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HERE'S ONE WAY TO TELL

NOTICE OF PUBLIC WORKS

Public notice is hereby given that the Board of Trustees of the City of Torrance, did, at a regular meeting of said Board held on the 7th day of June, 1926, pass a resolution of intention, No. 287, to order the following work to be done and improvement to be made, within said City, to-wit: the closing up, vacating, and abandoning of those streets and portions of streets described as follows:

That portion of Maple Avenue as shown on map of Tract No. 7873, as Recorded in Map Book 108, Page 99 and 100, Official Records of Los Angeles County, California; said portion lying North of the following described line and extending Northerly therefrom to the North line of said Tract No. 7873; Beginning at the Southwest corner of Lot 2 in said Tract No. 7873, above referred to; thence S. 89° 25' 50" W. along the Westerly prolongation of the Southerly line of said Lot 2 a distance of 22.01 feet to a point, said point being the point of intersection of the westerly prolongation of the Southerly line of said Lot 2 and the Southeasterly prolongation of the Southerly line of Lot 5 in said Tract No. 7873; thence from this point of intersection N. 72° 24' 47" W. along said Southeasterly prolongation of said Southerly line of said Lot 5, in above mentioned tract, a distance of 39.99 feet to the Southeast corner of the above mentioned Lot 5 of Tract No. 7873.

All of Pine Avenue lying between Blocks 46 and 51, between Blocks 45 and 52, in Tract 2875, as Recorded in Map Book 27, Page 33, Official Records of Los Angeles County, California, and between Blocks 314 and 315 in Tract No. 1952, as Recorded in Map Book 23, Page 53, Official Records of Los Angeles County, California;

All of Pepper Avenue lying between Block 314, of Tract No. 1952, above referred to, and Tract No. 8000, as Recorded in Map Book 17, Page 72, Official Records of Los Angeles County, California;

All of that portion of Maple Avenue as shown on map of Tract No. 8000, above referred to, excepting therefrom the North-easterly 300 feet lying to the East of, and immediately adjacent to, Lot 1 of above referred to Tract No. 8000;

All of that portion of Flower Avenue lying between Blocks 29 and 36 of Tract No. 2675, above referred to;

All of that portion of Iris Avenue, lying between Blocks 21 and 28 of Tract No. 2675, above referred to;

All of Greenwood Avenue lying between Blocks 13 and 20 of Tract No. 2675, above referred to;

All of Elm Avenue lying between Blocks 5 and 12 of Tract No. 2675, above referred to;

All of Monterey Avenue lying to the West of the Northerly prolongation of the Westerly line of Block 36 of the Easterly line of Madrona Avenue, shown on maps of Tracts Nos. 1952 and 2675, as Lot "S" and being the most Westerly portion of Lot "S" as shown on the above mentioned maps, excepting however that portion of Monterey Avenue included in the above description and lying East of Maple Avenue.

All of that portion of Washington Avenue lying East of the Easterly line of Maple Avenue, as shown on map of Tract No. 8000, above referred to, and extending Easterly therefrom to the Southerly prolongation of the Easterly line of Block 5, of Tract No. 2675, above referred to;

on map of said Tract No. 1952 as Lot "S," and the Easterly prolongation of the Southerly line of Lot 23, of Tract No. 8000, above referred to;

All of that portion of Hickory Avenue lying between Blocks 308 and 311 of Tract No. 1952, above referred to;

All of that portion of Fern Avenue lying between Lots 11 and 12 of Block 307, and Lots 1 and 2 of Block 308, of Tract No. 1952, above referred to;

All of that portion of Date Avenue lying between Lots 1 to 4, inclusive, of Block 307, and Lots 1 to 4, inclusive, of Tract No. 8019, as Recorded in Map Book 109, Page 85, Official Records of Los Angeles County, California;

All of that portion of Plum Avenue lying between Lots 7 to 10, inclusive, of Block 309, Tract No. 1952, above referred to, and Lots 18 to 21, inclusive, of Tract No. 8019, above referred to;

All of that portion of Vine Avenue lying between Lots 7 to 10, inclusive, of Block 301, and Lots 1 to 4, inclusive, of Block 302, in Tract No. 1952, above referred to;

All of that portion of Santa Fe Avenue shown on map of Tract No. 1952, above referred to as Lot "S," lying West of the Northerly prolongation of the Easterly line of Block 301, of Tract No. 1952, above referred to, and extending Westerly therefrom to the Easterly line of Madrona Avenue, shown on maps of Tracts Nos. 1952 and 2675, as Lot "S" and being the most Westerly portion of Lot "S" as shown on above mentioned maps;

All of Orange Avenue as shown on map of Tract No. 3757, as Recorded in Map Book 41, pages 24 and 25, Official Records of Los Angeles County, California;

All of Cherry Avenue, as shown on map of Tract No. 3757, above referred to;

All of that portion of Lincoln Avenue in Tract No. 3757 lying Westerly from the West line of the alley in Blocks 2 and 5, of the above referred to tract;

All of the alleys in Blocks 1 and 4 of Tract No. 3757, above referred to;

All of that portion of Washington Avenue, as shown on map of Tract No. 3757, above referred to, lying Northwesterly from the Northerly prolongation of the Westerly line of Lot 1, Block 2, said Tract 3757;

All of that portion of the alley in Block 2 of Tract No. 3757, above referred to, lying Northwesterly from the Easterly prolongation of the Northerly line of Lot 4, Block 2, said Tract No. 3757;

Those portions of the alley in Block 5, of above referred to Tract No. 3757, lying between Lots 8 and 7; and Lots 4 and 8; and the said Board of Trustees does hereby declare that the district of lands to be affected and benefited by said work or improvement and to be assessed to pay the damages, costs and expenses thereof is included in the following boundaries, to-wit:

The City of Torrance, and the boundaries of the above mentioned improvement shall be taken under an act approved March 6th, 1889, being entitled "An act to provide for the laying out, opening, extending, widening, straightening or closing up in whole or in part any street, square, lane, alley, court or place within municipalities, and to condemn and acquire any and all lands and property necessary and convenient for that purpose," and under all acts supplementary thereto and amendatory thereof.

For a more particular description of said improvement, reference is hereby made to said Resolution of Intention No. 287, on file in the office of the City Clerk of the City of Torrance.

Dated June 10, 1926.
WM. GASCOIGNE,
Street Superintendent of the City of Torrance, California.

TOWNE TALK

"Just for Fun"
By RAS BERRY

The Bat is ruminating around and about throughout the east and is still trying to make me believe that she stays at hotels that is named The Biltmore. I got a letter from her today from the Providence Biltmore and she says:

Dear Sir—Just to show you I am still consistent with my Biltmoreitis. Am looking over all the eastern Biltmores before returning to the great open palms of the Los Angeles Biltmore.

I think I have got it solved. The Bat is a chamber maid and works only at Biltmores.

Geo. Proctor says the advertising power of this here paper has saved his reputation. Geo. Peckham has found his turtle and that proves Geo. didn't make soup of it. The shelled monster was found by a bozo in the oil fields who read about said tortoise in the paper.

Geo. says that his getting the turtle back don't affect Alpheus's reputation none because even if Alpheus didn't cook the turtle this time Geo. thinks he would of if he could of. The Peckham's has built a pen with a good strong lock on it for the turtle now.

Geo is training the turtle to race and expects pretty soon to enter it in a marathon versus a rabbit.

Geo. says he prefers to race his pet against an angora rabbit as this here former inhabitant of the desert takes particular delight in beating long hares.

We gets a permit to exhibit the big Hudson and the Chevie roadster that we is giving away in our circulation campaign out on the sidewalk in front of the office and they put the Hudson in front of my window and the Chevie on the other side and that looks to me like rubbing it in.

I drive down to work in a Chevie and look out all day at a Hudson that we is giving away free and if that ain't discouragin I never seen nothing that was.

I enterg complaint against this and says to the bus mgr. you should ought to put the Chevie in front of my window and he says no collections is pretty bad and we put the Hudson there in front of you as an incentive to make you a better collector so that some day you too can own a big car.

Dick Malone says he sees by the papers that a actress has had her back insured for \$50,000 and he avers he is glad that its covered in one way at least.

A guy in Kansas dislocated his jaw while he was yawning and that surprised me because I didn't know that folks in Kansas read the editorial page of the Los Angeles Times.

Mr. and Mrs. Al Gourdiar got back safely from Reno last wk. They is plenty of guys that wouldn't daat take their wife to Reno, ain't they Al?

Freddie Palmer is driving a new green Reo roadster, but says he don't expect to move to Hollywood.

Chief Calder says he thinks it is better to be a ex-gas-peddler than a is gas bag. Gee Whist!

State Politics Hums as Press Aid Is Asked

Candidates Court Fourth Estate in First Move of Campaign

Opening with a barrage of publicity matter, campaigns for nomination at the state-wide primaries next August promise to be among the most feverishly contested that ever have gripped this great and important sun-kissed state.

Candidates for governor and United States senator, faced with a public not yet aroused to the issues, are confining their early activities to solicitations of support from the press. And while the general public campaigns are not yet under way, the fight for newspaper advocacy is as spirited as any it has been my amusing good fortune to witness.

Follow Richardson The state-wide drive for favor with the Fourth Estate no doubt finds its inspiration in the success which Friend Richardson had when he elected governor. He was elected entirely by virtue of the support he received from the small papers of the state.

All the astute politicians in California with aspirations for office are making powerful bids for newspaper support, all of which gives the editor of the paper plenty of pause. While it may cater to his vanity and pride in the power of the press, it does, if he is at all conscientious, dictate that he proceed with lots of caution before advocating to his community the candidacy of any individual.

See Warm Races But to come to cases. It is time the public in this particular part of the state began thinking in terms of the rapidly approaching primaries.

The initial stages of the gubernatorial campaign promise that this race will be replete with interest before the contestants strike into the stretch.

Entrants are Friend Richardson, Lieut. Gov. C. C. Young; Rex Goodell, former collector of internal revenue at Los Angeles; and R. F. McClellan, supervisor from this district.

Hits Governor Lieut. Gov. Young is making his bid for support on the grounds that Richardson has failed to effect the economic stress economy and literature stressed economy and recommends that "there should immediately be undertaken a thorough official investigation of all that is best in the tax systems of other states with a view to the modification and stabilizing of our own."

Rex Goodell's campaign was opened with a long declaration of principles delivered to the press. Naturally he pleads for economy, but is less prone to attack Richardson than is Young.

McClellan's candidacy is not taken seriously by those closely in

touch with the political situation in the state. The wise ones are asserting that he is in the race at the behest of another candidate who for obvious reasons wishes the vote in Los Angeles county split.

Clarke vs. Lineberger The contest for Senator Shortridge's seat in the United States Senate is being hotly contested by Congressman Walter Lineberger of Long Beach and Judge Robert Clarke. The latter, it is declared, is the choice of Senator Hiram Johnson, while Lineberger has the basis for a powerful organization among ex-service men of the state.

The Long Beach congressman recently took up residence in the northern part of the state, apparently for the purpose of fixing up his political fences.

Lineberger has publicly condemned the World Court, and is running on a dry platform. This does not mean that Clarke is a puppet, nor does it mean that Clarke

is for the World Court. As a matter of fact he, too, is against it. The issue seems to be Boulder Dam, which both of the candidates favor, yet neither has, to the writer's knowledge, gone on record positively as to details in connection with this important matter.

Fitts vs. Merriam The two strong candidates for the nomination as lieutenant governor are Frank Merriam of Long Beach, for two terms speaker of the California House, and Byron Fitts, deputy district attorney of Los Angeles County. Merriam probably will run as a team-mate with Gov. Richardson, while Fitts declares for no individual in the gubernatorial contest, saying that he will work with any governor the people of the state may choose.

Fitts is finding plenty of support among ex-service men, while Merriam's wide acquaintance and popularity assure him of powerful support.



The familiar phrase "as good as Buick" suggests that you see and drive the car that others use as the Standard of Comparison before you spend

your money

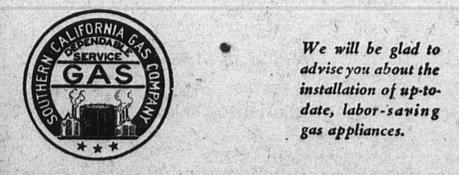
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Buick Sales and Service
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EMANCIPATION

It is safe to say that the modern gas range is worth its weight in gold.

To the housewife it has brought emancipation from cookstove drudgery. It has brought her more leisure, more opportunity, a more ordered daily life.



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Post and Cravens Aves., Torrance
Telephone 231

We will be glad to advise you about the installation of up-to-date, labor-saving gas appliances.

Concrete Is the Aristocrat of Pavements

Glendale Paves San Fernando Road With Concrete

Once a dusty trail trod by the Franciscan Fathers, Glendale's main thoroughfare is now a heavy concrete pavement—ranging in width from 40 to 66 feet.

In fact, San Fernando Road for a stretch of nearly five miles is one of the finest paved streets in California.

It was laid in accordance with the most advanced practice of highway building, and has super-strength that will withstand the heaviest floods of pounding traffic.

It is firm, rigid, true and unyielding. It will remain so year in and year out.

Safe to drive on in all seasons, it also has the pleasing light gray surface that is so popular with motorists and property owners everywhere.

Other communities will find it worth while to remember that Glendale and forty other alert cities of Southern California have already laid hundreds of miles of concrete streets.

Property owners and local authorities can get the detailed story of Glendale's modern paving by writing this office. Also ask for your copy of our free booklet on "Concrete Streets"

PORTLAND CEMENT ASSOCIATION
548 South Spring Street
LOS ANGELES
A National Organization to Improve and Extend the Uses of Concrete
OFFICES IN 31 CITIES

Use Our Want Ads for Results!

GUM-DIPPING the Extra Process for Extra Miles! Breaks all Tire Records

The 500 Mile Speed Classic at Indianapolis has always been a Battle of Tires. In 1911, Firestone won with fabric tires at 74.59 miles per hour. In 1920, Firestone won with cord tires at 88.55 miles per hour. In 1925, Firestone won with Full-Size Gum-Dipped Balloons at the record breaking average speed of 101.13 miles per hour.

In 1926, Firestone again won with Full-Size Gum-Dipped Balloons. The ten cars to finish "in the money" were all Firestone-equipped. They went the distance without a single blowout and with but two tire failures—one due to a puncture and the other to a leaky valve.

This performance is even more remarkable when you consider the terrific speeds at which the cars traveled over this fifteen-year-old, rough brick track.

Experienced race drivers will not risk their lives or chances of victory on any other tires. And in the commercial field, large trucks, motorbuses and taxicab fleet operators, who keep careful cost records are among the big users of Firestone Gum-Dipped Tires.

The City Transportation Co., of Tacoma, Wash., writes: "One of our 12 buses on Firestone Gum-Dipped Tires has gone over 40,600 miles and still looks good for many miles of extra service. For all around tire safety and mileage, Firestone cannot be beat."

From Calumet Motor Coach Co., Hammond, Ind., the following: "We operate 40 buses all equipped with Gum-Dipped Tires. The very low cost per mile on which these tires operate is considerably less than that of any other make." Hayes Bus Lines, Columbia, S. C., says: "We operate 19 buses equipped with Firestone Gum-Dipped Tires. A number of these tires have run over 45,000 miles without ever having been removed from the rim."

The largest taxicab companies in the world standardize on Firestone Gum-Dipped Tires. W. R. Rothwell, taxicab operator, Detroit, Mich., writes: "Two of my Firestone Gum-Dipped Tires have run 76,000 miles."

Hundreds of thousands of car owners voluntarily testify to the safety, comfort and economy of Full-Size Gum-Dipped Balloons. W. H. Peacock, Birmingham, Ala., testifies: "I have had Firestone Balloons for thirteen months and they have delivered in that time 24,469 miles." H. C. Staehle, Minneapolis, Minn., says: "My Firestone Balloons have gone 49,930 miles and are still in good condition."

These records of endurance, speed, safety and mileage could only have been made because of Firestone development of the Gum-Dipping process which insulates and saturates every fiber of every cord with rubber, reducing friction and heat and building greater strength and endurance in the cords—assuring you at all times—

MOST MILES PER DOLLAR
Firestone
L. W. Simmons
Torrance Calif.
E. W. Isenhower
Isenhower Service Station
Lomita, Calif.

We also sell Oldfield Tires and Tubes at Remarkably Low Prices—Made at the Great Firestone Factories and Carry the Standard Guarantee.

AMERICANS SHOULD PRODUCE THEIR OWN RUBBER... *James B. Firestone*