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OFFICIAL PAPER OF THE CITY OF TORRANCE

HARDING TREE RECALLS GENTLE POET'S WORDS

THE American people rather pride themselves upon being hard-headed, practical, matter-of-fact, unsentimental. But there is one sentiment of which no American is ever ashamed—a fervent and burning patriotism.

Joyce Kilmer, gentle poet, who gave his life for his country in Flanders Fields, wrote: "Poems are made by fools like me, But only God can make a tree."

And, excepting only the General Sherman tree, the President Harding tree is the most

the world. It seems peculiarly fitting that two men who beautiful example of God's tree handiwork in gave their lives for their country should be linked in this way: Kilmer, a humble soldier in the A. E. F., whose delicate skill with words will live long after the wounds of war have healed, and Harding, whose skill at understanding people drew a nation together in closer bonds of unity and love.

THE PRICE OF CRUDE OIL AND GASOLINE

WITH every reduction in the price of crude oil the price of gasoline has gone down. For gasoline, like every other commodity on earth, is subject to the law of supply and demand.

In this connection the following bulletin, issued by the Standard Oil company, is of interest:

"When the price of 'gas' goes down, or up, you wonder why. Every now and then you have observed a change in the price of gasoline. It has gone down, or up. For the last three years the changes—there have been six of them during this period—have all been downward. No doubt you wonder why the change, especially if the price goes up. One day a gallon of 'gas' costs a certain number of cents—the next day it is more, or less. Naturally you wonder why.

"Perhaps you think that the president of the Standard Oil company simply says to his colleagues of the board of directors:

"Well, let's raise the price of gasoline this morning."

"Not so. No man, nor group of men, no company, no group of companies, can 'control' the price of gasoline, or of any other commodity in general use.

"This is what makes the price of 'gas' go up and down: When there is a plentiful supply of gasoline the price of gasoline drops. When there is an insufficient supply of gasoline the price ascends. This is not theory. It is fact. It is history, too, of gasoline and of every com-

modity in the world as far back as history goes. It is economic law, unbreakable, inescapable.

"The price of crude oil is the principal factor. The value of crude fluctuates, rises and falls, in strict accord with the volume the earth yields, related, of course, to consumption by the public. There are other factors—the cost of producing and transporting oil, of manufacturing and of marketing—these also vary with world conditions, again obeying the immutable law of supply and demand. Costs of materials, costs of labor, go up and down; since the great war, mostly up, as all the world knows.

"Three years ago the Pacific coast underwent a painful experience, more painful to a harassed oil industry than to any one else. It is known as 'the shortage.' The supply of crude oil proved insufficient to meet a tremendous demand. Prices ascended to high levels.

"The scene changed. High prices were offered for crude. Everyone started to 'wildcat.' New fields of oil were discovered. More and more oil—a flood. And the more it came the less it's worth. Prices of crude dropped and dropped, and gasoline came tumbling after.

"Here, then, is the proof of what we say: 1920—shortage—high prices; 1923—overproduction—low prices.

"The unbeatable law at work. "The price of gasoline was 60 per cent higher in 1920 than it is today."

OIL STRUCTURE IS PUZZLE TO GEOLOGISTS

DON'T take the word of lease-hounds who profess to know just where the dome of the local oil structure is situated. These lease-hounds do not know. Neither do the geologists. Neither do the oil companies.

They all have opinions, but one man's opinion is just about as good as another's, and will be until the field is proven.

As the field now stands, the proven area is large. Wells now drilling may make it larger. So far no outpost well has come in a "duster." Before the field is absolutely proven there must be dry holes on all sides.

The field right now is a puzzle. The situation in Lomita is particularly puzzling. The Midway Northern well was cemented off more than 200 feet below the average level of the cementing jobs on Carson street to the north and west. The log of this well indicated that the structure dipped toward the south. By all geological reckoning, this was the logical conclusion.

Now comes the log of the Fortuna Oil company's Phenix No. 1, on Acacia street in Lomita, showing that the various strata are shallower than on the old Redondo road, as they were logged by the Midway Northern.

A rise in the structure may mean that the dome is under Lomita. This is not certain, of course. The dome might be east of Lomita, or west. But the rise, as indicated by the Fortuna log, makes Lomita land extremely valuable.

Oil men during the past week have been particularly pleased with the Fortuna well's showings. It is these showings that have stimulated leases in the southern extension. Oil companies are displaying unusual optimism in a territory not yet absolutely proven.

Land owners must not believe positive statements as to the oil structure, however. The formation will not be charted exactly for a long time to come.

The drill alone will tell the tale.

PRAISE FOR GOURDIER AND GADEKY

DELIVERY of mail by carrier is certain for Torrance. It is certain because Postmaster Gourdier didn't just sit and wait for an inspector to happen around this way. Instead he called on Harry Gadeky of the Chamber of Commerce for assistance, and the two took the matter up with individuals whose influence with the postoffice department in Washington has weight. An inspector, arrived in Torrance within two weeks after Mr. Gourdier and Mr. Gadeky made their little call in Los Angeles.

Here is one more example of what can be accomplished by a community that goes out and gets things. Had Mr. Gourdier merely waited, had Torrance been without a functioning Chamber of Commerce, Torrance would probably have mail delivery by about 1930.

The fact that so many Ford drivers are running over prospective Ford voters may become a serious political problem.—Boston Shoe and Leather Reporter.

It might help the demand for wheat if the breakfast food factories were outlawed from the lumber states.—Dallas News.

1975 WILL LAUGH AT 1923

FIRST-CLASS mail from New York is being delivered to the San Francisco postoffice 28 hours after its departure from the eastern metropolis.

Those intrepid pioneers who labored across the continent with covered wagon trains would marvel at this accomplishment.

But residents of this old globe in the year 1975, looking over the newspaper files of 1923, will laugh at our attempts to cut hours from the transcontinental trip.

Before many years men in Los Angeles will telephone their wives at noon and ask them if they wouldn't like to run over to New York to the theatre—or to the beach at Walkiki for a swim.

Science promises to make the future beggar the past.

Maybe wars would be fewer and farther between if they were financed on a pay-as-you-enter plan, instead of on the basis of a charge account.—Nashville Southern Lumberman.

What puzzles the Old Guard is why, if wheat must drop, it has to drop on the Republican party.—Norfolk Virginian-Pilot.

Among the guests of the weekend were Mrs. John Michel and son, Joe Burk, of Fort Worth, Tex., who visited Mr. and Mrs. W. D. Russell of Cota avenue.

Mr. and Mrs. Hugh Whitney have returned from a motor trip to Santa Barbara and various other points of interest in the northern part of the state.

RESOLUTION OF INTENTION No. 139

Be It Resolved by the Board of Trustees of the City of Torrance that it is the intention of said Board to order the following work to be done and improvement made in said City of Torrance, to-wit:

That the roadway of Martina Avenue from the southerly line of Carson Street southerly to the southerly curb line of 220th Street; the roadway of 218th Street from the eastern line of Martina Avenue westerly to the western line of Manuel Avenue; that the roadway of Manuel Avenue from the southerly line of Carson Street southerly to the northern line of 218th Street, and that Watson Avenue from the western line of Manuel Avenue northwesterly and northerly a distance of 486.56 feet, measured along the center line of said Watson Avenue, to the southeastern line of Carson Street, in the City of Torrance, be graded to the official grade, and that the roadways of said streets within said limits be paved with asphaltic pavement consisting of asphaltic concrete base three inches thick and a Willite wearing surface one and one-half inches thick; and that concrete curb be constructed along the curblines of said Watson Avenue within said limits, and along the southern curblines of 218th Street from the center line of Manuel Avenue westerly to the western boundary line thereof.

All of said work shall be done in accordance with the plans and specifications contained in Resolution adopting specifications No. 138, now on file in the office of the City Clerk of the City of Torrance.

Attention is hereby directed to the California Willite Road Construction Company's "Willite Plastic Composition License Mixture Agreement," dated June 13, 1923, on file in the office of the City Clerk of the City of Torrance, California.

And Whereas, said contemplated work and improvement, in the opinion of the Board of Trustees, is of more than local or ordinary public benefit, said Board hereby makes the expense of said work and improvement chargeable upon a district of lands, which said district said Board hereby declares to be the district benefited by said work and improvement, and to be assessed to pay the costs and expenses thereof; which said district is bounded and described as follows:

Beginning at a point on the southern line of Carson Street distant thereon 121.95 feet easterly from the eastern line of Martina Avenue and running thence southerly parallel with the eastern line of Martina Avenue to the northern line of 218th Street; thence southwesterly across 218th Street to a point on the southern line thereof distant 137.5 feet easterly from the eastern line of Martina Avenue; thence southerly parallel with the easterly line of Martina Avenue to a point 300.71 feet southerly from the southerly line of 220th Street; thence westerly parallel with the southern line of 220th Street 400 feet; thence northerly parallel with the western line of Martina Avenue 700 feet; thence westerly at right angles 300 feet; thence northerly at right angles to the southern line of Carson Street; thence easterly in a straight line to the point of beginning.

Excepting from the above bounded and described area the area of all public streets, alleys and avenues contained therein.

Notice is hereby given that serial bonds to represent unpaid assessments, and to bear interest at the rate of seven per cent (7%) per annum, will be issued hereunder in the manner provided by the Improvement Bond Act of 1915, the last installment of which bonds shall mature nine years from the second day of July next succeeding nine months from their date.

Notice is hereby given that on Tuesday, the 11th day of September, 1923, at 8 o'clock p. m., in the Council Chamber of the City Hall of said City of Torrance, any and all persons having any objections to said work and improvement may appear before said Board and show cause why said proposed improvement should not be carried out in accordance with this resolution.

The Clerk shall cause this Resolution of Intention to be published twice in the Torrance Herald, a weekly newspaper published in said City of Torrance, and hereby designated for that purpose by the Board of Trustees.

The Superintendent of Streets shall cause to be conspicuously posted along the line of said contemplated work and improvement and in front of all property liable to be assessed, notices of the passage of this Resolution of Intention, in the time, form and manner required by law.

Except as hereinbefore noted, all the herein proposed works shall be done pursuant to an act of the legislature of the State of California designated the "Improvement Act of 1911," approved April 7, 1911, and amendments thereto.

I hereby certify that the foregoing resolution was duly and regularly introduced and adopted by the Board of Trustees of the City of Torrance, the 21st day of August, 1923, by the following vote: Ayes: Fitzhugh, Nash, Gilbert. Nays: None. Absent: Proctor, Stone.

Attest: ALBERT H. BARTLETT, City Clerk.

C.C. Julian

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