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COMFORT FOR SITTING HENS

Give "Broodies" Nests Where They Will Not Be Disturbed During Period of Incubation.

(Prepared by the United States Department of Agriculture)

There are several ways to tell when a hen is becoming broody and wants to sit. Soft, downy feathers are left in the nest; the hen stays on the nest longer when laying. On being approached she will remain on the nest, making a chucking noise and ruffling her feathers. When one is reasonably sure that the hen is broody, and her breast feels warm to the hand, she is ready to be transferred to the nest previously prepared where she is to sit.

At this time it is advisable to dust the hen thoroughly with insect powder. In doing so hold the hen by the feet with the head down, working the powder well into the feathers, especially those around the vent and under the wings. The sitting hen should be dusted again on or about the eighth day of incubation to be sure that no lice are present when the chicks are hatched. Powder should also be sprinkled in the nest. Sodium fluorid may be used for the purpose, say poultry specialists of the United States Department of Agriculture.

When possible the nest should be in some out-of-the-way place, where the hen will not be disturbed. Night is the best time for moving the hen from the regular laying nest to the one she is to sit on. She should be handled carefully. A china egg or two should be placed in the nest, and a board or a covering may be placed over the nest so that the hen will not get off. Toward the end of the second day go quietly to the nest, leave some feed and water, and remove the covering from the top or front of the nest, so that she can come off when ready. The best feed for the sitting hen is whole corn or wheat, or both. Should she return to the nest after feeding, replace the china egg with those to be incubated. The nest should be slightly darkened, as the hen is then not so likely to become restless.

In cool weather it is best not to



Dusting the Sitting Hen With Insect Powder.

put more than 10 eggs under a hen. Later in the spring, however, from 12 to 15 eggs can be set, according to the size of the hen.

When several hens are sitting in the same room they should be separated by partitions and should be kept on the nests and allowed to come off only once each day to receive feed and water. A hen that does not

come off the nest should be taken off. As a rule hens will return to their nests before there is any danger of the eggs chilling, but if they do not go back in half an hour they should be put back.

Examine and clean the nest carefully, removing any broken eggs and washing those that are soiled. Nesting material soiled by broken eggs should be replaced with clean straw, hay, or chaff. Nests containing broken eggs soon become infested with mites and lice, which will cause the hens to become uneasy and leave the nest. This is likely to be the cause of the loss of valuable sittings of eggs. When a nest is infested with mites, the hen, if fastened in, will often be found standing over rather than sitting on the eggs.

Eggs laid late in winter or early in spring are frequently infertile, and for that reason it is advisable to set several hens at the same time. After from five to seven days' incubation, the time depending somewhat on the color and thickness of the shells, the eggs should be tested, the infertile and dead-germ eggs removed and the fertile ones returned to the hens. Thus in many instances all the eggs remaining under several hens may be placed under one or two, and the hens from which the eggs were taken may be reset. For instance, 30 eggs are set under 3 hens at the same time, that is, 10 under each hen. At the end of 7 days, at which time the eggs should be tested, it may be found that 10 are infertile or have dead germs, leaving only 20 fertile eggs. These 20 eggs can then be put under the two hens, and a new sitting placed under the third hen.

WONDERS OF AMERICA

By T. T. MAXEY

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THE BROOKLYN BRIDGE

COMMENCED in 1870 and opened for traffic in May, 1883, this world-renowned structure cost the at-that-time unthinkable sum of \$15,000,000. Its extreme length approximates a mile and a half and its overall width is 86 feet.

It spans the East river, which connects Long Island sound and New York bay between Manhattan island, on which New York city proper stands, and Brooklyn on Long Island, and carries one of the densest and most heterogeneous streams of traffic in the world.

The caisson on the Manhattan side measures 102 by 172 feet and the foundation goes down 78 feet below high-water mark, while the tower measures 59 by 140 feet at high-water line, is 272 feet high and contains approximately 47,000 cubic feet of masonry.

The bridge is suspended from four cables, strung between the towers—the calculated weight of the structure and its load being in the neighborhood of 15,000 tons. Each cable is made up of 5,296 galvanized-steel, oil-coated wires wound into a single strand which measures 15 1/4 inches in diameter and is 3,578 1/2 feet long.

The center of the river span has a clear height of 135 feet above the surface of the river at high-water stage. The floor space of the bridge is divided into five avenues or passageways—the center space being arranged for foot passengers, on either side of which are spaces for trolley tracks, while each outside space is set aside for the accommodation of vehicular traffic.

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OUR GREATEST BALANCED DRAWBRIDGE

IN ONE way it is surprising and in another it isn't that in the most unexpected of places one often will find the greatest of its kind. To illustrate, across the Chicago river, which is not a nationally-known stream, at 16th street, Chicago, one is a bit astonished to find a single-lift, counterbalanced bridge that is one of the marvels of engineering and the longest and greatest structure of the kind in the world.

At this point an exceedingly heavy traffic interchange takes place between several large railroad systems and, at the same time, the traffic on this busy little river is such that the continuous flow of the rail traffic is frequently interrupted by the passing of ships.

This condition necessarily called for a structure which could be opened and closed in the minimum of time and was, at the same time, suitable to accommodate the traffic conditions.

The river is bridged by one enormous span, about 265 feet long, which, standing on end, is as high as a 22-story building and weighs approximately 3,500 tons. One end is stationary, the other is raised and lowered by electric power—only 1 1/2 minutes being required to open or close the span.

The bridge is single span, carries a double track, successfully meets the peculiar requirements imposed upon it and cost upward of \$500,000.

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THE GIBRALTAR OF THE HUDSON

WEST POINT, atop the commanding heights which line the west bank of the historic Hudson river, in the picturesque and so-called "highlands" country and some fifty miles north of New York city, is often referred to as the "Gibraltar of the Hudson."

Here, in a magnificent site of some 3,500 acres, is set down the United States Military academy—our national institution for the training of cadets for commissions in the army.

A resolution of the Congress of 1776 provided for the preparation of a plan for "A Military Academy of the Army." General George Washington personally interested himself in the movement.

The original buildings were burned in 1796, but were rebuilt and the actual creation of the academy as known today took place in 1802.

At various times after 1775 this strategic location was fortified and at the close of the Revolutionary war West Point was selected as a depot for the storage of military property.

The majority of the commanding generals on both sides of the Civil war were graduates of this academy. This fact brought the importance of the institution so prominently before the world that its methods were carefully studied by experts of practically every nation of prominence in the whole world.

The course of instruction covers three years and constitutes the most complete military training in existence.

ANNOUNCEMENT

THE FIRST NATIONAL BANK OF TORRANCE has moved to its new building and will be pleased to have all former patrons and friends call at the new business address. While the date for the formal reception has not been announced, officers of the bank will be pleased to have you call at any time. Watch for date of our formal reception to the public, which will appear in next week's issue of the "Enterprise."

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