

Lunch With Us

Special Cafeteria Luncheon at Noon

We cater to everybody. See us for club and party Dinners

Fresh Candies

Roberts Cafe

"Under the Big Sign" TORRANCE CAL.

VACUUM SWEEPER FOR RENT \$1.00 Per Day

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Lomita and Harbor City.

Phone 101-J-11 LOMITA

QUICK LUNCH

Mrs. L. E. Dawson

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Meals at All Hours Tables for Ladies

LOMITA CAL.

PAINTING DECORATING, TINTING No dope used, Pure oil and lead. All Work Guaranteed. B. J. FISHEL Across from School House LOMITA CALIF.

Velie

Biltwell Line AUTO RENT CO.

We Also Have A Fine Line of USED CARS AT ALL TIMES MACK TRUCK SALES and SERVICE DAVE KEIGHTLEY 1211 Pacific Ave., Phone 869

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MRS. C. M. HUNN Teacher of Piano 185 1/2 Plaza Del Amo avenue. Cor. Border At your home By Special Arrangement.

Hub Shoe Hospital SHOES REPAIRED D. C. TURNER (In Rappaport's Store TORRANCE

I. G. ANDERSON Dry Goods and Notions All prices reduced on our Entire Stock of Fine Merchandise to meet the decline. A Complete line of New Designer Fashion Patterns—All Numbers. Torrance Calif.

AVACADO MOSTLY WATER

Berkeley, February 24—When you buy the avocado, or alligator pear you are getting mostly liquid. This was revealed from a record of study of 14 samples of the avocado made by the division of nutrition of the University of California.

The avocado from San Diego contained the lowest percentage of water, with 50.6, while the avocado from Whittier contained the highest, with 80.9 per cent. Those from Yorba Linda contained 63 per cent., from Santa Ana 75 per cent., from Sherman, 78 per cent., from Sierra Madre, 54 per cent., from Anaheim 74 per cent. and from Altadena 60 per cent. No entries were made from Lomita.

PLAN PUBLICITY DRIVE

FRESNO, Cal., February 24.—Commercial secretaries of five counties in San Joaquin valley will be here tomorrow to inaugurate a campaign for general advertising campaign to assist in all valley enterprises.

Advertising campaigns of this nature are becoming general over the entire northern part of the State.

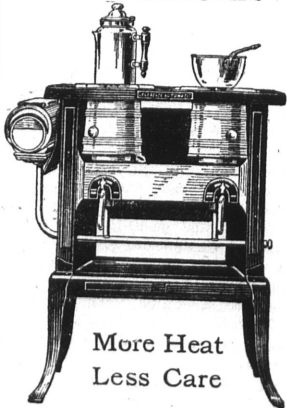
LOCAL TIME SCHEDULE

—Of The— REDONDO - SAN PEDRO STAGE Between Redondo and San Pedro -Via- Lomita and Torrance Effective 12:00 O'clock Midnight Sunday, October 31, 1920

| Leave | San Pedro | Lomita | Torrance | Redondo | Arrive |
|-------|-----------|----------|----------|-----------|--------|
| A. M. | 5:50 | 6:05 | 6:12 | 6:32 | |
| | 6:50 | 7:12 | 7:19 | 7:41 | |
| | 8:00 | 8:22 | 8:29 | 8:46 | |
| | 9:00 | 9:22 | 9:29 | 9:46 | |
| | 10:00 | 10:22 | 10:29 | 10:46 | |
| | 11:00 | 11:22 | 11:29 | 11:46 | |
| | 12:00 | 12:22 | 12:29 | 12:46 | |
| P. M. | 1:00 | 1:22 | 1:29 | 1:46 | |
| | 2:00 | 2:22 | 2:29 | 2:46 | |
| | 3:00 | 3:22 | 3:29 | 3:46 | |
| | 4:15 | 4:37 | 4:44 | 5:01 | |
| | 5:20 | 5:42 | 5:49 | 6:06 | |
| | 6:15 | 6:37 | 6:44 | 7:01 | |
| | 8:10 | 8:32 | 8:39 | 8:56 | |
| | 10:00 | 10:22 | 10:29 | 10:46 | |
| Leave | Redondo | Torrance | Lomita | San Pedro | Arrive |
| A. M. | 5:50 | 6:07 | 6:14 | 6:36 | |
| | 6:35 | 6:52 | 6:59 | 7:21 | |
| | 8:05 | 8:22 | 8:29 | 8:49 | |
| | 9:05 | 9:22 | 9:29 | 9:49 | |
| | 10:05 | 10:22 | 10:29 | 10:49 | |
| | 11:05 | 11:22 | 11:29 | 11:49 | |
| P. M. | 12:05 | 12:22 | 12:29 | 12:49 | |
| | 1:05 | 1:22 | 1:29 | 1:49 | |
| | 2:05 | 2:22 | 2:29 | 2:49 | |
| | 3:05 | 3:22 | 3:29 | 3:49 | |
| | 4:10 | 4:27 | 4:34 | 4:56 | |
| | 5:10 | 5:27 | 5:34 | 5:56 | |
| | 6:15 | 6:32 | 6:39 | 7:01 | |
| | 7:15 | 7:32 | 7:39 | 8:01 | |
| | 9:15 | 9:32 | 9:39 | 10:01 | |
| | 11:00 | 11:17 | 11:24 | 11:46 | |

Sunday Service Only.

FLORENCE OIL COOK STOVES



More Heat Less Care

THE Florence is neat, compact, and sturdy. Powerful burners direct intense flame close under cooking. Burns kerosene. Handy levers control the heat.

Come in and let us prove that the Florence means more heat and less care.

"HARDWARE" REEVE

TORRANCE LODGE NO. 447 F. and A. M.



Friday, February 11, 7:30 p. m., School Instruction.

HEMSTITCHING Picot Edge Orders Filled Promptly Mrs. F. J. DeWitt Nabonne St., Opp. Brethren - Closed Saturdays Lomita Cal.

THE RUINED ROADS

The whole country is only now beginning to realize the deplorable condition of its paved roads. Much has been said and written about them, but conviction comes only with personal experience. As the summer automobile season begins, then the highways are thronged with tourists and city folk out for an airing, people see for themselves.

Even city streets, however, tell the tale. City and county paving alikes have been worn and crushed by heavy trucks until riding even in the most comfortable automobile becomes a test of endurance, and in many places that were firm and smooth a few months ago the thoroughfares are practically impassable. It is worse in and near big industrial centers, where motor trucks have been called on for a larger share of the heavy hauling formerly done altogether by the railroads, but the situation is bad everywhere. It is likely that hundreds of millions of dollars of damage have been done within a year by these ponderous vehicles.

There is, therefore, on the part of the ordinary automobilists, to condemn the motor truck universally. This is unwise and unfair. The trucks serve an admirable purpose, and have come to stay. But they do need regulation.

The secretary of a big automobile association says that the truck manufacturers and owners will welcome such regulation. That is sound business on their part, as well as good citizenship, for it is safe to say that the public will tolerate trucks unless they are regulated. There must be definite limits placed on their weight and speed and the loads they are permitted to carry, and those limits must be enforced.

That is only half the remedy. The other half is the quality of the paving. Obviously it will not do to build any more light roads. An engineer says that paving hereafter must be at least 20 inches thick. Two feet of solid masonry is better still. Culverts and bridges must be strong in proportion. And the roadway must be strong in proportion. And the roadway should be wider than it is ordinarily at present—20 feet is none too much. Only by such construction can future road traffic be taken care of and automobile travel made safe and pleasant.

AN UNHEEDED TRAGEDY

Latest reports from China indicate that the famine victims in the stricken provinces have already exceeded 10,000,000, with every prospect of a total loss of life through starvation during this winter alone of 20,000,000. Alongside this tragedy even the World War would take second place were human misery the sole basis of comparison.

While one-twentieth of the population of China is starving, Chinese eggs are coming into this country at 25 cents a dozen and Chinese grains of all kinds are underselling similar American products. There seems to have been a total breakdown of conscience on the part of the ruling clique in China, which has squandered and is squandering millions borrowed from outside government always as industrious when ornaments in exchange for the resources of the country and which is now doing almost nothing for the desperate provinces. Transportation to them has practically come to an end, and their commercial life has dried up.

Fully 90 per cent of the 450,000,000 people of China live in one-fourth of the total area of that country. The margin of subsistence is always so narrow that floods of adverse seasons or the turbulences of civil war bring swiftly terrible consequences. These three elements have combined in the present crisis to make conditions even more miserable.

WITH APOLOGIES

The FORD is my auto, I shall not want. It maketh me lie beneath it, beside the green pastures. It leadeth me into much trouble. It depth my purse, Yea, I go into the depths of debt for its sake. Although I understand my FORD perfectly, I fear much evil. It hath a blow-out in the presence of mine enemies. I anoint the engine with much oil, but the radiator boileth over. Surely this thing will not follow me all the days of my life, or I will dwell in the house of poverty forever.

Trade Note—Equip your car with a "Chuckoo Clock," so when it attains a speed of twenty-five miles per hour, (if ever) the bird will come out and sing, "Nearer My God To Thee."—Anonymous.

We see where a Greek Prince is going to marry a Russian Princess and we suppose that calls for a new war over there.

TORRANCE ENTERPRISE

Published Every Friday C. P. ROBERTS J. FRISHMAN Owners and Publishers

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YOUR HOME TOWN

We've never been able to diagnose his case properly, or to tell exactly what is the matter with him, but there is something radically wrong with man who doesn't care to see his home town progress and build up.

The man who boasts that all places are alike to him and that any place where he hangs his hat is home, misses the first and best incentive to decency and duty, which is the desire to win the general esteem and good opinion of the community in which he lives. No reward in money compares in value with the golden treasure of a good reputation. If a man cheats and lies and steals and bears false witness, he may build up a comfortable means of livelihood and still be plagued at night with the knowledge that those about him hold a low opinion of him and his words and works. The favorable opinion of one's home-town people is always worth earning and retaining. And that applies to every man, no matter how successful he may be in business or in the outside world.

We like to meet the man who gets behind the projects that mean for the advancement of his home city. Surely the most dispicable of all creatures is the one who stands around the corner, becomes chesty and yells "hot-air" when he reads of announcements of contemplated improvements. These people never build anything but aircastles. Their whole trend of thought is wrong, and as a matter of fact you cannot build anything if you continue to carry around negative thoughts against certain improvements, and look upon them with envy and jealousy. Concerted thinking, centralized action on the part of everyone—then, and not until then can you build and support a city worth while.

These things can be done and our business houses doubled in number—but first we must pull together.

WHY THEY FAILED

Business men are greatly interested in a report sent out by the government showing the per centage of failure and their causes during 1920. Of course it forms rather disheartening reading, this story of the other fellow's misfortune, but it carries a lesson of value and one that deserves careful study.

The high spot in the report is that of the entire number of concerns which failed in the United States in a single year, more than 60 per cent of them—think of that—more than 90 per cent of them were establishments that did not advertise. If there was ever an argument in favor of using printer's ink in a judicial way, your Uncle Sam has presented it through this report.

We presume that in most instances these unsuccessful concerns did not advertise because they were satisfied to drag along. Then came the readjustment period and they found that the very thing which was putting their competitors over the bumps—advertising—had been the one thing they had ignored. The merchants who used printer's ink got rid of war-price stocks at even money or better, and were able to stay on their feet. The fellow who had goods that were declining in value daily and didn't have brains enough to use the papers to tell the people that he wanted to get from under took his place with the 90 per cent who are now sadder but wiser in the ways of the business world.

If you want the best reason in the world why you should advertise judiciously and sensibly, just sit down and think it over Uncle Sam's own figures—that NINETY PER CENT of all business failures in 1920 were of concerns that didn't advertise.

We have also noticed that some advocates of home industries are home as they should be.

DYE EXPERTS MUST STAY HOME

On the ground that German industry would suffer if expert dye workers were allowed to leave, the German Government refused passports for two dye experts who were to join the Du Pont Powder Company staff in the United States.

Immediate Delivery

ON



SEE

J. A. Phillips

OF

San Pedro Garage 521 Pacific Ave. Phone 218 San Pedro, Cal.

—SEE—

Harry Phillips

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Narbonne and Weston Streets Phone, Wilmington 179-J-2

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Electric Appliances, Mazda Lamps, Washing Machines, Vacuum Cleaners, Sewing Machines, Vibrators. Builder's Hardware, Stoves, Paints, Oils, Germicide Seeds

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Phone 120-W P. O. Box 2 1811 Gramercy, Torrance, Cal.

Lomita California MRS. JULIA AUTRY REAL ESTATE Homes—A Specialty Cherry St. Near Eshleman Phone 173-R-2, Office Hodges

W. D. LOCKHART Contractor for Magnesite Composition Drain Boards, Bath Rooms, Etc. TELEPHONE 171-14-4 Redondo Blvd., and Oak Street

THE NEEDLE WORK SHOP Stamped Goods Embroidery Silks, Crochet Threads, Novelties, Baby Dresses, Blankets, Children's Dresses, etc. SPECIAL ORDERS FILLED Steffen Block, Main Entrance

W. C. BRIGHT Real Estate Ford Car Representative for Gardena Arizona Near Narbonne Ave. P. O. Box 47

A. G. PRUITT NOTARY PUBLIC Notary Papers Drawn Real Estate and Insurance Specialty of Loans for Homes

A. W. HEMSATH Roofing Contractor Window, Shades Made to Order and Placed Phone 1. P. O. Bldg. Torrance

JOHN HOLM CONTRACTOR and BUILDER Telephone 1 — Torrance, Cal. Office—P. O. Bldg., Torrance Cypress St., and Blvd., Lomita

Phone 1

Life Compensation Fire Health Automobile

A. H. BARTLETT Torrance General Insurance Agency Notary Public Surety Bonds Special Representative Hammerton

Watch Repairing

Jewelry—Diamonds Damaged Jewelry Made Over. REPAIRING OF HIGH GRADE WATCHES AND FINE SWISS BRACELET WATCHES A SPECIALTY. None Too Small House of Parr Values Steffen Bldg. Torrance

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