.

A detached single car garage of wood frame with clapboard cladding is at the northeast of the residence. Erected in 1922, the garage has a street-facing gable, over-hanging eaves with beam ends and double doors. A later addition, without a permit, converted it to a living unit with an added south simple shed roof porch, balustrade which matches the residence and centered entry.

B. Significance

The Davidson Tract

The Davidson Tract is a sub-division located on the northeast corner of Sunset Boulevard and Highland Avenue at the east side of Highland Avenue between Selma Avenue and Sunset Boulevard. Named for pioneer Hollywood physician Dr. Thomas Davidson, and according to the *Los Angeles Times*, the Tract will contain 28 parcels averaging 50' x 150' and including, "suitable modern conveniences:"

Streets...will be graded, oiled, cement curbed and sidewalked. Palms and other ornamental trees will be planted at convenient intervals in the open spaces of the streets...Restrictions ...will insure the presence of desirable buildings will be enforced. The lots will be placed on sale at from \$450 to \$1,000 apiece.

The Davidson Tract was placed on the market July 3, 1904, by W. L. Hollingsworth & Co. In the following three weeks nineteen unimproved lots were sold to various individuals.

The Parcel Location and Erection of the Craftsman Residence

The street on which the subject parcel is located was first known as Bonita, "for the good air," Place and the address the Subject parcel at the time of construction was 210 Bonita Place, Hollywood. Since no original building permits exist because it was built in pre-consolidation Hollywood, it is not possible to know who the architect/builder may have been. Newspaper/journal searches yielded no results. Assessor map books show that the original owner was Major Harry E. Kunkel and the Craftsman bungalow was erected in 1910. No early sketches or photographs of the residence were discovered.

The street name changed from Bonita Place to McCadden Place to honor W. C. McCadden, an early Hollywood developer and real estate broker. When the street name changed, the addresses also changed. Therefore, 210 Bonita Place became 1542 McCadden Place in 1912 when there was a wholesale street name change in the City of Los Angeles. In 1922 a detached single car garage was added at the northeast of the parcel.

Famous Names Associated with the Parcel

Dr. Thomas Davidson

The parcel is located in the Davidson Tract which was introduced to the real estate market in 1904 and was named for Dr. Thomas Davidson. Dr. Davidson was born in Scotland in 1857. He received his M. D. degree at Glasgow, Scotland, and practiced there for nine years before crossing the Atlantic in 1889 to Hollywood with his wife and brother Anstruther, also a physician. He became a naturalized citizen of the United States in 1895. The brothers tandem practiced medicine in Hollywood.

Dr. Thomas Davidson developed an avocation that was profitable to early Hollywood. Like several others, he planted his un-sub-divided land in lemon trees and like them, was interested not just in growing lemons, but in making a profit from same. In July of 1895 he gathered like-minded gentlemen at the Pass School for the purpose of forming a lemon growers' exchange. The members became very successful co-operatively marketing their lemon crops to east coast markets. Christened the Cahuenga Valley Lemon Growers' Exchange they hired a professional orchardist to tend their crops, built a

warehouse at Santa Monica and Cahuenga, filled an average of 200 railroad cars with their lemons which were met on the east coast by their own representatives for sale in the east coast markets, thus cutting out the middle men at every step in the operation of the exchange. The name of the exchange became the Cahuenga Valley Lemon Association in 1897. The Association made an “enviable and lucrative reputation with their brands ‘Blue Ribbon,’ ‘Punch Bowl’ and ‘Club.’” (Palmer, pp. 103-104). Fruit graded below these brands was labeled “Valley” and sold locally. For over 20 years Dr. Thomas Davidson’s concept and implementation of the lemon growers’ exchange added to the income of Hollywood, before and after it became its own City or in its Pre-Consolidation phase as well as post-consolidation with the City of Los Angeles.

Dr. Thomas Davidson died on November 28, 1932, at Los Angeles at age 74 and is interred at Angelus Rosedale Cemetery.

W. G. McCadden

The parcel on which the Craftsman Bungalow was constructed was known as 210 Bonita Place in 1910. In 1912 the total address was changed to 1542 McCadden Place in a wholesale street name change after several entities were consolidated into the City of Los Angeles and streets or sections thereof were matched by name. This action, in turn, was responsible for much renumbering in the address system. The person for whom McCadden Place was named, one W. G. McCadden was born in 1844 in southwestern New York State in the town of Elicott. He transplanted to Fairmont, Minn. where he married his first wife who died in 1883. In 1900 he moved to New Mexico where he spent a year before moving on to Hollywood. Here, he purchased a large tract of land and McCadden Place runs through it. The street name honors the sub-divider and developer, and it begins at Franklin Avenue and zig zags southward, where it terminates in Hancock Park. Mr. W. G. McCadden was a Mason and early real estate man in Hollywood.

McCadden married Clara Beckley of Hollywood in 1907. In the early years of the 20th century McCadden formed a partnership with his son-in-law H. W. Wood, known as McCadden & Wood. During World War I, Mr. McCadden, “floundered financially” and sold the corner of McCadden Place and Hollywood Blvd. to Charles E. Toberman who erected a four-story department store which later became Robertson’s Department Store (Williams, p. 117). McCadden regained his finances and at the time of his passing the McCadden family lived at 1356 Beverly Dr., Beverly Hills. His obituary in the Los Angeles Times proclaimed him to be a, “Hollywood Pioneer,” when he passed in 1935 at age 91.

Major Harry E. Kunkel

Major Harry E. Kunkel was born in Missouri in 1892. His first job in Los Angeles was as a partner in the restaurant his brother had founded. When Harry joined William their restaurant business became known as Kunkel & Kunkel at 463 S. Spring St. Harry Kunkel purchased the parcel at 210 Bonita Place and had the Craftsman bungalow erected there in 1910, while he was engaged as an engineer at Kass, Derr and Damerl Heating Co. By 1916 he had moved to 1237 Alvarado St. He was also an Army National Guardsman who rose through the ranks to become a pilot in World War I with the rank of Major and Adjunct while serving with the One Hundred and Sixtieth Infantry in France.

Returning from the War, Kunkel returned to his former career as a heating engineer for Kass, Derr and Damerl Heating Co. until he took a position with the City of Los Angeles Health Department. By January 1945 he had become the first Air Pollution Controller in the City of Los Angeles. He led a valiant campaign which garnered constant publicity in the *Los Angeles Times* as well as the *Los Angeles Examiner*. He acquired machinery to measure the smog output of automobiles, buses and trains. Diesel

trucks which had been run into the ground during World War II and needed repairs to stifle their smog output were on Kunkel's radar. He also convinced major industries to introduce smog arresting devices on their smoke stacks or find themselves in court until they agreed to conform to the new air control standards. He brought attention to Southern California Gas plants which put forth large volumes of pollution. One subsequently finds newspaper articles in which Mayor Bowron takes credit for Kunkel's achievements. In 1947 he closed several garbage dumps in the City which got rid of their garbage by burning it. However, he viewed the trade-off, which was the burning of garbage in private back yard incinerators, as an unfortunate source of pollution. Kunkel pioneered "smog snooper" fights and motorcycle patrols to find smoking industrial plants and vehicles." (Kunkel obituary, Los Angeles Times, Feb 18, 1962). Kunkel would stand on the balcony of Los Angeles City Hall looking toward the City of Vernon and lament the fact that he had zero control over the pollution-belching smoke stacks of the independent industrial city, as some days the wind delivered the stench of Vernon to Downtown Los Angeles. A county-wide smog law went into effect on Oct 20, 1947. Under the new law county-wide smog districts were established. In 1948 Kunkel and four of his compatriot engineers from the City smog force transferred to the [county] Air Pollution Control District. He was appointed chief inspector for the county district under McCabe. In 1949 he was named special assistant to the new Smog Control Director Larson. He retired at 70, the County mandatory retirement age, in May of 1951. Kunkel was appointed to all the top national organizations, as well as those in Canada, which studied air pollution. After his retirement the family moved to Apple Valley, CA.

Major Harry E. Kunkel died in February 1962. Burial followed Masonic services at Forest Lawn Memorial Park.

Reflects the broad cultural, economic or social history of the nation, state or community.

The Cahuenga Valley Lemon Growers' Exchange/Cahuenga Valley Lemon Growers' Association

The establishment of the Cahuenga Valley Lemon Growers' Exchange by Dr. Thomas Davidson in 1895 contributed to the local economy by growing lemons in Hollywood and to the national cultural and economic experience by shipping them to the markets on the east coast where a member of the Exchange sold the lemons directly to the east coast buyers for the next 20 years. Lemons were easily grown in the sunny, mostly open fields which became lemon orchards in early pre-Hollywood, Hollywood and early consolidation with Los Angeles until the growth of the business section of Hollywood overtook the lemon orchards and the shipments of Cahuenga Valley Lemon Growers' Association came to a natural end. In 1919 the last remaining grove which had surrounded the "old rambling [Stevenson] dwelling" at 6712 Hollywood Blvd. was taken out for development. The event was chronicled in the Los Angeles Times in an article entitled: "Ancient Landmark Bows to Progress."

Maj. Harry E. Kunkel, First Air Pollution Controller of the City of Los Angeles

Harry E. Kunkel first was a restaurateur with his brother at Kunkel & Kunkel on Spring Street. He soon followed his career path as an engineer employed by the Kass, Derr and Damerl Heating Co. He was also a National Guardsman with the rank of Lieutenant and was very active in the organization. Called to action in World War I with the One Hundred and Sixtieth Infantry in France as a pilot he rose through the ranks to become a Major and Adjunct.

Kunkel led the attack on early Los Angeles air pollution during the 1940s as the first Air Pollution Controller working for the City and in 1945 for the Air Pollution Control District. In 1947 a

new state law established county wide air control districts and in 1948 Kunkel and other engineers gave up City employment to join the new County district. Kunkel also served on many national and international panels dealing with smog. Maj. Harry E. Kunkel died in 1962 at age 81.

W. G. McCadden, Hollywood pioneer and early real estate dealer

When W. G. McCadden passed in 1935 at age 91 he was noted in the *Los Angeles Times* as a “Hollywood pioneer” and early real estate leader. McCadden Place was named after the Hollywood developer. He relocated from rural southwestern New York State by way of Minnesota and New Mexico making the Los Angeles Metro his home. At one point he was in business with his son-in-law as McCadden & Wood. Mr. McCadden was an early Mason.

Embodies the distinguishing characteristics of an architectural-type specimen, inherently valuable for the study of a period, style, or method of construction.

The Maj. Kunkle Bungalow is a Craftsman single family residence originally erected in 1910, during Pre-Consolidation Hollywood for Harry E. Kunkel. As such, it is one of an important category of architecture in the City of Los Angeles for it was built before Hollywood was consolidated by the City of Los Angeles, later in 1910. Further, it is illustrative of the street and address name changes that occurred in 1912 in the City of Los Angeles. Having consolidated several communities with the City, that entity found it necessary to straighten out a rat warren of street names and residential addresses. This was done wholesale and the Kunkel parcel which began life as 210 Bonita Place became 1254 McCadden Place.

The wood frame, clapboard clad Craftsman Bungalow served Kunkel as his first owned Hollywood/Los Angeles residence. It is rectangular with its moderately sloped gable, covered in composition shingles, parallel to the street and deep over-hanging eaves with knee braces, fascia, originally with shaped ends, beam ends and a centered shed dormer containing three rectangular windows with crosspieces. The raised, inset east porch has a centered entrance with groups of casements with two lights over one at either side. The original porch balustrade is retained. A detached garage dating from 1922 is at the northeast. The garage has been converted to a living unit.

The Craftsman residence had no press or journal coverage and no permit exists for its construction. Therefore, it is not possible to know who is responsible for the design of the residence.

The CRA surveyed the Hollywood area in 1980, 1986, 1997, 2003 and 2009. According to page 113 of the Index to the intensive Historic Resource Survey of the Hollywood Redevelopment Area was classed as a 3CS, i.e.: “Appears eligible for California Register as an individual property through survey evaluation, in the Current (2009) Survey.” No other findings are set forth and the relevant pages from other surveys could not be located by the CRA.

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Intensive Historic Resource Survey
 Hollywood Redevelopment Project Area
 Survey Status Codes
 113

	A	B	C	D	E	F	G	H	I	J	K	L	M
1	Resource Name	Street number	Fraction	Street Name	Unit #	Alternate Address	APN	Current Survey	2003 Survey	1997 Survey	1986 Survey	Status Code	HRI Status Code
2130		1410		MCCADDEN PL			5547021011	3CD	6Z1	5D			5D
2131		1428		MCCADDEN PL			5547022007	3CD	6Z1	5D			5D
2132		1434		MCCADDEN PL			5547022025						
2133		1442		MCCADDEN PL			5547022023						
2134		1519		MCCADDEN PL			5547020020	3CS					
2135		1527		MCCADDEN PL			5547020021	6Z					
2136		1533		MCCADDEN PL			5547020022						
2137		1534		MCCADDEN PL			5547020031	7R					
2138	SIVANANDA YOGA COMMUNITY	1540		MCCADDEN PL			5547020030	6Z					5S
2139		1542		MCCADDEN PL			5547020029	3CS					
2140		1547		MCCADDEN PL			5547020025	3CS					
2141		1600		MCCADDEN PL			5547014039						
2142		1606		MCCADDEN PL			5547014038						
2143		1607		MCCADDEN PL			5547013003						
2144		1612		MCCADDEN PL			5547014037						
2145		1616		MCCADDEN PL			5547014036						
2146		1621		MCCADDEN PL			5547013006	6Z					
2147		1622		MCCADDEN PL			5547014035						
2148		1655		MCCADDEN PL			5547012014	6Z					

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 3CS

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 3

*Resource Name or #: (Assigned by recorder) 1542 N MCCADDEN PL

P1. Other Identifier: _____

*P2. Location: Not for Publication Unrestricted *a. County Los Angeles County

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: Hollywood Date: 1996

c. Address: 1542 N MCCADDEN PL City: LOS ANGELES Zip: 90028

d. UTM: (Give more than one for large and/or linear resources) Zone: _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: _____

APN:5547020029

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

A) Property Type: residential B) Setting (general): residential area C) General characteristics. Architectural Style: Craftsman Plan: rectangular No. of vertical divisions: 3 No. Stories: 1 Siding/Sheathing: wood: clapboard, All Visible, texture on wood clapboard Roof: side gable, steep, wide eaves, exposed rafter tails Construction: wood frame D) Specific features. Porches: Partial, front Fenestration: wood, casement, front, side Secondary Entrance: front, single door Dormer: front Other notable features: field stone porch base G) Alterations or changes to the proper Retains integrity: medium, setting, location, materials, workmanship, association, design, feeling H) Setting (immediate): driveway, fences

*P3b. Resource Attributes: (List attributes and codes) HP02

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of photo:

(View, data, accession #)

01/20/09

*P6. Date Constructed/Age and

Sources: Historic

Prehistoric Both

1910

Assessor

*P7. Owner and Address:

DADIGAN, DONELLE
723 N BEVERLY DR
BEVERLY HILLS, CA 90210

*P8. Recorded by:

Jenna Snow
Chattel Architecture, Planning & Preserva
13417 Ventura Boulevard
Sherman Oaks, CA 91423-3938

*P9. Date Recorded: 01/20/2009

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation: (Cite survey report and other sources or enter "none.")

Chattel Architecture, Planning & Preservation, Inc. Historic Resources Survey of the Hollywood Redevelopment Area. Prepared for the Community Redevelopment Agency of the City of Los Angeles in collaboration with PCR Services Corporation and LSA Associates, Inc., March 2009.

*Attachments: None Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archeological Record District Record Linear Feature Record Milling Station Record
 Rock Art Record Artifact Record Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # _____
HRI # _____

Page 2 of 3

*NRHP Status Code 3CS

*Resource Name or #: (Assigned by recorder) 1542 N MCCADDEN PL

B1. Historic Name: _____

B2. Common Name: 1542 N MCCADDEN PL

B3. Original Use: single-family residential B4. Present Use: single-family residential

*B5. Architectural Style: Craftsman

*B6. Construction History: (Construction date, alterations, and data of alterations)

Year constructed: 1910

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features:

None

B9a. Architect: _____ b. Builder: _____

*B10. Significance: Area: Los Angeles Theme: _____

Context: Residential Development and Suburbanization, 1850-1912 Theme: Annexation and Consolidation, 1895-1910

Period of Significance: 1910 Property Type: Single Family Resider Applicable Criteria: A/1

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This property appears significant as an excellent example of an increasingly rare property type. Single family residences from the pre-annexation period of Hollywood appear particularly significant as an important pattern of development, illustrative of Hollywood's early development as an independent city. Although residential development began a few years earlier, Hollywood became an independent city in 1903. By 1909, Hollywood experienced growth on an exponential scale, with a population increase of 700 in 1903 to 4,000 in 1909 and accompanying difficulties supplying services to residents. As a result of its growing pains, Hollywood became a district of Los Angeles in February of...(continued on next page)

B11. Additional Resource Attributes: (List attributes and codes) HP02

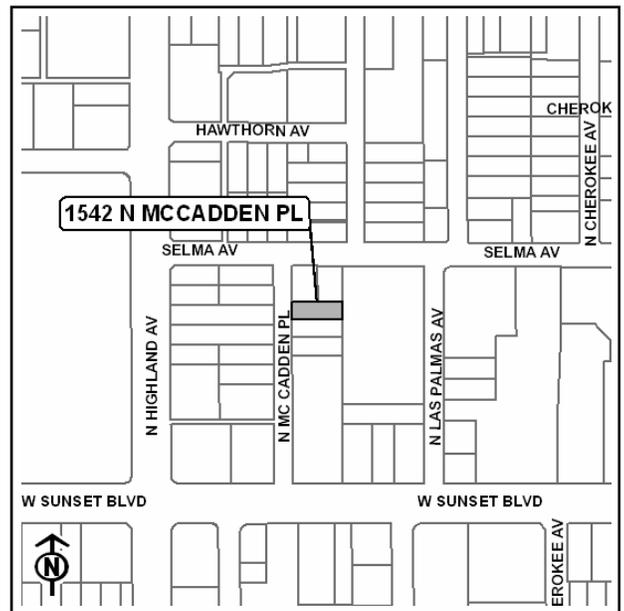
*B12. References:

B13. Remarks:

*B14. Evaluator: Jenna Snow

*Date of Evaluation: 01/20/2009

(This space reserved for official comments.)



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____

HRI # _____

Trinomial _____

Page 3 of 3

Resource Name or #:(Assigned by recorder) _____

*Recorded By: Jenna Snow *Date: 01/20/2009 Continuation Update

B10. Statement of Significance (continued): 1910. Building permits were not available for this property.





CAHUENGA VALLEY.

COLEGROVE, Sept. 22.—(Special Correspondence.) The regular monthly meeting of the citizens of the Cahuenga Valley was held last Thursday evening at The Pass school-house. One of the large rooms was, as is the expression, filled to overflowing. After the reading and approval of the minutes of the last meeting, the committees on Sunset boulevard, good roads and water supply made their several reports, and, on motion, were granted further time to pursue their labors.

A very interesting paper, the joint production of Messrs. F. J. Moll, Sr., and E. S. Kishel, was read by the latter gentleman. It advocated in a most forcible and eloquent manner the importance of the immediate formation of an exchange by the lemon growers of the Cahuenga Valley. That the ideas advanced by these gentlemen were fully appreciated was conclusively shown by the applause with which the reading of the paper was received.

On motion the Citizens' Association adjourned until the 29th of next month. A meeting of the Lemon Exchange was then held. The following temporary officers were chosen, namely: Rev. Daniel Read as chairman and P. T. Beveridge as secretary.

The following lemon-growers, who were not present at the last meeting, joined the exchange, namely: Dr. Thomas Davidson, T. E. Brain, J. Flint, W. Squire, G. L. Grose, W. C. Fry, A. Z. Taft, T. J. Read, John Watts, Mrs. M. L. Morey, Miss Winstanley, J. B. Dunlap and I. N. Wilson. With these additions the membership roll now contains nearly forty names.

The Committee on Formation of the Exchange presented for consideration a constitution and bylaws. These were read, and, in the main, seemed satisfactory to all present, and they will undoubtedly, with a few modifications, be adopted at the proper time.

The chair appointed Messrs. C. Cole, E. T. Hambrook, P. T. Beveridge, F. J. Moll and E. C. Harrington a committee to draft articles of incorporation and have the same ready for execution at the next meeting.

The meeting of the exchange then adjourned until October 1, 1895.

From the above it will appear that the Cahuenga lemon exchange is an assured fact. Its formation will prove to be a most important event of the history of the valley. It will make lemon-growing in this most favored section one of the most profitable industries in California, for its establishment means the securing of the highest market price for our unexcelled product.

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OUTLOOK IMPROVING FOR SUNSET BOULEVARD.

ACTUAL WORK WILL BE UNDER WAY TOMORROW.

Small Number of Property Owners Yet
to Subscribe to Guarantee Success of
the Great Improvement in the Ca-
huenga Valley.

Success is dawning for the ener-
getic champions of better highways in
Cahuenga Valley. The long-cherished
Sunset boulevard project will soon be
a reality if the small minority of prop-
erty-holders, not now on the subscrip-
tion roll, promptly fall in line.

Actual work will be begun tomorrow
morning, the roadmaster having been
instructed to secure all the laborers
and teams he can use advantageously.
Funds are already available for a good
portion of the work and the leaders in
the movement are confident that those
not now pledged will soon see the ad-
vantages of the boulevard and join in
supporting the movement.

Prominent in the enterprise have
been H. J. Whitley, Col. G. J. Griffith,
E. S. Field, Dr. Alan Gardner, Good-
win & Bynon and others, besides the
officials of the Los Angeles and Pa-
cific Railway, who have aided in every
way. These gentlemen now feel
greatly encouraged, though anxious
that every owner of property along
the route should be brought to lend
support.

The proposed boulevard will extend
from the city limits out Sunset avenue
clear to the entrance to Laurel Cañon.
It will parallel for five miles and join
the fine Prospect boulevard, which has
served so greatly to beautify and
build up Hollywood. The work on the
Prospect route is not entirely com-
pleted and will be resumed tomorrow,
while operations on the Sunset route
will be inaugurated at Vermont ave-
nue.

The promoters state that if the few
remaining signatures could be prompt-
ly secured the highway could be grad-
ed and graveled from the mountains
to Vermont avenue in ninety days. If
these owners persist in refusing to
sign, their frontage will have to be
left without improvement. The bare
possibility is that the great work
would be balked by such action.

E. S. Field, president of the Board
of Supervisors, has been active in the
cause and Col. G. J. Griffith has do-
nated granite from his quarries. The
county furnishes a road overseer, a la-
borer and team, and most of the nec-
essary tools. Thus the cost is greatly
reduced.

The subscribers to the movement are
owners of acreage, some of them pay-
ing the pro rata for as much as a
half-mile of the improvements. The
Hollywood boulevard, however, has
proved that such work more than pays
for itself in the increase in the value
of property.

The signers along the Sunset route
up to date are as follows: A. A. E.
Winstanley, Alan Gardner, George H.
Dunlop, T. W. Cove, Thomas Hudson,
O. S. Adams, Mrs. A. E. Lauder, C. A.
Smith, Thomas Davidson, H. J. Whit-
ley, Charles Allen, H. D. Wilkerson,
A. Z. Taft, Lee A. McConnell, C. J.
Wade, Daniel Penman, C. C. Rosche,
C. W. Walker, William Squires, C. H.
Soules, William C. Foye, William M.
Floyd, J. Uheller, G. T. Gower, G. T.
Gower, Reyes Bros., L. Bagnoll, Wil-
liam Beesenger, Mrs. L. A. McCray,
Gorden Bennett, L. W. Dooveport, H.

Clausen, William Wylie, René Blon-
deau and wife, Martin Labary, Freida
Wilcox Beveridge, William Campbell.

The signers on Prospect avenue are:
Freida Wilcox Beveridge, C. V. Bax-
ter, R. J. Northam, A. G. Bartlett,
Charles F. Wagner, W. B. Glidden,
Alan Gardner, Henry Clausen, Jacob
Miller, A. Z. Taft, John B. Brokaw,
William Rapp, O. C. Hunter, Henry
Goodwin, G. A. Young, Jephtha Turner,
W. V. Jackson, T. E. Gibbon, Robert
T. Lee, James Kays, G. W. Bottoms,
H. C. Bradley, Mrs. K. Wingfield, E.
Luke, Mrs. C. M. Wood, Mrs. J. F.
Grass.

CAHUENGA VALLEY.

The Lemon-growers' Organization Has Been Effected.

COLEGROVE, Oct. 2.—(Special Correspondence.) A special meeting of the Caluenga Lemon Exchange, called for the purpose of further perfecting its organization, was held Tuesday evening at the Pass schoolhouse. Rev. Daniel Read, who has heretofore presided at the meetings being absent, ex-Senator Cornelius Cole was called to the chair. W. Cole, upon request, then outlined the legal course necessary to be pursued in order to effect the incorporation of the association.

The proposed bylaws were then read by the secretary for the information of those present who had not attended the prior meetings; after which the following names were added to the membership roll, namely: S. G. Austin, Thomas Wilkerson, Jr., Schuyler Cole, T. M. Beatty, Mrs. James G. McLaughlin, P. T. Durfy and Seward Cole.

Messrs. Thomas Davidson, E. C. Hambrook, F. J. Moll, Sr., P. T. Beveridge and C. Allen then expressed their several views upon the important matter of raising funds for the future support of the organization. There being comparatively few orchards in the valley in full bearing, the question to be solved is, how to equitably distribute the burdens incident to operation of the exchange between the owners of such orchards and those of younger growth. On motion, however, the discussion of this subject was deferred until the meeting to be held for the adoption of the bylaws, when, undoubtedly, some plan satisfactory to all will be settled upon.

A board of directors, composed of Messrs. E. C. Harrington, P. T. Durfy, F. M. Lyon, C. Cole and Dr. Thomas Davidson, was then elected. These gentlemen were also, on motion, appointed to act as incorporators of the exchange. The meeting then adjourned, subject to the call of the directors.

The incorporators will meet in Los Angeles on October 3, when the articles of incorporation will be prepared and filed. Thus will the Caluenga Lemon Exchange soon become a legal entity, and ready to enlist upon a prosperous and useful career.

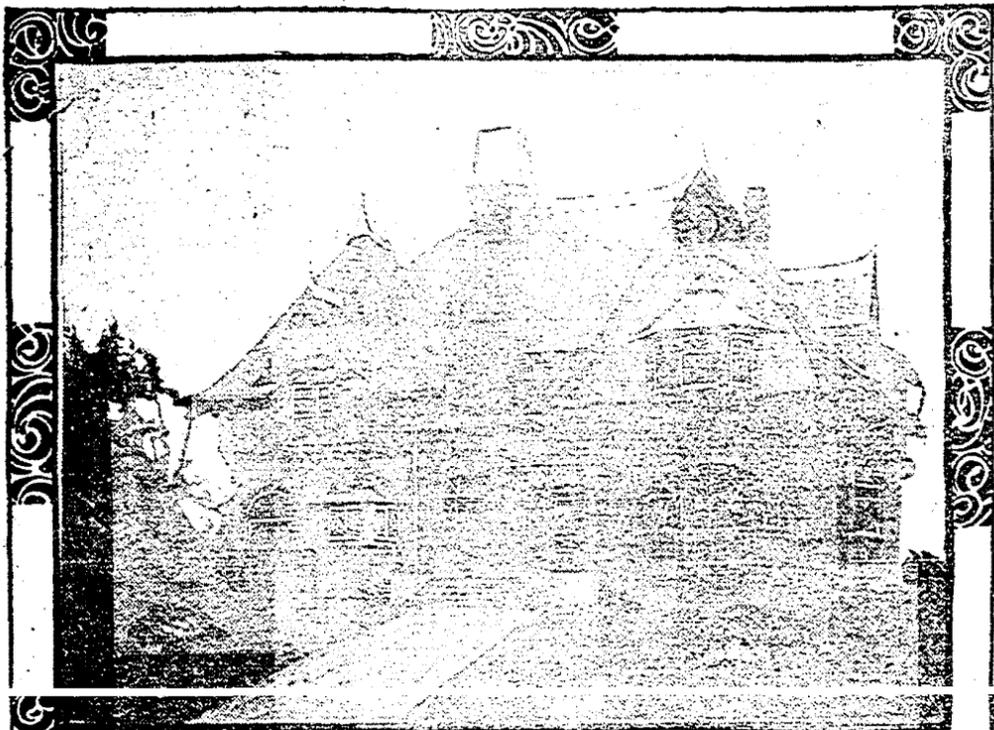
COLEGROVE.

Annual Meeting of the Cahuenga Lemon Exchange.

COLEGROVE, Dec. 5.—(Regular Correspondence.) The Cahuenga Lemon Exchange held its annual meeting at the Pass schoolhouse last Tuesday evening. A report of the visits made by the directors to the Blanchard orchards at Santa Paula and North Ontario was read by the new secretary, Dr. Thomas Davidson.

The members present gave to the secretary lists of their trees, showing the age of each, for future reference.

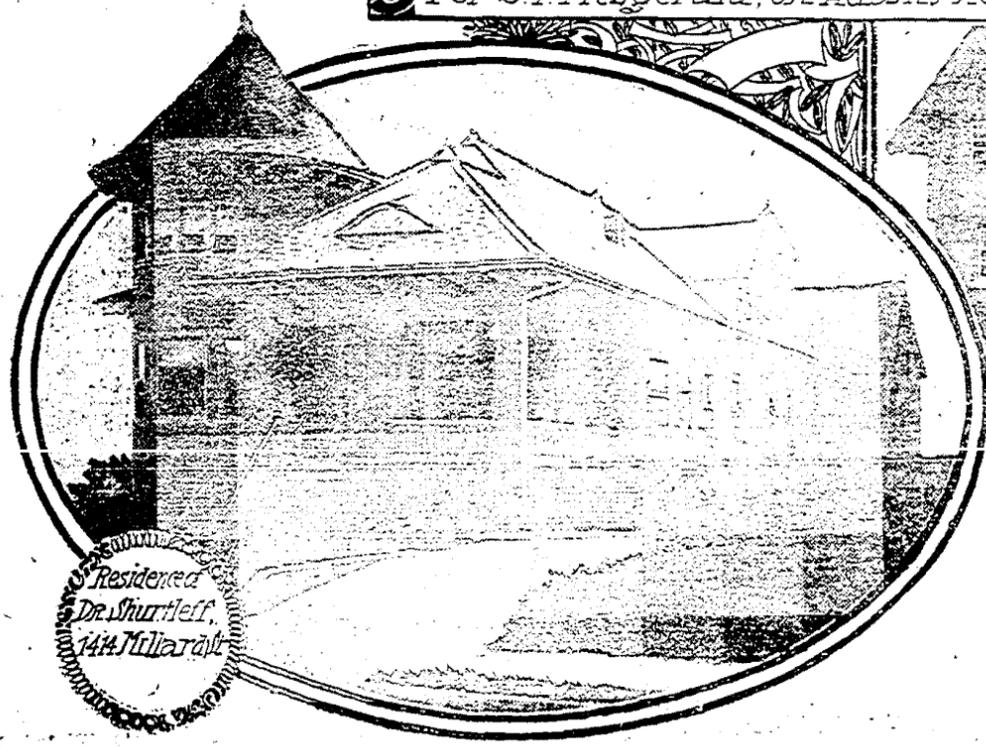
Addresses were made by the secretary and ex-Senator Cole on the methods of pruning trees and curing and packing lemons at Santa Paula and North Ontario, respectively.



For J. T. Fitzgerald, on Adams near Arlington

Cather Newsom. It will be a twelve-room two-story brick and stone structure, with shingle roof and frame gables. The latter terminate in acute angles, and with the ornamented work employed are themselves calculated to produce a very pleasing effect. The clinker-brick chimneys, and the curved-recessed nook, in the southeast corner of the house, blend harmoniously with the other exterior features, and help to make this one of the most attractive residences now in course of construction in this portion of the city. The interior finish will be in selected California redwood, with a dull gloss employed to bring out the fine effects of the natural grain. Five handsome mantels, covering five open grates, will contribute to the completeness of the interior decorations, as well as to the comfort of the occupants of this home. The house will be heated from a furnace in the basement, and provided with modern conveniences generally. It will cost between \$12,000 and \$15,000, and will probably be ready for occupancy in about six weeks.

The remaining dwelling of the group is the residence of Dr. F. C. Shurtleff. It is No. 1414, stands on the east side of Millard avenue, about a block south of Pico street, and is a nine-room, two-story-and-a-half frame cottage, which was built after plans of Architect John C. Austin. The tower-room on the northwest corner, and the wide verandas on the west and the south fronts, give the house a distinctive as well as attractive exterior. The dwelling con-



Residence of Dr. Shurtleff, 1414 Millard



For H. L. Asher, Corner Hermosa and 21 Sts.

ity of streets in city subdivisions than has heretofore obtained.

More Fine Dwellings.

The reputation of possessing a greater number of fine specimens of residence architecture than usually falls to the lot of cities of its size is already possessed by Los Angeles. That this reputation is merited there is no doubt. It is gratifying, moreover, to be able to note the fact that the new dwellings now in course of construction possess, as a rule, a fair share of architectural merit, and that there are among them many that are calculated to maintain the high standing already established in this line for this municipality. The group of dwellings shown elsewhere in this review bears out this idea.

One of the striking as well as substantial residences of the collection is that now being built for H. L. Asher, on the southwest corner of Hermosa and Twenty-first street. It is a twelve-room story-and-a-half brick structure that is being erected under the supervision of Architects Hunt & Eager. In its exterior is shown a recessed porch, fronting east on Hermosa street, and some very pretty gable effects; and the air of substantial repose, which is an almost invariable accompaniment of brick buildings, is a noticeable, and agreeable, feature of this house. It will be supplied with modern conveniences, cost about \$12,000, and be finished by the middle of August. The advantages which attach to the use of brick will, as the city becomes more densely populated, probably cause an increasing number of residences to be constructed of this material.

Another dwelling shown in the group, and which will be a distinct addition to the residence architecture of the locality in which it is to be erected, is that now being put up for James T. Fitzgerald, on the north side of Adams street, about 150 feet west of Arlington street, after plans of Architect J.

tains a reception hall, library, parlor, dining-room, kitchen, two bed chambers and a bathroom, on the first floor, and two bedrooms on the second floor. The interior finish is in Tahoe pine, and is in keeping with the attractive exterior. The house cost about \$5000, exclusive of the barn on the rear portion of the lot. It is supplied with modern conveniences, and is one of the cozy and comfortable, as well as one of the attractive, homes of that portion of the city.

The Berg.

A sketch which appears in a separate picture in this review shows the three-story combination stone and brick hotel building that was completed during the week for C. G. Berg. It is an attractive structure, which stands on the southwest corner of West Eighth street and Copydon drive, at No. 918 of the street named, and it is illustrative of the continued expansion of the business district westward on cross streets. It is, also, an exemplification of the increasing use of brick and stone in small business and hotel buildings, outside the fire districts. It was built in response to the growing demand for small family hotels, and was leased before completion. The building was finished about the middle of week, and the house has already been fitted up and opened by the lessee. The exterior is of a handsome artificial red stone, and was made by a local company, expressly for this house, and of pressed brick, in the manufacture of which the owner is interested. The cornices are of cream-colored terra-cotta. All the openings on the first floor are of copper and plate glass. The rooms are lighted by large, airy windows, are finished in hardwood, with maple floors, and the walls and ceilings are tinted to correspond. The building was erected under the supervision of Architect E. B. Young. It is 50 feet front by 30 feet deep, has walls of sufficient strength to bear the weight of two additional stories, is to be known as "The Berg," cost about \$10,000, and is a thoroughly modern family hotel.

Broadway and Eighth.

One of the conveyances noted in the Times of Tuesday, was that from E. S. Rowley to Carlton F. Burke of the lot 55x115 feet, on the northwest corner of Broadway and Eighth streets, with frame dwelling of small value compared with the frontage; consideration estimated, about \$70,000. This is desirable prospective-business property, and it is reasonable to expect that it will reach a higher figure than that noted above.

Suburban Acreage.

A. R. Maines has purchased of J. A. Rostel, 13.62 acres, unimproved, on the south side of Sunset boulevard about six hundred feet west of Western avenue, near the Cahuenga Valley; consideration named, \$15,000. Buyer will probably build on a portion of the property and subdivide the remainder.

Ocean Pier Tract.

Among the improvements that are being planned and put through for the Ocean Pier tract, at Long Beach by the Henry F. Barbour Company is the practical withdrawal of block N, of the subdivision named, from sale, except for the use of the more expensive class of seaside dwellings. The block specified lies just south of Ocean Park avenue, has a south frontage on the ocean, extends from Linden to Alamitos street, and contains twenty-nine lots, averaging 30x100 feet each. It is also bordered on the Ocean Park-avenue side by a long strip of city park, which Mr. Barbour was authorized last Friday, by the City Council of Long Beach to grade, terrace and slope. These improvements will involve an expense of about \$20,000 by the company, and they will change the present unsightly features of the landscape to forms of beauty. The earth taken from the bluff in this work of terracing and sloping will be used in raising the entire surface of blocks N and L about two feet. The building restrictions for block N will provide that only residences shall be built there, and that they must cost not less than \$3000. The streets are all to be paved with cement, and similar tract improvements.

More Fine Dwellings—Selections of Residence Architecture, from Buildings now under Construction, or Recently Completed.

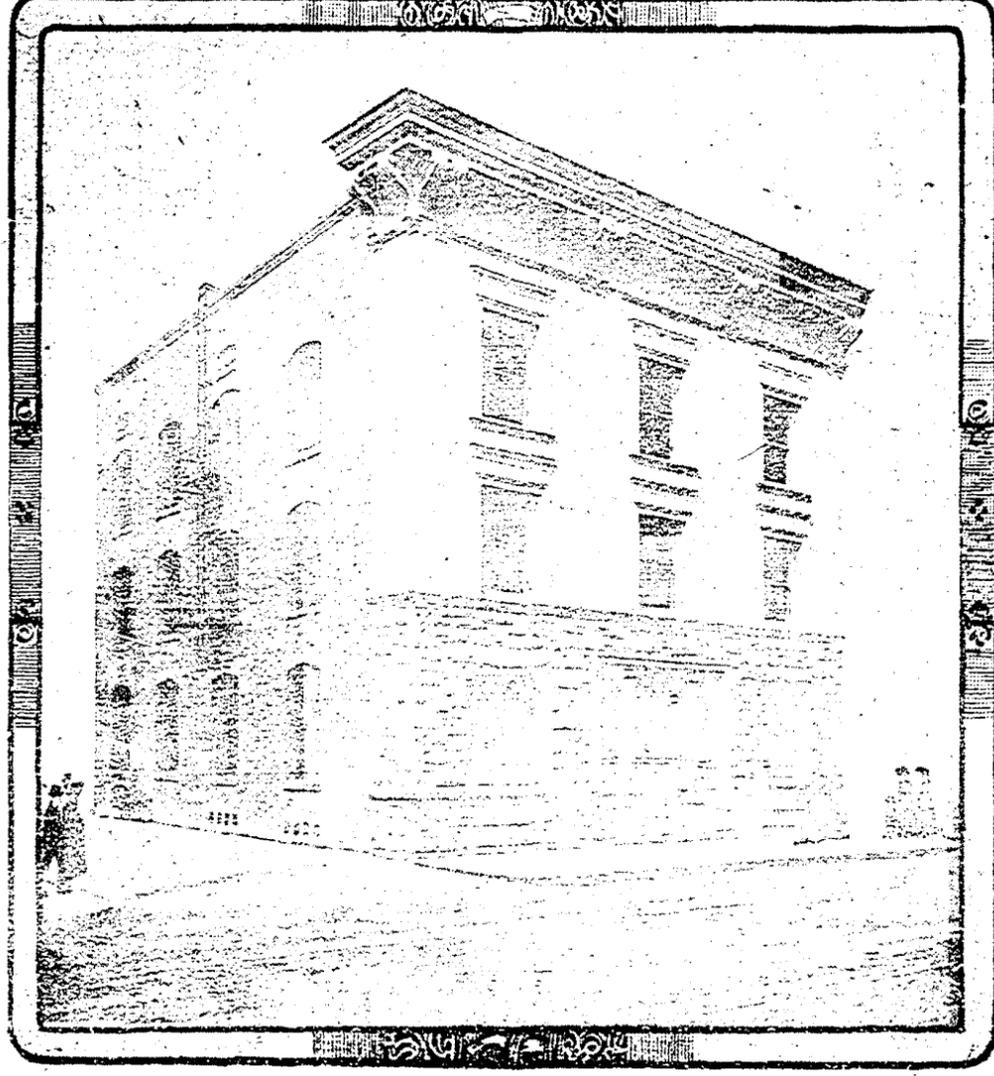
AMONG OWNERS AND DEALERS.

MARKET SHOWS NO SIGNS OF A BREAK.

Sales Are Sufficiently Numerous and Prices Sufficiently Strong to Show Continued Confidence of Investors in Stability of Values in This Locality.

The market during the past week was not so active as it was during the week preceeding, but the sales noted were sufficient in number to show a fair demand for realty in this locality. The prices, moreover, were indicative of the continued confidence of investors, being uniformly at an advance

on prior quotations, and in no instance such as to show any tendency to break. Owners invariably hold prices which are probably a little stiff when based solely upon present earning capacities, but which cannot be held to be unreasonable when considered in connection with the improvements that are known to be in store for this municipality. Too many outside subdivisions, however, are being prepared for the market. Some of those that are well located will doubtless prove to be good investments, but others are so remote, and so otherwise objectionable, that it is hard to see how investors can escape loss, even if the present healthy expansion of the city should be multiplied several fold. It is to be hoped that the Board of Supervisors will enforce its rule requiring conformity of streets in country subdivisions; and the City Engineer's office should, from this time on, take the initiative in requiring a much more rigid enforcement of the rules concerning conform-



The Berg—A small family hotel just completed at No. 918 West Eighth Street

(Continued on Second Page.)

HOUSE AND LOT.

(Continued from First Page.)

are to be made. That the block, with its splendid location, can, by the rigid enforcement of the regulations described, and the faithful installation of the improvements planned, be made a decidedly choice residence district is reasonably certain. Block L of the tract named is to be reserved for business purposes. Its location makes it especially suitable for this use, and when the grade of the block is raised it will be still more desirable for the locations of business houses. The Henry P. Barbour Company has also secured from the Long Beach Bathhouse Company an additional plot of block L, comprising a frontage of about 600 feet, and having the average depth of the block; consideration named, \$50,000. This property will also receive the benefits of the raised grade, and of the improvements planned for the remainder of the block.

Handsome Home.

J. M. Davis, formerly of Oakland, buys of Archie Thompson, for a home, through the agency of Leonard Merrill, 218x106 feet, with ten-room, two-story frame dwelling, No. 1151 West Adams street; consideration named, \$12,000. A desirable residence.

Two Suburban Subdivisions.

The Cole Realty Company is preparing for the market two subdivisions of the Cole property at Colegrove. The three blocks bounded by Olive street on the north, Melrose avenue on the south, Vine street on the east and Townsend avenue on the west, will be cut into lots having frontages of 50, 55 and 60 feet, and an average depth of 130 feet. The six blocks lying just south of Olive street and west of Townsend avenue will be divided into one-and-one-quarter-acre villa lots. Streets will be graded, cement curbed, graveled and sidewalked, and supplied with ornamental shade trees by present owners. Building restrictions ranging from \$1000 to \$1500 will be placed on the residence lots, and from \$1500 to \$2500 on the villa lots. The West Side Water Company mains will be laid to the tract, and electric lights and similar modern tract conveniences will be provided. Each subdivision commands a fine view of the surrounding country. Residence lots will be on sale at from \$250 to \$500, and villa lots at from \$1000 to \$1750.

No. 106 North Hope Street.

H. G. Skewes buys of Mrs. F. E. Dryden, through the Robert Mitchell Company, 35x77 feet, with a twenty-room, two-story frame apartment building, No. 106 North Hope street; consideration named, \$7500. Property rents for \$90 per month, on a five-year lease.

No. 639 Ruth Avenue.

Max Kahn has purchased of George H. Rector, through Conway & Kessler, 50x110 feet, with forty-two-room three-story frame apartment building, No. 639 Ruth avenue; consideration named, \$14,000.

At Huntington Beach.

Cars over the Pacific Electric Railway Company's new line to Huntington Beach began running Friday. Hourly service is now given to this resort, which is only thirty-two miles from this city, by way of Long Beach, and about twelve miles from the last named place. The maps of the new subdivision, which the Huntington Beach Company is to place upon the market, are not quite ready for general use, and the sale of lots therein has not been vigorously prosecuted. The demand for lots in the original subdivision, however, continues good, and the company reports the sale, during the past two weeks, of fifty unimproved lots therein averaging 25x117 feet each, at prices ranging from \$155 to \$450, and aggregating about \$15,000. Among the buyers are: Joseph Hoff, Peter Syre, George E. Phelps, August Sebelius, A. H. Hoigata, E. F. Wood, Mrs. C. L. Wood, Mrs. F. J. Stokes, George B. Wilson, I. F. Arbisio, H. C. Lewis, Andrew Peterson, Frank Johnson, Andrew Johnson, H. E. Talbert, M. R. Peterson, Alexander Mills, John Cottrell, Mrs. Lucie C. Buell, W. C. Collins, F. P. Hall and David Brush. The opening of the new electric road will necessarily stimulate developments at this resort. The improvements, previously noted as under way, are being vigorously pushed to completion, and a somewhat rapid growth for this little city may now be reasonably expected.

All Buy Homes.

Following properties are reported through the agency of C. C. C. Tatum & Co. as having been bought for homes: George Crocker of Mrs. Margaret B. Hobbs, 50x145 feet, with eight-room modern frame dwelling, No. 2720 Raymond avenue, \$6000; Minnie J. Carroll of W. W. Eakins, 50x122½ feet, with six-room frame cottage, No. 1827 Winfield street, \$4000; E. A. Buckluf of Fitz E. Beach, 36x100 feet, with seven-room frame dwelling, No. 907 West Eighteenth street, \$3750; Mrs. M. E. Chamberlin of George P. Barr, 50x125 feet, with six-room frame cottage, No. 1339 Arapahoe street, \$3700. They are all desirable residences.

Two Good Ranches.

F. M. Stone has purchased of Buff & Whipp, through Edward E. Gillen & Co., a sixty-two-acre alfalfa ranch two miles west of Pomona; consideration named, \$14,000.

D. M. Simmons has sold to A. D. Johnson of Chicago through the same agents a grain and stock ranch of 142 acres lying southwest of Lemon; consideration named, \$18,000.

Venice Park.

Carroll J. Daley and associates have purchased of W. E. Wymans forty-one acres, unimproved, near Ocean Park, bounded on the north by Short Line avenue, on the south by unimproved acreage, on the east by Compton road and on the west by the line of Los Angeles Pacific Railroad; consideration named, \$20,500. Buyers will subdivide into lots 40x135 feet to fifteen-foot alleys. They will have fifty-foot streets cut through the subdivision, and put in street and tract improvements to correspond, and will place lots on market at from \$250 upward. The tract is to be known as Venice Park. It adjoins the present Venice on the east. The tract will be handled by Preston & Hilton.

On Bush, Below Pico.

Ben White has purchased of R. Avery and C. Parish 49x149 feet, on the west side of Bush street, 250 feet south of Pico street, with a nine-room two-story frame dwelling, new and modern; consideration named, \$6000. The buyer, who is one of the active real estate men of the city, will occupy the property as a home.

Lemona Tract.

Hicks & Anderson report that they have just opened up for William Ersemeyer and W. C. Frey a new subdivision in Hollywood known as the "Lemona Tract." Nearly half of the property is covered with an orchard, consisting of orange, lemon and walnut trees. The balance of the land is of rich loamy soil, and is now under cultivation. The lots range in size from 50x150 to 63x187 feet. There is a frontage on Sunset boulevard, Western and Santa Monica avenues. It is near two good car lines, on one of the best driveways in this portion of the State.

Very large sales have been made in adjacent property, and from present indications this tract will sell rapidly. The district is building up rapidly with some fine homes, and a building restriction of \$2000 on Lemona tract will maintain the standing of this section as a residence district.

For Subdivision.

Nolan & Smith and Strong & Dickinson have just consummated the sale of a sixty-acre tract, known as Arlington Heights and owned by Mr. Boettcher of Denver, Colo., to a local syndicate; consideration named, \$75,000. This is the last remaining unsubdivided portion of Arlington Heights, having a frontage on both Pico and Washington streets, with the Sixteenth-street electric car running through the center. The firms named expect to subdivide this property and place it on the market in the near future, will all the street work done and a high-priced building restriction.

Alamitos Bay Tract.

Robert Marsh & Co. and Strong & Dickinson report the sale during the past week of eighty unimproved lots of the Alamitos Bay tract at prices ranging from \$450 to \$1400 and aggregating about \$50,000. This makes a total aggregate of sales in this subdivision of something over \$200,000 since the tract was placed upon the market less than thirty days ago. Contracts for ten new dwellings were let during the week. Among the recent purchasers are S. A. Butler, M. H. Newmark, Edward Germain, O. Rentinger, Wallace W. Wideman, Mrs. J. Klein, M. A. Cravath, John E. Boal, H. G. Cooper, L. E. Page, John Howze, Miss Annie Trave, Miss E. A. Kellar, Eugene Germain, Nellie Henderson, Mrs. Zera B. Wales, M. E. Hillis, Fred W. Wood, Mrs. L. P. Hansen, C. N. Flint, Louis McGeary, Arthur Truedell, Mr. Howie, Mrs. Whiting, Mrs. Emmeline Jordan and Elizabeth A. Moore.

The Davidson Tract.

W. L. Hollingsworth & Co. are preparing to place upon the market, for Dr. Thomas Davidson, a subdivision to be known as the Davidson tract. It is on the northeast corner of Sunset boulevard and Highland avenue, Hollywood, in the immediate neighborhood of the Hollywood Hotel, will contain twenty-eight lots, averaging 50x150 feet each, and be provided with tract improvements that will include suitable modern conveniences. The streets of the subdivision will be graded, oiled, cement curbed and sidewalked. Palms and other ornamental trees will be planted at convenient intervals in the open spaces of the streets. Restrictions such as will insure the presence of desirable buildings will be enforced. The lots will be placed on sale at from \$450 to \$1000 apiece, and should be good value at those figures.

Orange and Lemon Orchard.

D. H. Gilbert sells to S. E. Garber, through R. E. Ibbetson & Co., eighty-acre about two miles south of Glendora, and about twenty-four miles east of this city, on the main line of the Santa Fé Railway; consideration named, \$15,000. The ranch is provided with good dwelling, barns, out-buildings and water rights in the Covina Irrigation Company. Thirteen acres are in oranges; the rest in lemons. It was bought for a home, and it will be occupied and still further improved by the new owner.

In Imperial Valley.

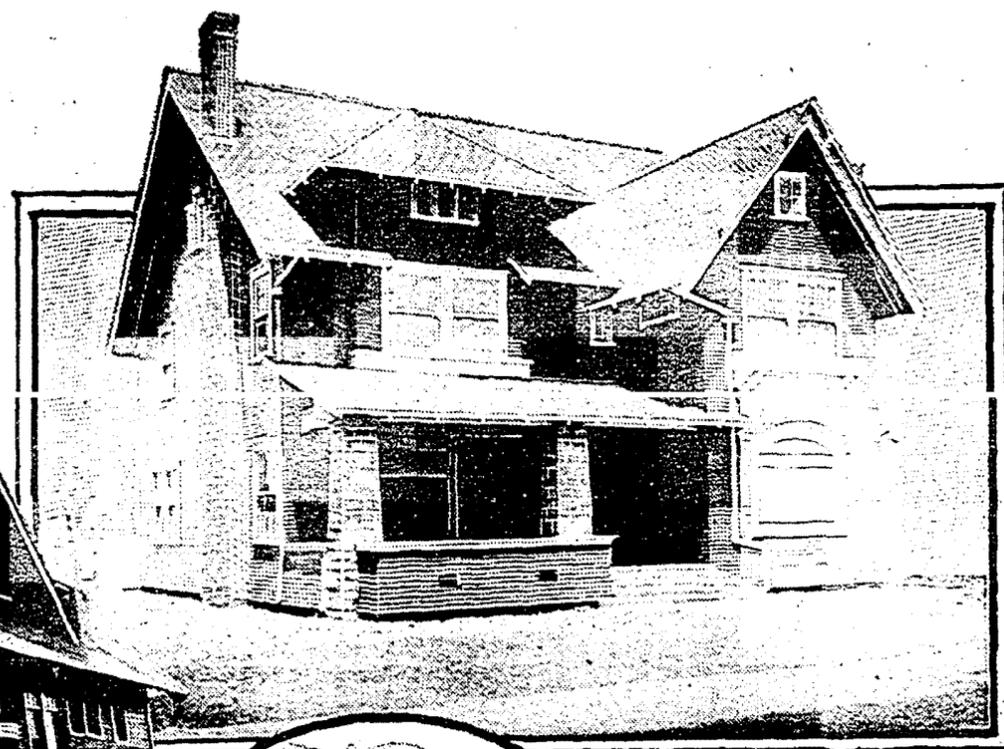
One of the deals in country property noted in the early part of the week was that by which Willis George Emerson acquired of W. F. Holt, and associates, 1400 acres on the Alamo River, in the Imperial Valley, twelve miles east of the town of Imperial; consideration named, \$100,000. About two hundred acres of this purchase are included in the townsite of Holtville. That place is supplied with graded streets that are lined with pepper trees and palms, a fine hotel and substantial dwellings, and it is said to contain 200 inhabitants. It is the eastern terminus of the Imperial and Holtville Railroad, which is to be in operation by the middle of July, and it surrounded by a country whose soil is highly productive, and which is said to be well supplied with water for irrigation and domestic use. Nine miles of ditch are used to supply in this respect the town of Holtville, and the 1200 acres of other lands included in this purchase. With the advantages noted, the price named, while seemingly large, is probably not out of proportion to the present and future prospects of this valley.

At Sunset Beach.

Developments in the Sunset Beach tract, seven miles southeast of Long Beach, seem to be active. It is bounded on the north by an arm of Anaheim Bay, on the south by the lands of the Bolsa Chico Rod and Gun Club, on the east by another division of the bay named, and on the west by the Pacific Ocean. The lots are 30x90 feet. Artesian water now on the tract is to be piped to each of them, and the streets are to be graded and sidewalked by the present owners. The Hall-Armitage company reports the sale during the past week of seventy-six unimproved lots at prices ranging from \$250 to \$750 and aggregating \$34,000. Contracts for thirty new dwellings are reported as having already been let by recent purchasers. Among the buyers are John Luckenback, Fred Gourley, W. E. Baxter, J. W. A. Off, E. W. Maxson, A. E. Pomeroy, John Redman, John M. Anderson, C. S. Huff, J. J. Hummel, Mrs. George Sibley, A. M. Saxton, S. Townsend, George W. Williams, Robert White and T. G. Smith.

with in this city, both in the finished structures and those nearing completion, comparatively few possess more fully than those shown in this review, that combination of artistic finish and convenient arrangement which is always desirable.

The residences shown include that of Ralph T. Vining. It stands on the southeast corner of Adams street and Van Buren Place, on a lot of the West Adams-street tract, is a two-story cement and plaster structure, with large verandas, wide, projecting eaves and distinct Moorish features. The handsome arches and double rows of columns which support the covering of the projecting porch at the entrance to the building on Van Buren Place are features that invariably attract attention. At the entrance is a handsomely-



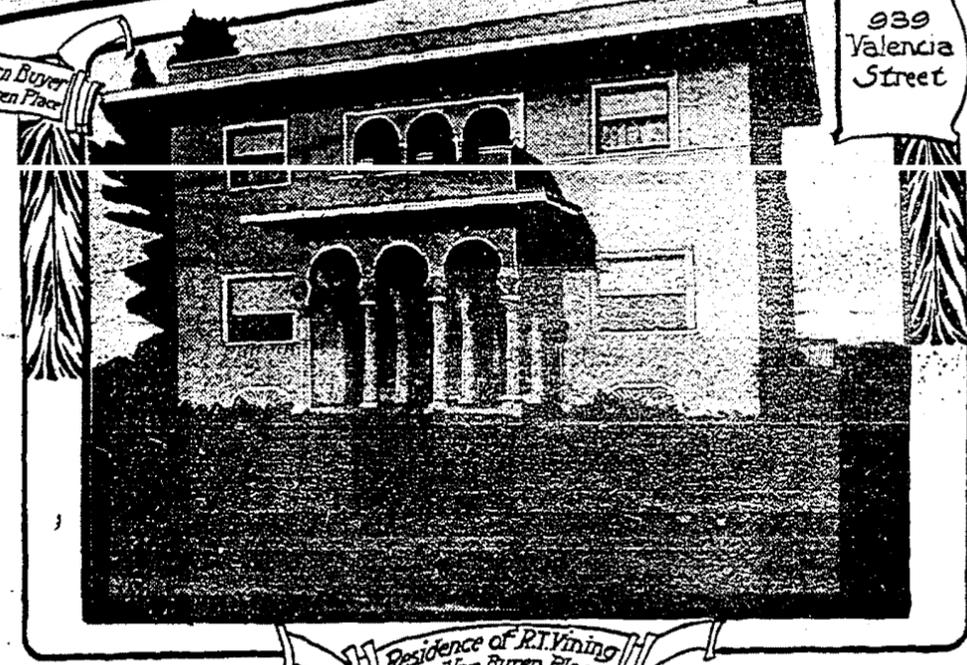
Residence of P.H. Clark,
2627 Van Buren Place



Home for Eastern Buyer
2633 Van Buren Place



939
Valencia
Street



Residence of R.T. Vining
2620 Van Buren Place

Attractive Buildings—Some New Residences in a Subdivision Located in the Southwestern Portion of the City, and a Handsome Apartment Building on Valencia Street.

carved door, with art glass side lights. Passing to the interior one enters a reception hall, 14x14 feet. To the south of this is a dining-room, 14x14 feet. Both are finished in selected slash grained Oregon pine, which has been burned to a rich brown to show the fine effects of the graining, and the hall has beamed ceiling and stained glass window at stair landing. The dining-room has walls paneled part way to the ceiling and handsome mantel of selected fire brick. A living-room 14x18 feet stands just north of the hall, and is finished in white cedar with beamed ceilings and mantel of buff-colored brick. A billiard-room, 14x18 feet, and den 7x10 feet, both finished in Oregon pine stained dark green, completes the first floor. In the upper floor in a hall 9x14 feet, two bed chambers, 12x14 feet, one 11x13 feet, and a bathroom, 8x14 feet. At the rear of the house is an open porch, 6x44 feet. The house is heated from a furnace in the basement, is provided with modern conveniences and cost \$5300.

parlor finished in white enamel and cream is located on the right of the hall. The rooms of the lower floor are provided with oak floors and weathered oak finish. Six bedrooms and a bath-room are found in the upper story. They are provided with large closets and finished in white enamel. The house is 40x50 feet, is provided with modern conveniences and cost about \$6500.

The remaining picture of the group shows an apartment building, the exterior design of which is laid along classic lines and the general effect of which is agreeable. It stands at No. 939 Valencia street, is owned by Mrs. Estella Shields, is a two-story frame structure with broad projecting porch covered by roof, which is supported by two groups of columns that give this modern apartment house the stately air of a Grecian temple. It contains four five-room flats, is provided with suitable conveniences and cost about \$12,000.

Laguna. The building was designed by Architects Marsh & Russell, and is now being put up under their supervision. As planned, it will be a very attractive, though moderate-priced improvement. It will be about 45x100 feet, will be typical of Spanish Renaissance in architecture, will have conveniences suitable to a building of its class, and will be provided with a roof garden, which will add to the general exterior effect. The house will cost about \$5000, and when finished and furnished, will represent an investment of something over \$10,000.

Another residence shown in the group is that which is now being erected for Percy H. Clark, at No. 2627 Van Buren Place. It stands on a lot of the tract named, diagonally opposite the house last described, and it is a two-story frame structure with basement and attic, that was planned by Architects Train & Williams. The house faces east. Passing across the projecting porch, one enters a reception hall, 22x24 feet. This has a heavy beamed ceiling and artistic stairway, with a wide opening into a large living-room on the left. Back of the living-room and hall is a large dining-room, with tile and wood mantel, buffet and window seat. In the living-room is a mantel of buff-colored pressed brick. On the second floor are four large bed chambers, with large closets and a large bathroom. The bedrooms are finished in white enamel. The rooms of the first floor are finished in golden oak, with red birch floors. The house is 35x50 feet, but the interior arrangement is such as to produce a broad, roomy effect, which is frequently wanting in houses whose exterior dimensions are much greater.

An Attractive Building.
 In a separate picture is shown a sketch, from the architects' perspective, of the two-story frame and cement building that is being erected by Mrs. Lizzie Childs, on the east side of Alvarado street, about 100 feet south of Sixth street, for the use of the girls school of Mesdames Vance and De

On Olive Street.
 A deal in Olive street property, that was noted in The Times of Friday, was the sale by Mrs. Mary C. Agnew, to W. S. and E. F. Ray of Riverside, through the agency of Edward D. Silent & Co., of a lot 55x135 feet, on the southeast corner of Olive street and Olive court, with three eight and nine-room two-story frame dwellings; consideration named, \$24,000. Price quoted does not seem unreasonable. Property now brings in \$115 per month under a lease.

Main and Seventeenth.
 One of the deals in Main street property, noted toward the middle of the week, was that by which A. Rowan & Co., and Bradshaw Bros., sold for

A. McAndrews to Mrs. Josephine C. Rowan, 90x150 feet, to an alley, on the southeast corner of Main and Seventeenth streets, with a two-story frame business building; consideration named, \$21,000. Price quoted seems quite reasonable for a practically full depth corner lot on this thoroughfare.

Shows Substantial Growth.
 The fact of new office buildings filling up so soon after they are ready for occupancy is indicative of a demand for such accommodations that speaks of growth. The Herman W. Hellman building on the northeast corner of Fourth and Spring streets is now just receiving its finishing touches, and already the entire ground floor space and one-third of the 279 offices on the seven upper floors have been leased. There are twelve store rooms on the ground floor, one of which is to be occupied by a bank. A basement extends under the entire building and is being fitted up for the use of a large restaurant. A suite of seven rooms on the second floor has been elegantly fitted up for the use of R. A. Rowan & Co., the agents of the building; and the interior decorations, and finish of the other office rooms are in keeping with the general character of the structure. The building has a frontage of 120 feet on Spring street, by 180 feet on Fourth street. It is eight stories high, of fireproof, steel-frame construction, with handsome exterior finish and decorations. The original plans of Architect A. F. Rosenheim were closely adhered to in the construction of the building, and the improvement, which represents an investment of over \$1,000,000, will soon be one of the well-filled busy blocks of this growing city.

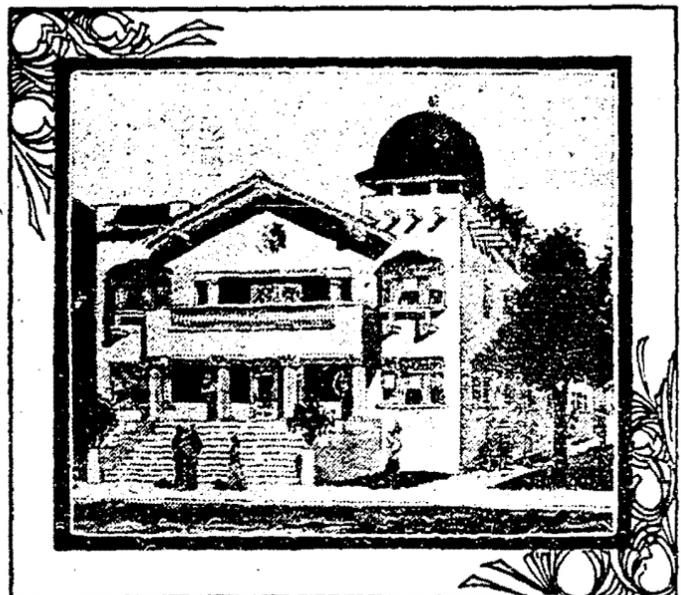
Sold Before Completion.
 Percy H. Clark yesterday sold to Mrs. Ida Mae Hutcherson, through the agency of Althouse Bros., 60x135 feet, with a ten room two-story frame dwelling, No. 2627 Van Buren Place; consideration named, \$8000. The house was originally intended by the grantor for a residence for himself. A sketch of the building will be found in the group of pictures which appears elsewhere in this review. The building is not yet completed.

In the Davidson Tract.
 W. I. Hollingsworth & Co., report the sale during the past three weeks of nineteen unimproved lots in the Davidson tract, at prices ranging from \$450 to \$1000, and aggregating \$12,700. The tract lies on the east side of Highland avenue, between Selma avenue and Sunset boulevard, Hollywood. The lots average 50x150 feet each, and are high and slightly. Among the buyers reported are: E. W. Lee, C. Coppedge, E. H. Kennedy, Mrs. M. W. Marsh, Miss P. S. Michelson, George W. Bridges, Peter Johnson, Florence A. Savage, Mrs. Emma Salusen, William Petzold, F. H. Powell, J. H. Spires, and W. H. Whipple.

Ranch Bought for Home.
 T. H. Dudley has sold to Margaret Hermus, through the agency of R. E. Ibbetson & Co., seventy-five acres just northeast of Bookhurs, with good barns, outbuildings and a water right with the Union Anaheim Water Company; consideration named \$12,500. Thirty acres are in nine year old walnut trees. Buyer will make the place her home, erect a residence, put in wells, and make other improvements on the property.

Leased Before Completion.
 Work on the foundation of the three story brick apartment hotel that is to be erected for Mathew Conway, on the east side of Grand avenue, about 150 feet north of Sixth street, after plans of Architect A. L. Haley, will begin tomorrow. The building will contain fifty-four rooms; thirty-five baths, a roof garden and the latest modern features. It will cost about \$30,000, and is to be finished by the latter part of November. A lease of the building for five years, from date of completion, has been secured by Blair and Thompson of San Francisco, through the agency of the Erkenbrecher syndicate. It is leased for five years at a rental of \$5400 per annum; and with the fine location, nearness to city and splendid character of the improvement proposed, it should be a paying investment.

Fifth Boulevard Tract.
 Lots in the subdivision known as the Fifth Boulevard tract seem to be finding ready sale. The tract is on the southwest corner of Compton and Shorb avenues, and comprises about thirty acres that have been divided into half-acre lots and placed on sale at from \$200 upward. It is one block west of the Long Beach line of the Pacific Electric Railway Company, and is said to be only eighteen minutes' ride from Sixth and Main streets. Emil Frith, the owner, reports recent sales to the following buyers, who are now building homes on the tract or contemplate doing so in the near future: Dr. W. H. Runyon, F. M. Smith, W. D. McGargar.



For a private school—Building now being erected on Alvarado Street, below Sixth.

AMONG OWNERS AND DEALERS.

MARKET REMAINS FIRM, STEADY AND FAIRLY ACTIVE.

Deals in Beach Properties Are Quite Numerous—The Demand for Residence Property Does Not Seem to be Decreasing, and Some Business Lots Are Changing Hands.

The market shows very few signs of summer dullness. Of course the number of transactions noted is not so great as it was a few months ago, and the aggregate of the considerations which pass for properties is smaller, but for a month which is usually quiet, in some cases to the verge of dullness, both the number of the deals noted and the aggregate of the considerations is altogether satisfactory. The sales of business and prospective business properties that are noted uniformly show an advance in prices, and many of these purchases are known to be for improvement. Deals in beach properties are numerous; the demand for residence property is fair; and the outlook for continued activity is good.

Attractive Buildings.
 Among the many fine specimens of architecture work that are to be met

(Continued on Second Page.)

HOUSE AND LOT.

(Continued from First Page.)

J. W. Pape, B. F. Royle, Mrs. Mary F. Everton, Frank C. Williams, L. L. Evans, John Glaser, J. A. Bowen, David M. Bowen, Conrad Sherer, Miss Minnie Porter, R. C. Harris, Mrs. Louie Ginton, Mrs. J. P. White, F. S. Aiden, John C. Stege, Joseph Metternich, John G. Limbird and C. Deult.

Olive and Fifth.

The Sentous estate has sold to W. I. Hollingsworth and associates, through the agency of the Sentous Realty Company, 66x165 feet on the northwest corner of Olive and Fifth streets, with frame dwelling of small value compared with the ground; consideration named, \$50,000.

On Spring, Below Temple.

Addison Lyle has arranged, through R. G. Doyle, for the purchase of 74x174 feet on the west side of Spring street, about 200 feet south of Temple street, with a two-story brick business building; consideration named, \$90,000.

Buying and Building Homes.

Following purchases that are to be used for homes are among the recent deals reported through the agency of A. T. Jergins & Co.: Frederick W. Escobar of E. P. Higgins, 75x150 feet, northwest corner Wilbur and Sierra Vista streets, with eight room modern frame dwelling, \$3500; Guy C. Hall of Florence M. Main, 60x125 feet, with six room frame cottage, No. 2917 Kansas avenue, \$3200. John H. Flynn of Frank B. Veasey, 60x142 feet, unimproved, east side Elden avenue, midway between Tenth and Eleventh streets, \$2400, and buyer will build home on property.

Probably for Subdivision.

Lee A. McConnell & Co. have sold to the Pioneer Investment and Trust Company about fourteen acres, unimproved, on the southeast corner of Stephenson and Euclid avenues, near Hollywood; consideration named, about \$9000. Buyer is said to intend subdividing.

New Houses Bought for Homes.

Builders who erect dwellings for sale report no cessation of demand for this class of properties. Among the purchases of this kind that are to be used as homes are the following, which were recently erected in the same block by the grantors: Dr. Marshall B. Ketcham of Ingram & Briggs, 40x135 feet, with eight-room frame dwelling, No. 1645 West Twenty-third street, consideration named, \$3750; E. L. Zimmerman of the same grantors 40x135 feet, with eight-room frame dwelling, No. 1641 same street, consideration named, \$3750.

Washington and Hope.

R. W. Lewis has purchased of M. Brindley, through the Percy H. Clark Company, 73x153 feet on the northeast corner of Washington and Hope streets, with three frame dwellings and a frame business building; consideration named, \$12,000.

Improved City Properties.

Following are among sales of improved city properties recently reported by W. H. Obear, amounting to about \$50,000. For Hiram A. Clary to J. A. King, 41x160 feet, south side Ottawa street, between Figueroa and Georgia streets, with frame flat building containing sixty-four rooms, \$12,000; W. H. Obear to E. K. Porter, 100x425 feet, with twelve-room frame dwelling, on Pasadena avenue and Avenue 41, \$12,000; Thomas S. Wadsworth to W. H. Gilbert, 50x155 feet, to an alley, on the west side of Flower street, about fifty feet south of Pico street, with a thirteen-room frame dwelling, \$9000.

MARCH MAY BREAK RECORDS RECORD VALUE IS PLACED WITH STREET

Los Angeles Capital Pays \$5000 a Front Foot—Property Rented for Ten Years for \$23,000 a Year

(Continued from Page One.)

Recent Permits Granted

Among the permits issued by the building superintendent during the past week the following lead in point of interest:

H. J. Deifee, a two-story frame at 1219 Kellam street, \$2500; J. Preller, builder.

Frank Raugens, 211 West Twelfth street, a one-story frame at 2723 Hobart boulevard, \$2100; W. J. Blisseney, architect; Joseph Ferris, builder.

John L. Schroeder, a one-story frame at 1808 Van Ness avenue, \$2200; Edward Kendall, architect and builder.

Mrs. Elizabeth Lofly, 738 Merchant street, a three-story frame at 787 Ceres avenue, \$7000; Hurek-Gwynne company, architects and builders.

Daniel T. Althouse, a two-story frame at 850 Bonnie Brae street, \$2500; D. T. Althouse, builder.

Daniel T. Althouse, a two-story frame at 654 South Bonnie Brae street, \$4400; D. T. Althouse, builder.

Wesley Chapel M. E. church, C. G. Simson, trustee, 223 East Ninth street, a one-story concrete church at 601 East Eighth street, \$14,000; Marsh & Russell, architects; C. G. Simson, builder.

Henry Schneider, 685 Burlington street, a two-story frame at 2963 Dorchester avenue, \$4000; Mauls & Roberts, builders.

J. D. Thompson, a two-story frame at 742 Towne avenue, \$2000; J. D. Thompson, builder.

J. Klatscher, a three-story frame at 558 South Figueroa street, \$9000; P. W. Ehlers, architect; J. F. Freusch, builder.

C. M. Gordon, a two-story frame at 8301 Abbott place, \$2000; F. Cook, builder.

Mary L. Combe, 3705 Central avenue, a two-story frame at 2401-2401 1/2-2403 Central avenue, \$6000; George E. Combe, architect and builder.

W. S. Boyd, 801 South Bunker Hill avenue, alterations to a two-story brick at 469-473 East Third street, \$2000.

Myra Butterfield, 324 East Washington street, a one-story brick at 3922 South Main street, \$2000.

Ingram & Briggs, a one-story frame at 1732 West Twenty-second street, \$2200; F. M. Tyler, architect; Ingram & Briggs, builders.

Johnson hotel, a two-story frame at 139 South Grand avenue, \$10,000; A. L. Haley, architect; A. J. Carlson, builder.

W. A. Gilmore, a story and a half frame at 1056 Berendo street, \$2000; A. E. Benton, architect; W. A. Gilmore, builder.

H. L. Alexander, 1312 West Ninth street, a two-story frame at 1021 South Alvarado street, \$10,450; Train & Williams, architects; P. A. Mulford, builder.

Louise Mohr, alterations to a two-story brick at 467 South Spring street, \$5025; Theodore A. Elsen, architect; P. A. Mulford, builder.

George Lenn & Co., 345 Apollonia street, a two-story brick at 160-167 North Apollonia street, known as Mrs. C. A. Sepulveda property, \$17,500; Hudson & Munsel, architects; L. L. Spaulding, builder.

P. A. Johnson, 609 East Ninth street, a story and half frame at 2626 South Figueroa street, \$2000; F. A. Johnson, builder.

Abbie S. Reid, a two-story frame at 2718 West Eighth street, \$4000; Thomas

Presion, architect; Johnson & Hitchcock, builders.

G. A. Axelson, a story and half frame at 609 East street, \$200; E. A. Axelson, builder.

George Alexander, 137 West Twenty-ninth street, a one-story frame at 238 West Thirty-first street, \$200; Paul Hausberger, builder.

W. E. Dinn, a two-story frame at 317 West Twenty-ninth street, \$1000; Hudson & Munsel, architects; G. Olsen, builder.

W. L. Yard, 2023 La Salle avenue, a two-story frame at 2637 La Salle avenue, \$200; Yard & Hitchcock, builders.

A. D. Peterson, 1021 South Wall street, a story and half frame at 2015 La Salle street, \$2000; G. E. Kinnick, builder.

Victor Hall Tract Sales

Alderson Bros. report the following sales in Victor Hall tract:

From various owners to William A. Banks, frontages of 310 feet on Jefferson, F. W. Beau de Zart to G. Gerlich, Brighton avenues.

Lot on east side of LaBalle, between Jefferson and Thirtieth, H. A. Penrod to M. Wampfler, \$700.

Lot on west side of LaBalle, between Twenty-ninth and Thirtieth, L. F. Clapp to M. A. Hanna, \$1000.

One hundred feet frontage on Dalton avenue, between Thirtieth and Jefferson, F. W. Beau de Zart to G. Gerlich, \$700.

One hundred feet frontage on Harvard boulevard, between Thirtieth and Jefferson, E. C. Greenmeyer to John Wollenshlagel and Charles Carrillon, \$1000.

Fifty-foot lot on West Jefferson, facing Hobart boulevard, G. E. Alderson to W. F. Duss, \$700.

Northeast corner of Hobart and Jefferson streets, Tyler & Co. to W. G. Sylvester, \$775.

Alderson Bros. have commenced the erection of three new houses on West Jefferson street, between LaSalle and Western avenue, two of them two-story residences.

Residence Lots Sold

The Home Real Estate company has sold fourteen lots in the South Park home tract for an aggregate of \$7710 to the following purchasers: Jean D. Bernard, Michael T. Ryan, Cora C. Snodgrass, Viola C. Miller, Jacob J. Inman, John Baird, Maggie McDonald, Blanche Campbell, John H. Buxter and Maggie Early.

Commercial Realty Company Sales

The Commercial Realty company, with offices in suite 613, H. W. Hellman building, has met with flattering success in the sale of tract property. W. C. Elderton is president of the organization, A. L. Cheney vice president and W. W. Pedder secretary and general manager. The company sold 875 lots in the Burkhardt tract within sixty days and 275 lots in the Edgewood tract in thirty days, and has sold scores of lots in the Nadesu tract. Asot Place is the name of a new tract of fifty choice lots just platted, with all improvements completed, placed on the market by the company. This new home addition is directly opposite the main entrance to Asot Park, fronting on South Park avenue. The improvements are of the highest grade, four and five-foot cement sidewalks, 18-inch cement curbs, graveled and oiled streets. Restrictions have been placed at \$1000. Temporary structures will be permitted in the rear of lot under certain conditions. Size of lots, 40x150, 45x150 and 50x150.

Sales Are Bunched

Strong & Dickinson report that lots sell rapidly in desirable tracts. Sales for the week follow:

In Gus B. Hill's Independence tract—To M. J. Petty, lot 63, at \$1000; W. C. Schroder, lots 46 and 60, at \$1000; A. W. Morehouse, lot 56, at \$775; A. G. deGrave, lot 13, at \$600.

In E. D.'s Main street and Moneta avenue tract—To Bertha Fall, lot 5, at \$475; John Reischel, lot 4, at \$475; B. H. Miller, lot 30, at \$475; D. M. Morey, lot 5, at \$475.

In Salt Lake railroad tract—To Lulu R. Loery, lots 59 and 60, block F, at \$750. In B. & D.'s Figueroa boulevard tract—To Miss Anna Breitkreutz, No. 244, at \$450.

In S. P. shops tract—To Carl Kereckos, lot 32, at \$500.

In B. & C.'s Figueroa street tract—To W. R. Lee, lot 61, block 1, at \$2250. In Bellevue place—To F. H. Bradford, part of lots 54 and 55, at \$750; F. H. Bradford, part of lots 45 and 54, at \$750; H. E. Hunter, lot 33, at \$1250.

In West Washington street tract—To W. H. Earle, lot 10, at \$1800.

Doings of the Hustlers

Superintendent Eagan, in charge of the construction of the twelve-story fireproof hotel for the Billeke-Rowan company, on the southwest corner of Fifth and Spring streets, is in a happy frame of mind after weeks of worry over the non-arrival of steel beams for the building. Several belated cartloads of material have arrived from Pittsburg, Pa., and he is advised that nearly all of the iron work is on the way. Cold weather, deep snow and washouts are given as causes for the annoying delay all along the route.

H. J. Edwards has returned from Whittier after an absence of several weeks and is again giving attention to realty business. He says Whittier has a population of 4000 and still growing. John Cochran has located permanently in room 222, Laughlin building, and while selling Los Angeles realty to tourists he will continue sending original literature "back east" to prospective investors.

Karl Alderson made a flying trip to Santa Ana Friday on realty business.

Tracts for Homes

Charles M. Stinson has sold to M. L. Wicks & Co. fifty-two acres adjoining Lincoln park and the Outlook farm and the Free Methodist church, consideration approximately \$16,000. The property has been subdivided and surveyed and streets will be put in following the contour of the hills. Arrangements are being made to put water on the tract, making very desirable sites for home building.

For E. Easton to Laura A. Hallip, a six-room cottage, 1706 Oak street, with

Acres tract known as Lyman hill. This is a most beautiful site, surpassing all subdivisions for view. The Hollywood and Coliseum lines pass the tract and one line of Hollywood passes through the tract. The purchaser will grade the streets and put in cement sidewalks. This will make a delightful location for home-seekers desiring a home in the hills.

Main Street Boulevard Tract

Emil Fitch reports that twenty-six lots in his Main Street Boulevard tract were sold at the opening sale on Monday, March 8, to fifteen purchasers at \$475 to \$200 for lots fronting on Fifty-sixth street.

The lots are covered with large walnut and orange trees and the street improvements are of a good quality. Some of the purchasers have already begun the construction of houses. Among the buyers are the following: Virgil L. Myers, John G. Kitch, Theodore Vincent, J. K. Miller, E. H. Post, James Calderwood, F. A. Gleason, Henry Gillette, A. E. Matson, Edward A. Hauges, John Kroeger, Miles Daley R. Ritterband, Julia Brockman, Ida M. Vincent, Josephine G. Baker, Sophy Jameson, Lucy A. Beales, Olive A. Jackson, Rebecca MacDermott.

Bought for Improvement

Charles M. Stinson has bought of Thomas Kelley lot 4, block 1, of the Montana tract, and expects to deed same to the city for connecting Laveta place and Sunset boulevard. Work will begin next week on the grading of Laveta place to Sunset boulevard.

Marshall Stinson has sold for George S. Marygold lot 26, block 15, Angeleno Heights, to Dr. J. H. Bullard, consideration, \$1750. This lot is 50x200, on the crest of the hill and commands a view of the surrounding country. The purchaser will erect a handsome home on this lot.

Dr. Bullard has also bought from Charles M. Stinson lots 4 and 6, block 15, fronting on Laveta and Laguna streets; consideration, \$2000.

Sales for Homes and Investment

John C. Redman & Co. report the following sales of property:

George S. Marygold to Louis Nordlinger, lot 11, block 6, 74x178 feet, in W. G. Nevin tract, east side of Gramercy place, consideration, \$2100. Purchaser will build a two story residence for a home.

C. Q. Staunton to Stuart M. Dawson, lot 19 in Angelus tract, lot 50x171, east side of Arlington street, south of Sixteenth street; consideration, \$1000. Bought for investment.

Same grantors to S. A. Reed, lot 20, Angelus tract, lot 50x171 feet; consideration, \$1000. Bought for investment.

Same grantors to James Burton, lot 21, Angelus tract, lot 50x171 feet; consideration, \$1000. Purchaser will build a two story residence for a home.

Same grantors to Harry E. Kunkel, lot 5, Angelus tract, lot 50x171 feet; consideration, \$1000. Bought for investment.

Same grantors to Lulu M. Stedman, lot 18, Angelus tract, lot 50x171 feet, east side of Wilton place; consideration, \$1000. Bought for investment.

Louis Nordlinger to George S. Marygold, lot 18, Angelus tract, lot 50x171 feet, east side of Wilton place; consideration, \$1000. Bought for investment.

S. A. Reed to F. M. Prentiss, lot 10, block 5, Howes tract, north side of Thirty-eighth street; consideration, \$1200.

Herman E. Pank to Herman Arent, lot 14, block A, in Strang & Dickinson's South Park tract on north side of East Thirty-eighth street, including cottage. Consideration \$2200. Bought for a home.

Lizzie L. Miller to Joseph Specht, east one-half of lot 2, block 3, Los Angeles Homestead tract, lot 53x178. Consideration \$2300. Purchaser will build a 6-room bungalow.

Many Sales of Lots

Charles M. Stinson reported the following sales for the past week:

To A. B. McManis, lot 6, block "D" of the Ninth Street tract, 416 Albert street; consideration, \$750.

To George F. Watta, lot 8, block 19 Angeleno Heights. Purchaser will improve the property, as he has already commenced to erect a nice, modern two story house. Consideration, \$450.

To Emil Goldman, house and lot 13, block 4, Avenue Forty-nine, Highland Park extension; consideration, \$1800.

To Emma Lundquist, lot 9, block 4, Avenue Fifty, Highland Park extension; bought for a home; \$200.

To Joseph Frison, lots 1, 2 and 3, corner Satalina and San Marino streets; \$750.

To Jacob Hornafius, lot 9 of the Metropolitan tract on Valverde street; bought for a home; \$500.

To William H. Reynolds, lot 24, block 4, Highland Park extension, Avenue Forty-nine; \$180.

To Joseph O. Geman, lot 13, block 1, Garvanza addition at 1 Mesa street; \$200.

To Joseph Whitehorn, lot 5, block 14, Angeleno Heights; \$400.

Sold for Mrs. Harvey Poland, lot 24, block 15, Angeleno Heights, Kensington road, to William E. Cook; \$1500.

San Pedro and Winston

H. M. Kull has sold through the Whitcomb-Gordon company to E. W. Businaro for \$12,000 the property on the west side of San Pedro street, 200 feet north of Winston street, 40x115 feet to an alley. The lot has improvements that bring a rental income of \$100 a month.

Ingraham and Witmer

Among the favorable deals of the week the following closed by Althouse Bros. lead in point of interest:

For J. Morgan to C. Haven, an unimproved lot on the south side of Ingraham street, 200 feet west of Witmer street, 60x117 feet. Mr. Haven will improve with a fine residence, to cost \$750, at once. Consideration \$250.

For A. Benson to E. E. Smith, an unimproved lot on the east side of La Salle street, 100 feet south of Twenty-ninth street, 50x150 feet. Mr. Smith will improve with a two-story residence to cost \$400. Consideration \$500.

For C. Fisher to A. George, an unimproved lot on the south side of Twenty-second street, 100 feet east of Grand avenue, lot 60x120 feet, where the new owner will improve at once, for a consideration of \$1200.

For A. Benson to E. E. Smith, an unimproved lot on the east side of La Salle street, 100 feet south of Twenty-ninth street, 50x150 feet. Mr. Smith will improve with a two-story residence to cost \$400. Consideration \$500.

POPULARITY OF TRACTS BRINGS QUICK RESULTS

Scores of Lots Are Sold in New Southwestern Sub-division

The McCarthy company reports all lots sold on Forty-ninth street, Fifth and Fifty-first streets in the Main street and Moneta avenue tract, including eight lots on Forty-ninth street, two lots on Fifth street, and seven lots on Fifty-first street. This is regarded as an unprecedented record of sales for a tract of this size. The property has been on the market only three weeks and in the meantime the same company has purchased and placed upon the market a second tract in the neighborhood from which twenty-two lots have been sold, and has in preparation a third tract to be opened next week, and has already large advance inquiries. Of course the near approach of the building of the new Moneta avenue car line, has much to do with the success of the sales in these tracts; but the fact remains that the property has been on the market only three weeks and in the meantime the same company has purchased and placed upon the market a second tract in the neighborhood from which twenty-two lots have been sold, and has in preparation a third tract to be opened next week, and has already large advance inquiries. Of course the near approach of the building of the new Moneta avenue car line, has much to do with the success of the sales in these tracts; but the fact remains that the property has been on the market only three weeks and in the meantime the same company has purchased and placed upon the market a second tract in the neighborhood from which twenty-two lots have been sold, and has in preparation a third tract to be opened next week, and has already large advance inquiries. 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HOLLYWOOD PIONEER DIES

*W. G. McCadden Early Day
Real Estate Man;
Rites Tomorrow*

W. G. McCadden, 91 years of age, pioneer real estate man and Mason of Hollywood, died yesterday at the family residence, 1356 Beverly Drive, Beverly Hills.

Funeral services will be conducted at 11 a.m. tomorrow at the Hollywood Congregational Church. Officiating at the services will be Dr. James H. Lash, pastor of the church, assisted by Dr. E. P. Ryland. Interment will be in Forest Lawn Memorial Park.

Mr. McCadden was born at Ellicottville, N. Y. He went to Fairmont, Minn., in 1863 and in 1868 married Miss Lorena Davis, who died in 1893. In 1900 he went to New Mexico and a year later came to Hollywood, where he purchased a large tract of land. McCadden Place is named after him. In 1907 he married Clara Beckley of Hollywood.

Besides his widow, he leaves a daughter, Mrs. Jennie McCadden Wood.

LAND OFFER ACCEPTED

The offer of Frederick W. Maynard to sell the city a plot of land needed for the widening of Tenth street between Bronson avenue and Lucerne Boulevard for \$7425 was accepted yesterday by the City Council on recommendation of its County Affairs Committee.

Career Ends



W. G. McCadden, pioneer Hollywood real estate man, who died yesterday.

Congregational Pastor Arrives

Belief that America is on the threshold of a spiritual renaissance was expressed yesterday by Dr. James W. Fifield, Jr., upon his arrival here to assume the pastorate of the First Congregational Church. He comes here from Grand Rapids, Mich.

Dr. Fifield will preach his first local sermons next Sunday morning and evening.

GOOD LOCATION MUST BE FURNISHED FOR NAVY YARD

Admiral Cowie Tells Business Men How City Can Retain Federal Favor

Congressman Kahn and Others Make Plea for Division of Patronage

Admiral Thomas J. Cowie of Washington, paymaster general of the United States navy, told a hundred representative business men of the city yesterday noon that if California wants to retain a navy yard in San Francisco...

TRAINING STATION TO REMAIN "As to any rumor of the discontinuance or moving of the naval training station in Goat island, I know of no such thing. We are spending between \$700,000 and \$800,000 annually here and turning out 7,000 men a year. I understand the wireless station is to be moved, but you can get it back...

SENATOR PERKINS PRESENT W. T. Sesnon, vice president of the Chamber of Commerce, was toastmaster of the luncheon and among those at the speakers' table were Senator George C. Perkins, Congressman Julius Kahn, Supervisor Byron Maury, representing the mayor, and Pay Inspector Z. W. Reynolds, paymaster for this district.

Every time you can give our merchants a large contract for supplies for the navy it helps to build up our industry. There is an abundant resource and there is no reason why we should not supply the navy.

As for retaining Yerba Buena island naval station, we propose to fight with every drop of blood that's in us to retain this station for the bay of San Francisco.

PLEA FOR HOME PRODUCTS A. C. Rulofson spoke in behalf of the Home Industry League making a strong plea for the purchase of California supplies by the navy. He said that it was a shame that leather should be sent to Massachusetts to make shoes for the navy men to be sent back to them in California, and that tea and other supplies passing through California should be purchased in the east.

COURT ORDERS SALE OF MOTOR PROPERTY NEW YORK, Oct. 28.—At a meeting of creditors of the United States Motor company and subsidiaries today the receivers presented a consolidated report showing an excess of assets amounting to \$910,369 over liabilities which aggregated \$11,817,856. Judge Hough authorized the issuance of receivers' certificates not to exceed \$1,500,000 and directed that the property of the company be sold as quickly as possible.

HISTORIC RING LOST IN CHICAGO GLAMOR IN CHICAGO CHICAGO, Oct. 28.—Frank H. Jones, a Chicago banker, today denied reports from New York that Mrs. Jones was searching for a \$25,000 emerald ring given to her father, the late General L. S. Grant, by the emperor of Japan. Jones said that his wife lost an emerald ring in a New York hotel some months ago, that the ring was worth \$5,000 and had no historic value.

FRANCE AND ITALY IN MOROCCO PACT PARIS, Oct. 28.—Premier Poincare and Tommaso Tittoni, the Italian ambassador to France, signed an agreement today reciprocally recognizing France's right of entire freedom of action in Morocco and Italy's complete liberty in the government of Libya. By the agreement France and Italy grant each other the most favored nation treatment in Morocco and Libya respectively.

DO NOT MISS IT "Opportunity" is gently rapping at your door. Read the Free watch offer in lower right hand corner of the first want page in this paper.—Adv.

ALEXIS GROWING BETTER St. Petersburg, Oct. 28.—The condition of Alexis, the Russian prince, continues to improve, according to information from St. Petersburg. His temperature and pulse this evening were slightly above normal.

S. P. and Peninsula at Peace Reductions Are Made in Rates

SCHEDULE OF PENINSULA RATES

Which Will Go Into Effect November 1. Under Agreement Between Southern Pacific and Peninsular Communities

Table with columns: Station, New Rate, Old Rate, Difference. Lists various stations like Santa Clara, San Jose, etc.

Official Announcement Is Made to Public of The Agreement Reached

All the complaints of excessive passenger rates over the lines of the Southern Pacific down the peninsula were sponged from the state railroad commission's calendar yesterday and official announcement was made of the agreement reached between the protestants and the company, by which a very considerable reduction in rates is made.

RANGE OFFICERS ARE DESIGNATED

Will Umpire Rifle and Revolver Tourney of Guardsmen and Naval Militia

[Special Dispatch to The Call] SACRAMENTO, Oct. 28.—The state rifle and revolver competition will be held November 3, 1912. In orders issued by Adjutant General Forbes today, the following named officers of the national guard and naval militia are detailed as range officers for the competition.

HEAD OF TEXTILE WORKERS ON STAND

John Golden Tells of Correspondence With F. M. Ryan Regarding Explosion

INDIANAPOLIS, Oct. 28.—John Golden, president of the United Textile Workers of America, testified at the "dynamite conspiracy trial" today that he had corresponded with the Iron Workers' union headquarters in Indianapolis about an explosion.

NEW APPOINTMENTS TO NAPA INSANE ASYLUM

SAN JOSE, Oct. 28.—Superior Judge P. F. Gosbey, who is also judge of the county court, announced today that Prof. Ira B. Cross of the department of sociology, Stanford university, had been appointed to fill the vacancy in the county court caused by the resignation of Dr. A. E. Osborne, superintendent of the Napa insane asylum, and that Miss Louise Enright has been appointed assistant probation officer to fill the vacancy caused by the resignation of Mrs. Katherine F. Brattan.

FIRE ENGINEERS URGED BY BATTALION CHIEF

Battalion Chief Radford of the fire department appeared before the civil service commission last night and asked the board to prepare examinations for the positions of first and second assistant chief engineers.

PEOPLE ARE URGED TO ACCEPT CARNEGIE GIFT

The Arguello Boulevard Improvement club at recent meeting unanimously adopted a resolution urging the people of the city to accept a gift from Andrew Carnegie of \$50,000 for the erection of a public library building in the civic center by voting no on the resolution proposed by initiative, which will be voted on by the people of this city before the special municipal election in December, stating that it is the policy of the municipality to refuse all gifts of private individuals.

Navy Orders

WASHINGTON, Oct. 28.—After 56 years' service, Captain Henry Meyer, medical director, United States navy, retired today. For the past 15 years he has been head of the navy medical school. He was stationed in San Francisco for several years, and Meyer is a native of Germany.

STEVENS-DURYEA WINS DESERT RACE

First Into Phoenix From San Diego; Franklin Wins Los Angeles Race

PHOENIX, Ariz., Oct. 28.—Ralph Hamlin, driving the same Franklin car which he has piloted in the Los Angeles-Phoenix road race every time the desert classic has been run, today won the fifth annual race. It was his first victory. Hamlin was followed into the state fair grounds, where the race ended, by Charles Soules, driving the Cadillac No. 3, and Fred Fuller, driving the National No. 25.

The winners dashed in front of the grandstand, their faces bearing yellow masks of dried mud, for the intrepid drivers had fought water and mud in Arizona as they had the treacherous sands and dust storms of the California desert.

The best time in Arizona for any great distance was made between Buckeye and Phoenix, Soules, in the Cadillac No. 3, making the run of 34 miles in 55 minutes, his time including that consumed in fording the Agua Fria.

The only time announced in the San Diego race was that of Campbell, which unofficially was placed at 17 hours 33 minutes.

Tonight only the four Los Angeles and four San Diego cars have reached Phoenix. The Cadillac, which was reported disabled 60 miles from the finishing wire, drove into the fair grounds at 6:05 o'clock. His time was 22 hours and 33 minutes, but on account of the prohibition against the use of railroad tracks by the racers it was decided not to run the risk of disqualification, and the machines were towed across.

STEVENS-DURYEA EAST SHOWS KEEN INTEREST IN CITY

W. L. Hughson Back From New York With Glad Tidings; Notes From Row

By LEON J. PINKSON W. L. Hughson, president of the Standard Motor Car company and the Hughson & Merten company, has just returned from a month's trip through out the east and, like the majority of other local automobile and accessory dealers he comes home enthusiastic over trade conditions at the manufacturing centers and the prospects for the 1913 season.

"It was surprising to me," said Hughson yesterday, "how San Francisco has taken the center of the stage throughout the east, when the conversation drifts to western affairs or when it is learned that you come from the Pacific coast. On previous visits to the east Los Angeles seemed to be the talked of place, but today it is San Francisco and the Panama-Pacific exposition. Everybody is anxious to know about the city and the fair, and I think it will be a safe prediction to say that the influx of tourists to California within the next three years will set a new high record mark."

"Not only in the east has San Francisco won distinction, but friends of mine whom I met in New York and who had just returned from European visits told me that the same conditions existed there, and it is a certainty that a big army of foreigners will be among the city's guests during the exposition year."

"The majority of the big supply houses and automobile factories are planning to make big exhibits at the fair. Regarding the United States Motors company, I am sure the reorganization will make it one of the soundest manufacturing concerns in the United States. While at the company's headquarters I signed a contract for a larger number of Stoddard-Davton cars than we had last season and the prospect is that none will suffer from overproduction, as already they have large bookings of advance orders."

Pennsylvania Tires on Winning Franklin—Telegraphic advices received from Phoenix yesterday report that Ralph Hamlin, driving the winning Franklin car, was equipped with Pennsylvania Vacuum Cup tires. This news brought joy to the hearts of Manager J. E. French of the coast branch of the Pennsylvania Tire company and Joe Tansey, manager of the Tansey-Crowe company, the local distributors of the desert race is as hard a test on tires as it is on the drivers and the cars and the time made by the Franklin car in the run was no doubt due in a large measure to the splendid tire service it received from the Pennsylvania's nonskid casings.

Piston Gas Saver for Foreign Autolists—D. W. Elligott, manager of the Halliwell company's local branch, reports that firm's campaign with the Piston gas saver has spread to foreign shores and last week two orders were received from across the water. One order came from London and was for 500 of the little attachments which so materially cut down the gasoline bills and increase the power. The other order was from Paris and was for an initial shipment of 200 of the savers.

Rempton in Full Charge of Local Remy Branch—According to information received here yesterday, P. E. Kempton, who recently withdrew from the Spilldorf Electrical company and joined the Remy forces, has been appointed manager of the San Francisco branch, succeeding A. Rogers, who becomes manager of the New York branch. W. P. Hamilton of Indianapolis will be Kempton's assistant.

FORGER SENTENCED—Stockton, Oct. 28.—Charles H. Morson, alias Yeren, was sentenced to eight years at Folsom on a forgery charge. Yeren was sentenced to three years from Stockton about two years ago with a similar charge and was paroled after serving 19 months. He returned here and forged the name of a Salomon man to a bogus check which he cashed. He then fled to Portland, where he was arrested.

EAST SHOWS KEEN INTEREST IN CITY

W. L. Hughson Back From New York With Glad Tidings; Notes From Row

By LEON J. PINKSON W. L. Hughson, president of the Standard Motor Car company and the Hughson & Merten company, has just returned from a month's trip through out the east and, like the majority of other local automobile and accessory dealers he comes home enthusiastic over trade conditions at the manufacturing centers and the prospects for the 1913 season.

"It was surprising to me," said Hughson yesterday, "how San Francisco has taken the center of the stage throughout the east, when the conversation drifts to western affairs or when it is learned that you come from the Pacific coast. On previous visits to the east Los Angeles seemed to be the talked of place, but today it is San Francisco and the Panama-Pacific exposition. Everybody is anxious to know about the city and the fair, and I think it will be a safe prediction to say that the influx of tourists to California within the next three years will set a new high record mark."

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PENNSYLVANIA VACUUM CUP OIL-PROOF TIRES

WIN World's Greatest Road Race Ever Run: Los Angeles to Phoenix

—on— Ralph Hamlin's Franklin Car

See These Remarkable NON-SKID SERVICE TIRES

PENNSYLVANIA RUBBER COMPANY 512 Mission St., San Francisco

DISTRIBUTERS: TANSEY-CROWE AUTO SUPPLY CO., 345 Van Ness Ave., San Francisco. MARTLAND CO., 19th & Broadway, Oakland.



In the old days you paid a hundred or more for a bicycle. Today you can buy a better one for a fifth as much. Now—big production is bringing automobile prices down. And Ford as usual is the first to reach bottom.

- Runabout - - - \$525
Touring Car - - - 600
Delivery Wagon - - - 625
Town Car - - - 800

These new prices, f. o. b. Detroit, with all equipment. An early order will mean an early delivery. Get particulars from Ford Motor Company, 100 Van Ness Avenue, San Francisco, or direct from Detroit factory.

STEVENS-DURYEA Defeats All Competitors in the San Diego-Phoenix Road Race

In tests of tests the Stevens-Duryea has never failed to maintain its record for consistency and durability.

The Stevens-Duryea cars evidence their supremacy not only during such trying performances as in the desert race into Arizona, but particularly in the hands of private owners.

1913 models (the most perfect cars ever manufactured by the Stevens-Duryea factory) will arrive in San Francisco about November 10th.

Pacific Motor Car Company Golden Gate Avenue at Polk Street, San Francisco Sacramento Branch, 7th and M Streets

RAINCOATS Of All Kinds

English Raincoats, Mandelberg Gabardines, Auto Storm Coats, Double Breasted Ulsters, Cravenettes in courts, chevots and worsteds. All styles and materials.

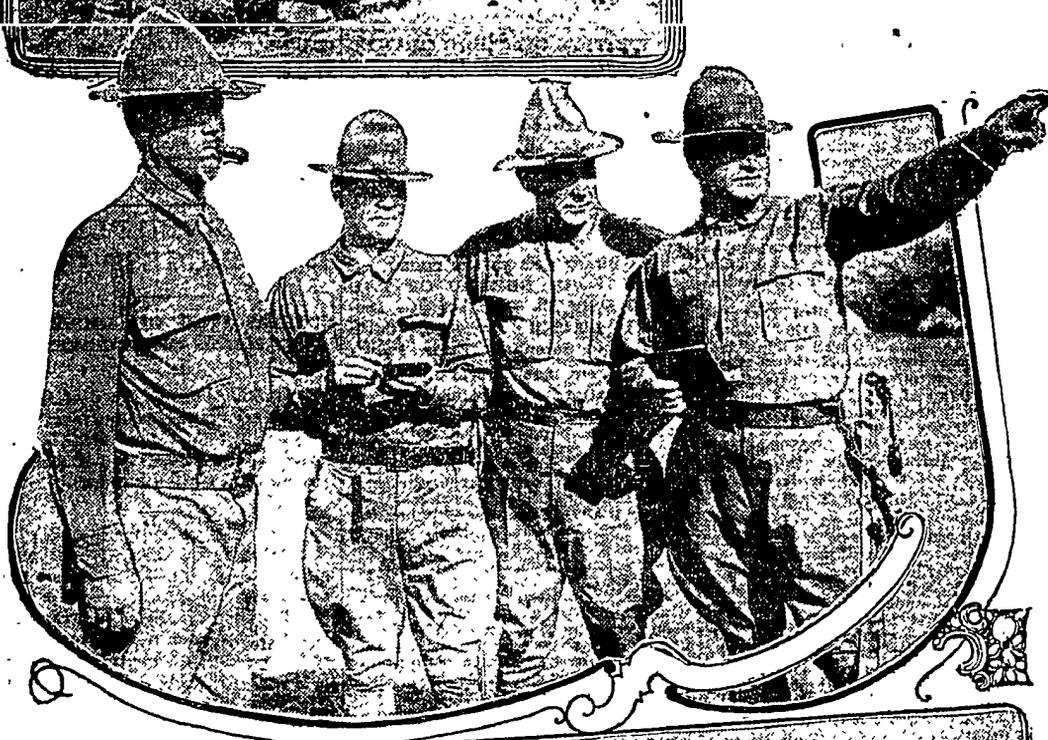
Raincoats \$15 to \$45 Hastings Clothing Co. Post and Grant Avenue

BERLIN, Oct. 28.—New rules for ocean going steamships were approved today at a conference of representatives of the German ministers, the federal council and the shipping interests. The new rules were adopted as the basis of Germany's attitude at the international maritime conference to be held in London.

Sons of Mars

GEN. WANKOWSKI GREETED WITH MILITARY HONORS.

[BY DIRECT WIRE TO THE TIMES.]



SANTA CRUZ, July 12.—[Exclusive Dispatch.] With the thermometer just 26 deg. lower than yesterday, dropping from 102 to 76 on account of the morning fog and the squelching of the big forest fire on Newell Creek, officers of the National Guard of California and regular troops at the State Military School of Instructions at La Veaga Park, enjoyed their seven hours of work today, and were not so fatigued as yesterday.

Today Brig.-Gen. Wankowski, commander of the First Brigade, N.G.C., arrived from Los Angeles, and was received with military honors. While here he will be in command of the assembled forces, Adj.-Gen. Forbes having been called away on account of the Mt. Tamalpais fire. He is expected to return any day.

Previous to the arrival of Brig.-Gen. Wankowski, Col. W. G. Schreiber was in command, with Lieut. H. E. Kunkel as adjutant. Maj. J. G. Lee of the ordnance department is here from the adjutant-general's office as observer, and is the instructor in small arms.

Troop M, H.S. Cavalry, and cavalry officers of the National Guard mounted and rode away this morning on long practice reconnoitering, under command of Capt. Moseley and Lieut. Roscoe, preparing for some strategy work for the latter days of the encampment.

One of the orders today was camp inspection by the regular army officers present.

Officers, who were formed into squads, were given all manner of practical instructions today. They were getting ready for a heavy march and were learning to pack blankets and pancho into the smallest possible space. Others were handling arms, others again were pitching and striking shelter tents. There was marching and counter-marching and every man was drilling or being drilled, and they enjoyed it, both instructor and instructed. Drilling in squads and rifle practice belong to these recreations, which are carried on with an almost deadly earnestness.

Early next week, possibly on Tuesday, a sham battle takes place against an imaginary foe of equal strength. The officers have many problems set before them to solve in this bit of



Snapshots from Santa Cruz camp,

where the regulars are instructing the California National Guard in the fine points of tactics and marksmanship. The view of the bayonet charge, on top, is quite realistic and that of instruction in loading, at the bottom, represents a daily scene during the encampment. The four officers in the middle group are: Capt. Bugbee, Capt. F. S. Bowen, Maj. W. F. Lewis and Capt. W. B. Burts, in order from left to right.

strategic work, and United States army officers will judge the work of the guardsmen.

United States Field Hospital and Ambulance Company No. 2 of the San Francisco Presidio, together with the State Hospital Corps, have had no sickness in camp to deal with. This speaks well for the seven days already spent at La Veaga Park by nearly 1000 men.

In the skirmishes men are marked with bands to indicate the nature of their supposed wounds, and are brought on stretchers and in ambulances and administered to, lectures being given following to explain the objects to be sought.

Sunday will be rest day—nothing doing—only to eat and sleep.

All applications must be filled out by applicant

PLANS AND SPECIFICATIONS
and other data must also be filed

WARD 2

BOARD OF PUBLIC WORKS DEPARTMENT OF BUILDINGS

3

Application to Alter, Repair or Demolish

To the Board of Public Works of the City of Los Angeles:

Application is hereby made to the Board of Public Works of the City of Los Angeles, through the office of the Chief Inspector of Buildings, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof.

Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.

Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

REMOVED FROM		REMOVED TO	
Lot... <u>a</u>	Block... <u>104</u>	Lot.....	Block.....
Tract... <u>104</u>	Tract... <u>104</u>	Tract.....	Tract.....
<u>1007 152</u>		<u>PL</u>	
Book... <u>32 1/2</u>	Page... <u>12</u>	Book.....	Page.....
F. B. Page... <u>130</u>	F. B. Page.....	F. B. Page.....	F. B. Page.....

TAKE TO ROOM No. 6 FIRST FLOOR
ASSESSOR PLEASE VERIFY

TAKE TO ROOM No. 34 THIRD FLOOR
ENGINEER PLEASE VERIFY

By [Signature] Deputy City Assessor
By [Signature] City Engineer

From No. 1745 - McCadden Pl Street McCadden

To No. _____ Street _____

(USE INK OR INDELIBLE PENCIL)

- What Purpose is the present Building used for? Dwelling
- Owner's name H. W. Wood Phone 579392
- Owner's address 1745 McCadden Pl.
- Architect's name H. W. Wood, Designer Phone _____
- Contractor's name H. W. Wood Phone 244 252
- Contractor's address 1745 McCadden Pl.
- ENTIRE COST OF PROPOSED WORK {Including Plumbing, Gas Fitting, Sewers, Cesspools, Elevators, Painting, Finishing, etc.} \$ 500.00
- Class of Present Building D No. of Rooms at present 7
- No. of stories in height 2 Size of present building 40 x 50

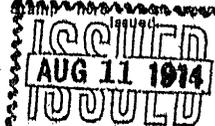
STATE ON FOLLOWING LINES JUST WHAT YOU WANT TO DO.

I want to add one bed room, one bath room & closets to the present rooms of 2nd floor.

I have carefully examined and read the above application and know the same is true and correct, and that all provisions of the Building Ordinances will be complied with, whether herein specified or not.

OVER

(Sign here) Howard W. Wood
(Owner or Authorized Agent)

PERMIT NO. 16307	Plans and specifications checked and found to conform to Ordinances, State Laws, etc. (Use Ink)	Application checked and found O. K. (Use Rubber Stamp)	
	Plan Examiner, _____	AUG 10 1914 G. B. _____ Clerk	

17 104 175

FILL IN ALL BLANKS THAT APPLY TO WORK PROPOSED TO BE DONE,
OR TO ASCERTAIN IF SAME CAN BE DONE.

10. Size of new addition..... 22 x 20 No. of Stories in height..... 1 story on 2nd floor
11. Material of foundation..... Concrete Size footings..... 8x16 Size wall..... 8" Depth below ground..... 18"
12. Size of Redwood Mudsills..... 3 x 6 Size of exterior studs..... 2 x 4
13. Size of interior bearing studs..... 2 x 4 Size of interior non-bearing studs..... 2 x 4
14. Size of first floor joist..... 2 x 6 Second floor joist..... 2 x 10
15. State Number of Plumbing Fixtures to be installed..... 3 Number of gas outlets..... 2
16. State if there is a sewer or cesspool to be constructed on this lot? Sewer is now in use
(No cesspools allowed where there is a street sewer)
17. Plumbing and gas fitting contractor's name..... J. J. Pickett

I have carefully examined and read the above blank and know the same is true and correct, and that all provisions of the Building Ordinance will be complied with, whether herein specified or not.

(Sign here)..... H. M. Howard
(Owner or Authorized Agent.)

By an Enemy.

HOW LOS ANGELES WOULD BE SAVED FROM CAPTURE.

*Remarkable and Important Military Problem Solved
by Tactical Expedition of Experts Under Orders from
Brig.-Gen. Wankowski—Fortify Hills North of Ivy
and Fight Till Help Comes, the Answer.*

IF A HOSTILE force should be unexpectedly landed at Santa Monica bay from the warships of an enemy, and, under the protection of the cruisers' guns, should send a brigade of troops and a battery of artillery to capture Los Angeles, how would the city be defended with the military force now actually available, no reinforcements being able to reach us from the north for nearly forty-eight hours?

That is the problem which a group of military experts under orders from Brig.-Gen. Wankowski, undertook to answer yesterday by a remarkable tactical expedition which embraced a complete survey of the territory involved and the tremendous issues at stake. In a nutshell, their joint judgment was that the enemy would attack by way of Washington boulevard and that a battle must be fought from civilian-made entrenchments on the heights north of Palms. From that strong position, reinforced by the company of field artillery posted on the hills back of the trenches, it was estimated that the attacking force could be held in check until help arrived.

The expedition, consisting of officers of the National Guard of California stationed in this city comprised a "tactical ride" of twenty miles. Pursuant to order of Brig.-Gen. Wankowski, Lieut.-Col. S. M. Saltmarsh directed the ride, submitting the problem of defense and conducting the discussion of the details involved.

Well mounted, in uniform and equipped with maps of the district lying between the city and bay, twenty-seven officers of all arms of the service assembled on West Washington street at 9 o'clock a.m., and rode to the heights at the northeast corner of La Ballona rancho, whence with their field glasses they could see the whole country, particularly the stretch of valleys between Las Cienegas and Sherman, with all the roads leading to Los Angeles.

Waters, bridges, trees, hills, time,

forces and necessities were orally traversed. A line of defense was finally chosen, whose center rested upon the highest hill of the Rancho De Los Puevos, north of Palms, whence the field artillery commands all direct roads into Los Angeles along which it was assumed the enemy must move in order to strike in the time at his disposal.

The expedition was composed of the following officers:

Brig.-Gen. Robert Wankowski, Col.

(Continued on Eighth Page.)

Saved From Capture.

(Continued from First Page.)

V. G. Schreiber, Col. A. W. Bradbury, Lieut.-Col. S. M. Saltmarsh, Majs. R. I. Follmer, C. H. Howland, H. B. Light; Capts. F. R. McReynolds, F. C. Prescott, Jr., B. T. Demmitt, R. A. Ford, F. S. Gollum; Lieuts. J. K. Crum, H. E. Kunkel, A. F. Moulton, H. C. Underwood, J. McComas, H. L. Powell, Jr., P. H. Montgomery, R. Wortley, Bowland. Also Sergt. Yates, Musician Langley, Privates Kulp and Wall of the artillery.

The press cyclecar "Mercury" efficiently scouted for rations, while the expedition discussed the tactics involved.

Following is the official statement of the hypothetical situation:

THE PROBLEM.

A small blue force, consisting of the Seventh Infantry, including machine gun company, Troop D, Cavalry, Battery A, Field Artillery, Field Hospital No. 1 and the Seventh and Eighth Divisions (companies) of the Naval Militia is in camp at Exposition Park, Los Angeles, in friendly territory on April 4, 1914.

At 3 p.m. April 4, Gen. A, in command of the blue force, receives information indicating that the red enemy, under protection of its cruisers, will land a raiding force at Long Wharf, Santa Monica, in the early morning of April 5. This force, consisting of a small brigade of infantry and one battery of artillery, will attempt to seize Los Angeles.

Gen. A is informed that reinforcements cannot reach him from the north before noon April 6, and that he must hold the enemy in check until that time.

An estimate of the situation and the disposition of troops to enable Gen. A to accomplish his mission.

After three hours passed by the party in survey of the ground and consideration of the conditions, the following solution was written by Lieut.-Col. Saltmarsh as a composite decision based upon the conference:

Gen. A considers first, his orders from superior headquarters, which require him to hold the enemy in check until noon of April 6; next, that the enemy is numerically greatly his superior and therefore to successfully accomplish his mission he must occupy and prepare a strong defensive position.

He considers that he cannot hope to oppose to any great advantage the landing of the red enemy, as they are able to cover the landing with superior fire from the convoying cruisers.

Gen. A knows that he will be able to supplement his force of troops with such civilian aid from the authorities and citizens of Los Angeles as may be used to advantage.

He carefully considers the route which the enemy will likely follow toward Los Angeles. His judgment is that he will move via Home Junction, Palms, Washington boulevard.

DECISION.

Gen. A decides to occupy an entrenched line of defense near Ivy, "250 Hill" north of Palms, and to use civilian labor on the night of April 4, constructing extensive entrenchments so that the troops may be fresh and rested for the heavy engagement to come on April 5-6.

He decides to cut down all trees in his front so as to give a clear field of fire, using the trunks of trees for posts to construct heavy barbed-wire entanglements at various effective ranges in his front.

His artillery will be posted in a saddle in the hills in rear of his line of resistance; the cavalry will be used in observation on the afternoon and night of April 4-5, and withdrawn to the reserve during the action.

He decides to hold the two divisions of the naval militia with their gatlings and rapid-fire one-pounders in reserve with two companies of the infantry.

The field hospital will be located at a convenient point on Washington boulevard approximately one mile in rear.

Later On.

MILITARY BAND TO HAVE HOME HERE.

WHEN PIPING TIMES OF PEACE
RETURN TO NATION.

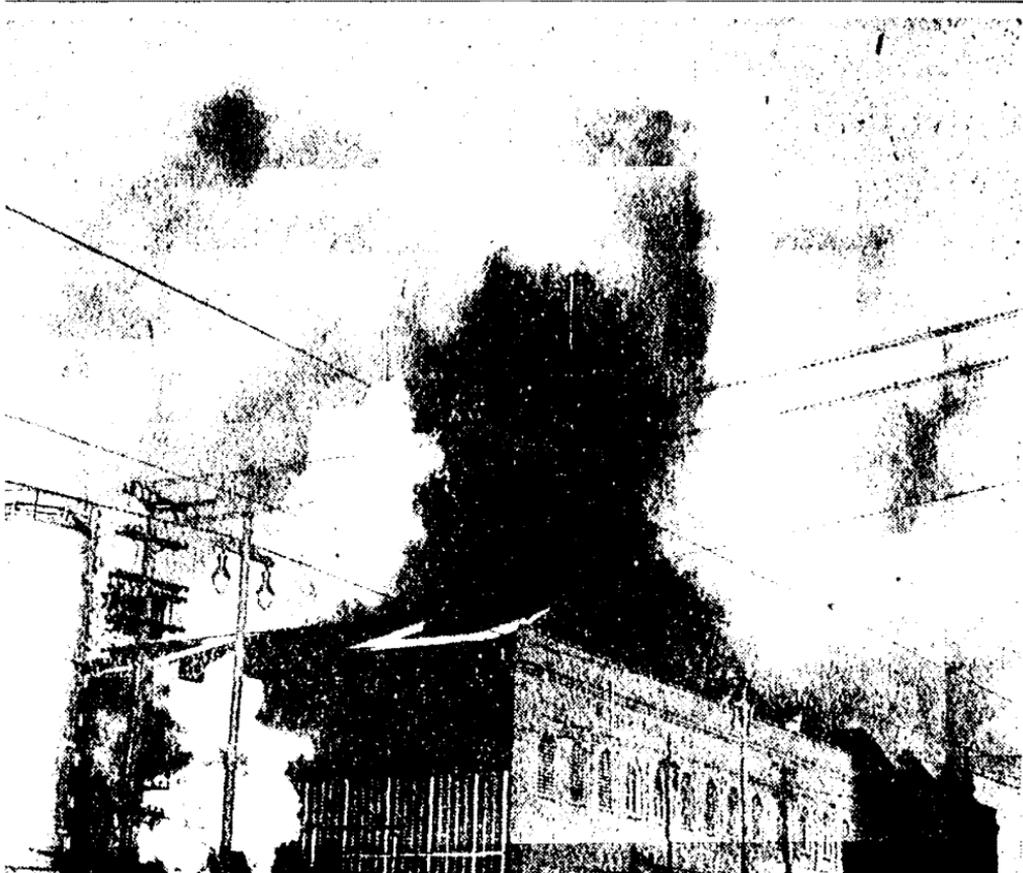
Recent War Department Order
Makes it Necessary that Seventh's
Musicians be at Regimental
Headquarters—May Mean Nota-
ble Acquisition for the City.

If nothing more develops from the nation's military activity, it will at least give Los Angeles a military band that with proper fostering may become a noted organization. The Seventh California Infantry Band is now being reorganized in keeping with the recent order of the War Department, making it necessary that the sanitary troops, the machine gun company, the supply company and the headquarters company, which last is formed by the band, the non-commissioned staff and the mounted scouts of the regiment, be maintained at the regimental headquarters, Los Angeles, in times of peace.

Whatever spare time the regimental adjutant, Capt. H. E. Kunkel, has these busy days when the Seventh is being mustered into the Federal service, is devoted to the organization of the band. He is the commander of the headquarters company, in addition to being the executive head of the regiment under the colonel. But Capt. Kunkel is going to have a real band and in his chief musician, Edgar F. Stahl, and Drum Major A. F. Mordon, all of Los Angeles, he has an able assistants.

Mr. Stahl is the musical director of the band and was its head at Nogales, where it played in the plaza in friendly rivalry with six other musical aggregations, and won acclaim as the popular favorite.

The band is made up of twenty-eight pieces and while the regiment is formed, an additional ten men may be detailed therefrom to play with the band, being relieved from all other duty. At present Chief Musician Stahl is holding places for trained musicians who may get the war fever. Seven clarinet players, drummer, and one each of slide trombone, alto and bass players are wanted. The pay is better than that of the ordinary enlisted men—privates receive \$24; privates second class, \$30, and privates first-class, \$36 a month.



Times photo

JUST IN CASE—Smoke billows, black and yellow, shown rising from the Southern California Gas Co. test of its No. 1 artificial gas plant in Aliso St. Plant is only used as an auxiliary in coldest weather. City health officer and chief air pollution officer viewed scene and took some photographs.

Gas Plant Test Raises Smoke Control Problem

The smoke-like billows that poured, alternately black and yellow, from vents on a Southern California Gas Co. plant on Aliso St., sending fumes-conscious East Side residents to their telephones Wednesday, were explained by city health and gas company officials yesterday.

But they still left a problem unsolved—just what would happen should the city's emergency gas situation collide with its new antismoke ordinance.

A gas company spokesman said the billows—part of them "steam bearing some 'uncracked' oil"—resulted from annual test of plant No. 1, producing artificial gas for domestic and industrial consumption on "peak load" days, usually the coldest of the year.

Viewed By Expert

Dr. George M. Uhl, city health officer, said the "trial run," to insure the plant's availability for stand-by operation, was made with city smoke experts' knowledge.

"When we heard of it, Maj. Harry E. Kunkel, chief air pollution officer, and I went to Aliso St. and got some pictures of it," he said. "Fortunately there was a stiff breeze blowing away from downtown and as far as we could determine there were no disagreeable odors or irritating fumes."

Dr. Uhl said that a smoke expert had been assigned to work with the company on eliminating smoke or fumes in stand-by operations and that he hoped to find a remedy. If none could be found, the city might ask abatement of the fumes, but, the health officer said, some tech-

Turn to Page 16, Column 1

TEST RAISES SMOKE ISSUE

Continued from First Page

nical solution probably could be reached.

The plant will be operated only in the event of extremely cold weather or other emergencies requiring additional gas supplies, the gas company said in a statement yesterday.

"It does not follow that even though it becomes necessary to operate the plant during a cold spell," the statement continued, "the same conditions as Wednesday again will prevail. After the equipment is completely heated and made ready for instant operation, it is reasonable to assume that the conditions initially encountered will not necessarily be repeated."

The company said that the city had promised "advice and co-operation" in connection with the possible emergency operation of the plant.

"It is not believed it will presently be necessary to have any type of hearing with respect to plant operation," the statement added. "If it becomes necessary, the company will take such action as is already contemplated in the city smoke ordinance."

While the artificial gas plant was not used during the winter of 1944-45, the gas company spokesman said, the plant is subjected to an annual test, lasting about six hours, and is kept ready for "immediate emergency operation."

Second St. Tunnel Survey Discloses Poisoning Perils in Auto Fumes

Greatest Danger Indicated During Traffic Tie-ups

This is the fourth of a new series of articles dealing with the facts about smog in Los Angeles as a prelude to suggestions for a remedy.

BY ED AINSWORTH

How much smog fumes are created by busses and automobiles in Los Angeles?

That is one of the unsolved questions in the investigation of sources of eye-irritating substances in the air here.

But there has just been completed a comprehensive survey of motor vehicle gases in the Second St. Tunnel which may serve as a laboratory indication of the amount of fumes given off in the streets. And it must be remembered that the streets themselves become virtual "tunnels" on those days when temperature inversions prevent the rising of fumes.

Bus Report Promised

The Times in a later article will go into detail on buses as a source of fumes; today's article will describe the results of the Second St. Tunnel tests.

These were conducted by A. V. Nasatir, M.D., director, Division of Industrial Hygiene of the City Health Department, and Director Harry E. Kunkel of the City Bureau of Air Pollution Control.

The officials state flatly in their report to City Health Officer George M. Uhl that in their opinion "there is a dangerous concentration of gases generated by the large number of vehicles going through the tunnel." The peak of the danger period is reported to be around 5 p.m. during the homeward-bound rush hour. Concentrations of gases are declared to build up during the day due to the turbulent condition of the air within the tunnel.

Carbon Monoxide

Oddly enough, the usual bugaboo associated with gasoline engines — carbon monoxide — is found to be relatively harmless in the tunnel as long as vehicles keep moving, because the concentrations are not dangerously high. However, it is pointed out that when there are tie-ups and drivers let their engines run, there does occur a concentration sufficient to cause mild carbon monoxide poisoning.

With moving vehicles, the concentration of this odorless, colorless gas was found to be 100 parts per million, whereas the maximum safe concentration for an hour is considered to be 400 to 500 parts per million. The average concentration in the middle of the tunnel was found to be 166 parts.

Poisoning Danger

The conclusion of the investigators is that anyone remaining in the tunnel 20 to 30 minutes is definitely exposed to poisoning.

In the 1500-foot tunnel the chief source of eye irritants was found to be aldehydes — those mysterious unidentified gases given off by engines due to lack of complete fuel combustion. The so-called "acrylic aldehyde" will

Turn to Page 2, Column 2

Tunnel Fumes Peril Disclosed

Continued from First Page

cause irritation when it is present in proportions from 1 to 5 parts a million, and in the tunnel the aldehyde count ranged from 1.8 to 2.3.

Sulphur dioxide is another gas given off by motor fuels. Concentrations in the tunnel were found to be from 200 to 800 parts a million, while the amount needed for eye irritation is estimated at 20 parts a million.

A clue to respiratory irritation was found, too, in the presence of large amounts of oxides of nitrogen. These sometimes do not take effect until several hours after exposure, so Dr. Nasatir voices the opinion that this may explain the causes of hitherto unexplained respiratory irritation in persons unavoidably delayed in the tunnel.

The results of these tests undoubtedly will be correlated with others now being analyzed by the County Bureau of Air Pollution Control under Director A. I. Deutch. From them all may come some indication of the nature of the gases in the air here and their possible reactions to one another and to sunlight and other factors.

(Continued tomorrow)

Official Steps Under Way Against Smog Summarized

Many Different Measures to End Sources Needed

This is the seventh of a new series of articles dealing with the facts about smog in Los Angeles as a prelude to suggestions for a remedy.

BY ED AINSWORTH

This series necessarily is going into every possible angle concerning the sources of smog. Too many persons have been of the opinion that some simple remedy can correct the whole situation. Anybody who studies the matter will come, of course, to exactly the opposite conclusion.

There not only are many sources, but many different kinds of corrective measures must be taken. No one law can do the job. No one set of scientific remedies can do it.

That is the reason so many persons are working on so many remedies at this time; and it is why the pace of corrective measures has been stepped up since The Times started its articles.

What's Happening

In essence, here is what is going on here at the moment as The Times prepares to present soon a summary of its findings and some recommendations and some surprises:

1—The work of the County Bureau of Air Pollution Control has been divided up in the interests of efficiency.

Andrew Porter, a Deputy County Counsel named as liaison officer between County Counsel Harry Kennedy and the bureau, is busy contacting the 46 cities of Los Angeles County, asking that they pass uniform antismog laws and sign contracts for the county to do their enforcement work. He is optimistic over progress made.

Some Hold Out

However, several cities have held out so far. The Times will discuss them in a separate article.

I. A. Deutch, director of the Air Pollution Control Bureau, is devoting more of his time since the appointment of Porter to the scientific investigation of the more obscure causes of smog.

2—Both the county and the city bureaus, the latter headed by Director Harry E. Kunkel, have been investigating sources of smoke and fumes as reported to The Times by readers of this series. Many of the reports have been of small incinerators or open fires. Others have duplicated sources already under inquiry.

Suits Pending

3—Pending are suits against 13 individuals or corporations filed by the District Attorney's office under the State's antinuisance laws. With the election of Dist. Atty. Fred Howser as Attorney General, the policy to be pursued in the filing of additional actions no doubt will have to wait on the selection of a successor.

Dep. Dist. Atty. Fred Whelan has been in direct charge of the antismog actions.

4—Members of the Board of Supervisors have been aroused to action against the two big dumps in the vicinity of Normandie Ave. and 120th St., which

Turn to Page 2, Column 4

STEPS TAKEN OFFICIALLY AGAINST SMOG OUTLINED

Continued from First Page

admittedly have been the source of enormous clouds of smoke, day and night. Action had been delayed for a long time because the dumps take care of much refuse from city and county departments, and these do not know what to do for a substitute dumping place.

5—A Diesel Truck Hearing Board, similar to the railroad board which has been taking care of smoke reports, now is getting into high gear for an intensified war on the lumbering monsters of the highway which engulf the countryside in acrid waves of black smoke and fumes.

6—Tests are being made in preparation for "bearing down" on buses and other motor cars which give off excessive quantities of gas.

7—Preparations are being completed by County Counsel Kennedy and others for the introduction of bills in the session of the Legislature in January asking creation of a unified district for smoke and fumes abatement. It is believed this would simplify and speed up prosecution of violators.

That is what is being done to date.

The Times will have other announcements soon.

Cars, 21 of Them, Pile Up in Fog; Three Injured

Twenty-one automobiles, traveling to and from Los Angeles, piled up — bumper to bumper—in a murky fog at 200th St. and Vermont Ave. yesterday and brought injuries to three persons, police reported. None was injured seriously.

The downtown section late yesterday continued to be blanketed in heavy smog, although Harry E. Kunkel, director of the city's Bureau of Air Pollution Control, said his office had not received a single complaint.

"I am inclined to think that there is a good bit of fog in the smog," Kunkel said, adding that it was impossible to glimpse the sun.

Woman in Crash

The accidents, according to Thomas S. Wintle of 1145 Fifth Ave., occurred shortly after 8 a.m.

Wintle told police that as he approached the intersection, he "couldn't see 10 feet before him," and drove from the highway into a driveway, leaving his machine to flag other oncoming automobiles and their drivers in an attempt to avoid collisions.

He said he saw one car stalled in either direction and as he approached them he heard a sudden impact in the murk. It was a southbound collision, he said.

Then, he told police, he found Mrs. Tsuma Nakahara, of 893 W. 11th St., San Pedro, wiping

Turn to Page 2, Column 1

Three Injured as Cars Pile Up

Continued from First Page

her windshield and as he tried to warn her of the possibility of rear-end collisions, another car struck her machine, knocking her from her car. Her auto then struck Wintle and he said he was dragged 20 feet. The Nakahara machine rolled on and struck another car, Wintle said, which was approaching from the opposite direction.

By the time police arrived, Wintle reported, 15 cars had crashed bumper to bumper as they traveled northerly and a half-dozen machines going southward had collided in a similar manner.

Those Injured

The Japanese woman received a possible skull fracture and Wintle suffered abrasions and bruises, police reported.

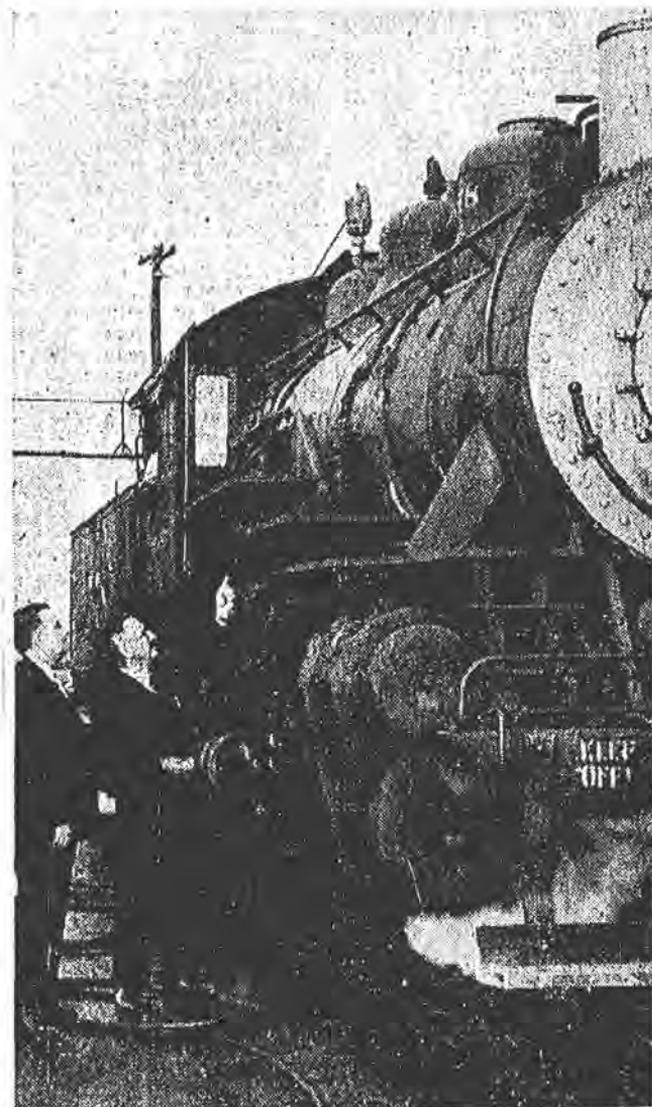
Another injured in the multiple crash was Robert C. Rogers, 19, of 3542 Eucalyptus St., Long Beach, driver of one of the cars, who suffered minor bruises.

The U.S. Weather Bureau said that near-zero visibility was reported all along the Coast, from Los Angeles to Long Beach yesterday morning.

Instead of the customary fog, general cloudiness and intermittent light rains were forecast for today and tomorrow.

Yesterday's highest temperature reading was 71 degrees with a minimum of 50, the bureau reported.

C. of C. Joins 'Times' Fight for Elimination of Smog



SMOG HUNTERS—Prof. Raymond R. Tucker and Maj. Harry E. Kunkel visited Santa Fe yards yesterday in quest of information on sources of smoke and fumes in city.

Directors Confer With Agents of District Attorney

Results of the visit of Prof. Raymond R. Tucker, St. Louis smoke and fumes authority brought here by The Times, began to become evident yesterday.

Directors of the Los Angeles Chamber of Commerce, after conferring with two representatives of Dist. Atty. William E. Simpson, appointed a committee to formulate a program of leadership and additional co-operation in the campaign for elimination of smog here. President James E. Shelton presided over the meeting which was addressed by Asst. Dist. Atty. John Barnes and Dep. Dist. Atty. Fred Whichello.

The District Attorney's office has sought to have the Legislature amend Section 731-a of the Civil Code to make prosecution by public officials of smoke and fumes nuisances an easier matter. The Chamber of Commerce defeated such an amendment in the 1945 session of the Legislature.

Directors of the chamber will consider their committee's proposals and then, presumably, take some action.

Smog Absent Yesterday

Although actual smog still was not much in evidence yesterday in Los Angeles, Prof. Tucker intensified his search for its causes.

A threatened descent of smog as bad as that on the famous Friday the 13th of September failed to materialize because winds kept the air in motion. Meteorologists said the temperature inversion—a hot layer of air covering the area—was of a nature similar to that Sept. 13.

Prof. Tucker therefore had to be content with a continued exhibit of blue skies here, something that has persisted ever since his arrival Sunday.

Look for Smog Causes

He spent the day with Maj. Harry E. Kunkel, head of the city's Bureau of Air Pollution, in an intense quest for information on the sources of smoke and fumes. He spent the morning at the Southern Pacific freight yards inspecting switch engines and learning the method of inspection and smoke control now in use.

Later he and Maj. Kunkel inspected the large incliner of the Pacific Fruit Express and then spent some time observing Diesel trucks on Alameda St.

At noon Prof. Tucker was a guest of the smoke and fumes committee of the Los Angeles Chamber of Commerce, George Murray Jr., chairman of the committee, pledged co-operation in the effort to clear the air here.

During the afternoon Prof. Tucker visited the Santa Fe freight yards and the Imperial Highway dumps.

Death Escape in Air Crash Held Miracle

Illustrated on Page 3, Part I

Culver City Airport officials and C.A.A. authorities investigating a plane crash in Santa Ynez Canyon Sunday afternoon marveled yesterday that the two occupants survived the forced landing.

The pilot, Bryce B. Hunt, 22-year-old ex-Army flyer of 1640 14th St., Santa Monica, who received compound fractures of the right ankle, a broken right wrist and lacerations, was transferred to the Veterans Hospital at Sawtelle. His passenger, Miss Doriene Friend, 17, of 1846 11th St., Santa Monica, is still in Santa Monica Hospital, where her condition was reported fair.

Paul Franklin, executive of the airport, said that the \$3200 plane would possibly have to be dismantled before removal from the steep canyon slope. The cabin of the plane was mangled, but the wings were not wrecked and the propeller was not broken.

Bandit Drops Court Appeal

Stanley S. Matysek, under sentence to 40 years in prison for his part in a \$111,3000 pay-roll robbery last July 30, yesterday withdrew his appeal and asked permission of U.S. Judge J. F. T. O'Connor, to make a further statement of his connection with the crime.

Richard B. Hood, chief of the Los Angeles office of the Federal Bureau of Investigation, said he hopes to obtain information which may result in recovery of approximately \$2500 which is still missing.

John Joseph Uckele, who pleaded guilty to the robbery charge, is under sentence to 20 years in prison. It was through information coming indirectly from Uckele that F.B.I. agents recovered more than \$108,000 concealed on the U.C.L.A. campus and in a cemetery at West Los Angeles.

Diesel Smoke Curb Planned

Operation of smoking Diesel trucks no longer will be tolerated in Los Angeles, according to H. E. Kunkel, chief of the air pollution division of the City Health Department, who said a drive will begin today by police and the health department against "mobile smudge pots."

The drive is part of the city's campaign to banish smog.

City Zoning Variance Granted for Riding Club

City Zoning Administrator Huber E. Smutz announced yesterday that a variance has been granted to Paul Holland for operation of a riding club north-easterly of San Fernando Road, between Vineland Ave. and Olin-da St., Roscoe. Included in the project will be a show ring and track for horses or motorcycles and a restaurant and cocktail lounge.

A.F.L. Issues Film Charter

The American Federation of Labor has issued a federal charter to machinists and cine technicians in the Hollywood motion-picture industry, it was announced yesterday by Roy M. Brewer, international representative of the A.F.L. International Alliance of Theatrical Stage Employees.

About 300 or 400 such workers are in the industry here. They have heretofore belonged either to the alliance or to the International Association of Machinists, which until recently was an A.F.L. union. The two organizations' jurisdictional dispute was among those that occasioned the film strike last year.

Organ Drive Launched

A fund-raising drive to purchase an organ for the Franklin High School auditorium as a memorial to Franklin students who served their country in World War II was launched yesterday by the school's alumni association.

Cancer Fund Need Told

Cancer will kill 11,000 Californians this year, but thousands of lives can be saved each year if the disease is discovered early and properly treated, Dr. Lyell C. Kenney of San Diego, chairman of the cancer commission of the California Medical Association told a group of business men and industrialists yesterday.

Developing plans for a nation-wide Cancer Control Month in April, Dr. Kinney stressed the need of meeting California's quota of \$850,000 during the period to help the 45,000 cancer patients in the State.

The meeting, held at the California Club, was presided over by A. J. Gock, State chairman of the cancer campaign committee.

Zoning Hearing Set

An application by H. and F. Levinsky for a zoning variance to permit remodeling a single family dwelling at the north east corner of Franklin Ave. and Vista St. into a five-unit apartment building yesterday was set for a hearing next Monday at 3 p.m. before City Zoning Administrator Huber E. Smutz

Traffic Safety Awards to Be Made

Awards of merit to motor vehicle fleets and individual drivers who set careful motoring records in 1945 will be made tonight at a dinner meeting of the Greater Los Angeles Chapter of the National Safety Council.

Scheduled for the Elysian Park Pistol Range, this session will draw more than 400 persons, according to President D. W. Pontius, Mayor Bowron, Chief of Police Horrall and Chief E. Raymond Cato of the State Highway Patrol will attend.

War on Smog Intensified; New Factors Speed Fight

City Law Upheld; Closing of Dumps Urged by Board

This is the first in a new series of articles on "smog" which will be climaxed with a summarized report by The Times as a prelude to a survey to be conducted by Prof. Raymond R. Tucker of St. Louis, nationally famous smoke expert, who is being brought here Dec. 8 as a public service by this newspaper.

BY ED AINSWORTH

Since this series was interrupted to permit the gathering of new material on smoke and fumes in this area, the rains have come and washed the air—temporarily.

But it is inevitable that the smog will close in again, as it did Thanksgiving Day and the next day—"Terrible Friday."

The Times is attempting, by presenting all the facts, to lay a basis for a long-range program to combat this menace to the health and future of the Los Angeles metropolitan region. The rains occasionally provide momentary surcease, but that is all.

Three new Developments

Since the last article was presented, three important developments have occurred:

1—The city ordinance dealing with smoke and fumes control has been declared constitutional.

2—The Regional Planning Board has recommended to the Board of Supervisors the closing on March 1, 1947 of the three big public dumps in the Normandie and 120th St. area, which have been recognized as among the chief sources of smoke.

3—The aid of the Los Angeles County unit of the California League of Cities has been invoked by County Counsel Hal Kennedy in the move to have the State Legislature at its next session pass a bill setting up a unified district in this area for the exclusive purpose of dealing with smoke and fumes.

City Ordinance Upheld

Upholding of the city ordinance dealing with smoke and fumes control passed virtually unnoticed because of the circumstances under which it was announced. A case brought by Director Harry E. Kunkel of the City Air Pollution Control Bureau against California Shoes, Ltd., a corporation, and S. Hurwit, M. Eisen and J. E. Press has been proceeding in the court of Municipal Judge Leo Aggeler.

On a motion to dismiss, the court refused to recognize the contention of the defense that the Ringelmann smoke chart test, as set up by the Bureau of Mines, was unconstitutional, and thereby settled the question of constitutionality.

The defense is scheduled to present further arguments Dec. 17, but the main interest on which public attention had been centered, has thus been taken care of already.

Dep. County Counsel Andrew Porter is prepared to enter the case as a friend of the court in behalf of the ordinance in case the defendants are convicted and there is an appeal.

Question of new Dumps

Disclosure of the recommendation of the Regional Planning Board for the closing of the Normandie dumps now brings up the pressing question of where substitute dumps are to be estab-

Turn to Page 3, Column 1

NEW FACTORS DEVELOP IN CITY SMOG SITUATION

Continued from First Page

lished pending the construction of a series of proposed public incinerators.

Every time a new location is mentioned—from Roscoe to the Mojave Desert—a loud scream goes up from residents in the vicinity. The necessity of finding some dumping spot is imperative because both the city and county of Los Angeles use the present dumps, along with numerous citizens and business concerns.

New Unified District

Additional impetus has been given the movement for the creation of the unified smoke and fumes abatement district by the State since the appearance of County Counsel Kennedy before the League of Cities meeting in Pasadena recently. At that time Kennedy declared that he is convinced there is no legal barrier—either Federal or State—to the setting up of such a district. He strongly advocated it as a necessity in dealing with a widespread problem of this nature.

Assemblymen A. I. Stewart and Fenton Knight are prepar-

ing to introduce the legislation when the Legislature meets next month.

In the meantime Dep. County Counsel Porter is making every effort to induce all cities in Los Angeles County to adopt a uniform ordinance on smog control, and authorize the county to do the enforcement work at county expense. So far about a dozen cities have signed up under this arrangement, several others are in process of approving the arrangement, a few are on the fence, and a handful are holding out.

Porter points out that it may take a good while to set up a unified State district, and that in the meantime it is imperative to have uniform ordinances and uniform enforcement to accomplish the main objective—reduction of smoke and fumes.

(Continued Tomorrow)

Firemen Battle to Control New Forest Fire

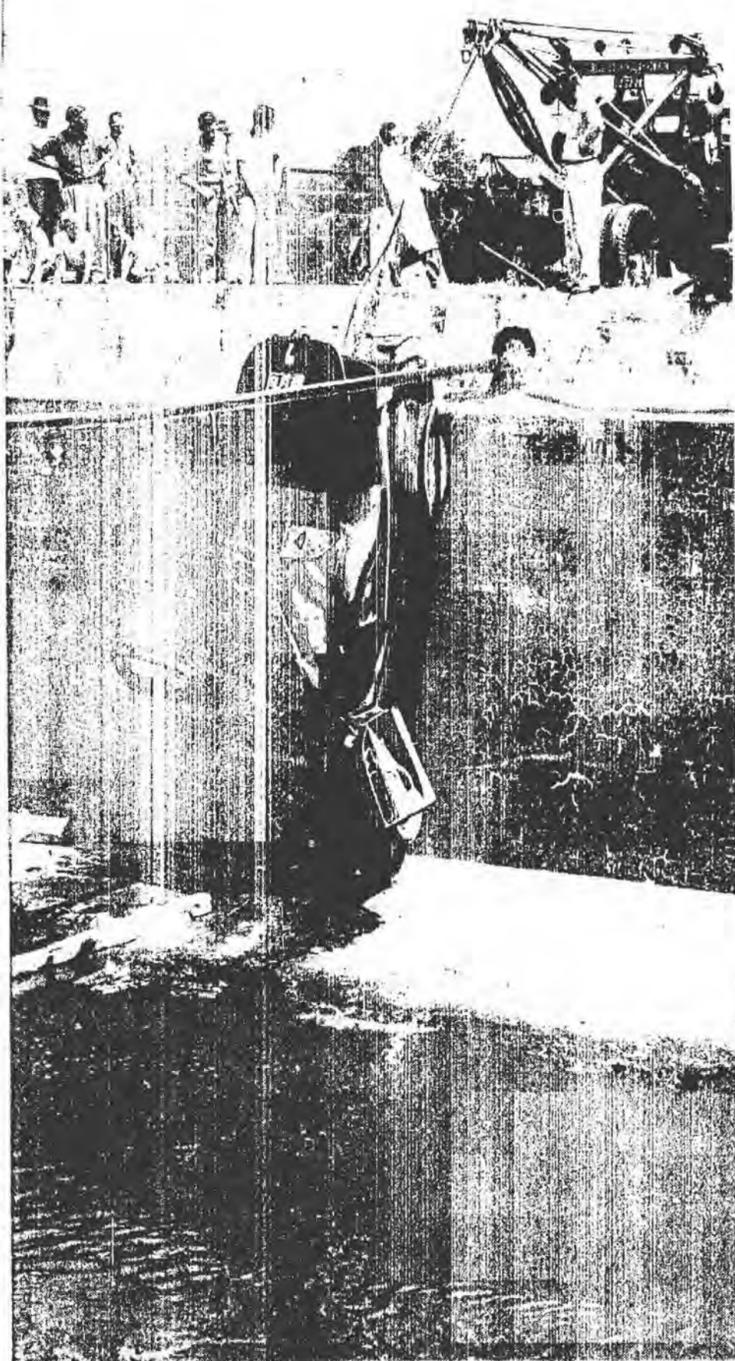


WELDON CANYON FLAMES—A second forest fire broke out, almost simultaneously at three locations in Weldon Canyon, on both sides of Highway 99 near Newhall yesterday. By dusk, some 200 fire fighters had won partial control, concentrating equipment to keep the flames from spreading to Wildwood Canyon, toward Newhall.



DISSUADED—Richard Trammel, 20, ex-serviceman, pleads to have handcuffs removed after a comedian climbed to the roof of a theater building and talked him out of his plan to leap from the 10-story structure.

Nobody Hurt When Car Plunges



TWENTY FEET—Four boys were riding in this car when it skidded on a rough stretch of road at Cressy St., near Rosecrans Blvd., and plunged into the Compton flood control channel, going through a fence and taking out a post on the way. The youths found themselves unhurt. Neighbors say there have been many narrow escapes there.



SMOG 'SMELLING'—H. E. Kunkel, director of air pollution control, and Robert Crothers examine machine that samples city air. Testing revealed 88 per cent reduction in atmospheric impurities since the campaign began.



REUNION—Field Marshal Viscount Montgomery, British chief of staff, arriving in Washington, gets a warm greeting from Gen. Dwight Eisenhower, U.S. Chief of Staff.



UNWELCOME—Throng of C.I.O. men gather outside International Longshoremen's and Warehousemen's Union hiring hall to give "support" to striking A.F.L. Sailors Union. But A.F.L. scorned them, one chairman calling C.I.O. picketing a Communist publicity stunt.

Truman Asks Funds Repeal

WASHINGTON, June 10. (AP) President Truman today recommended to Congress the repeal of appropriations totaling \$3,089,436,596 plus contract authorizations totaling \$174,178,000.

A White House statement said these amounts are in addition to three previous rescissions totaling \$53,914,924,373 in cash and \$4,674,706,880 in contract authorizations.

Included in the appropriations recommended for repeal today were \$1,138,258,365 for the civil agencies of the government \$1,563,283,418 for the War Department and \$387,894,813 for the Navy Department.

EVICTED MAN, 71, HANGS HIMSELF

Apparently despondent because he had been evicted from his home at 1103 Georgia St. several weeks ago, Forest X. Addleman, 71, hanged himself yesterday in the garage at the home of his brother, at 425 Oak St., El Monte, where he had been living temporarily, deputy sheriffs reported. The body was discovered by the brother, Roy Addleman, El Monte funeral director.

Advertising Men to Convene Here

Problems confronting daily and weekly newspapers in California will be discussed at the three-day convention of the California Newspaper Advertising Managers Association beginning Friday afternoon in the Elks Temple.

More than 300 publishers and advertising executives are expected to attend the affair, which will be the first all-State postwar convention of the association.

Twelve trophies and \$150 in cash awards will be presented to winners in the annual advertising contest and special National Newspaper Week contest.

Scheduled to speak at the convention are Norton Mogge, vice-president and Los Angeles manager of the J. Walter Thompson Co.; L. O. Burkholder, executive of the Associated Meat Jobbers of Southern California; Milton Gair, merchandiser, and Worth Wright, classified advertising manager of the Pasadena Star-News.

The convention's key address will be delivered by A. T. Danielson, vice-president of Barker Bros., who was recently elected president of the National Sales Managers Association. George Weimer of the Orange Daily News is general chairman of the convention.

Progress Seen in Smog Fight

In a progress report by the Bureau of Air Pollution Control to the Health Department on the elimination of smog in Los Angeles, Director Harry E. Kunkel yesterday said that satisfactory results are being obtained.

More than 50 companies are spending between \$500 and \$30,000 each for abatement equipment, and a large number of others have eliminated smoke with controlling devices advised by enforcement control officers.

Tribute to Gift Industry Planned

Recognition will be extended to California's gift and art industry at today's luncheon of the Advertising Club in the Biltmore.

James F. Bone, manager of the industrial department of the Chamber of Commerce, will pay a tribute to the industry in a talk on "An Industry Comes of Age."

Edward Mills, club president, said that a large display of merchandise designed and produced in California by representative concerns will be shown. Each guest will be given a made-in-California gift.

Suspect Arrested in Woman Attack

Thomas O. Hinnard, 32, of 927 Beacon St. yesterday was arrested on suspicion of assault with intent to do great bodily harm after he assertedly entered the home of Sylvia Licalsi, 34, of 4415 Elizabeth St. and beat her severely.

Miss Licalsi, who received severe cuts about the legs when she kicked out a window during her struggles, told Sheriff's deputies of the Firestone substation she had known Hinnard some time ago and was asleep when he entered the house and started to strangle her. She could give no reason for the attack.

Unified Action Here Urged to Fight Smog

Cities' Co-operation, Effective Laws Called Necessary

Effective legislation and unified enforcement are two of the best ways to combat smog, it was asserted in a radio forum, in which Prof. Raymond R. Tucker, smoke and fumes expert brought here by The Times, took part last night.

All participants in the discussion on K.F.I.'s "The American Way" program urged co-operation between Los Angeles County cities with the county in unifying action against the smoke and fumes nuisance.

But Prof. Tucker, in response to a question, warned that "my experience is that voluntary action can be effective only as long as authority is in a position to require compliance."

Others Participating

Participating, besides Prof. Tucker, were Howell H. Barnes, member of the county smoke and fumes committee; Harry E. Kunkel, director of the County Air Pollution Control Bureau; Paul C. Rich, county air pollution engineer; Andrew Porter, Deputy County Counsel, acting as legal liaison official on air pollution; E. R. Young city of Vernon special counsel; Chris J. Griffin, Huntington Park City Attorney; Orrin W. Fox, smoke and fumes committee and Pasadena Chamber of Commerce member, and Ed Ainsworth, Times staff member conducting the anti-smog campaign.

Porter reported that thus far 14 of 45 cities in the county have signed agreements with the county government for enforcement of their smog ordinances and four have enacted such ordinances and have expressed the intention to ask for county enforcement.

'Eye Smarting' New

The subject of the forum was "Can Smog Be Eliminated?"

"My experience has shown it can be eliminated," Prof. Tucker said, replying to the moderator, Ted Myers.

He told Ainsworth in response to a question that to the best of his knowledge this area is the only one in which "eye smarting is characteristic of smog."

The smog was attributed by Barnes chiefly to incinerators—"350,000 fires in household incinerators each morning"—and traffic—"more than 2,700,000,000 cubic feet of gases from vehicles."

Pasadena Victim

Fox, who said much of the smog created in Los Angeles County came to Pasadena because of the higher altitude, told of Pasadena's appropriation of \$500,000 for a new incinerator to eliminate household incinerators as a smog source.

"How much time would it take to correct this source in the county?" he asked Prof. Tucker.

"There are many problems in

Turn to Page 2, Column 4



Times photo

JOB ON HANDS—Left to right, Prof. Raymond R. Tucker of St. Louis, brought here by The Times to study smog problem; Mayor Bowron and Supervisor Raymond V. Darby study aerial map of Los Angeles. Tucker obtained data on weather conditions here.

UNIFIED ACTION URGED TO END SMOG NUISANCE

Continued from First Page

passing laws," Prof. Tucker said. "It is unfair to expect public officials to wave a wand and clear the air, but it can be done in a short time after they have been given proper instruments."

After Ainsworth pointed to divided authority as a barrier, Porter explained that the Board of Supervisors had no jurisdiction to pass an ordinance effective within incorporated cities, so the best hope lay in agreements for county enforcement of municipal ordinances or action by the State Legislature to set up an enforcement district.

Young promised to seek Vernon's co-operation when the "answer to smog is found by authorities." Griffin said Huntington Park also stood ready to cooperate and was asking county enforcement of its anti-smog laws.

'Inversion' Blamed

Prof. Tucker, in reply to a question by Kunkel, said it appeared that "temperature inversion," in which a colder layer of air sweeping down from the mountains holds smog close to the earth, was "more frequent here than in most smog areas."

The forum was only one of many activities squeezed into a busy day for Prof. Tucker. He consulted with Director I. A. Deutch and Paul C. Rich of the County Bureau of Air Pollution Control and was guest at a small luncheon for officials given by Publisher Norman Chandler of The Times.

Guests at Luncheon

At the luncheon given by Mr. Chandler the guests included Mayor Bowron, Raymond Darby, chairman of the Board of Supervisors; Dist. Atty. William E. Simpson, Director Harry E. Kunkel of the City Bureau of Air Pollution Control, Deputy County Counsel Andrew Porter, in charge of air pollution matters; Harry Douglas of the United States Weather Bureau, Hal Holley of the Automobile Club of Southern California, L. D. Hotchkiss, editor of The Times, and Deutch.

Earlier in the day Prof. Tucker talked with Harry Douglas of the U.S. Weather Bureau to obtain material on the prevalence of smoke and fog in this area during the last few years.

During the afternoon Prof. Tucker conferred with Dr. Robert A. Millikan, former president of the California Institute of Technology, on the possibility of Caltech aiding in research on the smog problem.

Hearing on Ordinance Variance Concluded

Air Pollution Control Director Harry E. Kunkel yesterday conducted a hearing on the application of the Eastern Iron & Metal Co., Ltd., 2300 E. 11th St., for a variance for the ordinance limiting smoke discharge by a plant, and at its conclusion announced he would make his decision known Dec. 20.

David B. Rosenthal, president of the company, testified that he had contracted for smoke control equipment at a cost of \$7940 from the Ryder Engineering Co. of San Francisco, but that strikes and material shortages had prevented installation.

The ordinance limits discharge of smoke to three minutes

in one hour, but Rosenthal explained that his plant, which smelts metals from scrap, cannot be operated on the stop and go basis, and he seeks the variance pending installation of the smoke eliminating equipment.

The plant is the principal source here of soft lead for use in calking soil pipe in the construction of homes, and to hold up its operation interferes with the building program for veterans and others, according to Rosenthal.

Samuel I. Barchas, attorney for the company, called Horace Chosen, chemist for the company, to the stand and he testified that a lengthy stretch of brick and a steel smokestack, partially water-jacketed, through which the smoke passes, gave no evidence of deterioration to indicate injurious sulphuric gases escape any distance from the smelter.

Gilhome W. J. McMillan, safety inspector for the Southern California Gas Co., opposed the granting of the variance, stating that numerous complaints are made by the company employees at the 1700 S. Santa Fe plant that fumes from the Eastern Iron and Metal Co. are injurious to their health and comfort.

O. M. Bryant, vice-president of the Braun Corp., sent in a written protest against granting the variance.

'TIMES' BRINGING SMOG EXPERT HERE

Engineer Given Credit for St. Louis Cleanup Will Make Detailed Report on Southland

BY ED AINSWORTH

The Times, at its own expense, will bring to Los Angeles next week one of the leading smoke-and-fumes experts of the United States for a detailed survey of the smog situation here.

Prof. Raymond R. Tucker of Washington University, St. Louis, will arrive here next Sunday to study Southern California's problem and present recommendations for its solution.

News of The Times' intention to bring Prof. Tucker here as a public service has been received with enthusiasm by city and county officials.

Unbiased Appraisal

The Times feels that an unbiased, outside expert of Prof. Tucker's caliber can appraise the Los Angeles situation better than any local person.

Prof. Tucker is known as the man who chiefly was responsible for the tremendous improvement in St. Louis' intolerable smoke situation. He served as Smoke Commissioner of the city from 1937 to 1942. It was in this period, during the administration of Mayor Bernard F. Dickmann, that an ordinance was passed requiring all citizens, business concerns and railroads to use smokeless mechanical equipment if they burned volatile fuel, or to burn smokeless fuel.

This revolutionary change caused a tremendous outcry and a protracted court battle which the city finally won in the Missouri Supreme Court—but the smoke menace was greatly reduced.

Granted Leave

Prof. Tucker now is head of the mechanical engineering department of Washington University. He has obtained a leave of absence to come here for the comprehensive study of Los Angeles conditions.

Due to the complicated legal setup under which this area labors in attempting to combat smoke and fumes—there being a three-way divided authority in administration—The Times felt it necessary to obtain the services of a man familiar with political administration. Prof. Tucker met these requirements. Prior to his service as Smoke Commissioner he had been secretary to Mayor Dickmann in a previ-



ST. LOUIS EXPERT—Prof. R. R. Tucker, who will survey the Southland smog.

ous administration and had gone "through the mill" on the organization of control measures.

His refusal to be intimidated by any interests and his steadfast determination to enforce the law impartially won him the respect and praise of St. Louis citizens.

Co-operation Pledged

On his arrival here he will embark immediately on a first-hand survey of the causes of smoke and fumes, interview experts and enforcement authorities and discuss legal aspects of smog control with County Counsel Hal Kennedy and others.

Full co-operation in his investigations has been pledged by Director Harry E. Kunkel of the city Bureau of Air Pollution Control and by I. A. Deutch, director of the county bureau.

City Hall Tower Provides View of Smog Offenders

Black Curtains Seem to Sprout in Other Cities

This is the seventh of a series of articles on the smoke and fumes nuisance—the "smog"—in the Los Angeles area. The Times hopes by presenting the facts and pointing to certain possible remedies to lead the way toward a permanent solution of this blight which threatens the health and future of the metropolitan region.

BY ED AINSWORTH

Maj. Harry Kunkel is reputed to be the only man in the United States who can smell smoke farther than Fiorello LaGuardia, the fire-engine chaser.

And that explains, possibly, why Maj. Kunkel is staying on the job past his retirement age to complete his assignment as Director of the Bureau of Air Pollution Control of the City of Los Angeles. After 53 years spent here, Maj. Kunkel feels it is his duty to get the air back into as clean a condition as it was when he came here as a boy and Los Angeles enjoyed and deserved its reputation as "the sunshine capital."

Right now there are plenty of obstacles to that clean air—some of which are beyond his reach.

He took me up on top the City Hall tower to explain things.

Smoke in Distance

Hundreds of smokestacks were in view north, south, east and west. Hardly any of them nearby were giving off any smoke at all; only a few safety valves were emitting harmless steam. Yet, farther away, outside the city limits in near-by incorporated areas out toward Vernon and South Gate great clouds of black smoke could be observed.

"See what I mean?" demanded Maj. Kunkel. "We have obtained wonderful co-operation from individual plants in the city limits of Los Angeles. But look out yonder. What can we do about that?"

He went on to say that hotel and apartment house owners have eliminated a great deal of the smoke they formerly caused.

Eyes Diesel Trucks

Then he got around to the subject of Diesel trucks against which he currently is conducting a vigorous campaign. He feels they are to blame for a great deal of both smoke and fumes.

Diesel trucks operated for the most part seven days a week during the war. They had few repairs. As a result, many of the fuel injector heads have worn until oil is not sprayed in a fine mist but is sprayed out in streams. It is impossible for this to be consumed properly, and heavy smoke results. Maj. Kunkel says that many Diesels could be put in good shape by the replacement of injector heads at only about \$4 a cylinder.

There also is a psychological angle about truck smoke.

Drivers Lonesome

Some of the drivers, lonely fellows driving along all by themselves, enjoy having a companionable smoke stream pouring out so they can watch it, Maj. Kunkel says.

The big task is getting photographic evidence of smoke ordinance violations against the truck operators. The city bureau really needs an extra man, Kunkel says, to go along with the photographer in a car when the pictures are being taken. It is too much to expect one man to drive a car and get good pictures of a moving truck at the same time.

Amendment of the State Motor Vehicle Code so traffic officers could report violations of the smoke laws in their territory would be a big help, Kunkel maintains.

Health Function

The work of Kunkel's office is carried on as a function of the City Health Department under the general leadership of City Health Officer George M. Uhl and Charles L. Senn, Engineer-Director of the Bureau of Sanitation.

Working with Director Kunkel are four experts on various sorts of smoke nuisance.

W. H. Parmelee, a licensed stationary engineer, is the Diesel smoke chaser; Robert Crothers of the University of California at Los Angeles, chemical en-

Turn to Page 3, Column 5

VIEW REVEALS SMOG SOURCES

Continued from First Page

gineer, and Hugh S. Partridge of the University of Colorado go after plant violators. Sidney Upton, once an engineer on the Wabash and for years with Chicago's railroad air pollution control bureau, keeps an active eye on locomotive smoke.

Maj. Kunkel himself goes everywhere, industrial plants, railroad roundhouses, boiler rooms, truck parking lots and dumps.

His program consists of education, initial warnings, citations to the City Attorney's office and, if necessary, formal suits in the courts. He has obtained numerous convictions not only of truck drivers and owners but of industrial concerns. One lumber yard conviction is resulting in the quick revamping of the incinerators serving 400 lumber yards in the area.

Maj. Kunkel often can be found on the City Hall Tower.

It's the best place to smell smoke!

(Continued tomorrow)

Company Wins Delay of Trial

Inability of officials of the Eastern Iron & Metal Co. to obtain delivery on smog abatement equipment yesterday resulted in continuance of their trial in Municipal Court until Dec. 3.

The court was informed the company ordered nearly \$8000 worth of equipment to eliminate smog at the plant, 2300 E. 11th St., but failed to receive it. Closing down the factory would work serious hardship on home building in the city because it manufactures 75 per cent of the plumbing lead used locally, it was maintained.

Also accused as defendants are David B. Rosenthal, president, and Horace Cohen, superintendent. The complaint was signed by Harry E. Kunkel, head of the city's Bureau of Air Pollution.

Expert Begins Surveys of Smog Evils

**Real Eye-Smarting
Sample Still Awaited
by St. Louis Man**

Prof. Raymond R. Tucker of St. Louis, smoke and fumes expert brought to this city by The Times, plunged yesterday into the task of analyzing the cause of smog in Los Angeles.

But the weather co-operated only half-heartedly.

The smog was not very bad downtown and did not give Prof. Tucker a really adequate idea of the vision-obscuring, eye-smarting, tear-producing, cough-inducing nuisance it can be.

It Won't Be Long

But he was promised by the various officials and experts he interviewed in preliminary fashion that he probably will get an opportunity within a few days to evaluate the more troublesome type of smoke-and-fumes condition because it has been recurring rather regularly.

Yesterday he started gathering technical material from the officials and civic groups chiefly interested in the control of smog. He discussed the main questions

of geography, temperature inversions, legal limitations and possible sources of smoke and fumes with Director Harry E. Kunkel of the city Bureau of Air Pollution Control and Charles L. Senn, director of the Bureau of Sanitation of the City Health Department, and with Harold Wright, Jim Bone and other officials of the Los Angeles Chamber of Commerce.

Prof. Tucker showed particular interest in the matter of the jurisdiction of cities in controlling nuisances just outside their boundaries and in regard to control measures for Diesel trucks, among many other topics.

Brought Here by 'Times'

The arrival Sunday of Prof. Tucker, who was brought here at the expense of The Times as a public service, apparently stimulated activity in regard to the creation of some sort of unified district or authority to tackle the smog problem.

City Council yesterday unanimously adopted a report of the Public Health and Welfare Committee recommending in relation to air pollution control, "that the City Attorney be instructed to confer with the County Counsel and to advise what steps are necessary in order that the State laws can be amended or what suitable legislation may be enacted."

Director Kunkel, meanwhile, voiced a word of caution in regard to the projected closing of three large public dumps in the vicinity of Normandie Ave. and Imperial Blvd.

Revocation of the permits of the dumps as recommended by the Regional Planning Commis-

Turn to Page 2, Column 7

SMOKE EXPERT BEGINS SURVEY

Continued from First Page

sion, will add to the smog crisis, in the opinion of Kunkel.

The closing has been scheduled tentatively for March 1 but the Board of Supervisors has not yet acted on the recommendation.

Kunkel declared that while the three dumps have created considerable smoke from burning rubbish, it will be much worse when this rubbish is burned in back yards, vacant lots and home incinerators all over the city.

"When the people voted down a bond issue for a county-wide incinerator system, it seems to me they voted for smog and they're going to have it until they provide smokeless incinerators," Kunkel said.

Prof. Tucker will confer today with other persons who are well informed on the smog question and will be guest at lunch of Norman Chandler, publisher of The Times, when a few key officials will give him their views on the approach to the smog problem.

City Smog-Bound on Hottest May Day Since 1929

Los Angeles was smog-bound yesterday as thermometers recorded the highest reading—89 degrees—for a May 1 since 1929.

However, Los Angeles was only moderately warm compared with other Southland areas. Top temperature of the day was 106, recorded at Yuma and Imperial. The San Joaquin and San Fernando valleys both had blistering weather. It was 102 at Bakersfield, 101 at Fresno and 98 at Burbank. Riverside reported 100 degrees maximum. Other temperature recordings were San Gabriel, 94; Pasadena, 93, and Long Beach, 85.

The heavy concentration of smog which reduced visibility downtown from 10 miles at 6 a.m. to one-half mile at 11 a.m. paradoxically marked the official extinguishing of smoldering fires in three dumps near Imperial Blvd. and Normandie Ave., a smog-abatement measure.

Clear Day Expected

Clear weather was predicted for today and tomorrow by the United States Weather Bureau, with some fog near the coast in the mornings. Cooler temperatures will prevail tomorrow afternoon, it was forecast.

Yesterday's lowest reading was 57 degrees.

Hundreds of complaints were received by the City Health Department from persons whose eyes smarted and filled with tears from the unusually dense smog.

Smells Like Stockyard

A disagreeable soapy odor, mixed with stockyard aromas, began drifting into the downtown business area Wednesday night, H. E. Kunkel, city air pollution control technician, reported. Early yesterday a temperature inversion clamped a lid on the atmosphere and the pungent pall settled hard over the city.

"Until abatement controls are extended to the 22 incorporated areas bordering Los Angeles, this city will continue to be victim to their atmospheric wastes every time the wind blows in our direction," Kunkel said.

An airplane flight from Los Angeles Municipal Airport at 2 p.m. which reported temperatures at various altitudes sharply illustrated the unusual inversion

Hotter Higher Up

On the ground the temperature was 72 degrees. At 1000 feet it was 75 degrees, at 1500 feet, 84 degrees; at 2000 feet, 88 degrees; at 2500 feet, 86 degrees; at 3000

Turn to Page 2, Column 7

HEAT BRINGS DENSE SMOG

Continued from First Page

fect, 84 degrees. The temperature then started falling with increased altitude.

While Angelenos were rubbing their eyes, Supervisors Leonard J. Roach and Raymond V. Darby met with Capt. Ray L. Bergh and Sgt. James J. Gilman of the Sheriff's office and Inspector E. E. Christensen of the County Fire Department at the Imperial Blvd. dumps to see that the May 1 deadline for "cease burning" was observed.

It was. The smoldering fires burned no more and owners of the three dumps were undertaking the new "cut and cover" method of rubbish disposal. Refuse is buried by steam shovels under this procedure.

Allis-Chalmers Wages Boosted

MILWAUKEE, May 1. (U.P.)—The Allis-Chalmers Manufacturing Co., until a few weeks ago beset by one of the nation's most bitter strikes at its main plant near here, today announced a wage increase of 11½ cents an hour.

Walter Geist, company president, said the increase is "in line with the national trend" and affects 27,000 workers at the company's eight plants across the nation. The company manufactures farm machinery and equipment.

Hollywood Stars Raise Relief Funds

NEW ORLEANS, May 1. (U.P.)—Movie and radio stars raised \$165,000 today to help victims in the recent Texas City explosion and fire. Two benefit shows featured Hollywood Stars led by Jack Benny and Frank Sinatra. Other entertainers included Phil Harris and his wife, Alice Faye; Negro Comedian Eddle (Rochester) Anderson, Phil Silvers, Marjorie Reynolds, Diana Lynn, Jane Powell, Jean Sablon and Connie Boswell.

Ocean Breeze Routs Smog; Heat Up to 87

A sea breeze that came at 10:20 a.m. yesterday swept away smog fumes which threatened Los Angeles with one of the most stifling days on record, according to H. E. Kunkel, city air pollution control officer. At 10 a.m. visibility was three miles downtown.

Kunkel called attention to the fact that the smog blanket was only 1000 feet deep, concentrating the smoke and gases and making the atmosphere more irritating than the usual smog blanket of 3000 to 4000 feet in depth.

At the same time a 19-degree rise in temperature brought summer heat, the mercury hitting a top of 87 degrees, highest since March 14. Minimum yesterday was 48 degrees.

The forecast is for increasing cloudiness today with showers and cooler weather tomorrow.

Beulah Overell to Face Judge

Los Angeles Times (1923-Current File); Jan 22, 1948;

ProQuest Historical Newspapers: Los Angeles Times

pg. 16

Beulah Overell to Face Judge

Beulah Louise Overell, recently acquitted of the yacht-blast murder of her parents, yesterday was accused of misdemeanor hit-and-run driving in a complaint issued by Dep. City Atty John D. Barrett.

The action grew out of an accident Dec. 21 in which an automobile driven by Mrs. Katherine Y. Owens, 31, of 1424½ E. 76th St., was struck by another car at Florence Ave. and Hoover St which drove away.

According to a police report to Barrett, Miss Overell declared she did not stop because she was with Paul R. Werling, 8 N. Eloise St., Pasadena, and did not want "publicity." Werling accompanied her on her first "date" after she was acquitted of the murder charges.

After Mrs. Owens filed a complaint with the traffic bureau Miss Overell voluntarily appeared and paid \$60 damages.

A hearing on the hit-run accusation will be held in Municipal Court, Division 8, at 10 a.m. Feb. 11.

Union Rescue Mission Elects

Hugh R. Murchison was re-elected president of the board of directors of the Union Rescue Mission at yesterday's annual election and today will begin his seventh term as head of the mission.

Others re-elected are J. E. Calhoun, vice-president; Clarence C. Bonhoff, secretary; Sam Camp house, treasurer; A. Addison Maxwell, auditor, and the following directors: Arthur Bone, L. M. Bryant, Thomas S. Bunn, J. L. Davidson, Harry Hilker, E. T. Hermann, Cecil Kettle, Doc Shell, Carl Stutsman and Dr. Herbert Anderson.

Union Rescue Mission, 57 years old, and the Victory Service Club, which it has sponsored for several years, have just concluded another year of service to needy men and boys, having provided 461,969 free meals and 89,867 sleeping accommodations in 1947.

Bankruptcy Suit Filed Against Club

A petition in involuntary bankruptcy was filed against the Club Morocco, 1551 N. Vine St., in Federal court yesterday by creditors of the restaurant. Hubert F. Laugharn, referee, was assigned to hear the case.



"I guess the honeymoon must be over. He still brings me breakfast in bed but he doesn't whip up any more fancy dishes."

City Smog Control to Be Transferred

Transfer of the City Health Department's air pollution control division to the County Smog Control District will be effective Feb. 1, Dr. George M. Uhl, City Health Officer, said yesterday.

Making the transfer will be H. E. Kunkel, director, and Inspectors Robert Crothers, William Parmelee, Sidney Upton and Thomas Jump. Under recent State legislation the county has jurisdiction over smog control within its boundaries.

Youngsters in Relief Homes Keep Earnings

To encourage youngsters in relief families to accept jobs, the county yesterday authorized instead of deducting the total such juveniles to keep the first wage. from relief checks.

Fumes Check Under Way

Health Officials Use 'Smog Catcher' for Downtown Area Tests

City Health Department officials yesterday went forward with their campaign against the irritating fumes and gasses of the downtown area's "smog" situation by starting a series of spot checks of the atmosphere with the aid of what is known as an electrostatic precipitator.

A demonstration of the machine was conducted atop the City Health Department's building at Temple and Spring Sts., by Capt. Thomas Marsh of the U.S. Public Health Service; Harry E. Kunkel, director of the Bureau of Atmospheric Pollution Control; Dr. George M. Uhl, city health officer, and Charles L. Senn, city sanitary engineer.

Use of Device

The "smog catcher" is a tubular device for picking up and measuring the amount of particulate matter in the ozone. Generally used by the health department's division of industrial hygiene for measuring foreign matter in the air in operations of various industrial plants, the machine will be used for spot checking with the ultimate view of ascertaining what substances are in the atmosphere and proceeding with abatement operations accordingly, in order to reduce the annoying atmospheric condition.

According to Capt. Marsh irritation is perceptible at 20 milligrams per 10 cubic meters of atmosphere, as registered by the machine's two key tubes—liquid and air—42 milligrams per 10 cubic meters has been observed on one of the city's worst days.

Machine's Showing

Use of the machine will show the relative amount of smoke abated over a period of time and will indicate whether the anti-smoke program is making progress. It is not known if the machine is picking up the substances causing eye irritants, since it picks up smoke and fumes, but not gasses such as sulphur dioxide, etc.

It is not expected that the smog catcher will do much more than produce the daily log of atmospheric particulate matter, however.

Capt. Marsh will analyze the matter picked up by the precipitator daily in an effort to determine source of the gaseous factors and then recommend remedies.



Times photo

SMOG CATCHER—Left to right, Dr. George M. Uhl, city health officer, pointing; Harry E. Kunkel and Capt. Thomas Marsh demonstrating electrostatic precipitator, or "smog catcher."

City and County Curbs on Smoke Co-ordinated

The City Council yesterday passed an ordinance co-ordinating the city's anti-smoke laws with those of the county to create uniform regulation over the entire area. The new ordinance is effective immediately.

A companion ordinance also was approved creating positions for air pollution inspectors and providing for their salaries. Later in the day the ordinances were signed by Council President George Moore, acting Mayor in the absence of Mayor Bowron.

In connection with the legislation, Councilman G. Vernon Bennett asserted that the new laws apparently are only to control smoke and could not be applied to elimination of noxious gases.

Suits Proposed

Bennett advocated that in the future, where a flagrant case of smoke or gas nuisance on the part of a large concern was detected the City Attorney be instructed to file suit, whether the concern be located within or outside the city limits, as an "example" to all offenders both large and small.

Later it was disclosed that Maj. Harry E. Kunkel, chief air-pollution officer, had obtained a complaint from the City Attorney's office against the Berg Metals Corp., 2640 Long Beach Ave. Violation of State laws involving perpetration of a public nuisance were charged and the defendants were cited to appear in Division 30 of the Municipal Court tomorrow afternoon.

Action Elsewhere

Meanwhile, 16 foothill communities are scheduled to line up today with Los Angeles city and county in a campaign against the smoke and fumes nuisance.

An action committee headed by H. F. Holley, assistant chief engineer of the Automobile Club of Southern California and representing the near-by centers, is slated to appear before the City Council and the Board of Supervisors.

The communities are Pasadena, San Marino, San Gabriel, Monterey Park, Montebello, El Monte, Whittier, Burbank, South Pasadena, Glendale, Alhambra, Sierra Madre, Arcadia, Monrovia, Temple City and Altadena.

Harby Says Japs Lived With Pigs

Does the War Relocation Authority want Midwest farmers to take community family baths in one tub?

Or let farmyard animals, like pigs, have the run of their living rooms?

Or allow rats to infest their homes?

Councilman Harold Harby, doing a slow burn over the W.R.A.'s published suggestion of two days ago that Japs should teach Midwesterners hygiene, wondered yesterday as he checked a report of the Venice Health Department.

"Maj. Harry E. Kunkel, of the health department, tells me he formerly had to keep 12 men busy cleaning out rats from Jap homes," Harby told the City Council. "The rats practically lived with the Japs and domestic animals trotted in and out of the houses.

"Furthermore, it was the custom for all of the Jap families to take simultaneous baths in a community vat. Is that the practice the W.R.A. wants American farmers to imitate?"

Hendry, Charles S., Lieut. (Jr. Gr.), Engineer Division, Naval Militia, San Francisco.
Herrick, Jr., Albert B., 1st Lieut., Medical Corps, Santa Rosa.
Hicks, Arthur W. T., 1st Lieut., Chaplain, 5th Infantry, Oakland.
Hill, Rodney J., 1st Lieut., Co. F, 2d Infantry, Woodland.
Hill, James A., Veterinarian, 1st Battalion, Field Artillery, Oakland.
Hinchman, Edwin E., Captain, Co. F, 5th Infantry, Oakland.
Hizar, Julier C., Ensign, Assistant Paymaster, Naval Militia, Coronado.
Hearfield, Harold H., Captain, Co. D., 5th Infantry, San Rafael.
Henry, Maitland R., 2d Lieut., Co. I, 5th Infantry, Oakland.
Henneberger, Jr., Herman, Lieut. (Jr. Gr.), 7th Division, Naval Militia.
Hogan, Dana, Ensign, 9th Division, Naval Militia, Los Angeles.
Holderman, Nelson M., Captain, Co. L, 7th Infantry, Tustin.
Holm, Louis R., Ensign, 2d Division, Naval Militia, San Francisco.
Holman, Harry W., 1st Lieut., Co. M, 2d Infantry, Hanford.
Hopcraft, Newton J., 2d Lieut., 19th Co., Coast Artillery Corps, Los Angeles.
Hopkins, Frank D., Captain, Co. C, 2d Infantry, Fresno.
Hoppin, Charles R., Captain, 2d Infantry, Woodland.
Hover, Frederick H., 2d Lieut., Battery A, 1st Battalion, Field Artillery, Los Angeles.
Howard, Thomas D., 2d Lieut., Coast Artillery Corps, Los Angeles.
Huber, Harry F., Captain, Battery B, 1st Battalion, Field Artillery, Oakland.
Hubbard, Wm. E., Ensign, Engineer Division, Naval Militia, San Francisco.
Humphreys, William P., Lieut. Col., Judge Advocate General's Department, San Francisco.
Huston, Charles F., Captain, 13th Co., Coast Artillery Corps, Los Angeles.
Hutchins, Charles F., Colonel, 7th Infantry, South Pasadena.
Hutson, Edgar S., 1st Lieut., Co. F, 5th Infantry, Oakland.

I

Irvine, James, Captain, Co. B, Corps of Engineers, Los Angeles.

J

Jamison, Fenton W., 1st Lieut., Co. A, 2d Infantry, Chico.
Jaynes, Isaac DeL., 2d Lieut., 7th Infantry, Buena Park.
Johnson, Neal C., 2d Lieut., Co. F, 7th Infantry, Los Angeles.
Jones, Robert R., Captain, 15th Co., Coast Artillery Corps, Los Angeles.

K

Kammerer, George E., Commander, 1st Battalion, Naval Militia, San Francisco.
Kelly, Will, Major, 2d Infantry, Fresno.
Kelley, John A., Captain, 16th Co., Coast Artillery Corps, San Pedro.
Keltz, Wm. V., 2d Lieut., Co. B, 2d Infantry, Richmond.
Kent, Milo F., Captain, 6th Co., Coast Artillery Corps, San Francisco.
Kiler, Harvey L., Ensign, 6th Division, Naval Militia, Santa Barbara.
Kimball, Frederick H., Lieut., 6th Division, Naval Militia, Santa Barbara.
Kimes, Francis, Captain, Co. M, 2d Infantry, Hanford.
King, Arthur, 1st Lieut., Co. C, 7th Infantry, Los Angeles.
Kirk, Theodore T., 1st Lieut., Co. B, Corps of Engineers, Los Angeles.
Kirkbride, Charles N., Captain, Ordnance Officer, Coast Artillery Corps, San Mateo.
Koebig, Hans Karl, Lt. (Jr. Gr.), 8th Division, Naval Militia, Los Angeles.
Kruger, Ralph L., Lieut. Col., Coast Artillery Corps, Los Angeles.
Kunkel, Harry E., Captain, 7th Infantry, Los Angeles.

Plants Help Smog Battle

Problems of Soap Concern Typical of Clarification Fight

[This is the third of a series of articles dealing with some of the chief smog-producing offenders in Los Angeles County, prior to the setting up of the new Anti-Smog District Oct. 14. The articles are designed to assist Dr. Louis McCabe of Washington, D.C., chosen as administrator of the district, in his new and difficult job.—Ed. Note.]

BY ED AINSWORTH

What is the difference between a fume, a smell and a smoke?

That is one of the difficult questions which must be answered when Los Angeles County puts into effect Oct. 14 the new State anti-smog law under the direction of Chief Engineer Louis McCabe of Washington, D.C., who will head the county-wide district. Mr. McCabe is due here from Washington tomorrow.

Exact standards of measurement and definition of terms are essential if the law is to be enforced. Factory owners and others contend, quite correctly, that unless they know what they are supposed to correct, they are helpless. Many plants have taken some remedial steps for smoke and fumes and odors, but they have not been certain just what was required of them.

Consider the problems of a big soap-making plant.

The Los Angeles Soap Co., at 617 E. First St., is an institution here. It has been making soap, one way or another, ever since the Civil War. Its plant has grown in a rather haphazard way, expanding from one building to another until now it covers a large area. It still is growing, a new building being under way at present.

Messy at Best

Soap-making is a smelly business at best. Fats, chemicals and lye are mixed and cooked until the final product emerges. Anyone who remembers the old lye kettle over an open fire in the back yard can testify that soap production is a messy process.

When the crude, primitive output of a single kettle is increased 10,000 fold, and the plant has not been designed as a cohesive unit but is the result of continual additions and improving, the ensuing manufacturing process is likely to be pretty offensive to the nose, and sometimes the eyes.

At one time or another during the last four years the soap company plant has been accused by citizens of causing some of the eye-smarting smog in downtown Los Angeles. The smell around the plant some days and nights was terrific.

This was particularly true when so-called "household fats"—the kind obtained from housewives during the war emergency—were being utilized for cheaper kinds of soap. Much of the fat was rancid before it reached the soap plant, according to F. H. Merrill, president of the company, and his son, P. C. Merrill, plant manager.

Equipment Idle

"It got so bad," F. H. Merrill said, "that we just quit making cheap stuff entirely. Now we accept no household fats, and have cleared up much of our problem. We intend to deal only in high class soaps from now on. The equipment formerly used for household fats is idle now."

Manager P. C. Merrill in conducting a tour through the plant for Harry E. Kunkel, director

Turn to Page 2, Column 5

PLANTS HELP IN SMOG FIGHT

Continued from First Page

of the Bureau of Air Pollution Control and Robert Crothers, chemical inspector on Kunkel's staff, pointed out that one of the chief sources of objectionable odors during past years—and to some extent at present—is the group of tanks used for preliminary cooking of the fats. These tanks are used to separate the glycerin from the fats. The glycerin is taken off and the fatty acid is used in the soap-manufacturing process.

The plant, at a cost of \$40,000 or \$50,000, has made numerous improvements to improve smoke and fume conditions. A home-made "electric eye" was installed during the war—one of the first in use here—to sound a loud horn warning when smoke from the boilers reached unlawful density. Control machinery has just been installed on the boilers.

Process Explained

A new type of "dust collector" is built into the latest packaging machines for granulated, or chip, soap. On the roof is a huge new "baghouse" which collects and reclaims via a pipe system many hundreds of pounds of soap dust each day.

One large conveyor, however, dumps soap through one ceiling into a bin below without benefit of blowers or collecting pipes for the dust. This needs attention.

The odor from the tanks and the dust in the soap-chipping process are the chief factors in the company's problem. Work remains to be done, it is true, but the company has shown a fine spirit of co-operation.

Administrator McCabe should find the Merrills, father and son, willing allies in the war on smog. They know it is to their advantage and to the advantage of their company.

(To Be Continued)

SUPERVISORS ACT TO PUT SMOG LAW IN OPERATION

Formal action was taken by the Board of Supervisors yesterday to set up the job of director and chief engineer for the new unified Smog-Control District to be created Oct. 2.

Dr. Louis McCabe, chief of the coal section of the United States Bureau of Mines, of Washington, D.C., has been chosen for the job, but cannot assume office until the new district is created.

The job, as approved yesterday, carries a salary of \$11,000 a year. Under the new State law, the Supervisors must declare smog to be a menace and then must create the district and advertise it before the director can start work.

City Studies Irritants

At the moment the Supervisors were acting, City health authorities were conducting a session in an attempt to identify the eye irritants in smog here. Charles P. Senn, director of the Bureau of Sanitation, and Maj. Harry E. Kunkel, head of the City Bureau of Air Pollution Control, and their assistants, have compiled figures and scientific material giving some clues to the nature of the irritants.

They have found that the metropolitan area apparently produces about 1000 tons a day of

sulphur dioxide which is discharged into the air. In a 10-mile circle from the City Hall they figure about 60 tons are suspended in the air. Of this, automobiles are credited with creating only about 15 tons and factories in the circle about 15 more, leaving 30 tons which must drift in from outside.

Solid matter in the air—smoke particles — is only about one-third what it was in 1942, showing great improvement on that score.

Theory Outlined

The theory was advanced that the sulphur dioxide which has an affinity for aldehydes, or eye-smarting gases, may draw off some of the aldehydes in the air and thereby set up a condition tending to cause irritation.

It was pointed out that Chicago has perhaps 20 times as much sulphur dioxide in the air as does Los Angeles, yet there is no eye smarting. The salt in fog also was discussed as a possible factor in speeding up chemical reactions, and causing eye smarting.

Dr. McCabe, when he takes over the new anti-smog district, Oct. 2 will be confronted with working out the final solution to such problems as these.

Police Squads Get Training in Smoke Control

Thirty-two motorcycle officers forming the first unit in a class of 175 who will receive special instruction in co-operating with city health inspectors in smoke control were given a practical demonstration in Diesel motor truck violations yesterday by Harry E. Kunkel, city air pollution control officer.

The demonstration was carried out at 1661 McGarry St., with a truck mounted on a dynamometer, a machine which records all road conditions except atmospheric pressure.

Latest Equipment

Officers were provided with a Ringelmann smoke chart through which they are able to determine the density of the smoke from an exhaust stack. The dots on the chart, running from a light gray to black, indicate the denseness, from 20 to 100 per cent. A density of 40 per cent is the first violation.

Kunkel explained that officers at first will issue warnings only and report to the City Diesel Smoke Control Board. The board will notify the owner of the truck violating the municipal or county codes prohibiting unnecessary smoke. Repeated offenses will result in arrest citations, he said.

Inclusion of the city's motorcycle officers in the smoke control campaign is part of an all-out program being carried out by the smoke control board, Dep. Chief Bernard Caldwell, the Association of Motor Truck Owners of California and the A.F. of L. Teamsters Union, Kunkel said.

Planes Check on City Smog

Mayor Offers Full Support to Make New Law Effective

[This is the fourth in a series of articles dealing with chief factors in the smog situation in Los Angeles County, on the eve of the effective date of the new State anti-smog law. The unified district in the county will go into effect Oct. 14.]

BY ED AINSWORTH

Mayor Bowron yesterday pledged his "100 per cent cooperation" in making effective the new county-wide anti-smog law when it goes into effect Oct. 14.

At the same time an airplane observation service, suggested by the Mayor, was put into operation at Metropolitan Airport, Van Nuys, by Gen. Leonard E. Thomas of the California National Guard. Regular flights—probably daily—will be made in an effort to gather helpful facts about smog density, wind directions and sources of smoke.

Maj. Harry E. Kunkel, head of the city's Air Pollution Control Bureau; Charles E. Senn, chief of the city Bureau of Sanitation; Paul Rich of the County Bureau of Air Pollution Control and other officials went on the first flight.

McCabe Due Tomorrow

Mayor Bowron said that while it is the intention of the city to maintain a smog control unit in the City Health Department, it will in no way be allowed to

conflict with the administrative setup of Director and Chief Engineer Louis C. McCabe who will have charge of smoke and fumes suppression in the entire district.

Dr. McCabe, who has resigned as head of the coal division of the United States Bureau of Mines to take the job here, will arrive this morning to assume office tomorrow.

It was emphasized by Bowron that the city intends to do everything possible to make the new unified anti-smog district a success.

No General Transfer

He was asked what will be the city's policy in regard to present employees being blanketed into the county-wide organization as provided for in the State law, with full civil service accrued benefits.

He replied that individuals, of course, will be at liberty to go into the organization under Dr. McCabe but that there is no plan at present for any general transfer of personnel.

The Mayor described the airplane inspection idea as growing out of Gen. Thomas' absence during the war, dating from early 1941. "When he came back," the Mayor said, "he couldn't believe it was the same city on account of the terrible smog. We got to talking about smog as a menace to flying and this new inspection service is the result."

Gen. Thomas after the flight yesterday said that Maj. Robert DeHaven, operations officer, will be in charge of the tests, which will include air sampling.

"Smog is a definite threat to flying in this area and we are determined to do all we can to help correct the smog condition," Gen. Thomas announced.

Manufacturer Named

M. B. Pendleton, president of the Plomb Tool Co. and first vice-president of the California Manufacturers Association, yesterday accepted appointment to the California State Employment Advisory Council established under the Unemployment Insurance Act. The appointment was made by Gov. Warren.

Police to Be Schooled for Smog Fight

Training of 175 motorcycle policemen in enforcement of laws pertaining to emission of smoke from Diesel trucks will begin Monday as part of the city's anti-smog campaign, Harry E. Kunkel, air pollution control director, said yesterday.

School sessions for groups of 35 officers will be held daily at 1611 McGarry St. where equipment is being set up for demonstrations of smoke densities.

After the instruction is completed the officers will be assigned to highways carrying heavy truck traffic where drivers of trucks creating smoke in excess of legal limits will be cited before the air pollution officer.

Hollywood's Bar Group Picks Staff

Newly elected officers of the Hollywood Bar Association were announced yesterday. Herbert C. Duenckel is the new president, Harold A. Lewis, vice-president, and John A. Weyl, secretary.

Members of the board of governors include William E. Crum, Max M. Gifford, Gilbert J. Heyfron, H. Bradley Jones, Abe Levin, Bernard M. Slibert, Clarence A. Singer, Carl B. Sturzenacker and Duenckel, Lewis and Weyl.

Poison Pen Group Attacks Smog Control Legislation

Unsigned Letters Misrepresent Measure and Call for Its Defeat

Now the anonymous poison-pen brigade has gone into action against the Los Angeles County smog-control bill.

Members of the Legislature, it was learned yesterday by The Times, are being deluged with unsigned letters misrepresenting the smog control bill and demanding its defeat.

Out-and-out untruths are resorted to in a two-page letter.

One statement is that an attempt was made to pass the bill during the first portion of the legislative session when bills merely are introduced. This, of course, is contrary to the facts.

Another statement is that a citizen would be arrested, put in jail and fined if he burned a little wood in his back yard barbecue. No such provision is in the measure.

Measure's Purpose

The bill which is attacked—Assembly Bill No. 1 sponsored by Assemblyman A. I. Stewart of Pasadena and other legislators from Los Angeles County—seeks to set up a county-wide enforcement agency to control sources of smog, and do away with present confusion. At present, three different governmental units are attempting to handle the smog problem.

The anonymous letter which is being circulated among the legislators is mailed to each in a plain envelope with no return address. The postmark is Los Angeles.

The two sheets are mimeographed.

Self-Regulation Aim in Trucking Industry

Self-regulation of the trucking industry to eliminate fumes and smoke from Diesel trucks is planned by formation of a committee representing management and labor, Councilman L. E. Timberlake said yesterday.

Timberlake, chairman of the Council's Public Health and Welfare Committee, said the propos-

al is the outgrowth of a series of conferences with city, industry and organized labor representatives.

Under the plan offending operators and drivers would be warned by the committee on a first offense; a recurrence would bring disciplinary action by trucking interests or organized labor, or both, depending on the responsibility involved.

Aiding in drafting the plan are B. R. Caldwell, Police Department traffic division chief; Councilmen George P. Cronk and Carl C. Rasmussen; Harry E. Kunkel, director of the Bureau of Air Pollution Control; Wade Sherrard, general manager Motor Truck Association of Southern California; H. L. Woxberg, director Western Line Drivers' Council, and Vernon Cannon, Teamsters' Union.

'Y' Benefit Show Set for Tonight

Film Actors Rhoda Fleming, Monty Montana and Guy Madison together with trampoline artists, magicians and dancers will provide variety for more than 1000 persons at 8:15 p.m. today during the Y.M.C.A. special one-performance benefit show, "Kaleidoscopes of 1947" at the Embassy Auditorium.

Deadline Extended for Flower Show

The entry deadline for the Southern California Spring Flower Show has been extended to Monday, it was announced yesterday by the sponsoring Pasadena Flower Show Association.

The four-day flower show will open at Brookside Park next Thursday.

The Weather

United States Weather Bureau forecast: Mostly clear today and tomorrow but with night and morning low clouds or fog; slightly cooler today. Highest temperature yesterday, 81; lowest, 60.

Los Angeles Times

PART II—LOCAL NEWS

TIMES OFFICE

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MONDAY MORNING, SEPTEMBER 29, 1947.

CITY NEWS—EDITORIAL—SOCIETY

By The Way with BILL HENRY

WASHINGTON.—The news reporters of this town are a well-informed and very interesting group and they gossip and wrangle unceasingly about such topics as are chronicled here, as well as many others.

POLITICS—They are, understandably, fascinated by politics. They agree that it is unfortunate that the European crisis seems to be developing right at the beginning of the 1948 political campaign, but they think it makes it all the more interesting to watch. The Marshall plan, high prices, a recall of Congress—all these things have very direct political significance. There is no way to avoid mixing the international crisis with the domestic political hithering and thithering. The self-styled "liberals" who, contradictorily, are all for government controls and limitation of freedom of the individual think this mingling of international politics is an indictment of our political system. The true liberals say this is one of the prices to be paid for freedom—and is well worth it. They argue far into the night.

CONGRESS—Most of the realistic thinkers believe that a recall of Congress is inevitable. They set the time at mid-November or later. They do this by means of a timetable which is developing. They say the major factor is the possession of factual information on what can be done about the European crisis. The Harriman committee, which is surveying our assets, will not be able to report until some time in November. Most of the touring members of Congress will not be home until the middle or the latter part of that month. True, if there should be such a session, it would last only until about a week before Christmas, but, the thinkers say, it would give the regular session of Congress in January a running start on the problem.

TOURISTS—Most Washington reporters think the best thing that has happened to this country in many years is the outbreak of junketing to Europe by our Congress this summer. One out of every three members of both houses will have been overseas in 1947 by mid-November. For many of them it is their first trip. For most of them it is their first in many years. Latest statistics indicate that 122 members of the House and 47 from the Senate are overseas or planning to go. The boys will come back with, at least, some oddments of firsthand information.

INFORMATION — Congress, much more than any administration, directly represents the people. The average Congress reflects a relatively accurate picture of the thinking of the folks back home—Rankin of Mississippi, Marcantonio of the Bronx, Taft of Ohio, and the rank and file of Texans, Californians, Midwesterners, New Englanders and others very correctly and honestly mirror the intelligence, the whims, the notions, the prejudices of the American people. A number of them now abroad have changed their minds about a lot of things, just as any American does under similar circumstances, and when they come back they'll represent the attitude of the average American from their own home who has undergone similar experiences. So, their verdict will pretty accurately reflect the opinion of the plain people of this country.

COSSIP—There are terrific debates among the reporters about revelations of recent days by those who were close to F. D. R. Most of them think Morgenthau, with his humorless, statistically backed diary, is unmasking more than any of the others—and quite unconsciously, just as Ed Flynn did. When they were arguing the other day about Gromyko's 20 vetoes in the United Nations somebody pointed out that he not only was far behind F. D. R.'s 631 but likewise trails Truman's 92 vetoes. Interestingly enough Truman vetoed more bills from the Democratic-controlled Congress than the current G.O.P.-dominated group, but he still has a year to work on the Republicans.

Hear Bill Henry Monday through Friday, KNX, 5:55 p.m.

Demands for Lot Cleanup Growing Citizens Complain About Garbage, Littered Steps, Trash and Dead Cat

As the city's Street Maintenance and Sanitation Division approached T-Day—the November date when it will launch a tax-paid cleanup drive against Los Angeles' 100,000 vacant lots—complaints by local householders against municipal dirtiness rose to a crescendo.



JOBLESS — Gene Tierney, who has been suspended for refusal to accept new role.

Fox Suspends Gene Tierney in Rift Over Role

Often designated as the First Lady of the studio, Gene Tierney has been suspended by 20th Century-Fox, it was announced yesterday. Difficulties which brought about the suspension are attributed to the picture, "The Walls of Jericho," in which Miss Tierney was replaced last week by Anne Baxter.

Because of the fact that she was a nominee for Academy honors about two years ago and has played numerous roles, it is considered indicative of a new trend in the studios' attitude toward stars that such action has been taken at this time with the 20th Century-Fox luminary. Once previously, it is recalled, Miss Tierney had a controversy with 20th over appearing in the picture, "Chicken Every Sunday."

"There is certainly nothing personal in the issue that has arisen between 20th Century-Fox and myself," said Miss Tierney yesterday. "I simply could not undertake the part in 'Walls of Jericho' because I did not believe it was right for me. I could not fathom the character of the girl although it was the lead in the picture."

Lauds Director

"It was particularly difficult for me to refuse this role because John Stahl is the director and we have had such excellent association with 'Leave Her to Heaven.' Nevertheless, I felt that it would be a great mistake for me to appear in this new film."

Miss Tierney, who has spent much time in New York recently, expects to return for the marriage of her sister, Patricia Ann, to Elliott Reed, which takes place Oct. 11.

"I have made all my plans to remain here, but it does not look as if a new picture would be prepared for me until January," she said.

VISIBILITY RECORD; TODAY'S FORECAST

Following are the forecast of visibility for Los Angeles Civic Center today and the range of visibility yesterday as compiled by the United States Weather Bureau:

Spurred by The Times' expose of unkempt conditions along streets, alleys, parking and unimproved property, hundreds of citizens went on record for immediate action. By letter and telephone they added to the growing list of vacant lots requiring prompt attention.

Here's Direct Action Some took matters in their own hands. Eight apartment dwellers at 1531 S. Mansfield Ave. attacked the rubbish on a near-by lot, hauled it away and prepared to plant it with California flowers. From distant Oceanside, a letter bearing the imprint of that seaside city's Garden Club exhorted cleanliness in Los Angeles.

"Could YOU be that (the careless) kind of citizen?" the missive asked. "It is up to YOU. Let's all help!" Several perplexed citizens pointed out that most commercial dumps, having been unionized, demand that gardeners seeking to dump lawn trash therein must show union cards. This has greatly added to the problem of public dumping, since many gardeners, being small operators, cannot afford the additional cost of joining a teamster's organization, it was stated.

Fire Hazards Papers piling up until they constitute definite fire hazards, noxious heaps of garbage, littered steps of "big apartment houses," and even a dead cat that lay unattended for "several days" in one empty lot were cited by complainants. So were "open-body garbage trucks" which emit smells and permit refuse to drop into the streets during collections. One citizen pointed out that Toledo, O., for example, has modern enclosed garbage trucks.

Here is a letter which seemed to epitomize many received by The Times last week: "Twenty-seven years ago we came to Los Angeles, buying at that time a four-family flat at Edgemont Ave. and Hollywood Blvd., confident that Olive Hill would develop into a beauty spot. A trip along Hollywood Blvd. from Vermont Ave. to Edgemont (a typical trash dump) illustrates our mistake."

Paintings Exhibited An exhibition of 55 pictures by Las Artistas, an association of women painters, will be on display in the Municipal Art Gallery, Room 351, City Hall, through tomorrow.

Table with 2 columns: Time, Visibility. Includes rows for Sunrise to 8 a.m., 8 a.m. to 11 a.m., 11 a.m. to 2 p.m., 2 p.m. to sundown, and Yesterday's Range from 6 a.m. to 6 p.m.



PET IN HERO ROLE—Bunky, 5-month-old part-poodle, is shown with his mistress, Mrs. Marguerite Lawson, after he saved her from an assailant near her home Saturday.

Dog Rescues Mistress From Street Assailant

Bunky, a little black and white part-poodle only 5 months old and weighing less than 15 pounds, yesterday was acclaimed a hero by his mistress, Mrs. Marguerite Lawson, 34, of 1325 S. Dewey Ave., after he saved her from an assailant Saturday night. Mrs. Lawson got Bunky from the Society for the Prevention of Cruelty to Animals only a week ago. Saturday night as she was returning from a market near her home a man stepped from a clump of bushes and attempted to drag her away.

ARABIAN PRINCES HERE TO 'SEE THE SIGHTS'

Looking and acting like almost any boyish tourists in their traveling suits, two Arabian princes arrived at the Huntington Hotel yesterday to "see the sights" as guests of the Arabian-American Oil Co.

But when H.R.H. Prince Talal Al-Saud, 18, and his 14-year-old brother, H.R.H. Prince Nawaf Al-Saud, of Saudi Arabia, put on their royal robes for news pictures the illusion was broken. They gave a pretty solid impression that they had a heritage of royal dignity, despite the rather incongruous English oxfords that kept appearing from under the bottom hems of their native dress.

Sons of His Majesty, King Abdul Aziz Al-Saud, the youths plan a week's stay in the Southland (with their full retinue). It's the elder brother's first visit to the United States, but Prince Nawaf visited the San Francisco U.N. conference and considers himself the family authority on the American scene.

Chest Drive Needs Workers

"Timid people didn't settle the Los Angeles area, nor will they make it great." People with vision and courage have been the backbone of the Southland—the kind of people who shoulder responsibilities—and in this case for better health and welfare conditions. These are the kind of people in Community Chest who ask you to join with them in raising \$7,332,240 for 159 Red Feather agency services in hospitals, youth agencies, care of the aged and many others.

To do the job 46,000 volunteer workers are needed throughout the 35 associated towns and cities—volunteers with vision and courage. Call Community Chest, Michigan 8821 or write 729 S. Figueroa St., Los Angeles 14.

Center for Burning Junk Worst Smog Offender

What Can Be Done About It? City Looks for Answer

[This is the second of a series of articles dealing with some of the chief smog-producing offenders in Los Angeles County, prior to the setting up of the new Anti-Smog District Oct. 14. The articles are designed to assist Dr. Louis McCabe of Washington, D.C., chosen as administrator of the district, in his new and difficult job. — Ed. Note.]

BY ED AINSWORTH "The worst place in town!" Everybody agrees on that—the owners, the neighbors and the smog-control authorities, in regard to the Los Angeles By-Products Co. plant at 1819 E. 25th St. What to do is the problem. Why?

This is because the city of Los Angeles itself is the main contributor to the conditions resulting in a continual and appalling output of smoke and fumes from the giant plant. Almost all of the city's noncombustible rubbish—cans, bottles, bed springs, auto parts, old bones, baby buggies, tires and a thousand other things—pour into the hoppers of the establishment at the rate of more than 300 tons per day.

Burned in Furnace The cans are "burned out" in an immense furnace at 500 deg. F., for later shredding as reclaimed iron. The resultant smoke and fumes from paint, decayed food and other substances go through the stack into the air. Analysis has shown that 82 to 94 per cent of this discharge into the air is metallic.

Officials of the company have ordered from Detroit a Schible multi-wash collector which is to be installed soon on the stack in an effort to correct the situation. Chief Engineer S. G. Gillette said the 50-foot-high installation will involve the use of 30,000 cubic feet of air a minute in a double blower system. A neutralizing agent in the water used for cooling the smoke and gases will protect the inside of the apparatus. Five or six cubic yards a day of sludge are expected to be recovered. This at present is going into the air.

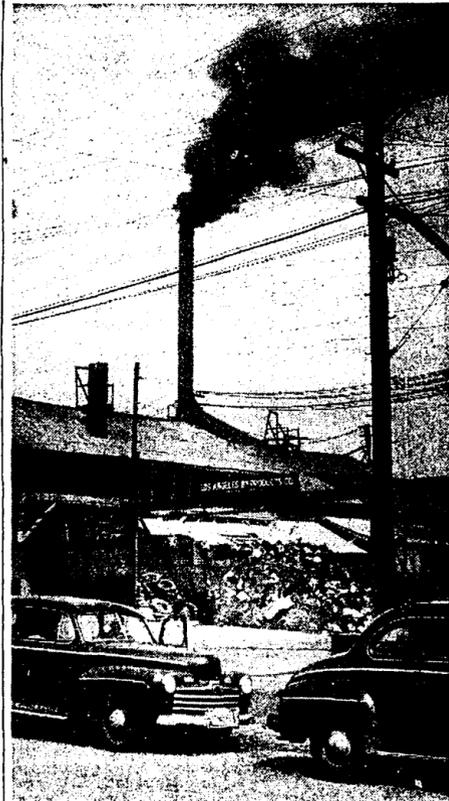
Problems Explained C. M. Gregg, president and manager; H. H. Johnson, secretary-treasurer and J. B. Dales, office manager, explained some of the difficulties encountered in trying to handle the enormous amounts of waste materials, which last year reached a total of 546,347 cubic yards, or about 126,000 tons. Each month, they say, the company is put to the expense of hauling away about 300 tons of combustible material which comes in with the city's noncombustibles, in violation of terms of the contract with the city.

"But what are we going to do?" Gregg asked. "We can't burn it out in the open here, so we just take it away at our own expense."

Some of the material goes to a small dump in Roscoe, which is operated by the company in conjunction with Los Angeles city.

Similar Setup Engineer Gillette pins his hope that the new multi-wash system will clear up the situation on the results achieved with a similar installation in another portion of the plant, where dust and debris are collected. One of the major problems concerns the varied list of items to be dealt with. Old filter packs out of automobiles, for instance, are

Turn to Page 3, Column 1



ANOTHER OFFENDER—Constant stream of smoke being emitted by this stack atop a by-products company will be another item to be considered under new smog setup.

PERSISTENCE LANDS HIM IN COUNTY JAIL

Persistence of a burglary suspect landed him in the County Jail early yesterday. Elsie Ann DePalma, 13, of 11246 Virginia Ave., East Lynwood, told police that she was working as a baby sitter for Mr. and Mrs. Jack Cumins, 5182 N. 11th St., East Lynwood, when a man came to the front door and asked for "Barbara."

Although Elsie told him there was no one there by that name, the man insisted that she let him in the front door. She refused. Then, she said, he tried the back door. It was when the man started taking a screen off a window that Elsie called her father, John DePalma, at their home several blocks away.

Her father came running with a gun and captured the man. The latter identified himself as Robert S. Buckley, 30, of 11271 Buckley Road, East Lynwood. Buckley was booked in the County Jail on suspicion of burglary.

Gov. Stassen to Talk Here

Former Gov. Harold E. Stassen, to date the only announced candidate for the Republican Presidential nomination, will address a special luncheon meeting of Town Hall in the Billmore Bowl Wednesday.

City Lawyers Convene Today

Legal problems of the nation's cities are to be subjected to expert analysis at a three-day meeting of the National Institute of Municipal Law Officers that will get under way today at the Billmore.

Representatives of the legal departments of 250 cities in 40 States are expected to attend the conference to hear and participate in discussions of the Supreme Court's tidelands decision, taxation and license revenue matters, air pollution control, city charters and ordinances.

City-Atty. Ray L. Chesebro will deliver the welcoming address at this morning's session.

Hot-Rod Driver Held After Triple Crash

The driver of a hot rod who allegedly raced his speedster through stop lights, crossed the center line on Sunset Blvd. and crashed head on into an automobile at Poinsettia Drive was booked at Hollywood Jail early yesterday on suspicion of drunk driving felony. He is Carl Greenwood, 23, of 7015 Sunset Blvd.

Greenwood was treated at Hollywood Receiving Hospital for lacerations, as was Harry Ritters, 21, 615 W. Lexington Drive, Glendale, a passenger in the second car, a convertible.

The driver of the convertible, Guy Owen, 23, of 1001 Isabel St., Burbank, was not injured, nor were two hitchhiking passengers in the hot rod. Officers said that the impact of the crash was so great that the battery from the hot rod was hurled from the wreckage and into a sedan driven by George H. Rudd, 48, of 629 Eldora Road, Pasadena.

Passenger Agent Ends 36 Years With Santa Fe

Ending service of more than 36 years with the Santa Fe Railway, Joseph Parker Cosand, passenger agent at Pasadena since 1924, yesterday announced his retirement, effective Oct. 1. He will be succeeded by Maynard J. Pratt, at present transportation clerk in Los Angeles. Cosand will be honored by fellow employees and other friends at a testimonial luncheon at 12:15 p.m. tomorrow in the Pasadena Athletic Club. He is a long-time resident of Alhambra and a former president of the Alhambra Rotary Club.



WRECKAGE—This is what three automobiles looked like after early morning crash on Sunset Blvd. yesterday that police attributed to a "hot-rod" driver. The driver, Carl Greenwood, was arrested, charged with smashing into another car, with the third auto also damaged.



Times photo

TEARS OF IRRITATION—Dr. Louis C. McCabe, newly installed director of County Smog Control District, finds at firsthand what his new job is all about as he wipes smudgy tears away during a roof-top check of the city, which had one of worst days of smog.

Canopy of Stinging Smog Chokes Downtown Area

Dead Calm Holds Irritating Blanket Down; Employees Dismissed Due to Stifling Fumes

Eye-stinging smog enveloped the metropolitan area of Los Angeles yesterday morning, swept in from industrial districts southeast of the city and held down to pavement level by a blanket of fog.

"The air contained a lot of irritants and there was a dead calm throughout the midmorn-

The problem of controlling fumes from foundries is discussed on Page 1, Part II.

ing." City Air Pollution Officer Harry E. Kunkel explained. He added that yesterday's smog condition was "very bad" and brought numerous complaints to his office.

Among those whose eyes watered on their way downtown was Dr. Louis C. McCabe, newly installed director and chief engineer of the County Smog Control District, who arrived here Wednesday.

Real Demonstration

"Now I know what my problem is," Dr. McCabe said, blinking. "From the reports I've received it would seem this has been one of the most severe smog days yet."

From the roof of the County Health Building at 808 N. Spring St., where Dr. McCabe is occupying temporary offices, he spotted two furiously smoking incinerators almost within stone's throw. Later he inspected the northeastern section of the city, where the smog was reported to be exceptionally bad, and conferred with Brig. Gen. Amos Thomas, secretary of the Citizens' Smoke Committee.

Visibility dropped rapidly from four miles at 4 a.m. to one-half mile at 7 a.m. and remained there until noon, when a light breeze began to blow the smog and fog away, the U.S. Weather Bureau reported. By 3 p.m. visibility was up to four miles.

Today's forecast was for not much change in temperature, which varied yesterday from 57

to 81 degrees, scattered high clouds and early morning fog near the coast. Presumably there would be more smog along with the fog.

In some sections of the city yesterday the concentration of irritating fumes was so pronounced that employers dismissed their employees for the day, it was reported. Everywhere discomfited citizens were seen wiping smog-produced tears from their eyes.

Charles L. Senn, director of the City Sanitation Bureau, left Los Angeles yesterday for a smog conference of the Conference of Municipal Public Health Engineers in Atlanta, Ga.

Text of Report and Conclusions of Smog Expert

Following is the full text of the "Smog Report" made to The Times by Prof. Raymond R. Tucker of St. Louis.

The undersigned consultant was employed by the Los Angeles Times to investigate possible sources of atmospheric pollution in the city of Los Angeles and Los Angeles County which may contribute to this problem. The results of this investigation were to be a guide for the formation of a program which would result in the eventual elimination or control of these sources to a point where they would cease to be a nuisance.

The type of smog visitations in the Los Angeles area is adequately described by the following quotation from a report addressed to Dr. Uhl (Los Angeles City Health Officer) dated July 30, 1943:

"On Sept. 21, 1942, the abnormal atmospheric conditions re-occurred. Although the downtown area was affected severely, the outlying districts were affected to a greater extent than at any previous time. At this time the quantity of smoke was greater since the industrial plants were operating longer hours. The industrial hygienists determined that the following irritants were in the air (especially true in the vicinities of the plants producing them:) ammonia, formaldehyde, acrolein, acetic acid, sulphuric acid, sulphur dioxide, hydrogen sulphite, mercaptans, hydrochloric acid, hydrofluoric acid, chlorine, nitric acid, phosgene, and certain organic dusts known to be irritants. Some of the industrial plants emitting these irritants through furnace, stacks, vents, or by natural ventilation

Turn to Page 8, Column 1

Text of Report By Smog Expert

Prof. Tucker Would Prohibit Open Waste Fires at Dumps and Homes

Continued from First Page

were as follows: foundries, oil refineries, chemical manufacturing plants, fish canneries, cinerators, hydroplating plants, fertilizer plants, packing plants, soap factories and waste disposal plants."

Problem Grows Acute During Last Five Years

Apparently this problem became acute during the past five years, although there are some who contend that it was present many years ago. Reports in the possession of the Health Department, however, point to the past five years. Records of the Weather Bureau over the past 10 years show that the total annual mean visibility was a maximum in 1939. From 1939 until 1943 there was a rapid decline, with a minimum being reached in 1942. This same trend was apparent in the semiannual curves with a minimum reached in the same year. It would appear, therefore, that something had occurred during this period to cause this reduction in visibility.

In the industrial district of Los Angeles there are approximately 13,000 industries. Of these 13,000 about 1000 are in the unincorporated areas and 8000 to 9000 in the city of Los Angeles proper, the rest being in the incorporated areas.

A representative of the Chamber of Commerce estimated an increase in the number of industries and expansion of industries in the city of Los Angeles during this five-year period to be almost 85 per cent. A review of the statistical record of Los Angeles County development published by the Los Angeles Chamber of Commerce shows that the period of greatest industrial development in a monetary way was in the years 1942 and 1943, the total capital investment being approximately \$261,000,000. This exceeds by \$88,000,000 the amount invested from 1931 to 1940. It further represents 51 per cent of the total of \$513,000,000 invested during the five-year period 1941 to 1946.

Great Concentration of Industry Shown

A large percentage of these industries, according to this same authority, are concentrated within a 10-mile radius to the north, the east and the south of a focal point located at Olympic Blvd. and Main St.

A report of the Health Department dated June 3, 1946, titled, "Progress Report — Smoke and Fumes Abatement," quotes Maj. Robert Dickman, their meteorologist, as follows:

"The prevailing wind is from the northeast during the months from November through March, changing to southwest and west during the remaining months. The average wind velocity is six miles per hour; however, a tabulation of wind directions for each hour between 8 o'clock a.m. and 5 o'clock p.m. for an entire year shows a prevailing wind from the southeast for the hours between 8 o'clock a.m. and 12 o'clock noon."

Fumes Now Carried Into Heart of City

As the winds in the morning are from the above directions, the fumes, smoke, odors and dust are carried into the heart of the city from the industrial district. The major portion of these industries are of such character that they are capable of producing obnoxious gases, fumes, odors and dust. A review of the various types shows 41 different categories. Included among them are chemical industries, refineries, food product plants, soap plants, paint plants, building materials, nonferrous reduction refining and smelting plants, as well as numerous others of similar type. From the stacks of these are discharged sulphur dioxide, smoke, dust, aldehydes and other noxious gases. These plants until recently had little or no supervision with reference to their discharged gases. As a result, they offer their share daily to the pollution of the atmosphere. These should be supervised and controlled.

Filing of Analysis of Stock Gases Urged

They should be required to file with the Office of Air Pollution an analysis of their atmospheric discharge showing the per cent of all gases permitted to escape into the air, as well as the quantity of product which is the source of these gases.

This rapid increase in industry without any control over its operation and design contributed its share to the atmospheric conditions now existing in Los Angeles. They added to the many other existing sources which may cause the irritation of the eyes.

During the period 1940 to 1945, the population of the city of Los Angeles increased from 1,504,000 to 1,877,000 and the population of Los Angeles County from 2,785,

000 to 3,703,000—an increase of 373,000 in the city and 918,000 in the county. It is common practice for the citizens of Los Angeles to burn all combustible refuse from the homes (on order from the Fire Department) between the hours of 8 a.m. and 10 a.m. This refuse is burned in many cases in the open and in a manner conducive to the production of smoke, fumes and irritants. The extent to which this occurs depends upon the nature of the material as well as the methods employed.

Recognized as Source of Air Pollution Here

It is true that individually they mean nothing, but collectively they are a recognizable source of air pollution. As stated, individually they mean very little as a source of pollution; however, with a population of 1,877,000 it is estimated there are approximately four pounds per capita per day burned, or 3750 tons, in the city of Los Angeles every 24 hours. This would amount to 7400 tons for the county. Thus it is not one home that is involved, but the total number of homes.

With this viewpoint, it can be readily seen that the pollution resulting from these homes also represents an important position in the ultimate problem. The practice of burning rubbish should be discontinued unless done in properly designed incinerators.

Series of Dumps Blamed for Part of Trouble

Spread throughout the community are commercial and municipal dumps. When observed, these dumps were on fire and the smoke, odors and fumes were quite noticeable. The information available indicated that these dumps burned 24 hours a day with varying intensity. This constant burning of combustible refuse is certainly a contributing factor to atmospheric pollution. These dumps add their noxious gases to those from other sources. This problem was recognized and there is available a report dated July, 1945, and signed by the Refuse Disposal Committee outlining methods for the elimination of this source of nuisance.

Further investigation revealed the presence of many incinerators of improper design used for community disposal of rubbish or for the incineration of offal from manufacturing processes such as wood, etc. Aldehydes can be produced by the burning of wood. These incinerators, as observed, almost without exception are improperly designed and could not burn anything efficiently. These incinerators should not be used. Furthermore, only those incinerators whose design has been approved by the Office of Air Pollution should be allowed. With the increase in industry and population, the quantity of waste materials burned in this manner has greatly increased.

Automobiles Absolved From Most of Blame

There are some who blame the present conditions on the automobile. A traffic survey submitted by the Automobile Club of Southern California indicates the number of automobiles crossing Figueroa St. between Sunset Blvd. and Pico St. between 6 a.m. and 10 p.m. are as follows for the following months and years:

1936—159,015
October, 1941—158,639
July, 1945—136,709
January, 1946—177,331

An inspection of these figures shows that between 1941 and 1944 there was a decrease in the automobiles entering this area of Los Angeles; however, it was in this period that the lachrymatory effect became most noticeable to the general public; in fact, the number of automobiles in January, 1946, over October, 1941, has only increased 11.7 per cent. It is not the intention of this report to absolve anyone from his responsibility. It would appear, however, that although it is quite probable that the automobile does contribute to the nuisance, it is not in such proportion that it is the sole cause. (Caution should be exercised in placing the entire blame on any one industry, plant or group of individuals. Each contributes its share.)

Contribution of Buses Believed Negligible

According to the figures available as of Dec. 9, 1946, the Los Angeles Transit Lines operated 429 buses. The P.E. operates for its Los Angeles passenger service 355 buses. There are those who claim that these 784 buses are the source of the trouble; however, in the year 1943 when public attention was focused on the lachrymatory gases, these same companies operated 635 buses. As in the case of the private automobile, the

buses, no doubt, contribute to the nuisance but not in the manner some would lead us to believe. The following experience illustrates this point:

One plant executive admitted the discharge of 50 tons of SO₂ into the atmosphere every 24 hours. At the time of this admission, he stated that this quantity was nothing compared to the discharge from the automobile. It is assumed he meant the discharge of sulphur dioxide. Simple calculations reveal the fact that the 177,000 automobiles coming in and out of Los Angeles in 16 hours only discharge as a maximum two tons of SO₂. Thus one plant discharges approximately 25 times as much as all the automobiles coming in and out of the city of Los Angeles.

Diesel Trucks Called Contributors to Smog

Another offender and contributor to the general pollution of the atmosphere is the Diesel truck. It is estimated that 7100 of these trucks enter and leave Los Angeles every day. Many are in need of repair and others are carelessly handled. There are some who disregard the manufacturer's specifications with reference to fuel feed and others who intentionally increase the fuel charge to the engine. This all results in the discharge of smoke and fumes to the atmosphere. Furthermore, these discharges are not limited to one place but are discharged to large areas along the routes of the trucks.

It is the practice during the winter months to use oil for heating in the larger buildings and commercial establishments. These oil burners if improperly installed, if poorly regulated, or if in need of repair will contribute their share to the aldehydes, noxious gases and fumes. The railroads, too, may be a source of aldehydes and soot. The practice of sanding tubes on oil-fired locomotives usually results in a violent discharge of soot.

Monsoon-Type Climate Adds to Difficulty

Los Angeles has another factor which accentuates this concentration of foreign material in the atmosphere. As we are all aware, Los Angeles County is situated between the Pacific Ocean, which is relatively cool the year round, and a desert, which is hot in the summer and cool in the winter. The result is a monsoon-type of climate with prevailing onshore flow in the winter months. The free interchange of oceanic and continental air is hindered considerably by the coastal mountain range.

During the summer months, air moving eastward across the Central Pacific Ocean frequently turns sharply southward west of San Francisco, acquiring accelerated velocities at the turning point. Rapid southward movement of the Pacific air causes upwelling of cold water off the Central California coast, which cold water, in turn, cools the overlying layer of air but there is a sufficient wind to keep this air well stirred and a normal lapse rate of temperature persists in the low levels.

In other words, throughout the depth of the cool but mechanically stirred marine layer, temperature decreases with height at the rate of about 4 deg. F./1000 feet. As this shallow layer of air moves southward, it

continues to be heated in the lower levels and if enough moisture is added by evaporation condensation will take place at the top of the marine layer and a stratus cloud or fog will form. As this layer of air moves in land, with the sea breeze on the Los Angeles coast, daytime heating may be sufficient to establish convection up through the stratus cloud and cause it to dissipate. After sunset there is a tendency for the lower levels of the atmosphere to be cool and stratus or high fog will reform near the original condenser level.

Simple Explanation of High Fog Influx

The above is a rather simple explanation of the typical summer high fog regime in the Los Angeles area. Such a situation occurs when the interior desert region has high temperatures and low pressure. The lower the pressure in the interior as compared to the coast, the more pronounced will the onshore flow be and to a limited extent the deeper will be the marine layer.

During and preceding a hot spell when pressures along the coast become relatively low (such as on Friday, Sept. 13, 1946,) pressures in the interior become relatively higher and the warmer continental air moves westward toward the coast. In such cases, the marine layer of air becomes very shallow and the top of this layer, marked by a temperature inversion, gets very close to the ground. Such a low temperature inversion is usually associated with very stagnant air in the low levels.

Such conditions tend to persist two to five days accompanied by cumulative pollution of the very lowest layers of atmosphere over Los Angeles County. Coastward migration of desert air also produces very pronounced temperature inversions which are difficult to dissipate by daytime heating. When the land becomes very hot, temperature difference alone may be responsible for development of a weak sea breeze which tends to undercut the hot desert air in a very shallow layer.

Examples Presented to Show Trend of Air

For example, Friday, Sept. 13, 1946, Burbank, at an elevation of about 600 feet over the city of Los Angeles, had a maximum temperature of seven degrees higher than the downtown area. A very shallow sea breeze struggles landward on such occasions

and, even though it has dissipated at its leading edge quite rapidly, it is strong enough to keep the lowest layer of air cool and causes the temperature inversion to persist. This sea breeze migrates inland and up the river channels reaching Glendale about 10 and Burbank about noon, bringing with it much lower visibility and frequently its arrival in Burbank will be accompanied by considerable irritation of the eyes. The sea-breeze is a normal almost daily phenomenon, but is not always accompanied by irritation of the eyes.

Samples of recent records of the occurrence of strata, high fog and low temperature inversions indicate that the last two years have shown no greater frequency of any of these phenomena than could reasonably be expected from available compilations of frequency of these elements. The seven years of statistics used as a normal yardstick were compiled during the period 1932 to 1938, inclusive, a period which antedates the smoke nuisance. This atmospheric condition is, therefore, not of recent date, so whatever has occurred cannot be blamed upon the atmosphere, although it may be accentuated by atmospheric conditions.

Numerous Conditions Combine to Engulf Us

"Thus we have in the Los Angeles area industry, individual refuse fires, commercial and municipal incinerators, dumps, private incinerators, buses, Diesel trucks, railroads and heating plants contributing to air pollution. It might be truly said that these conditions existed at all times and it is only recently that conditions have become unbearable. However, there is a limit to the pollution the atmosphere can absorb without becoming noticeable. With the increase of industrial activity, with the increase in population, the discharge of foreign material into the atmosphere has also increased. The concentration of these gases, fumes and irritants has reached the threshold of human sensitivity. It would not be reasonable to expect any other results.

As originally pointed out, these conditions have become aggravated during the past five years. From data available, no new or unusual event has occurred to which could be traced the source of gases which are causing the lachrymatory effect.

At one time it was thought that the butadiene plant was a sole source of the irritants. When this plant corrected its conditions, the eye irritants still per-

County-Wide Authority Urged for Curbing Smog

sisted. Chemical analysis of the area is not very revealing. Although irritants are identified, they are not of sufficient quantity, according to published data, to cause the present effect.

Many Theories Arise as to the Causes

Many theories have been advanced as to the cause, but as yet none have been substantiated. The research work to ascertain and identify the gas or gases producing this effect is under the control of the county. Mr. I. A. Deutch has ably planned this work. The eventual solution will be had. In the meantime, unless drastic steps are taken to curtail and eliminate all visible stack discharges, conditions will become worse.

As the ordinances of both the city and the county are reviewed, one is impressed by the lack of authority possessed by enforcement officers. They should occupy a separate and distinct place in the city and county organization. They should be recognized not only as the nominal head of the division but as the actual head. Their authority should flow in an unbroken line from the legislative body. They should be the sole arbiter in matters pertaining to air pollution, subject, of course, to review by the courts or an appeal board.

They should not be hampered by restrictive legislation such as Section 731-A of the Code of Civil Procedure, which for all practical purposes legalizes the creation of a nuisance. They should be empowered by the legislative body with sufficient authority to cause the discontinuance of use of equipment, if necessary. It is foolish to prohibit the creation of a nuisance if the enforcement officer is not given sufficient power to enforce the terms of the act.

Hands of Officials Declared to Be Tied

Fundamentally, the hands of Maj. Harry E. Kunkel and Mr. I. A. Deutch are tied. They do not have the necessary authority to proceed in an aggressive and logical manner. Maj. Kunkel is operating under an ordinance which has been recently passed. This ordinance merely declares that smoke, dust and fumes, etc., are a nuisance if they exceed a density of 40 per cent. If less than 40 per cent they may pollute the atmosphere for 24 hours every day. Mr. Deutch is operating under a similar ordinance. It is more liberal and permits smoke and fumes of less than 60 per cent density to be continually discharged.

The discharge of gases, fumes, soot and smoke should only be permitted for the specified times of three minutes when cleaning the equipment or in starting the equipment.

The county ordinance only applies to the unincorporated areas, while many of the larger industries are located in incorporated areas. Fourteen incorporated areas out of more than 40 have agreed to permit county supervision of their smoke problem. All the incorporated and unincorporated communities must be subjected to the same supervision, because it has been wisely said that smoke, fumes and dust are not conscious of jurisdictional or boundary disputes.

Divided Authority Nullifies Enforcement

The present condition of divided authority, viz. the city, county and incorporated areas, can practically nullify the efforts of any enforcement group no matter how competent or energetic. The city ordinance does not permit the Director of Air Pollution to supervise the design or installation of any combustion equipment or stack from which fumes, smoke, dust, etc., may be discharged. Thus the director may correct one installation and have four others installed which will be a prolific source of contamination. This all can be prevented if proper authority were had.

The county, on the other hand, does require installation permits and operating certificates. This authority is not placed in the hands of the Director of Air Pollution but in the office of the chief engineer of the Building Department. No matter how competent this gentleman may be as a structural engineer, he is not competent to pass upon combustion problems or equipment. He, no doubt, refers these problems to the Air Pollution Department. If he does, why not do it directly by law?

It is further noted that the regulations, as published, are not comprehensive. There are specific requirements for some conditions and others are decided as individual cases. It would be better to be less specific and only include in the ordinance the authority to promulgate rules and regulations by the director. The director would then be in a position to amend these rules as experience dictated and include new specifications as the need arose, without requiring the passage of a new ordinance.

Any Program Must Hit Nuisance at Source

Any air pollution program must attack the nuisance at the source. The atmosphere cannot be controlled, but the discharge

of contaminants into the atmospheric air can be controlled. To accomplish this, all fuel and equipment being used and all the equipment installed, repaired, or remodeled must be controlled by the Division of Air Pollution. To do this work properly requires trained and competent personnel. This personnel should have no other duties other than air pollution control. They cannot be health officers one day and air pollution the next. Control of air pollution is a full time job. It is continuous and perpetual.

Fortunately the city of Los Angeles and Los Angeles County have two very able and competent men in immediate charge of the present program. They alone, with inadequate tools, cannot solve the problem. Even with adequate tools, they alone could not solve the problem. They need public support as well as adequate legislation. Mere passage of an ordinance does not eliminate air pollution; it only authorizes some individual or group of individuals to clarify the air. If new legislation is had, the citizens must be made to realize the necessity of their sustained interest in the program. The elimination of smoke in any community is a dual responsibility which should be shared by public officials and citizens alike. Public officials are not miracle men. They cannot wave a wand and clear the atmosphere. It takes time, work and the expenditure of money to obtain the results desired. The citizens may have as clean an atmosphere as they desire. It is up to them to decide. This consultant hopes to point the way. The citizens themselves must make the ultimate decision. They should remember . . . you cannot continue to pollute the atmosphere in ever-increasing amounts and not pay the penalty in dust, filth, fumes, physical discomfort and impaired health.

1—That Section 731-A of the Code of Civil Procedure be repealed or amended to remove any doubt as to the authority of the enforcement officer.

2—That the present city ordinance be amended so that all fuel-burning equipment being used and all equipment installed, repaired or remodeled come under the control of the Director of Air Pollution.

3—That the present city ordinance be amended so that the Director of Air Pollution has authority to seal the equipment of persistent violators.

4—That adequate personnel be assigned to the present City Office of Air Pollution for work on air pollution alone.

5—That the present city ordinance be amended so that the emission of No. 2 smoke on the Ringelmann chart be permitted only when a new fire is being started or during cleaning periods.

6—That the present county ordinance be amended to change the supervision of all fuel-burning equipment being used, installed, remodeled or repaired to the office of the Director of Air Pollution.

7—That the present county ordinance be amended so that the man who is actively in charge of air pollution is the actual director and not the assistant director, thus eliminating the possibility of divided authority.

8—That the present county ordinance be amended, reducing the permissible density of smoke from No. 3 to No. 2 on the Ringelmann chart and that this emission be only permitted during the starting of a fire or during cleaning periods.

9—That the present county ordinance be amended so that all specific requirements for installations are deleted. There should be inserted instead the authority for the director to promulgate rules and regulations for the guidance of the installers.

10—That the present ordinances be amended to require all known sources of air pollution from the stacks of industry, commercial establishments, etc., to file, upon the request of the Director of Air Pollution, a certified analysis of the products being discharged from their stacks or vents. This analysis should also contain a statement as to the quantity discharged.

11—That the present ordinances be amended requiring dust collectors or precipitators to be installed in connection with those devices which are discharging noxious gases and irritants into the air, unless other ways and means are used to reduce this discharge to a minimum.

12—That the present ordinances be amended to prohibit the burning of combustible refuse in municipal and commercial dumps. This may necessitate the building of private or public incinerators.

13—That the present ordinances be amended prohibiting the present practice of burning rubbish in the back yards of homes unless in an incinerator approved by the Director of Air Pollution. This may necessitate the public collection of all combustible refuse, to be subsequently burned in public incinerators.

14—That the present county ordinance be amended so that the Director of Air Pollution shall have the authority to seal the equipment of persistent violators.

15—That the present ordinances be amended prohibiting the use of present type of private and public incinerators used for the burning of offal from industry unless approved by the Director of Air Pollution.

16—That the present ordinances be amended to permit the stopping of Diesel trucks at the time of emission of dense smoke and making it a misdemeanor to operate the trucks under any other conditions than those recommended by the manufacturer.

17—That the present ordinances be amended requiring the Diesel buses and trucks to have periodical overhauls as recommended by the manufacturer and that each truck be required to carry a certificate showing the time and extent of that overhaul.

18—That the present ordinance be amended requiring the railroads to discontinue the use of oil-burning locomotives in switching and transfer service and to substitute in lieu thereof Diesel locomotives.

19—That increased emphasis should be placed on the elimination or reduction of all known sources of atmospheric pollution.

20—That the present research program on the source of eye irritants be continued.

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Two Methods Possible in Approach to Cure

As the sources of lachrymatory gases have not been determined, there are two methods of approach to the solution of this problem in the Los Angeles area the first being to intensify and accentuate the research now being carried on to identify the gas, gases or solid material that is causing eye irritation.

This work may require only a few months or it may require many years. If the solution of the problem is had, it then becomes mandatory to go back to the source of all visible evidence of pollution in order to determine the quantity of this particular element being discharged by each stack or vent. The question then arises as to the limitation or the minimum quantity to be discharged. So, in the final analysis, the possible sources of air pollution must be sought and controlled.

This intensified research program could be carried out while operating under present inadequate ordinances. Its results, however, will be unsatisfactory because the possible contaminants would be increasing from all those sources outside the jurisdiction of the enforcement officer.

The Favored Method for Getting Results

The other method is to rigidly control all known sources of pollution under proper and comprehensive legislation while carrying on the research program. With this method, conditions will be prevented from becoming worse and the enforcement officers can backtrack and reduce all possible sources of pollution now in existence. This cannot be accomplished by voluntary cooperation nor can it be accomplished if anyone is granted immunity from any provision of the regulations. The smallest incinerator to that largest industry, as well as the railroads and trucks, must conform to the requirements established.

The adoption of the second method appears to be sound. The elimination of all visible discharge into the atmosphere of dust, fumes and gases must be done if atmospheric conditions are to be improved.

In this necessary reduction of contaminants, it is quite possible that the illusive element causing the irritation of the eyes may be reduced below the threshold of human sensitivity. Furthermore, during those periods of prolonged temperature inversions, the concentration of the entrapped gases will be reduced, thus again affording a possible relief from the conditions now existing.

Recommendations Made to Effect a Remedy

It is the conclusion of this consultant, from a review of the existing conditions in the Los Angeles area, that the following recommendations should be followed:

1—That the second method of attack on this problem be adopted.

2—That the necessary State legislation be enacted to create an air pollution control district, preferably county-wide. This legislation should be of such character as to enable the enforcement of regulations in all

areas of the county, unincorporated and incorporated.

3—That in the creation of this air pollution district, broad, general powers be given to the district, if in accordance with California law, so as to permit them to enact rules and regulations pertinent to their particular problems. No standards as to what is dense smoke or a nuisance should be set out in the law, because what may be objectionable in one community may not be in another. The line of authority should flow from the Legislature to the county and from the county to the enforcement officer.

4—That Section 731-A of the Code of Civil Procedure be repealed or amended to remove any doubt as to the authority of the enforcement officer.

5—That the present city ordinance be amended so that all fuel-burning equipment being used and all equipment installed, repaired or remodeled come under the control of the Director of Air Pollution.

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22—That increased emphasis should be placed on the elimination or reduction of all known sources of atmospheric pollution.

23—That the present research program on the source of eye irritants be continued.

[Signed]
RAYMOND R. TUCKER,
Consultant.

Five City Air Pollution Experts Assigned to County's Smog Forces

District Expected to Be Operating Fully Next Month

BY ED AINSWORTH

The tempo of Los Angeles' war on smog was stepped up on many fronts yesterday.

First, the staff of Director Louis C. McCabe of the County Smog Control District was virtually doubled when five veteran members of the Los Angeles city air pollution control office were added to McCabe's force.

Harry E. Kunkel, who has been head of the city staff, immediately was named chief inspector of the county district. The other four city men—Sidney Upton, Thomas Jump, William Parmelee and Robert Crothers will go on the job immediately as inspectors.

Offices to Move

At a conference in the office of Supervisor Leonard Roach, which signalize the addition of the city men to the county-wide staff, Dr. McCabe disclosed that next Monday the smog control district will occupy its new quarters in a building at 5201 Santa Fe Avenue in Vernon.

Dr. McCabe added that the new district ought to be "pretty well in operation" by late March. His activities have been slowed by civil service regulations which prevent the hiring of new staff until March. He warned against expecting smog to be wiped out overnight, pointing to technical difficulties involved.

Important items in the smog control program are scheduled to be taken up by the Board of Supervisors today.

Board to Be Named

The Appeals Board of the new district is to be named. Herbert W. Walker, former Chief Deputy District Attorney, and Frank J. Doherty, former president of the Los Angeles Chamber of Commerce, have been suggested as the two attorneys on the board.

The budget for the district during the last half of 1947-48 is slated to be passed.

Then the Supervisors are expected to discuss delaying the proposed \$850,000 Glendale incinerator and the substitution of a cheap cut-and-fill method of rubbish disposal in that area on a site of approximately 50 acres owned by Glendale within the Los Angeles city limits.

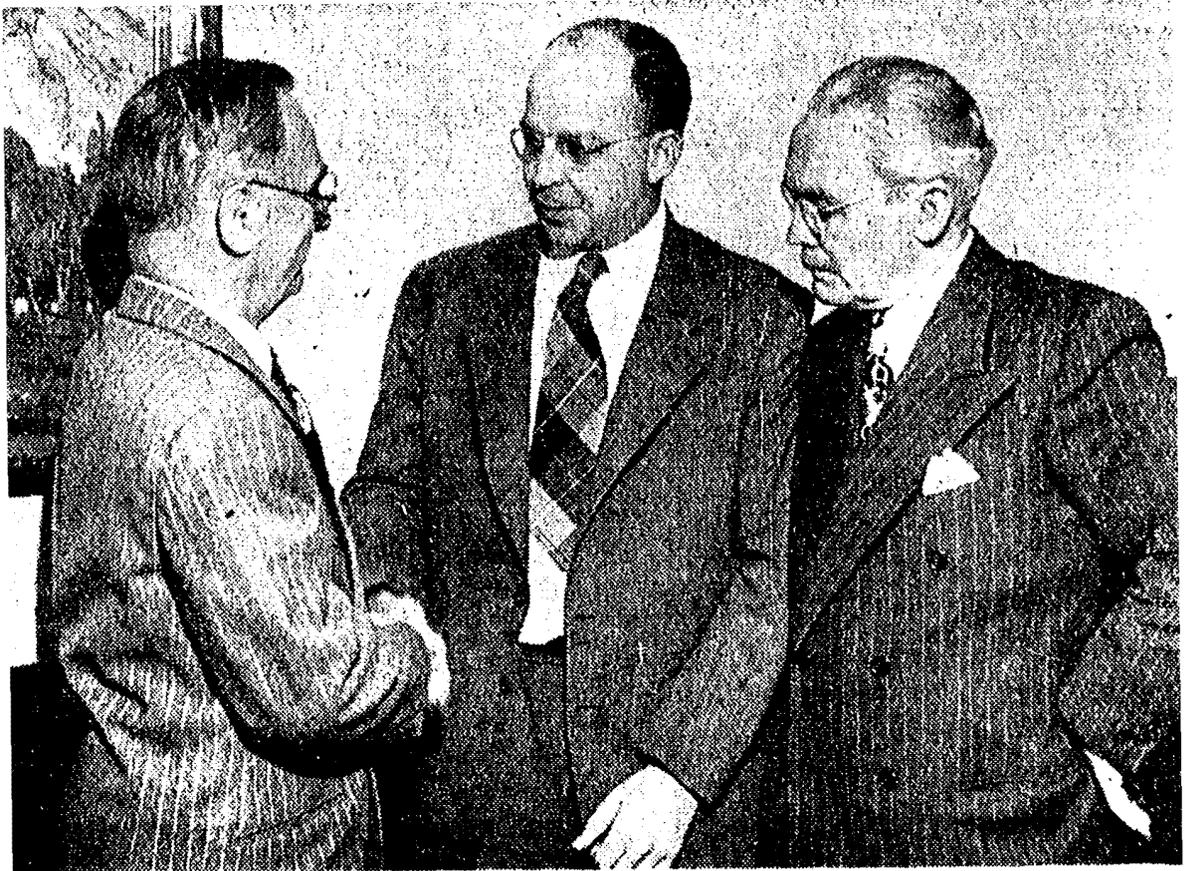
A request for the delay was sent yesterday to the board in a letter from William M. Jeffers, chairman of the Citizens' Smog Advisory Committee.

Glendale officials meanwhile were preparing a request to the Los Angeles Board of Public Works for a permit to operate a cut-and-fill at the site, due to the technicality of its being in the Los Angeles city limits. The matter is set to come up before the Glendale City Council this morning.

Assails Industry

In answer to a list of questions from Supervisor Roach at the conference yesterday, Dr. McCabe unhesitatingly listed industry as the first major contributor to smog conditions, and placed open burning second. He said that industries "seem willing to come along" on the smog control program. He cited the example of Columbia Steel at Torrance.

Turn to Page 3, Column 1



Times photo

INSPECTOR NAMED—From left, Harry E. Kunkel, named chief inspector for County Smog Control District; Dr. Louis C. McCabe, district director, and Supervisor Leonard Roach. Five members of city control office were added to McCabe's forces.

EXPERTS JOIN SMOG FORCES

Continued from First Page

rance which has started action on remedial equipment since a move was started against it by the district last week.

He said conferences are scheduled in the near future with Standard Oil and Bethlehem Steel.

An estimate of from \$30,000,000 to \$50,000,000 was given by Dr. McCabe as the cost of remedial equipment needed to eliminate industrial smoke and fumes in this area.

Outlays Cited

Kunkel pointed out that Union Oil Co., already has spent \$788,000 and the Texas Co. \$261,000 in attempting to do away with smoke and fumes.

Kunkel said he thinks the Glendale site for cut-and-fill is "ideal" if it is demonstrated that there is no danger of water contamination. Health authorities already have indicated a preliminary belief the cut-and-fill would be a safe operation from this standpoint.

Incinerator Gets Go Ahead Signal

County Gives Project Green Light After Protests Cause Week's Delay

"Go ahead with the rectangular incinerator."

That was the decision of the Board of Supervisors yesterday after it had held up for a week the signing of a \$42,000 contract with Koebig & Koebig for drawing up plans for a 500-ton public incinerator in the Glendale area.

The delay was caused by charges that the limiting of plans to one type—the rectangular—excluded some bidders.

Members of a board held a special session Monday afternoon with A. H. Koebig Jr., who defended the plans.

"I'm convinced it will work," said Chairman Raymond V. Darby of the Supervisors yesterday. He had told the special meeting that "If this thing doesn't work we'll all get run out of town," thus referring indirectly to the controversy which has been raging over Los Angeles city's incinerator at Ave. 21 and Lacy St.

The board, however, on motion of Supervisor John Anson Ford, acted to widen the basis of bids in the future so both the rectangular and circular types can be considered.

Plan Under Criticism

Criticism of the present rectangular plan was voiced last week before the Supervisors by Louis P. Booz of New York, a consulting engineer, and this caused the week's delay pending an inquiry.

Action approving the Koebig & Koebig contract came after Supervisor Roger Jessup, who represents the Glendale area, had pointed out that Glendale already has been called into the District Attorney's office on ac-

count of the open burning it does near major highways, causing traffic hazards. He urged the speeding of the incinerator building project.

Other action also was taken yesterday to get the smog control program in high gear, after weeks of delay caused by county red tape in connection with the naming of a staff for Director McCabe.

One knot was cut yesterday, though, when the Supervisors raised the pay of smog inspectors in the new district to equal that paid by the city. As a result, Harry E. Kunkel, head of the City Air Pollution Bureau, and several of his assistants will join Director McCabe's staff next Monday.

At the request of Chairman Darby, the board set next Tuesday for the naming of the three members of the Appeal Board of the smog control district. Two must be attorneys and one must be an engineer.

"I've heard much favorable comment in regard to a proposal that we name Herbert V. Walker as one of the attorney-members," said Darby.

Praised by Ford

"He's a good man," added Supervisor Ford.

Walker is a former Chief Deputy District Attorney and was on the committee which drew up the smog legislation.

Supervisor Jessup requested that the engineer be selected from the staff of California Institute of Technology.

A hearing on standards for industry proposed by Director McCabe will be held in the Supervisors' room next Tuesday.

SMOG CURB PROGRAM GOING INTO FULL SWING

First Hearing Set Tuesday in Permit Revocation Case

BY ED AINSWORTH

The week of May 9, 1948, well may go down in the annals of Los Angeles as "the time when the smog control program really began to function."

Director Louis C. McCabe of the County Air Pollution Control District announced yesterday that he is through talking about plans and that from now on everything will be accomplishment.

Developments Set Forth

His confidence resulted from many developments, climaxing months of preparation:

The Hearing Board of the district will conduct its first case Tuesday, on revocation of a permit.

Sixteen inspectors are actively at work in the field, making 8 to 10 complete plant inspections daily, and checking Diesel trucks. Eight more will be added July 1.

Complaints against industrial establishments and others are being processed rapidly in Dr. McCabe's office.

Many cities and private operators have agreed, after an ultimatum from Dr. McCabe, to end their burning operations at public dumps prior to the dead line of July 1.

Voluntary Moves Made

Numerous voluntary installations are being made in manufacturing plants and foundries to end smoke and fumes emissions.

Important proposals have just been made for immense cut-and-fill operations to care for the vast tonnage of combustible waste in Los Angeles.

The engineering department of the district now is set up to pass on the plans for new installations and corrective equipment.

The district's meteorologist, Walter J. Hamming from Caltech, is working on measuring comparative smog densities, in co-operation with the United States Weather Bureau, so times of burning may be set in future according to atmospheric conditions.

First Hearing

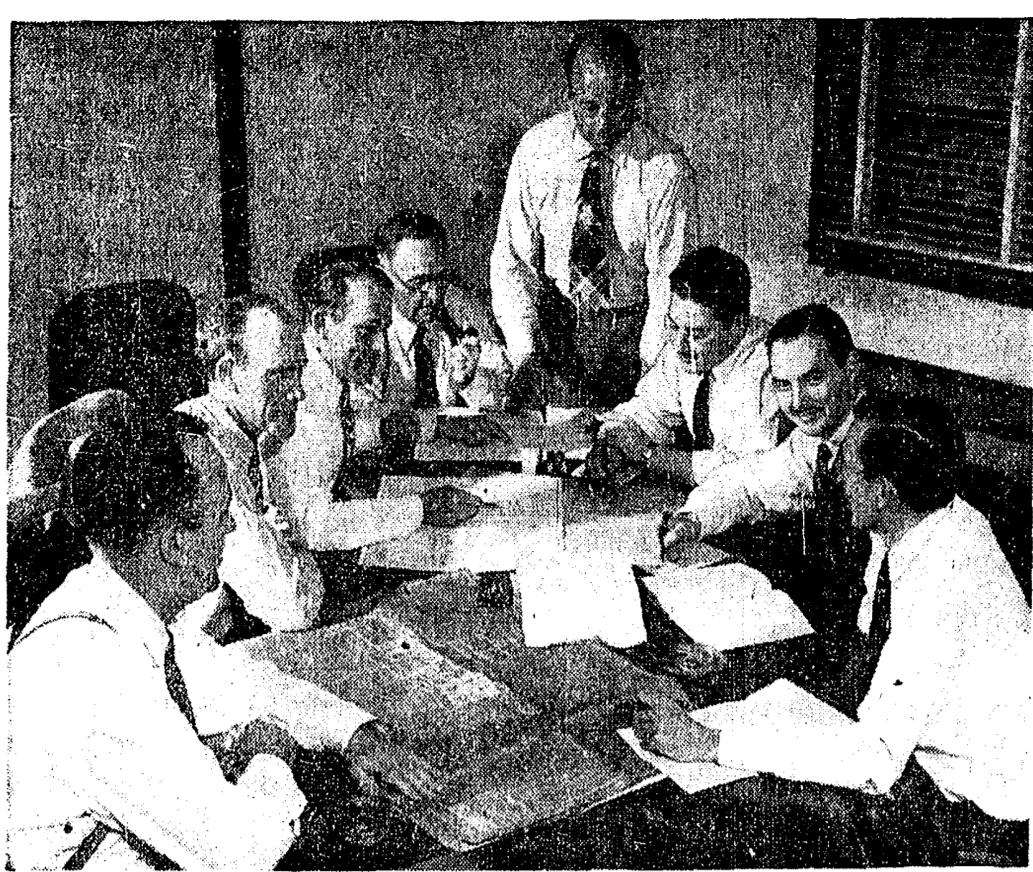
The most important indication of the positive functioning of the district, which has been delayed by slow Civil Service procedures and the setting up of the hearing board, will be the first hearing on revocation of a permit to be held at 2 p.m. Tuesday at the district headquarters, 5201 S Santa Fe Ave., Vernon. The dubious distinction of being the first defendant goes to the Patten-Blinn Lumber Co. on a case involving several asserted violations by operation of a large incinerator in the harbor area.

Hearing the case will be the three recently appointed members of the board, Atty. Herbert V. Walker, chairman; Atty. Ernest S. Williams and Dr. Minehartmann, chemical engineer. Under the new law, the hearing board must pass on all actions for revocation of permits and on all applications for variances.

In addition to the Patten-Blinn matter, three other revocation cases are scheduled. They are Atlas Brass Foundry, 10 a.m. Thursday; E. K. Wood Lumber Co., 2 p.m. same day, and Clarke Steel, Inc., at 10 a.m., May 18.

Four applications for variances have been set for hearings. They are Columbia Steel Co., 2 p.m., May 18; Clarke Steel, Inc., 10 a.m., May 18; The Texas Co.,

Turn to Page 3, Column 1



Times photo

STAFF AT WORK—Dr. Louis C. McCabe and members of his staff talk over day's problems in fight on smog. Left to right, Jack Elliott, Gordon P. Larson, Andrew Rose Jr., Maj. Harry E. Kunkel, Dr. McCabe, Robert L. Chass, John Mills and Evans Konold.

Smog Control Program Getting Into Full Swing

Continued from First Page

1:30 p.m., May 25, and Atlas Brass Co., 10 a.m., May 13.

According to Chief Inspector Harry E. Kunkel and his assistant, Robert L. Chass, the move to end burning at public dumps with the co-operation of Dep. Dist. Atty. Fred Whichello has been directed at 46 private and municipal dumps named as principal offenders. Hearings have been held with the operators and officials concerned with 21 of these dumps and closing dates fixed. These informal hearings by officials of the district are continuing until all 46 have been satisfactorily disposed of.

To Cease Burning

An additional group of the 46 dumps have ceased burning as a result of the notices that they have received from the office. The municipal dumps of cities of Redondo Beach, Sierra Madre, Torrance, South Gate, Azusa, Santa Monica, Covina, El Monte, Monrovia and San Marino all have agreed to discontinue the operation of their burning dumps. The private dumps operated at 4531 E Blanchard St., 630 Washington St., Venice; 1641 Rosemead, De Garmo and Randall, Roscoe; 2536 Bateman Ave., Monrovia; Gaffey and Anaheim, Wilmington; Southern Ave. and Los Angeles River, South Gate; Pendleton and Glenoaks, North Hollywood; 26110 S Vermont, Wilmington; north of Los Angeles River, west of Atlantic Blvd., Los Angeles River, South Gate; 1705 Victory Place, Burbank, California and 33rd, Signal Hill and Alameda and Sepulveda also have agreed to discontinue the operation of their burning dumps.

Several concerns were singled out for particular praise by Dr. McCabe's office for the improvement they have shown as a result of installations of corrective equipment.

Corrections Made

The Filtrol Corp., with two plants at 3250 E Washington Blvd., formerly a contributor to smog by emission of dust, has spent approximately \$135,000 in filtering equipment which has reduced the release of solids to a point where it is only half of the amount under regulations. All this has been done in the last four months.

The Eastern Iron & Metals Co. at 2200 E 11th St. has expended nearly \$70,000 in bag houses and other equipment which makes this plant a model for other foundries of this type, according to Maj. Kunkel. The plant manager and President David Rosenthal say the new equipment, besides being well within the law, also permits the reclaiming of an appreciable amount of lead which otherwise would have gone into the atmosphere.

Among others which have shown outstanding improvements are Union Pacific Railroad yards and shop, Burbank Municipal Asphalt Plant, Ansco Construction Co., Long Beach Sand Blasting Co., Pacific Smelting, Mutual Molding & Lumber Co., Dunn-Edwards, Major Paint & Varnish Co., J. E. Bauer Co., Gladding McBean, Arrow Mill, Warren Southwest, Inc., Bunch & Bunch, Wilson Co., Pittsburgh Paint Co., Sears-Roebuck, Best Products, Kennedy Minerals Co.

Credit Given

Maj. Kunkel also gave special credit to the Apartment and Hotel Association Co-operative of Southern California, and the Downtown Business Men's Association.

A list of every industrial establishment in the county now is consulted daily at the headquarters office as the inspectors report on violations of the smoke and fumes law. Dr. McCabe said inspections will be made of every establishment which seems to be in violation.

He explained that all new construction or modifications which may contain potential sources of air pollution are required to ob-

tain an operating permit from the district before construction is started. Andrew H. Rose Jr., a graduate mechanical engineer of the University of Southern California, heads the mechanical engineering approval work, and Carl V. Kanter, chemical engineer, graduate of the University of Virginia, is responsible for the chemical engineering phases. Mr. Louis M. Rosnick, chemical engineer, a graduate of the Illinois Institute of Technology, will report to the district May 17 as the chief air pollution engineer. He has had 20 years experience in the regulation of air pollution in Chicago.

Work of Analysis

The district is authorized to require analyses of stacks of suspected smog-producing plants and these analyses are now being submitted daily to the district's chemists and engineers for examination. When it is suspected that the analyses may not be representative, the district assigns its own chemists to take samples and make the analysis in its own laboratories. This work is under the direction of Harry E. McMahon, a chemistry graduate of Stanford University, who has had long experience in the analysis of gases and solids produced from industrial stacks.

The district is conducting fundamental research to determine less apparent sources of pollution. This work is to identify the minute quantities of air pollutants which stack analyses and the inspectors' observations are unable to identify.

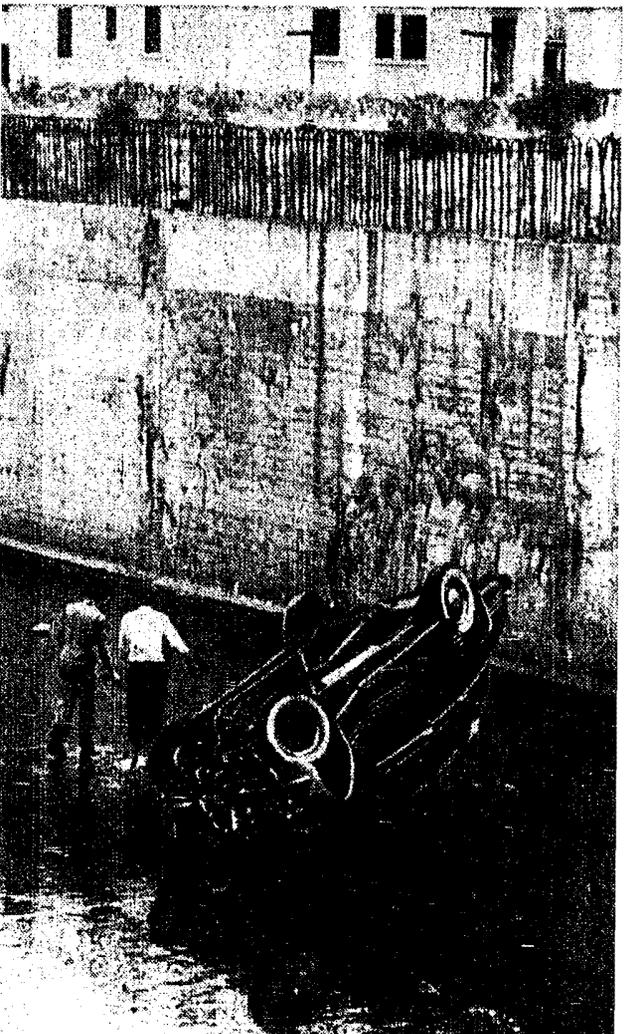
Dr. Paul Mader, chief research chemist, is in charge of this work and of collecting smog samples from the atmosphere to identify irritating ingredients. Dr. Mader has recently returned from the Army where he was engaged in work with the Chemical Warfare Service. He is a graduate of the University of Vienna in Austria. In his work in sampling, he will use the latest techniques developed by the Army.

Smoke Group Selects Kunkel

Maj. Harry E. Kunkel, chief inspector of the County Air Pollution Control District, has just been selected chairman of a vital committee of the Smoke Prevention Association of America, which will hold its annual convention in New York the week of June 7. He will head the group concerned with the study of fumes, vapors and noxious gases.

Maj. Kunkel will accompany Air Pollution Control Director Louis C. McCabe to the convention, both having been given leave of absence by the Board of Supervisors for this meeting.

The two will seek to bring the 1949 convention of the national organization to Los Angeles.



ONE-POINT LANDING—This car, driven by Thrumman DeRush, missed turn on Comey Ave., West Los Angeles, landed on nose in Ballona Creek and then somersaulted.

Photo by C. A. Kirby

Public Servants to Have Week, Too

Recognition of the nature and responsibility of the duties of the 43,000 city and county employees will be emphasized in Public Servants Week, beginning June 7.

The purpose of the week is to focus public attention on the ways and means of providing better service to the public by State, county and municipal employees.

The week's program will be highlighted by a picnic at Elysian Park June 13 with more than 10,000 public servants expected to attend.

VISIBILITY RECORD; TODAY'S FORECAST

Following are the forecast of visibility for Los Angeles Civic Center today and yesterday's range of visibility, as compiled by the U.S. Weather Bureau.

Forecast

Very good all day.

Yesterday's Range

6 a.m. to 7 a.m. 15 miles
 8 a.m. 20 miles
 9 a.m. 10 miles
 10 a.m. 9 miles
 11 a.m. 6 miles

(Haze and smoke)

Noon 9 miles
 1 p.m. to 2 p.m. 20 miles
 3 p.m. to 4 p.m. 25 miles
 5 p.m. to 7 p.m. 30 miles

DRIVER ONLY HURT WHEN CAR LEAPS INTO CREEK

Thrumman DeRush, 39, is in General Hospital with serious, but not critical, injuries after his automobile made a prolonged flight that ended with a crash landing in Ballona Creek. Iron fence and soared out into the creek for approximately 100 feet. It landed on its nose and then somersaulted.

Because of the depth of the ditch and its perpendicular concrete walls, firemen had to use a rope to get DeRush out of the creek. DeRush, who gave his address as 7344 Nada St. in the Downey district, was treated first at Georgia Street Receiving Hospital.

What happened, according to police reports, is that Comey Ave. in West Los Angeles makes a sharp turn at the big, cemented ditch—but DeRush didn't. Instead, the reports continue, DeRush's car bounded over a high curbing, went through an

Plant Shows How to Cut Dust Peril in Smog Drive

Minerals Concern Finds Corrective Devices Succeed

[This is the eighth of a series of articles dealing with some of the chief smog-producing offenders in Los Angeles County, prior to the setting up of the new Anti-Smog District Oct. 14. The articles are designed to assist Dr. Louis McCabe, administrator of the district in his new and difficult job. —Ed. Note.]

BY ED AINSWORTH

Not only smoke and fumes are to be fought under the new State anti-smog law. "Dust, grime and particulate matter" are included also under the terms of the law. These can be important air contaminants, as a visit to one of the plants making clay products will show.

Down under the E. Olympic Blvd. bridge over the Los Angeles River is a sprawling array of buildings coated with a fine white or gray powder. It is the Kennedy Minerals Co. plant, operated by John J. Kennedy who has been in business here for many years.

Abrasives Produced

All day long, railroad cars bring in huge loads of rock and special kinds of earth for processing into various abrasives, tales and mixers. These are used in the manufacture of a long list of products, including linoleum, roofing paper, insecticides, paint, soap, rubber goods, filters and many other items. The Kennedy Co. operates its own mines, from which it obtains part of the raw materials.

Until the installation of corrective equipment in one of its large buildings, the company was considered to be one of the important offenders in discharging dust into the air. Now, much of the bad condition has been alleviated and dust-collecting machinery is on order for the other main building.

Clouds of Dust

Through the plant goes about 4000 tons a month of material, or approximately 150 tons a day. The crushing machinery is used to get the rock particles into as fine a powder as possible. In doing this, naturally, clouds of dust are discharged into the air and seep out of the building. When Kennedy decided to end the nuisance, he looked around for the best device. He found it in a series of tall cylinders about 35 feet high containing filter bags. To the cylinders run large pipes from all the crushers and other places where dust originates.

The dust blown through the pipes to the filter cylinders is in extremely small particles. The bags are shaken automatically at intervals and the dust drops into bins. And this is the pleasing part to Kennedy: The

Turn to Page 7, Column 5

ABRASIVES PLANT CUTS DUST IN WAR ON SMOG

Continued from First Page

dust thus collected, because it is in finer particles, brings a premium price, \$30 a ton. As a result, the 1000 pounds or so collected each day is helping to pay for the installation.

Economically Valuable

Kennedy says the machinery involved in the filter cost \$5000. The work involved in putting it in came extra. Still, it is proving economically valuable while at the same time relieving the dust menace.

The contrast in the other two

buildings at the plant is startling. One has inadequate dust-collectors which simply do not do the job satisfactorily. The other is waiting for the same type of cylinders as are in the main plant. They have been on order for some time.

Kennedy is the type of owner who has co-operated with Director Harry E. Kunkel of the city Bureau of Air Pollution.

(To Be Continued)

New Wave of Foul Odors Sweeps Into Los Angeles

Temperature Inversion Blamed for Outbreaks

For the second time in less than 24 hours noxious odors swept into sections of Los Angeles and adjacent communities last night.

Scores of reports of the foul stench poured into the East Los Angeles Sheriff's office during the evening hours, while in downtown Los Angeles the odors were reported at scattered points.

The new outbreak prompted Maj. Harry E. Kunkel of the county's air pollution control organization to dispatch special investigators to seek to trace the source of the smell.

Wind Pattern Similar

Meanwhile at the United States Weather Bureau it was reported that a circular wind pattern centered over Los Angeles last night, similar to that of the previous night.

This might indicate the stench to be coming from the Torrance, Wilmington areas, the weatherman said. The odor was being held down by a low inversion, he said.

Gordon P. Larson, county Air Pollution Control Director, gave weight to that theory when he said yesterday the odor stemmed from mercaptans, the name given to varying smells which issue chiefly from petroleum production plants.

Temperature Inversion

The temperature inversion theory was explained by Weather Bureau experts. They pointed out that when freakish conditions cause a layer of warm air to overlay surface air, gases and odors are pocketed and held near the ground instead of taking their normal course into upper air.

More, Larson's office pointed out that the early morning hours yesterday saw a reversal of air current directions in this area. Air normally moves from north to south. But yesterday morning the movement was from south to north, which would have carried

coastal petroleum plant odors into the city rather than out to sea.

Regardless of explanations, the heavy wave of noxious air brought fright, mingled with nausea to thousands in the neighborhoods of Bellflower, where it was first noticed, to East Los Angeles, Alhambra, Pasadena, much of Los Angeles, Hollywood, Beverly Hills, Burbank, Glendale and even into San Fernando Valley.

It was first noticed in the Bellflower sector about 9:30 p.m. Wednesday. Telephone calls swamped police, sheriff's office and newspaper office switchboards.

Greatest alarm was apparently shown by residents in East Los Angeles, where the air was so polluted that residents reported the water was stained in air-conditioning units.

Complaints Agree

There, Sgt. H. H. Hodges of the East Los Angeles Sheriff's sub-station, said a caller told him he feared a poison gas attack was in progress.

"He said he heard a plane flying low just seconds before he

Turn to Page 2, Column 4

SMELL

Continued from First Page

smelled the gas and wondered if he shouldn't take his family and get out," Hodges said.

Reports and complaints of the gas were so uniform and from such widespread areas as to eliminate a theory that a mass hypnosis was in progress such as has been given as the cause of flying saucer reports.

Complaints agreed that the smell was a combination of the odors of skunk and onions, and this smell, Larson agreed, was characteristic of the mercaptan odor.

Residents of beach areas apparently were not troubled by the wave of smell, but they recalled similar odors from time to time in their neighborhoods when inversion conditions would sweep refinery smells to sea and shifting winds would blow the air-trapped gassy smell back ashore.

Dr. George M. Uhl, city health officer was ordered by Mayor Bowron to send investigators out at once, when the Mayor's office and City Council became upset at the flood of complaints yesterday morning.

25 Sent Into Field

Dr. Uhl spent a long period closeted with Larson, who now has chief jurisdiction in such orders. During their conference on the matter. Dr. Uhl said he placed full facilities of his department at Larson's disposal in the hunt for the odor's source.

Larson's office put the heaviest searching force in the field, with more than 25 air pollution investigators combing the city for possible origin of the smell.

Gasses of similar odor have appeared in Los Angeles before, Larson's office said.

Previous Plagues

Three years ago, the Boyle Heights and Highland Park districts were plagued with such a smell, brought on by similar atmospheric conditions. At that time the spread was confined to those localities. The area of more than 200 square miles covered by yesterday's stench was extremely large, Larson said.

At the time of the Donora (Pa.) "death fog," which involved distribution of lethal plant exhaust fumes under similar conditions of temperature inversion, local officials pointed out that inversion could not bring about such spreading of gasses because of terrain here, as contrasted with the hilly canyons at Donora. Yesterday's incident served to disprove that theory, however, experts indicated.

Maj. Kunkel Heads Cleaner Air Week Observance Here

Los Angeles Times (1923-Current File); Oct 17, 1952;

ProQuest Historical Newspapers: Los Angeles Times

pg. 19

Maj. Kunkel Heads Cleaner Air Week Observance Here

Appointment of Maj. Harry E. Kunkel, USA, ret., as general chairman for Cleaner Air Week was announced yesterday by Terrell C. Drinkwater, Chamber of Commerce president.

The observance was proclaimed for Oct. 20 to 26 by the Board of Supervisors.

Maj. Kunkel was the first air pollution control official in the metropolitan area, first having

so functioned under an appointment, in January, 1945, to the Los Angeles City Health Department.

He retired recently as special assistant to Gordon P. Larson, director of the Los Angeles County Air Pollution Control District.

Kunkel said primary objective of the week is to focus public attention on the need for cooperation in reduction of smoke and fume emissions.



RETIRING — Supervisor Roger Jessup, left, extends county's thanks to Maj. Harry E. Kunkel, who is retiring as assistant to Smog Control Director Gordon P. Larson. He recently reached retirement age of 70.

Times photo

Maj. Kunkel Retires From Smog Office

Smog Control Director Gordon P. Larson yesterday announced the retirement of Maj. Harry E. Kunkel, his assistant who recently reached the retirement age of 70.

Maj. Kunkel is credited with having been the first local official charged with directing the war on air pollution. He headed the city Bureau of Air Control in January, 1945, when that agency was first organized.

Maj. Kunkel joined the County Air Pollution Control District when it was launched in 1947 and was named special assistant to Larson in 1949.

He is a veteran of World War I.

B'nai B'rith Units Join Fund Drive

B'nai B'rith groups in 70 Southland suburban communities are joining Los Angeles units in the United Jewish Welfare Fund drive for \$8,815,000, the minimum needed to meet demands of 57 health and welfare agencies in the United States and abroad.

Bernard B. Herzog, George Schneider and Ben Merkow, lodge presidents, yesterday joined in a statement pointing to the extreme plight of 200,000 homeless refugees in hostile European and Arab lands.

Planes Check on City Smog

Mayor Offers Full Support to Make New Law Effective

[This is the fourth in a series of articles dealing with chief factors in the smog situation in Los Angeles County, on the eve of the effective date of the new State anti-smog law. The unified district in the county will go into effect Oct. 14.]

BY ED AINSWORTH

Mayor Bowron yesterday pledged his "100 per cent cooperation" in making effective the new county-wide anti-smog law when it goes into effect Oct. 14.

At the same time an airplane observation service, suggested by the Mayor, was put into operation at Metropolitan Airport, Van Nuys, by Gen. Leonard E. Thomas of the California National Guard. Regular flights—probably daily—will be made in an effort to gather helpful facts about smog density, wind directions and sources of smoke.

Maj. Harry E. Kunkel, head of the city's Air Pollution Control Bureau; Charles E. Senn, chief of the city Bureau of Sanitation; Paul Rich of the County Bureau of Air Pollution Control and other officials went on the first flight.

McCabe Due Tomorrow

Mayor Bowron said that while it is the intention of the city to maintain a smog control unit in the City Health Department, it will in no way be allowed to

conflict with the administrative setup of Director and Chief Engineer Louis C. McCabe who will have charge of smoke and fumes suppression in the entire district.

Dr. McCabe, who has resigned as head of the coal division of the United States Bureau of Mines to take the job here, will arrive this morning to assume office tomorrow.

It was emphasized by Bowron that the city intends to do everything possible to make the new unified anti-smog district a success.

No General Transfer

He was asked what will be the city's policy in regard to present employees being blanketed into the county-wide organization as provided for in the State law, with full civil service accrued benefits.

He replied that individuals, of course, will be at liberty to go into the organization under Dr. McCabe but that there is no plan at present for any general transfer of personnel.

The Mayor described the airplane inspection idea as growing out of Gen. Thomas' absence during the war, dating from early 1941. "When he came back," the Mayor said, "he couldn't believe it was the same city on account of the terrible smog. We got to talking about smog as a menace to flying and this new inspection service is the result."

Gen. Thomas after the flight yesterday said that Maj. Robert DeHaven, operations officer, will be in charge of the tests, which will include air sampling.

"Smog is a definite threat to flying in this area and we are determined to do all we can to help correct the smog condition," Gen. Thomas announced.

Manufacturer Named

M. B. Pendleton, president of the Plomb Tool Co. and first vice-president of the California Manufacturers Association, yesterday accepted appointment to the California State Employment Advisory Council established under the Unemployment Insurance Act. The appointment was made by Gov. Warren.

\$50,000 PE Job to Cut Bus Fumes

Vehicles Equipped With New Device to Consume Smoke

Smog-producing busses of the Pacific Electric Railway Co. are going to be defumed.

A \$50,000 project for the next year was announced yesterday.

A total of 312 gasoline-burning busses will be equipped with a perfected "super combustion" device which consumes excess smoke and fumes. The 268 Diesels now in service are not affected.

These plans were made known by Pacific Electric officials at a demonstration for Air Pollution Control authorities and the press at the company's big bus garage and repair yard on Mission Road near Macy St.

One regular bus belching dense clouds of exhaust smoke was tested alongside another bus equipped with the new device. The bus with the "defumer" put forth a scarcely perceptible discharge of fumes.

Device's Effect

Company officials said the corrective equipment—which costs \$135 per bus to install—removes 75% or more of smoke and fumes. The device, which is only about a foot long, acts in effect as an additional combustion chamber for the gasoline engine.

"We have gone out on test runs in a bus having the new equipment, and it definitely accomplishes the results we have been seeking," said William Parmalee, a senior inspector of the County Air Pollution Control District. "Director Gordan Larson of the district and the rest of us are delighted at the cooperation of the company in making the installations."

Step in Smog War

Maj. Harry E. Kunkel, special assistant to Director Larson, added that the corrective action marks another step forward in the progressive and continuing war on smog.

General Manager T. L. Wagenbach, Supt. E. A. Stevens of the mechanical department, Autc Equipment Inspector A. L. Bristow and Public Relations Director Jim Shea were in charge of the demonstration for the Pacific Electric.

They disclosed that it probably will take two men working full time to keep the corrective devices properly adjusted. The defumer needs a complete overhaul only about every 20,000 miles, it was stated, but frequent adjustments are required.

Diesels Excepted

"We have found that use of the device sometimes makes it difficult to shift gears," the technical men explained. "When a bus starts to slow down and the deceleration begins, the greatest burden is put on the defumer.

"It does such a good job of combustion on the excess gases that more power is created after the throttle is cut off, and this in turn makes it difficult to slow down during the extra surge of power. However, these difficulties have to be overcome to reach the goal of fewer fumes.

The company's Diesels burn a different type of fuel, of course

Turn to Page 2, Column 1

PE BUSES

Continued from First Page

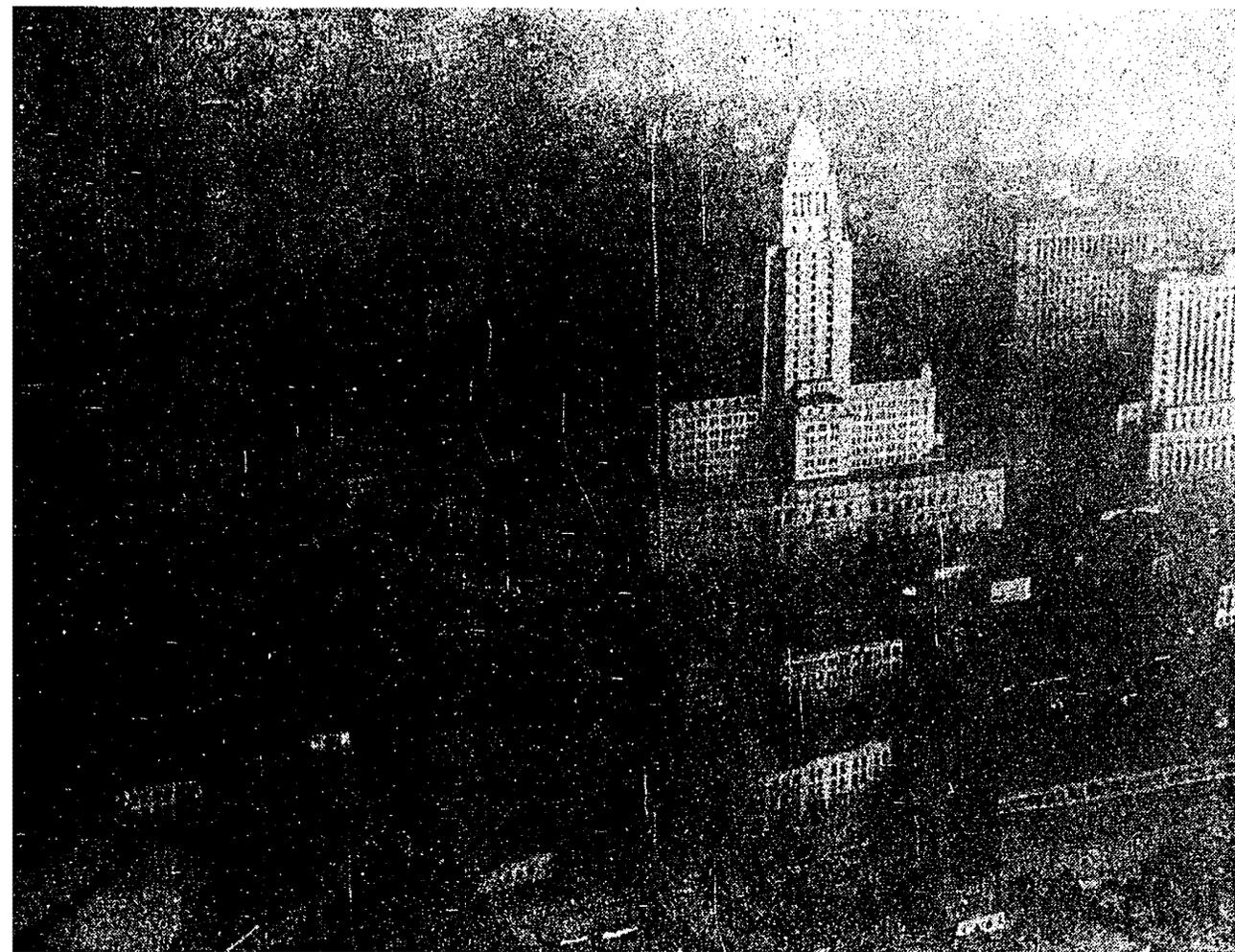
and are not included in the program. Smokeless Diesel operation depends almost entirely upon adjustment of the jet fuel apparatus and the way the engine is handled by the operator.

Company officials estimate it will take just about a year to obtain and install the necessary devices on the 312 buses involved.

Thirty-nine buses already are equipped.

The device is installed on the engine and, in turn, discharges any unconsumed gases into the exhaust.

AERIAL VIEW OF CITY ON 'AVERAGE' MORNING.



LOST IN SMOG—City officials, Supervisors and health authorities flew over city yesterday and this was one view, taken at 8 a.m. from 1000 feet. City Hall, just right of

Times photo
center, is barely discernible. Pilot described morning as "average." Health Officer Dr. George M. Uhl said conditions gave ample evidence of need for smog curbs.

Official Groups on Aerial Jaunt Scan Smog Pall

Los Angeles County's smog underwent the firsthand scrutiny of Mayor Bowron, the City Council, Supervisors and health authorities yesterday when a chartered United Air Lines transport and the Goodyear blimp took officials on a tour of affected areas.

For two hours, starting at 6:30 a.m., the municipal and county officers scanned a broad sector from the coast to the San Gabriel Mountains and east beyond Whittier.

Dr. Uhl's Comment

At the conclusion of what he termed his 15th flight over the smog-ridden zones, Dr. George M. Uhl, City Health Officer, declared: "This trip should be ample confirmation for any doubters—under State law we must now proceed to whip this menace."

Supervisor Raymond Darby said: "It's a big responsibility. But we must bend every effort to form our county-wide smog control district."

Mayor Bowron added: "The city will co-operate 100 per cent!"

Described as an "average" morning smog both by City Air Pollution Control Officer Harry E. Kunkel and United Air Lines' Veteran Pilot Frank Aitken, the unsavory blanket that smothered Los Angeles yesterday was obvious from El Segundo to Long Beach and north to the foothills. There were no "holes" in this covering.

Worst Offenders

Worst offenders, in the aerial observers' opinion, were factories in the south and southeast industrial areas which have failed to comply with repeated, urgent appeals for smoke-control. But passing above the Texas Co. and Union Oil Co. refineries, Kunkel pointed out that these concerns have spent almost \$1,000,000 for chemical and thermal smog elimination equip-

Turn to Page 2, Column 6

SMOG SEEN FROM ABOVE

Continued from First Page

ment. They appeared almost smoke-free from the skies.

"We wish," said Kunkel, "that other plants would follow suit."

Circling above the City Hall, almost obscured in the milky man-made mists below, the transport gave its investigating passengers a disheartening view of conditions northwest toward the Santa Monica Mountains.

Owing to a temperature inversion, which every morning clamps a hot upper-air lid over the city, the noxious smog layer appeared plainly in that direction. Only the tips of the peaks themselves reminded the expedition that Los Angeles has vertical as well as horizontal limits these murky days.

County Air Pollution Control Officer Isadore Deutsch, who has surveyed the same area in the blimp, concluded as he stepped from the DC-3:

"This trip indicates that we have an added duty now—to wipe out the invisible gases and fumes as well as the visible smog. We've tracked down most of the obvious smog causes and they should be eliminated as the work of the coming County Smoke Control District takes hold."

Maj. Kunkel, First Smog Fighter for City, Dies

Funeral services for Maj. Harry E. Kunkel, the city's first official smog fighter who died Thursday, will be conducted Tuesday in Wee Kirk o' the Heather, Forest Lawn Memorial-Park.

Maj. Kunkel, who waged a successful campaign to clamp down on excessive smoke and fumes from trucks and busses, retired from government service in 1951 at the age of 70. He and his wife had moved to Apple Valley.

The city bureau which Maj. Kunkel headed was

formed in January, 1945, and in 1949, was merged with the Air Pollution Control District when it was formed.

Maj. Kunkel, later appointed to the nation's top organizations studying air pollution, pioneered airborne "smog snooper" flights, and motorcycle patrols to find smoking industrial plants and vehicles.

He leaves his widow, May; three daughters, Mrs. Harriet P. Eay, Mrs. Jean Payton and Mrs. June McAndrews, and a brother, Victor.

Masonic services will be at 1:30 p.m.

Alteration History

The Major Harry E. Kunkel bungalow was erected in 1910 according to Assessor's Map Book records. No original building permit exists because it was constructed in Pre-Consolidation Hollywood and those documents no longer exist. Therefore, it is not possible to know if an architect was employed or who the builder or contractor may have been. A search of newspapers and journals discovered nothing. Nor were any original or early illustrations or photographs discovered.

1922

Permit No. and date of issue: 1922LA42296; Nov 20, 1922.

Private Garage

Owner: Lottie May Uhlik

Contractor: George Murray

Details: Dimensions: 12' x 16' 12' in height, foundation material: R. W. [retaining wall]; material of roof: Shingles.

1943

Permit No. and date of issue: 1943LA7450; Mar 8, 1943.

Owner: M. Pappalardo

Contractor: Morrow Roofing Co. Inc.

Details: Reroof residence with 105# comp roll roofing

1994

Permit No. and date of issue: 1994LA25327; Oct 3, 1994.

Owner: Mrs. Bean

Contractor: Goldstar Home Improvement

Details: Replace piers as per Type V Sheet, voluntary, non-structural, bolting of brick foundation.

1997

Permit No. and date of issue: 1997SL01378; July 7, 1997

Owners: Mamie and Eugene Bean

Contractor: H. D. Construction

Reroof dwelling only 21 squares over new sheathing.

Permit No. and date of issue: 1997WL45784; July 21, 1997

Owners: Mamie and Eugene Bean

Contractor: United Builders Club

Remove & replace fire place with prefab.

2003

Permit No. and date of issue: 2003LA

Alterations without permits:**Residence:**

Open encapsulation of square pillars with crosspieces and a connector across top and application of stones and cement to base. Addition of similar style arbor inside vintage metal and wire fence. The residence has been texture coated. A small deck has been added at the northeast corner on the east elevation. All windows and doors have security bars. The chimney has been demolished.

Garage:

The garage has been converted to living quarters with a periodesque porch at the south elevation with a center entrance. The original garage doors are still in place.

All Applications must be filled out by Applicant

Bldg. Form 2

PLANS AND SPECIFICATIONS
and other data must also be filed

2

BOARD OF PUBLIC WORKS DEPARTMENT OF BUILDINGS

Application for the Erection of Frame Buildings CLASS "D"

To the Board of Public Works of the City of Los Angeles:

Application is hereby made to the Board of Public Works of the City of Los Angeles, through the office of the Chief Inspector of Buildings, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof.

Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.

Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

Lot No. 3 Block B
(Description of Property)

TAKE TO REAR OF NORTH ANNEX 1st FLOOR CITY CLERK PLEASE VERIFY

District No. (1542) M. B. Page..... F. B. Page.....

TAKE TO ROOM No. 405 SOUTH ANNEX ENGINEER PLEASE VERIFY

No. 1542 M^c Caddin Place Street
(Location of Job)

B An Sunset + Hollywood
(USE INK OR INDELIBLE PENCIL)

O.K. City Clerk
O.K. City Engineer

By Deputy

- Purpose of Building Garage No. of Rooms 1 No. of Families.....
- Owner's name Lottie May Whelik Phone.....
- Owner's address 6813 Huntington Ave
- Architect's name..... Phone.....
- Contractor's name George Murray Phone 595181
- Contractor's address 14187 - Mariposa
- VALUATION OF PROPOSED WORK {Including Plumbing, Gas Fitting, Sewers, Caspools, Elevators, Painting, Finishing, all Labor, etc.} \$ 113.00
- Is there any existing (old) building on lot? residence How used? residence
- Size of proposed building 12 x 16 Height to highest point 12 feet
- Number of Stories in height one Character of ground Black Soil
- Material of foundation R. W. Size of footings..... Size of wall..... Depth below ground.....
- Material of chimneys..... Number of inlets to flue..... Interior size of flues.....
- Give sizes of following materials: REDWOOD MUDSILLS 2 x 6 Girders disk
EXTERIOR studs 2 x 3 INTERIOR BEARING studs 2 x 3 Interior Non-Bearing studs.....
x..... Ceiling joists 2 x 3 Roof rafters 2 x 3 FIRST FLOOR JOISTS disk
Second floor joists..... Specify material of roof shingles
- Will all provisions of State Dwelling House Act be complied with? Yes

I have carefully examined and read the above application and know the same is true and correct, and that all provisions of the Ordinances and Laws governing Building Construction will be complied with, whether herein specified or not.

OVER (Sign here) Geo. Murray
(Owner or Authorized Agent)

PERMIT NO. 42296	Plans and Specifications checked and found to conform to Ordinances, State Laws, etc.	Application checked and found O.K. <u>11/20/22</u> <u>9:45 A.M.</u>	Stamp here when permit is issued NOV 20 1922
	Plan Examiner	Clerk	L. A. Bldg. Dept.

2 150

CITY OF LOS ANGELES

DEPARTMENT OF BUILDING AND SAFETY

BUILDING DIVISION

Application to Alter, Repair, Move or Demolish

To the Board of Building and Safety Commissioners of the City of Los Angeles:

Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Building, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the essence of the permit:

First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley or other public place or portion thereof.

Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.

Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

REMOVED FROM

REMOVED TO

Lot _____ Lot _____

Tract _____ Tract _____

Present location of building } 1542 N. Mc Cadden (House Number and Street)

New location of building } _____ (House Number and Street)

Between what cross streets } Sunset & Hollywood Blvd

Approved by City Engineer

Deputy

1. Purpose of PRESENT building: Res. Families Rooms

2. Use of building AFTER alteration or moving: Families Rooms

3. Owner (Print Name): Mrs. Pappalardo Phone _____

4. Owner's Address: 1542 N. Mc Cadden

5. Certificated Architect: _____ State License No. _____ Phone _____

6. Licensed Engineer: _____ State License No. _____ Phone _____

7. Contractor: R. J. ... Roofing Co. State License No. 67277 Phone N: 8393

8. Contractor's Address: 6441 Santa Monica Blvd

9. VALUATION OF PROPOSED WORK: \$ 145.00 (including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire equipment, electrical wiring and all devices required therein or thereon)

10. State how many buildings NOW on lot and give use of each: _____ (Residence, Hotel, Apartment House, or any other purpose)

11. Size of existing building: _____ x _____ Number of stories high _____ Height to highest point _____

12. Class of building: _____ Material of existing walls _____ Exterior framework _____ (Wooden Shell)

Describe briefly and fully all proposed construction and work:

1.054 Comp. with ...

Fill in Application on other Side and Sign Statement

(OVER)

FOR DEPARTMENT USE ONLY. PERMIT NO. 7450. Plans checked, Application checked and approved. SPRINKLER. Inspector

PLANS, SPECIFICATIONS, and other data must be filed if required.

NEW CONSTRUCTION

Size of Addition Size of Lot Number of Stories when complete. _____
 Material of Foundation _____ Width of Footing _____ Depth of footing below ground. _____
 Width Foundation Wall _____ Size of Redwood Sill Material Exterior Walls. _____
 Size of Exterior Studs _____ Size of Interior Bearing Studs _____
 Joists: First Floor Second Floor Rafters Roofing Material _____

I have carefully examined and read both sides of this completed Application and know the same is true and correct and hereby certify and agree, if a Permit is issued, that all the provisions of the Building Ordinances and State Laws will be complied with whether herein specified or not, also certify that plans and specifications, if required to be filed, will conform to all of the provisions of the Building Ordinances and State laws.

Sign Here *W. E. Harrison* **W. E. Harrison Co., Inc.**
(Owner or Authorized Agent)
 By *W. E. Harrison*

FOR DEPARTMENT USE ONLY

Application	Fire District	Bldg. Line	Termite Inspection
Construction	Zoning	Street Widening	Forced Draft Ventil.
(1) REINFORCED CONCRETE			
Barrels of Cement. _____			
Tons of Reinforcing Steel. _____			Street _____
Sign Here _____ <small>(Owner or Authorized Agent)</small>			
(3) No required windows will be obstructed.		(2) The building (and, or, addition) referred to in this Application is, or will be when moved, more than 100 feet from	
Sign Here _____ <small>(Owner or Authorized Agent)</small>		(4) There will be an unobstructed passageway at least ten (10) feet wide, extending from any dwelling on lot to a Public Street or Public Alley at least 10 feet in width.	
		Sign Here _____ <small>(Owner or Authorized Agent)</small>	

REMARKS:

WORKMEN'S COMPENSATION INSURANCE

Date 7/2/12

I hereby certify that I as the applicant for this permit, and that in doing the work authorized thereby, I will not employ any person in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

W. E. Harrison
 Signature of Applicant

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only.

DM 4901

1. LEGAL DESCR.	LOT 3	BLOCK B	TRACT DAVIDSON	CITY CLERK REF. NO. MP5-153A	DIST. MAP 148.5A185	CENSUS TRACT 1907
2. PRESENT USE OF BUILDING (01) SFD	NEW USE OF BUILDING (01) SAME			ZONE C4-2D		
3. JOB ADDRESS 1542 North McCadden Place	SUITE/UNIT NO.			FIRE DIST. I	COUN. DIST. 13	
4. BETWEEN CROSS STREETS AND	Sunset Blvd. AND Selma Avenue			LOT TYPE INF.		
5. OWNER'S NAME () TENANT () BUILDING	Mrs. Bean			LOT SIZE IRREG.		
6. OWNER'S ADDRESS	Same as #3			ALLEY ---		
7. ENGINEER	BUS. LIC. NO. ACTIVE STATE LIC. NO. PHONE			BLDG. LINE ---		
8. ARCHITECT OR DESIGNER	BUS. LIC. NO. ACTIVE STATE LIC. NO. PHONE			DOCUMENTS/EASEMENTS		
9. ARCHITECT OR ENGINEER'S ADDRESS	CITY ZIP			ZI 1352		
10. CONTRACTOR	Goldstar Home Imp. 0061142-47			ZI 1417		
11. SIZE OF EXISTING BLDG. WIDTH LENGTH	STORIES	HEIGHT	NO. OF EXISTING BUILDINGS ON LOT AND USE			
12. FRAMING MATERIAL OF EXISTING BLDG.	EXT. WALLS Wood	ROOF Wood	FLOOR Wood			
13. JOB ADDRESS	1542 North McCadden Place			SUITE/UNIT NO.		
14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING	\$ 7,300.00			DIST. OFF. LA	P.C. REQ'D	
15. NEW WORK (Describe) Replace piers as per Type V Sheet, voluntary, non-structural, bolting of brick foundation.	GRADING ---			SEISMIC ---		
NEW USE OF BUILDING			SIZE OF ADDITION	STORIES	HEIGHT	
TYPE	GROUP OCC.	MAX. OCC.	BUILDING PLANS CHECKED			
DWELL UNITS	BUILDING AREA	ZONING AREA	APPLICATION APPROVED			
GUEST ROOMS	PARKING REQ'D	PARKING PROVIDED S C HC	INSPECTION ACTIVITY			
PS 71.74	G.P.I. + NP	CONT. INSP.	B & S 08-B-3 (R.7/90)			
S.P.C.	P.M.		CASHIERS USE ONLY			
B.P. 84.40	E.I. 0.73	Claims for refund of fees paid on permits must be filed: 1. Within one year from date of payment of fee, or 2. Within one year from date of expiration of extension for building or grading permits granted by the Dept. of B. & S. SECTIONS 22.12 & 22.13 LAMC.	10/03/94 12:20:50 LMO4 T-5805 3 29			
I.F.	F.H.		BLDG PLAN CHG 71.74			
S.D.	O.S.S. yes		BLDG PERMITS R 34.40			
ISS. OFF. LA	S.O.S.S.	SPRINKLERS REQ'D SPEC.	INVOICE # 0038791 00			
P.C. NO	C/O	ENERGY DAS	EI RESIDENTIAL 0.73			
			SYS DEV 9.41			
			ONE STOP 3.14			
			MISCELLANEOUS 5.00			
			CITY PLAN SURC 4.68			
			TOTAL 179.10			
			CASH 200.00			
			CHANGE 20.90			
NEW AFFIDAVITS			10/03/94 12:20:50 LMO4 T-5805 3 29			
PLAN CHECK EXTENDED TO _____ PER			76LA 25327			
ADMINISTRATIVE APPROVAL DATED _____						
BY _____						
D.A.D. PLANS CHECKED						
HOUSING MITIGATION FEE ORDINANCE						
<input type="checkbox"/> REQUIRED <input type="checkbox"/> EXEMPT						
ASBESTOS NOTIFICATION						
Check Box: <input type="checkbox"/> Notification letter sent to AQMD or EPA.						
<input type="checkbox"/> I declare that notification of asbestos removal is not applicable to addressed project.						
Signature _____ Date 10/3/94						

DECLARATIONS AND CERTIFICATIONS

LICENSED CONTRACTORS DECLARATION

16. I hereby affirm that I am licensed under the provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.
 Date 10/3/94 Lic. Class B Lic. Number 65779 Contractor [Signature]

OWNER-BUILDER DECLARATION

17. I hereby affirm that I am exempt from the Contractor's License Law for the following reason (Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he is licensed pursuant to the provisions of the Contractor's License Law (Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code) or that he is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars (\$500).):

I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.).

I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractor's License Law.).

I am exempt under Sec. _____, B. & P. C. for this reason _____
 Date _____ Owner's Signature _____

WORKERS' COMPENSATION DECLARATION

18. I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Worker's Compensation Insurance, or a certified copy thereof (Sec. 3800, Lab. C.).

Policy No. 110903593 Insurance Company [Signature]

Certified copy is hereby furnished.

Certified copy is filed with the Los Angeles City Dept. of Bldg. & Safety.

Date _____ Applicant's Signature _____

Applicant's Mailing Address _____

CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE

19. I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California.

Date _____ Applicant's Signature _____

NOTICE TO APPLICANT: If, after making this Certificate of Exemption, you should become subject to the Workers' Compensation provisions of the Labor Code, you must forthwith comply with such provisions or this permit shall be deemed revoked.

CONSTRUCTION LENDING AGENCY

20. I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civ. C.).

Lender's Name _____ Lender's Address _____

21. I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes.

I realize that this permit is an application for inspection, that it does not approve or authorize the work specified herein, that it does not authorize or permit any violation or failure to comply with any applicable law, that neither the city of Los Angeles nor any board, department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein or the condition of the property or soil upon which such work is performed. (See Sec. 01.0202 LAMC)

Signed [Signature] (Owner or agent having property owner's consent) [Signature] Position 10/3/94 Date

4 8 7 0 0 2 3 0 4 5 4

Bureau of Engineering		ADDRESS APPROVED		D. Chin 9-03-94	
		DRIVEWAY			
		HIGHWAY DEDICATION	REQUIRED		
		COMPLETED			
		FLOOD CLEARANCE			
Public Works Improvement	Required YES <input type="checkbox"/> NO <input type="checkbox"/>	PERMIT		#	
SEWERS		SEWERS AVAILABLE			
RES. NO.		NOT AVAILABLE			
CERT. NO.		SFC PAID			
		SFC NOT APPLICABLE		SFC DUE	
Grading	PRIVATE SEWAGE SYSTEM APPROVED				
Comm. Safety	APPROVED FOR ISSUE <input type="checkbox"/> NO FILE <input type="checkbox"/> FILE CLOSED <input type="checkbox"/>				
CEQA					
Fire	APPROVED (TITLE 19) (L.A.M.C.-S700)				
	APPROVED - HYDRANT UNIT, ROOM 020 CHE				
CRA	APPROVED PER REDEV. PROJECT				
Transportation	APPROVED FOR DRIVEWAY LOCATION				
	APPROVED FOR ORD. #				
Planning	WORK SHEET #				
	APPROVED UNDER CASE #				
	LANDSCAPE / XERISCAPE				
	SIGHT PLAN REVIEW				
Housing	HOUSING AUTHORITY AFFIDAVIT NO.				
Construction Tax	RECEIPT NO.	DWELLING UNITS			
Cultural Affairs					
Rent Stabilization Division					

LEGAL DESCRIPTION

OF THE CITY OF LOS ANGELES, CALIFORNIA

THESE PLANS ARE APPROVED AS BEING IN COMPLIANCE WITH APPLICABLE REDEVELOPMENT PLANS. ON PLOT PLAN SHOW ALL BUILDINGS ON LOT AND USE OF EACH PROJECT... F.W.D. PARCEL 047-020-029

BY..... *[Signature]*
 TITLE..... *AWD* DATE... 10/3/94...
CEQA CLEARED

The work done under this permit, performed without the benefit of structural calculations by a licensed engineer or architect, shall not be construed as providing compliance with any federal, state, or local laws, whether past, present, or future.

↑ ATTACHED PLOT PLANS SHALL NOT EXTEND ABOVE THIS LINE

13. STRUCTURE INVENTORY

14. APPLICATION COMMENTS

15. Building Relocated From:

16. CONTRACTOR, ARCHITECT. & ENGINEER NAME	ADDRESS	CLASS	LICENSE#	PHONE#
(C) H D Construction	12016 Collins Street,	North Hollywood, CA 916B	681206	213-610-2000

Unless a shorter period of time has been established by an official action, plan check approval expires one and a half years after the plan check fee has been paid. This permit expires two years after the building permit fee has been paid or 180 days after the fee has been paid and construction has not commenced or if work is suspended, discontinued or abandoned for a continuous period of 180 days (Sec. 98 0602 LAMC). Claims for refund of fees paid must be filed within one year from the date of expiration for permits granted by the Dept. of Building & Safety (Sec. 22.12 & 22.13 LAMC)

17. LICENSED CONTRACTOR'S DECLARATION

I hereby affirm under penalty of perjury that I am licensed under the provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect. (For 1 or 2 family dwellings, use the declaration attachment if separate general, electrical, plumbing, and/or HVAC contractor's & workers' comp. declarations are desired)

License Class: 12 Lic. No. 681206 Print: IRK Sign: IRK

18. WORKERS' COMPENSATION DECLARATION

I hereby affirm, under penalty of perjury, one of the following declarations:

- I have and will maintain a certificate of consent to self insure for workers' compensation, as provided for by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued
- I have and will maintain workers's compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are: Carrier ST Penn Policy Number: 136353596
- I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

Sign: IRK Date: 7.6.97 Contractor Authorized Agent Owner

WARNING FAILURE TO SECURE WORKERS' COMPENSATION COVERAGE IS UNLAWFUL AND SHALL SUBJECT AN EMPLOYER TO CRIMINAL PENALTIES AND CIVIL FINES UP TO ONE HUNDRED THOUSAND DOLLARS (\$100,000), IN ADDITION TO THE COST OF COMPENSATION, DAMAGES AS PROVIDED FOR IN SECTION 3706 OF THE LABOR CODE, INTEREST, AND ATTORNEY'S FEES

19. CONSTRUCTION LENDING AGENCY

I hereby affirm under penalty of perjury that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civil Code).

Lender's name: _____ Lender's address: _____

20. ASBESTOS REMOVAL

Notification of asbestos removal: is not applicable Letter was sent to the AQMD or EPA Sign: IRK Date: 7.6.97

21. OWNER-BUILDER DECLARATION

I hereby affirm under penalty of perjury that I am exempt from the Contractors License Law for the following reason (Section 7031.5, Business and Professions Code. Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he or she is licensed pursuant to the provisions of the Contractors License Law (Chapter 9 commencing with Sec. 7000 of Division 3 of the Business and Professions Code) or that he or she is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars (\$500).)

- I, as the owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business & Professions Code; The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or herself or through his or her own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year from completion, the owner-builder will have the burden of proving that he or she did not build or improve for the purpose of sale)
- I, as the owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business & Professions Code. The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractors License Law.)
- I am exempt under Sec. _____ Bus. & Prof. Code for the following reason _____

Print: _____ Sign: _____ Date: _____ Owner Authorized Agent

22. FINAL DECLARATION

I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes. I realize that this permit is an application for inspection and that it does not approve or authorize the work specified herein. Also that it does not authorize or permit any violation or failure to comply with any applicable law. Furthermore, that neither the City of Los Angeles nor any board, department officer, or employee thereof, make any warranty, nor shall be responsible for the performance or results of any work described herein, nor the condition of the property nor the soil upon which such work is performed. I further affirm under penalty of perjury, that the proposed work will not destroy or unreasonably interfere with any access or utility easement belonging to others and located on my property, but in the event such work does destroy or unreasonably interfere with such easement, a substitute easement(s) satisfactory to the holder(s) of the easement will be provided (Sec. 91.0106.4 3.4 LAMC).

Print: ISRAEL DEKEL Sign: IRK Date: 7.6.97 Owner Contractor Author. Agent



Permit #:
Plan Check #:
Event Code:

Reference #:

Bldg--Alter/Repair
1 or 2 Family Dwelling
Over the Counter Permit
City of Los Angeles - Department of Building and Safety
APPLICATION FOR BUILDING PERMIT
AND CERTIFICATE OF OCCUPANCY
Status: Ready to Issue
Status Date: 07/21/97
Printed on: 07/21/97 16:32:57

Table with 6 columns: 1. TRACT, BLOCK, LOT(s), AREA, MAP REF #, PARCEL ID # (PIN), 2. BOOK/PAGE/PARCEL. Row 1: DAVIDSON TRACT, B, 3, M B 5-153, 148-5A 185 302, 5547 - 020 - 029

3. PARCEL INFORMATION
No-Zone Permit - Energy Zone - 9
BAS Branch Office - LA Thomas Brothers Map Grid - 593
Council District - 13
Census Tract - 1907.000
ZONE:

4. DOCUMENTS

5. CHECKLIST ITEMS
Combine HVAC - HV<350000Btu/AC<25

6. PROPERTY OWNER, TENANT, APPLICANT INFORMATION
Owner(s) Bean, Mamie And Eugene 1542 Mccadden Pl HOLLYWOOD CA 90028
Tenant
Applicant (Relationship Agent for Contractor) Ram - United Builders Club 8885 Venice Blvd. LOS ANGELES, CA 90035 (310) 815-4955

7. EXISTING USE PROPOSED USE 8. DESCRIPTION OF WORK
1 Dwelling - Single Family remove & replace fire place with prefab.

9. # Bldgs on Site & Use: 2;1-SFD, AND 1-GAR For Cashier's Use Only W/O #: 71616213

10. APPLICATION PROCESSING INFORMATION
Bldg. PC OK By: [Signature] DAS PC By: [Signature]
OK for Cashier: Randall Kina Coord. OK: [Signature]
Signature: [Signature] Date: 7-21-97

07/21/97 04:35:20PM WL01 T-4296 C 11
BLDG PERMITS R 130.00
INVOICE # 000000 PP
EI RESIDENTIAL 0.50
HTG/REF PMT RE 16.90
ONE STOP 2.95
SYS DEV 8.84
MISCELLANEOUS 5.00
CITY PLAN SURC 3.90
TOTAL 168.09
CHECK 168.09

11. PROJECT VALUATION & FEE INFORMATION Final Fee Period
Permit Valuation: \$1,500 PC Valuation:
FINAL TOTAL Bldg--Alter/Repair 168.09
Permit Fee Subtotal Bldg--Alter/Re 130.00
HVAC 16.90
Fire Hydrant Refuse-To-Pay
E.Q. Instrumentation 0.50
O.S. Surcharge 2.95
Sys. Surcharge 8.84
Planning Surcharge 3.90
Planning Surcharge Misc Fee 5.00

97WL 45784

Sewer Cap ID: Bond Payment Amt:

12. ATTACHMENTS

4
134
100
2100
333
3633

13. STRUCTURE INVENTORY

14. APPLICATION COMMENTS

15. Building Relocated From:

16. CONTRACTOR, ARCHITECT, & ENGINEER NAME	ADDRESS	CLASS	LICENSE#	PHONE#
(C) United Builders Club	8885 Venice, 205	L.A., CA	B 725531	310-815-4455

Unless a shorter period of time has been established by an official action, plan check approval expires one and a half years after the plan check fee has been paid. This permit expires two years after the building permit fee has been paid or 180 days after the fee has been paid and construction has not commenced or if work is suspended, discontinued or abandoned for a continuous period of 180 days (Sec. 98 0602 LAMC). Claims for refund of fees paid must be filed within one year from the date of expiration for permits granted by the Dept. of Building & Safety (Sec. 22.12 & 22.13 LAMC)

15327170135

17. LICENSED CONTRACTOR'S DECLARATION

I hereby affirm under penalty of perjury that I am licensed under the provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect. (For 1 or 2 family dwellings, use the declaration attachment if separate general, electrical, plumbing, and/or HVAC contractor's & workers' comp. declarations are desired.)

License Class: B Lic. No.: 725531 Print: UNITED BUILDERS CLUB Sign: [Signature]

18. WORKERS' COMPENSATION DECLARATION

I hereby affirm, under penalty of perjury, one of the following declarations:

- I have and will maintain a certificate of consent to self-insure for workers' compensation, as provided for by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.
- I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are: Carrier: Golden Eagle Policy Number: NWC 382521-00
- I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

Sign: [Signature] Date: 7.21.97 Contractor Authorized Agent Owner

WARNING FAILURE TO SECURE WORKERS' COMPENSATION COVERAGE IS UNLAWFUL, AND SHALL SUBJECT AN EMPLOYER TO CRIMINAL PENALTIES AND CIVIL FINES UP TO ONE HUNDRED THOUSAND DOLLARS (\$100,000), IN ADDITION TO THE COST OF COMPENSATION, DAMAGES AS PROVIDED FOR IN SECTION 3706 OF THE LABOR CODE, INTEREST, AND ATTORNEY'S FEES

19. CONSTRUCTION LENDING AGENCY

I hereby affirm under penalty of perjury that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civil Code)

Lender's name: _____ Lender's address: _____

20. ASBESTOS REMOVAL

Notification of asbestos removal: Not applicable Letter was sent to the AQMD or EPA Sign: [Signature] Date: 7.21.97

21. OWNER-BUILDER DECLARATION

I hereby affirm under penalty of perjury that I am exempt from the Contractors License Law for the following reason (Section 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he or she is licensed pursuant to the provisions of the Contractors License Law (Chapter 9 commencing with Sec. 7000 of Division 3 of the Business and Professions Code) or that he or she is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars (\$500):

- I, as the owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044, Business & Professions Code: The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or herself or through his or her own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year from completion, the owner-builder will have the burden of proving that he or she did not build or improve for the purpose of sale)
- I, as the owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business & Professions Code: The Contractors License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractors License Law.)
- I am exempt under Sec. _____ Bus. & Prof. Code for the following reason: _____

Print: _____ Sign: _____ Date: _____ Owner Authorized Agent

22. FINAL DECLARATION

I certify that I have read this application and state that the above information is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes. I realize that this permit is an application for inspection and that it does not approve or authorize the work specified herein. Also that it does not authorize or permit any violation or failure to comply with any applicable law. Furthermore, that neither the City of Los Angeles nor any board, department officer, or employee thereof, make any warranty, nor shall be responsible for the performance or results of any work described herein, nor the condition of the property nor the soil upon which such work is performed. I further affirm under penalty of perjury, that the proposed work will not destroy or unreasonably interfere with any access or utility easement belonging to others and located on my property, but in the event such work does destroy or unreasonably interfere with such easement, a substitute easement(s) satisfactory to the holder(s) of the easement will be provided (Sec. 91.0106.4.3.4 LAMC)

Print: RAM BILGIRI Sign: [Signature] Date: 7.21.97 Owner Contractor Author. Agent

1542 N MCCADDEN PL 90028

Application / Permit

03041-30000-22702

Plan Check / Job No.

--

Group

Electrical

Type

Electrical

Sub-Type

1 or 2 Family Dwelling

Primary Use

()

Work Description

200 AMP SERVICE UPGRADE.

Permit Issued

Issued on 10/2/2003

Issuing Office

West Los Angeles

Current Status

Permit Finaled on 10/8/2003

Permit Application Status History

Issued	10/2/2003	KERMIT YOUNG
Permit Finaled	10/7/2003	GREG VOLPE

Permit Application Clearance Information

No Data Available.

Contact Information

Contractor	Shark Electrical And General Contractor; Lic. No.: 699422-C10	P O BOX 93211 90093	LOS ANGELES, CA
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Inspector Information

BRIAN SULLIVAN, (213) 202-3461

Office Hours: 7:00-8:00 AM MON-FRI

Pending Inspections

No Data Available.

Inspection Request History

Rough	10/7/2003	Permit Finaled	GREG VOLPE
Service/Power Release	10/7/2003	Approved	GREG VOLPE

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1542 N MCCADDEN PL 90028

Application / Permit

03044-40000-10836

Plan Check / Job No.

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Group

Mechanical

Type

HVAC

Sub-Type

1 or 2 Family Dwelling

Primary Use

()

Work Description

C/O HVAC

Permit Issued

Issued on 11/4/2003

Issuing Office

San Pedro

Current Status

Permit Expired on 4/8/2008

Permit Application Status History

Issued	11/4/2003	RODNEY DUNCAN
Permit Expired	4/8/2008	APPLICANT

Permit Application Clearance Information

No Data Available.

Contact Information

Contractor Econo Air; Lic. No.: 445220-C20 3366 EAST LA PALMA ANAHEIM, CA 92806

Inspector Information

BRIAN SULLIVAN, (213) 202-3461

Office Hours: 7:00-8:00 AM MON-FRI

Pending Inspections

No Data Available.

Inspection Request History

Final	5/18/2005	No Access for Inspection	NICHOLAS PARISI
Final	12/4/2006	OK to Expire Permit	NICHOLAS PARISI

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Maj. Kunkel Bungalow: 1542 N. McCadden Place/originally 210 Bonita Place, Los Angeles, CA 90028 ~
Erected: 1910 ~ Architect/Builder: Unknown ~ Original Owner: Maj. Harry. E. Kunkel ~
Style: Craftsman ~ Photographs: © Anna Marie Brooks, September 2017.



Photograph from 2003 MLS listing, before exterior alterations were facilitated.



September 2017 photograph of 1542 S. McCadden Place, built as 210 Bonita Place in 1910, with garage built in 1922 at northeast. Recent additions of stonework applied to original piers/steps; wood uprights and crosspieces encapsulate porch posts; addition of wood overhead connector, as well as added stone/wood arbor behind gate. The residence has been texture coated. Garage converted to living space, entry porch added at south, view southeast.

Maj. Kunkel Bungalow: 1542 N. McCadden Place/originally 210 Bonita Place, Los Angeles, CA 90028 ~
Erected: 1910 ~ Architect/Builder: Unknown ~ Original Owner: Maj. Harry. E. Kunkel ~
Style: Craftsman ~ Photographs: © Anna Marie Brooks, September 2017.



Detail: Centered shed dormer with wide overhanging eaves, fascia, beam ends, three windows with wood cross-piece frames at roof ends clad in composition shingles with deep eaves and beam ends. Wood frame residence, clapboard clad. Casement windows with paired fixed transoms. Wood cross pieces encasing original square pillars added post-2003, view northeast. Photograph courtesy Hunter Photography.



View from southwest: Centered shed dormer; side gabled Craftsman bungalow; overhanging eaves; knee braces; beam ends, five casement windows with paired transoms, original balustrade. Non-original added stone over piers/steps; added wood crosspieces; paired vents in gable; crawl space vents.

Maj. Kunkel Bungalow: 1542 N. McCadden Place/originally 210 Bonita Place, Los Angeles, CA 90028 ~
Erected: 1910 ~ Architect/Builder: Unknown ~ Original Owner: Maj. Harry. E. Kunkel ~
Style: Craftsman ~ Photographs: © Anna Marie Brooks, September 2017.



Detail: Four casement windows with paired transoms at west façade. North corner is representative of all windows in the residence.



View through original/early fence and recently added stone and wood arbor to residence with changed steps; door status unknowable as covered by security door; 5 casement windows with paired transoms, view east.

Maj. Kunkel Bungalow: 1542 N. McCadden Place/originally 210 Bonita Place, Los Angeles, CA 90028 ~
Erected: 1910 ~ Architect/Builder: Unknown ~ Original Owner: Maj. Harry. E. Kunkel ~
Style: Craftsman ~ Historic Resource.



The One Hundred and Sixtieth Infantry and Its Officers.

These pictures were made in France a month ago, just before the famous Los Angeles regiment left for home, where it is due a week from Saturday. In the picture below are, left to right (standing,) Lieut. (divisional chaplain) Jacob D. Allen, Maj. Dr. William Friedberger, Lieut. (regimental chaplain) Murray, (seated,) Capt. John D. Robertson (regimental supply officer,) Maj. Sterling Koothe, Col. Charles F. Hutchins, Maj. Harry E. Kunkel (adjutant Eightieth Brigade.) All these photographs were loaned to The Times by Mrs. Charles F. Hutchins, wife of the regimental commander, through the courtesy of Roy B. Stephens of the local postoffice staff.

Maj. Harry E. Kunkel is shown, seated, right, with the One Hundred and Sixtieth Infantry before leaving France. This and other infantry photographs and an article were carried in the Los Angeles Times, March 19, 1919, Part II, page 1. Capt. Kunkel was promoted to Major and Adjunct during the infantry's year of service in France.

Maj. Kunkel Bungalow: 1542 N. McCadden Place/originally 210 Bonita Place, Los Angeles, CA 90028 ~ Erected: 1910 ~ Style: Craftsman ~ Architect/Builder: Unknown ~ Original Owner: Maj. Harry. E. Kunkel ~ Historic Photographs.



Smog Catcher: Left to right, Dr. George M. Uhl, city health officer, pointing; Harry E. Kunkel and Capt. Thomas Marsh demonstrating electrostatic precipitator, or “smog catcher.” Actual photograph, same ran in the Los Angeles Times, Sept 14, 1945, page A1.



Smog Smelling: H. E. Kunkel, director of air pollution control, and Robert Crothers examine machine that samples city air.

Testing revealed 88 per cent reduction in atmospheric impurities since the campaign began. Source: Los Angeles Times, Sept. 11, 1946, p. 3.

Maj. Kunkel Bungalow: 1542 N. McCadden Place/originally 210 Bonita Place, Los Angeles, CA 90028 ~
Erected: 1910 ~ Architect/Builder: Unknown ~ Original Owner: Maj. Harry. E. Kunkel ~
Style: Craftsman ~ Historic Photographs.

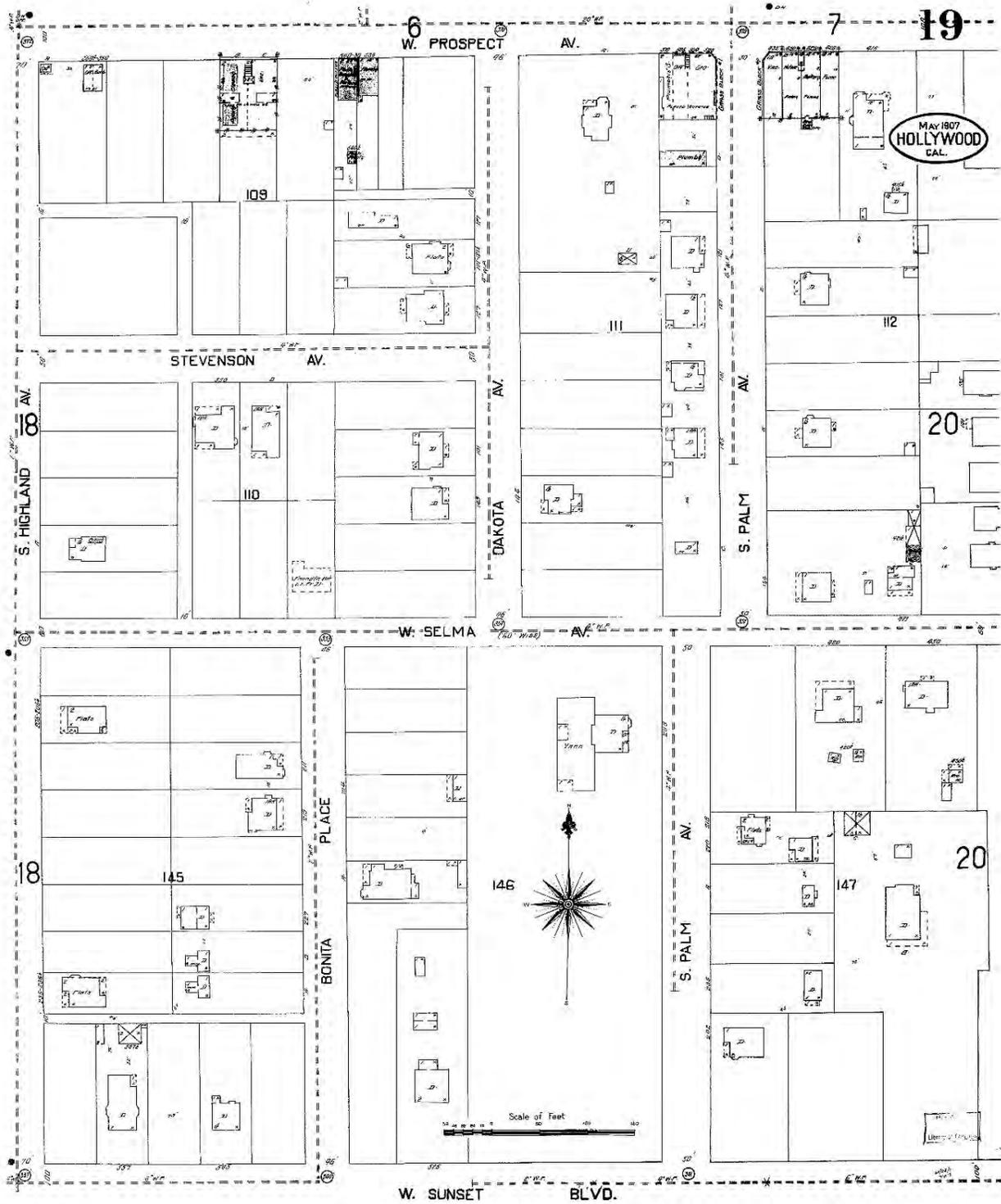


Harry E. Kunkel, (City Air Pollution Control Officer) demonstrating a new smog detector on a diesel truck, while motorcycle officers who would ride “smog snooper” patrols, as they were referred to by Kunkel, observe. June 1947, Los Angeles Examiner Negatives Collection, USC Digital Library.

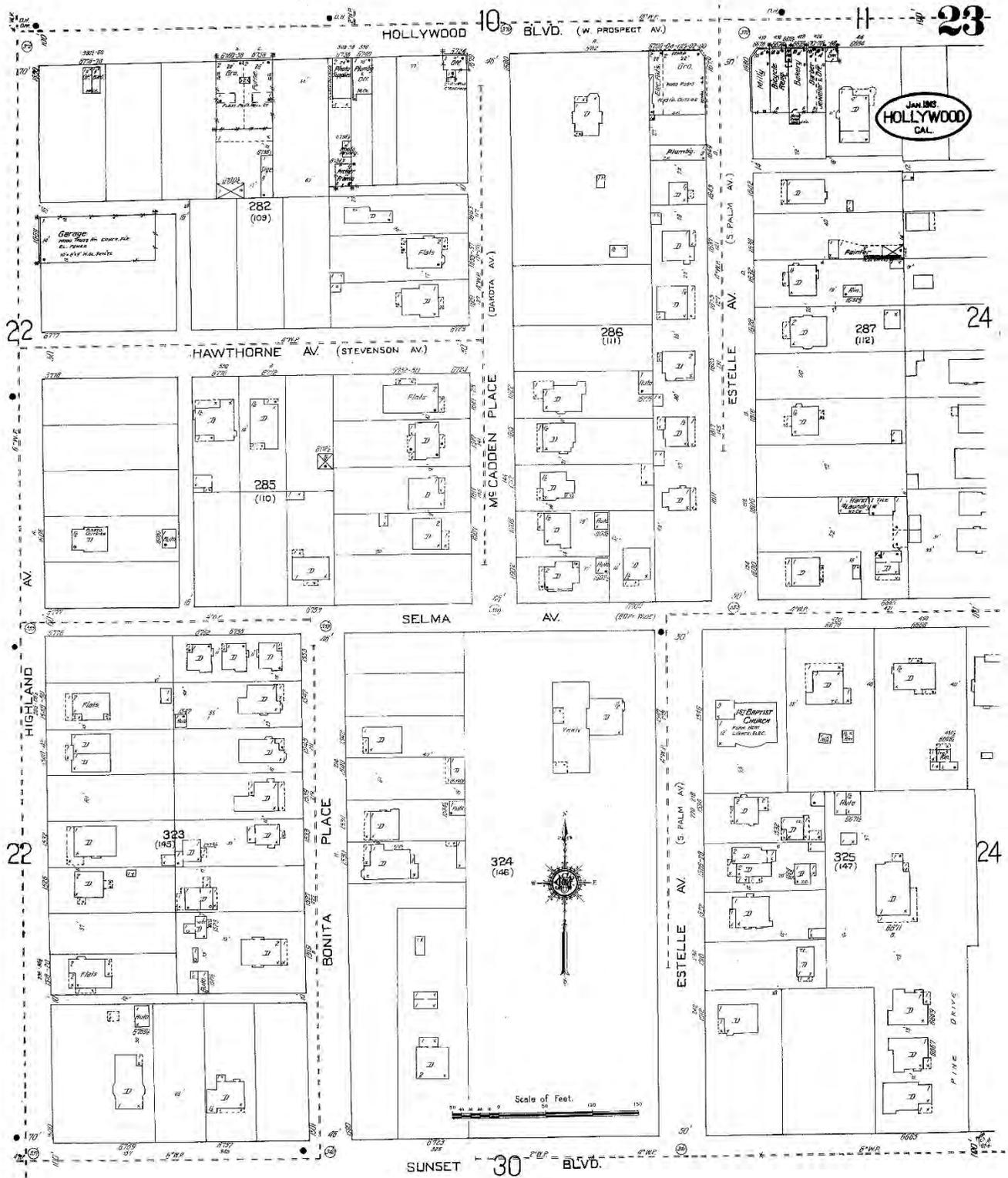


Busses with and without smog eliminator: Major Harry E. Kunkel (Director, Los Angeles County Air Pollution district); T.L Wagenbach (General manager, Pacific Electric); E.A. Stevens (Pacific Electric Supervisor). November 21, 1950. Los Angeles Examiner Negatives Collection, USC Digital Library.

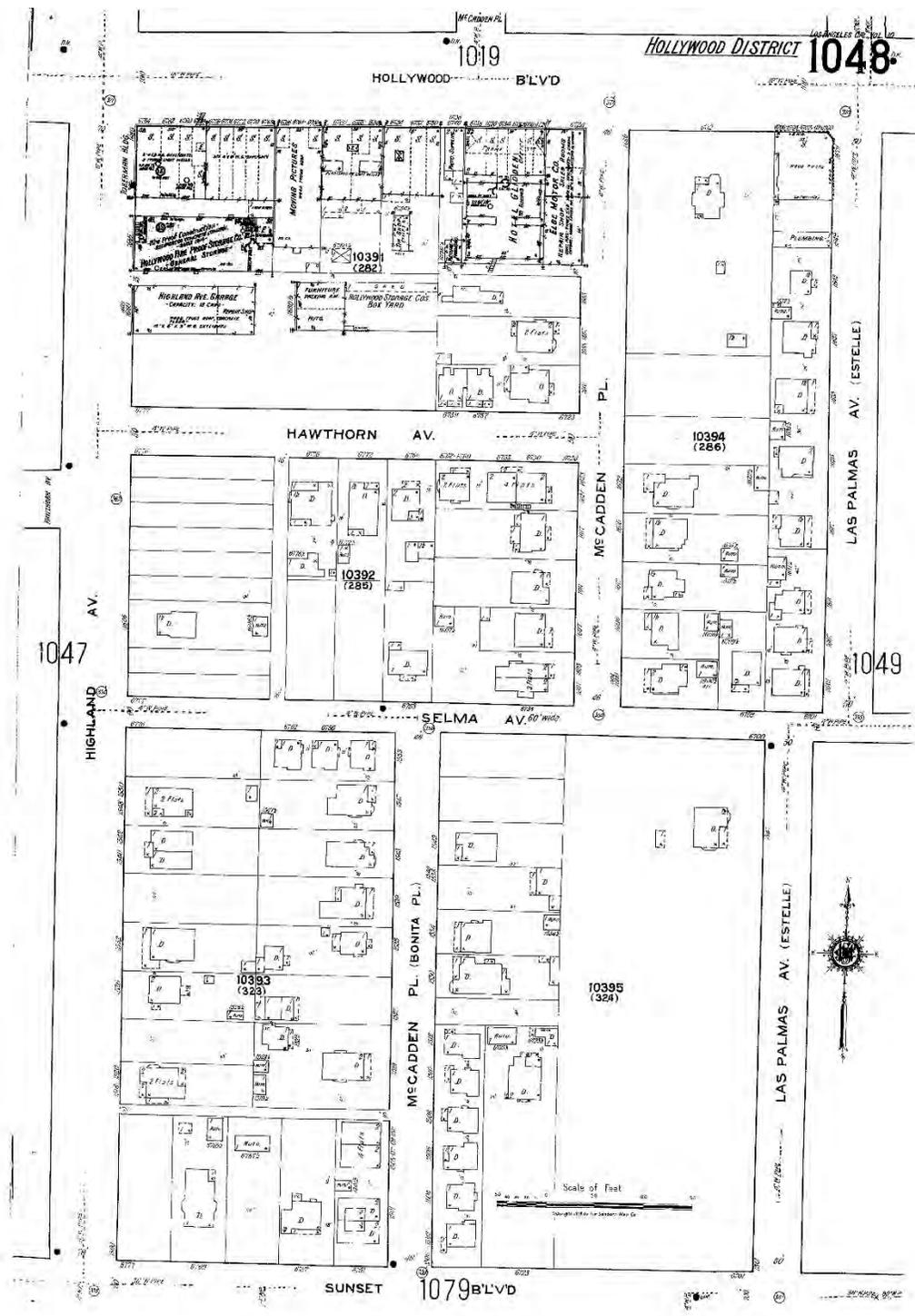
Sanborn
Fire Insurance Maps



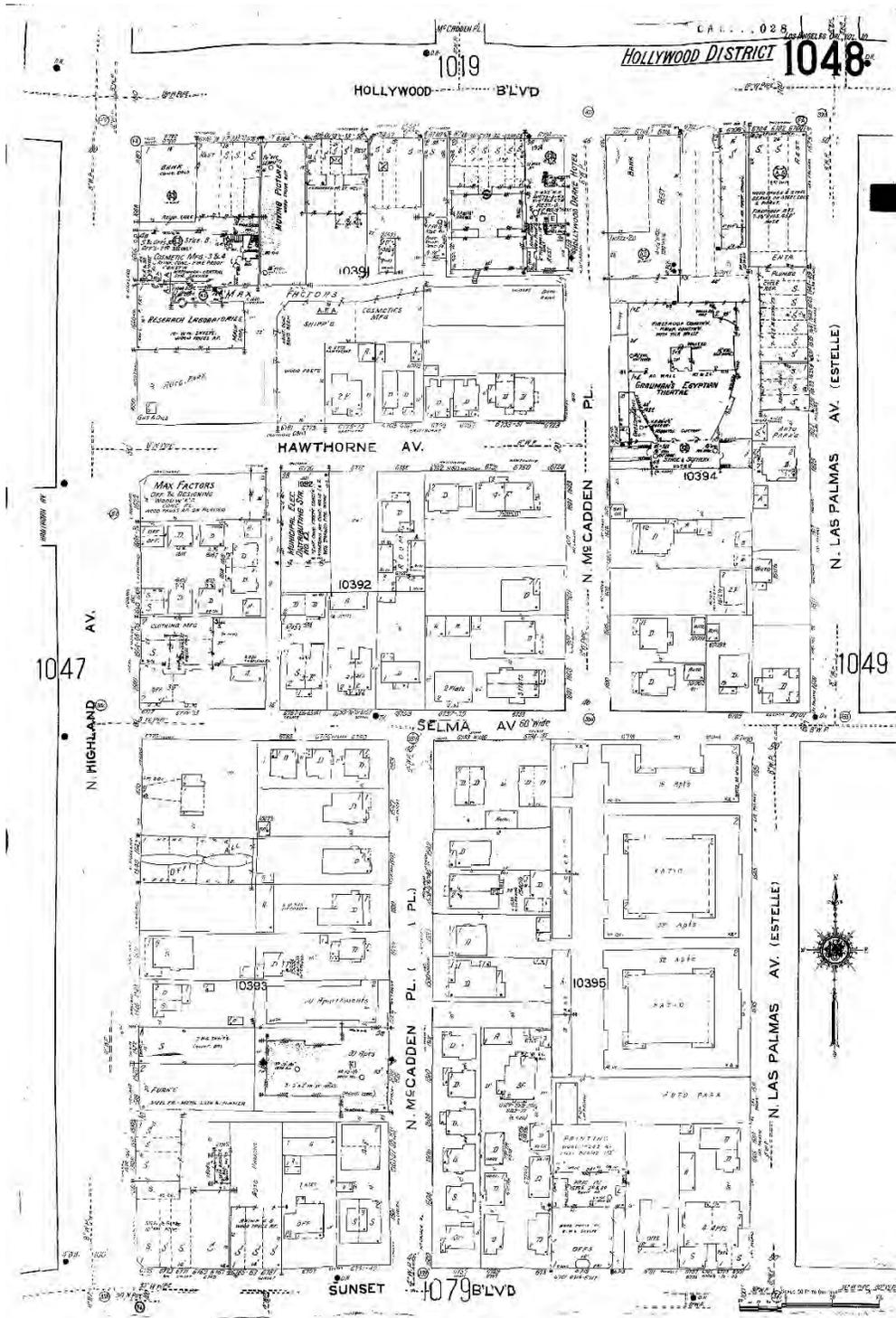
1907 Hollywood Sanborn Fire Insurance Maps, Vol. Hollywood, Sht. 19.



Hollywood Sanborn Fire Insurance Map, Vol. Hollywood, Sht. 23.



Los Angeles Sanborn Fire Insurance Map 1906-Jan 1950, Vol. 10, 1919, Sht. 1048.



Los Angeles Sanborn Fire Insurance Map, 1906-Jan. 1951 vol. 10, 1919-Nov. 1950, Sheet 1048



City of Los Angeles Department of City Planning

2/6/2018 PARCEL PROFILE REPORT

PROPERTY ADDRESSES

1542 N MCCADDEN PL

ZIP CODES

90028

RECENT ACTIVITY

Adaptive Reuse Incentive Spec. Pln-
Ord 175038

CASE NUMBERS

CPC-2016-4927-DA
CPC-2016-1450-CPU
CPC-2015-2025-HD-ZC-MCUP-CU-
SPR
CPC-2014-669-CPU
CPC-2005-6082-CPU
CPC-2003-2115-CRA
CPC-1999-324-ICO
CPC-1999-2293-ICO
CPC-1997-43-CPU
CPC-1986-835-GPC
ORD-182960
ORD-182173-SA4:1B
ORD-173562
ORD-165657-SA90
ORD-129944
VTT-73568
ENV-2016-1451-EIR
ENV-2015-2026-EIR
ENV-2014-670-SE
ENV-2005-2158-EIR

Address/Legal Information

PIN Number	148-5A185 302
Lot/Parcel Area (Calculated)	5,715.6 (sq ft)
Thomas Brothers Grid	PAGE 593 - GRID E4
Assessor Parcel No. (APN)	5547020029
Tract	DAVIDSON TRACT
Map Reference	M B 5-153
Block	B
Lot	3
Arb (Lot Cut Reference)	None
Map Sheet	148-5A185

Jurisdictional Information

Community Plan Area	Hollywood
Area Planning Commission	Central
Neighborhood Council	Central Hollywood
Council District	CD 13 - Mitch O'Farrell
Census Tract #	1907.00
LADBS District Office	Los Angeles Metro

Planning and Zoning Information

Special Notes	None
Zoning	C4-2D
Zoning Information (ZI)	ZI-2433 Revised Hollywood Injunction ZI-2452 Transit Priority Area in the City of Los Angeles ZI-2374 LOS ANGELES STATE ENTERPRISE ZONE ZI-2277 Hollywood Redevelopment Project ZI-1352 Hollywood Redevelopment Project
General Plan Land Use	Regional Center Commercial
General Plan Note(s)	Yes
Hillside Area (Zoning Code)	No
Specific Plan Area	None
Subarea	None
Special Land Use / Zoning	None
Design Review Board	No
Historic Preservation Review	No
Historic Preservation Overlay Zone	None
Other Historic Designations	None
Other Historic Survey Information	None
Mills Act Contract	None
CDO: Community Design Overlay	None
CPIO: Community Plan Imp. Overlay	None
Subarea	None
CUGU: Clean Up-Green Up	None
NSO: Neighborhood Stabilization Overlay	No
POD: Pedestrian Oriented Districts	None
SN: Sign District	No
Streetscape	No
Adaptive Reuse Incentive Area	Adaptive Reuse Incentive Areas

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(*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

Ellis Act Property	No
Rent Stabilization Ordinance (RSO)	No
Transit Oriented Communities (TOC)	Tier 3
CRA - Community Redevelopment Agency	Hollywood Redevelopment Project
Central City Parking	No
Downtown Parking	No
Building Line	None
500 Ft School Zone	Active: Larchmont Charter School - West Hollywood (2nd Site) Active: Selma Elementary School Active: Hollywood High School
500 Ft Park Zone	No

Assessor Information

Assessor Parcel No. (APN)	5547020029
Ownership (Assessor)	
Owner1	DUTTENHAVER,LINDA L TR LINDY TRUST
Address	6671 W SUNSET BLVD STE 1575 LOS ANGELES CA 90028
Ownership (Bureau of Engineering, Land Records)	
Owner	DUTTENHAVER, LINDA L LINDY TRUST
Address	6671 W SUNSET BLVD STE 1575 LOS ANGELES CA 90028
APN Area (Co. Public Works)*	0.131 (ac)
Use Code	0100 - Residential - Single Family Residence
Assessed Land Val.	\$861,894
Assessed Improvement Val.	\$215,472
Last Owner Change	06/17/2014
Last Sale Amount	\$1,000,010
Tax Rate Area	200
Deed Ref No. (City Clerk)	8-902 624003 473201 2584410 1913466 1148067
Building 1	
Year Built	1910
Building Class	D5A
Number of Units	1
Number of Bedrooms	2
Number of Bathrooms	1
Building Square Footage	1,088.0 (sq ft)
Building 2	No data for building 2
Building 3	No data for building 3
Building 4	No data for building 4
Building 5	No data for building 5

Additional Information

Airport Hazard	None
Coastal Zone	None
Farmland	Area Not Mapped
Urban Agriculture Incentive Zone	YES
Very High Fire Hazard Severity Zone	No
Fire District No. 1	Yes
Flood Zone	None
Watercourse	No
Hazardous Waste / Border Zone Properties	No

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Methane Hazard Site	None
High Wind Velocity Areas	No
Special Grading Area (BOE Basic Grid Map A-13372)	No
Oil Wells	None

Seismic Hazards

Active Fault Near-Source Zone	
Nearest Fault (Distance in km)	0.73804272
Nearest Fault (Name)	Hollywood Fault
Region	Transverse Ranges and Los Angeles Basin
Fault Type	B
Slip Rate (mm/year)	1.00000000
Slip Geometry	Left Lateral - Reverse - Oblique
Slip Type	Poorly Constrained
Down Dip Width (km)	14.00000000
Rupture Top	0.00000000
Rupture Bottom	13.00000000
Dip Angle (degrees)	70.00000000
Maximum Magnitude	6.40000000
Alquist-Priolo Fault Zone	No
Landslide	No
Liquefaction	No
Preliminary Fault Rupture Study Area	No
Tsunami Inundation Zone	No

Economic Development Areas

Business Improvement District	None
Promise Zone	None
Renewal Community	No
Revitalization Zone	Central City
State Enterprise Zone	LOS ANGELES STATE ENTERPRISE ZONE
Targeted Neighborhood Initiative	None

Public Safety

Police Information	
Bureau	West
Division / Station	Hollywood
Reporting District	646
Fire Information	
Bureau	West
Batallion	5
District / Fire Station	27
Red Flag Restricted Parking	No

CASE SUMMARIES

Note: Information for case summaries is retrieved from the Planning Department's Plan Case Tracking System (PCTS) database.

Case Number:	CPC-2016-4927-DA
Required Action(s):	DA-DEVELOPMENT AGREEMENT
Project Descriptions(s):	PURSUANT TO SECTION 12.32, A ZC AND HD CHANGE FROM PURSUANT TO SECTION 12.24-W.1 AND 18 TO ALLOW 22 CUBS FOR ON-AND OFF SITE SALES OF ALCOHOL AND TO ALLOW DANCING, PURSUANT TO SECTION 12.24-W.19, TO ALLOW FAR AND DENSITY AVERAGING AND PURSUANT TO SECTION 12.27, A ZV TO ALLOW
Case Number:	CPC-2016-1450-CPU
Required Action(s):	CPU-COMMUNITY PLAN UPDATE
Project Descriptions(s):	UPDATE TO THE HOLLYWOOD COMMUNITY PLAN
Case Number:	CPC-2015-2025-HD-ZC-MCUP-CU-SPR
Required Action(s):	CU-CONDITIONAL USE MCUP-MASTER CONDITIONAL USE PERMIT HD-HEIGHT DISTRICT SPR-SITE PLAN REVIEW ZC-ZONE CHANGE
Project Descriptions(s):	PURSUANT TO SECTION 12.32, A ZC AND HD CHANGE FROM PURSUANT TO SECTION 12.24-W.1 AND 18 TO ALLOW 22 CUBS FOR ON-AND OFF SITE SALES OF ALCOHOL AND TO ALLOW DANCING, PURSUANT TO SECTION 12.24-W.19, TO ALLOW FAR AND DENSITY AVERAGING AND PURSUANT TO SECTION 12.27, A ZV TO ALLOW
Case Number:	CPC-2014-669-CPU
Required Action(s):	CPU-COMMUNITY PLAN UPDATE
Project Descriptions(s):	COMMUNITY PLAN UPDATE/GENERAL PLAN AMENDMENT
Case Number:	CPC-2005-6082-CPU
Required Action(s):	CPU-COMMUNITY PLAN UPDATE
Project Descriptions(s):	Data Not Available
Case Number:	CPC-2003-2115-CRA
Required Action(s):	CRA-COMMUNITY REDEVELOPMENT AGENCY
Project Descriptions(s):	First Amendment to the Hollywood Redevelopment Plan
Case Number:	CPC-1999-324-ICO
Required Action(s):	ICO-INTERIM CONTROL ORDINANCE
Project Descriptions(s):	
Case Number:	CPC-1999-2293-ICO
Required Action(s):	ICO-INTERIM CONTROL ORDINANCE
Project Descriptions(s):	INTERIM CONTROL ORDINANCE.
Case Number:	CPC-1997-43-CPU
Required Action(s):	CPU-COMMUNITY PLAN UPDATE
Project Descriptions(s):	COMMUNITY PLAN UPDATE FOR HOLLYWOOD WHICH IDENTIFIES AND REDEFINES OUTDATED LAND USE ISSUES AND INCONSISTENT ZONING, REVIEWS POLICIES AND PROGRAMS, AS WELL AS REVISING AND UPDATING THE PLAN MAP AND TEXT
Case Number:	CPC-1986-835-GPC
Required Action(s):	GPC-GENERAL PLAN/ZONING CONSISTENCY (AB283)
Project Descriptions(s):	PLAN AMENDMENTS AND ZONE CHANGES FOR THE HOLLYWOOD COMMUNITY PLAN REVISION/ZONING CONSISTENCY PROGRAM
Case Number:	VTT-73568
Required Action(s):	Data Not Available
Project Descriptions(s):	VESTING TENTATIVE TRACT PER SECTION 17.03 FOR THE DIVISION OF LAND INTO 5 GROUND LOTS AND 41 AIRSPACE LOTS.
Case Number:	ENV-2016-1451-EIR
Required Action(s):	EIR-ENVIRONMENTAL IMPACT REPORT
Project Descriptions(s):	UPDATE TO THE HOLLYWOOD COMMUNITY PLAN
Case Number:	ENV-2015-2026-EIR
Required Action(s):	EIR-ENVIRONMENTAL IMPACT REPORT
Project Descriptions(s):	PURSUANT TO SECTION 12.32, A ZC AND HD CHANGE FROM PURSUANT TO SECTION 12.24-W.1 AND 18 TO ALLOW 22 CUBS FOR ON-AND OFF SITE SALES OF ALCOHOL AND TO ALLOW DANCING, PURSUANT TO SECTION 12.24-W.19, TO ALLOW FAR AND DENSITY AVERAGING AND PURSUANT TO SECTION 12.27, A ZV TO ALLOW
Case Number:	ENV-2014-670-SE
Required Action(s):	SE-STATUTORY EXEMPTIONS
Project Descriptions(s):	COMMUNITY PLAN UPDATE/GENERAL PLAN AMENDMENT

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Case Number: ENV-2005-2158-EIR

Required Action(s): EIR-ENVIRONMENTAL IMPACT REPORT

Project Descriptions(s): COMMUNITY PLAN UPDATE FOR HOLLYWOOD WHICH IDENTIFIES AND REDEFINES OUTDATED LAND USE ISSUES AND INCONSISTENT ZONING, REVIEWS POLICIES AND PROGRAMS, AS WELL AS REVISING AND UPDATING THE PLAN MAP AND TEXT

DATA NOT AVAILABLE

ORD-182960

ORD-182173-SA4:1B

ORD-173562

ORD-165657-SA90

ORD-129944

