

Fairness is the Foundation of Good Journalism

Torrance Herald

Published Every Friday by THE HERALD PUBLISHING COMPANY Torrance, California

Most Everyone in Torrance Reads The Herald

Published weekly at Torrance, California, and entered as second-class matter January 30, 1914, at the post-office at Torrance, California, under the Act of March 3, 1879.

W. HAROLD KINGSLEY Editor GROVER C. WHYTE Business Manager

Subscription Rates in Advance One Year \$2.00 Single Copy 5c

OFFICIAL PAPER OF THE CITY OF TORRANCE

BEETS, SUGAR, PULP AND LIVE STOCK

HERE is a four-gun industry shooting prosperity into western states in four different ways. On top of that, the beet sugar industry affords stock food for dairying and raising young swine.

Particularly fortunate is that farming territory which is favorably situated for growing sugar beets.

Beets furnish a cultivated crop which forces good farming methods and thereby brings about larger returns in all other crops.

Beets afford the farmer the means of obtaining a larger annual aggregate income and furnish work to more people in the community than does the same area in any other crop.

The sugar beet crop presents a greater re-

sistance to alkali, hail and insect pests than do other crops.

The by-products—sugar beet tops, pulp, molasses, etc.—are just what is needed to fatten animals on the existing large supplies of hay, clover, alfalfa and dry fodder.

The sugar beet crop, counting products from by-products, produces more surplus human food per acre than any other crop. An acre of sugar beets will produce for human consumption from 2500 to 2800 pounds of sugar and about 500 pounds of beef, mutton, pork or dairy products.

Taken all in all, beet-sugar-pulp-livestock, interrelated as they are, form an interesting, profitable and important part of the economic system of our country.

INDUSTRY, WAGE EARNERS AND MONEY

IT is always a matter of interest to know what becomes of the large amount of money received each year by a great industrial plant. The distribution of every dollar received in the years 1918-1920 has recently been shown by the General Electric company.

Forty-one and seven-tenths out of every dollar were paid to the employees of the company as compensation. Forty and six-tenths cents were spent for materials, supplies, etc.; 4.7 cents surplus reinvested for enlargement of the business; 5.3 cents taxes; 4 cents dividends to

all stockholders; 2.5 cents transportation, telephone and telegraph, and 1.2 cents interest on borrowed capital.

It should be borne in mind that by far the greater part of the amounts shown as expended for materials and supplies, taxes, public utility service, was in turn paid out by those who received it, for wages and salaries.

Thus does industry cause a rapid distribution of money among wage earners. Conditions which encourage industrial development are the surest safeguard of prosperity.

SHOULD WE RECOGNIZE SOVIET RUSSIA?

DISTINGUISHED reformers have been rushing to Russia to get ideas on how to make our country worth living in.

America, in 300 years of national history, has created a national wealth of 300 billion dollars, while Great Britain, in 2000 years of creative opportunity, has created a national wealth of 170 billion dollars.

Mr. William Goodson of Balderton, England, said in New York the other day that the English workman scarcely knows what it is to own an automobile. "American workmen are better fed, better housed and better paid than those of England," said he.

If this is a correct comparison between America and her nearest rival, what would be the comparison between America and some

other lands which our "social reformers" ask us to emulate? When the American moron yells "On with the revolution!" straight-thinking American labor is likely to reply "Not us!"

Norman Hapgood in Hearst's publications and several United States senators who have recently been to Russia may be telling us of the superiority of the Red Soviet system to our own. Beware, gentlemen, what Labor will say.

Ellis Searles, editor of the United Mine Workers' Journal, declares Soviet Russia should not be recognized by the United States. He said recognition would be "a calamity world-wide in its effect," and that in the United States there are 6000 or 7000 communists trying to "bore from within in existing labor organizations."

WE CAN'T EAT OUR CAKE AND HAVE IT

THE great movement for national reforestation inaugurated by uniting private interests, state forestry bureaus, and federal forest service, is one of the greatest national constructive programs ever launched, and should have the thoughtful consideration of all who are interested in the future national welfare.

The United States uses more wood than any other country—two-fifths of the entire consumption of the world, or about 22½ billion cubic feet.

The per capita consumption of this country is 212 cubic feet, of which 110 cubic feet, or

a little more than half, is saw timber, and the balance consists of cordwood.

Including the losses by fire, insects and disease, the total drain on the country's forests is close to 25 billion feet. At the present time this country is growing only about six billion cubic feet.

However, if the entire forest area of the country—some 470,000,000 acres—were placed under intensive forestry, about 27 billion cubic feet of timber could ultimately be produced each year. This amount would exceed the present drain on our forests by a relatively small margin.

SHORT JABS AND JOLTS FROM FAR AND NEAR

France is determined that pax shall mean pay.—Little Rock Arkansas Gazette.

Jazz is dying, says a music publisher, so possibly that is why it sounds that way.—Detroit News.

The next European fat to be in the fire will probably be the Isles of Greece.—Philadelphia North American.

France says to Germany that she must give until it hurts or it will hurt until she gives.—Tampa Tribune.

President Wojciechewski of Poland won't exactly fit in our newspaper headlines, but he ought to go big in our eye-testing charts.—Pittsburgh Post.

Prominent prohibitionist says William H. Anderson is now passing through the "flery furnace." In that event Anderson ought to come out dryer than ever.—Philadelphia Inquirer.

It is announced that the Bible has been successfully translated into the language of Chicago. That should facilitate the work of the heroic little band of missionaries who have sacrificed all the joys of civilized life in the hope of carrying some enlightenment into Darkest America.—Buffalo Express.

Conditions in China indicate that the Confucian there is becoming worse confounded.—Washington Post.

His success at Lausanne seems to entitle the Turk to be known as the Slick Man of Europe.—Springfield Union.

There is a view in some quarters that Germany won't be able to stand on her feet until she learns to crawl.—Birmingham Age-Herald.

To be perfectly frank, we believe "Yes, we have no bananas" has been as health-producing as "I'm getting better and better."—Little Rock Arkansas Gazette.

The way the Literary Digest assimilates all the mixed opinions of American newspapers—and thrives on the diet—proves its right to claim the greatest Digestion in the world.—Grand Rapids Herald.

Senator Smoot suggests an "expenditure tax." What other form is there?—Philadelphia Inquirer.

Bryan is getting old, says an editorial writer. But he hasn't attained his majority yet.—Little Rock Arkansas Gazette.

A physician says that the best way to reduce is to eat apples. This method reduced Adam very rapidly.—New York Tribune.

Specials

For



National Candy Day

Our store is yours on Saturday, Oct. 13—National Candy Day. Creamy delicious sweets and other Candies are here offered for your approval. Come in and try them at the following reasonable prices:

LEIHYS High Grade Fresh Bulk Chocolates Pound, 70c.

LEIHYS Fancy Box Chocolates Box 50c to \$3.25

Buy Your HALLOWE'EN CANDIES Now while our stock is complete

HALLOWE'EN CANDIES Butter Cream Corn, pound 50c Black and Yellow Jelly Beans for Hallowe'en, pound 35c

BEACON DRUG CO.

STORE No. 7 We Give S. & H. Stamps. Double on Wednesday Rappaport Bldg. Torrance

COMPARE

The Maximum of Proved Intrinsic Value VS. Many Extravagant Claims of Superiority

So many announcements of new model cars contain extravagant claims for the same superiorities that it is puzzling to the buyer to know which value is real and which is only a claim. This year the issue has been confused by the introduction of mechanical changes, some of which have been rushed into production while still in the experimental stage—and then immediately given wide publicity.

Important considerations have been overlooked and great stress placed upon unimportant details. But the man who intends to buy a motor car need not let this confusion or this glamour of publicity lead him to make a mistake or risk satisfaction in his purchase. The automobiles themselves are available for comparison.

See and be convinced. Riding is believing. As an aid to intelligent buying we offer the following suggestions:

Place the 1924 model Studebaker Light-Six Touring Car at \$995 alongside any car you may select as belonging in the same class. Every car looks well in the pictures—most cars make a good impression in their own show windows. The Studebaker Light-Six looks a winner alongside the best-looking competitor you can find. And it's larger, more substantial, roomier, more comfortable looking—and is more comfortable.

Compare the top. Look inside and out. The Studebaker top is sturdily built. Has four stout cross bows. Top material is same as is so satisfactorily used in the Big-Six. Notice the fit, feel the quality. The rear curtain is one-piece—has no seams—with a large rectangular window bound by an enameled moulding.

Compare the body. Studebaker has a roomy, substantial, carefully made body—all steel even to its framework, which permits a finish in baked enamel. A depressed belt line runs around the body and through the hood and radiator, adding to its distinctive appearance.

Compare the one-piece, rain-proof windshield, with built-in cowl lamps, with the ordinary two-piece windshield with rubber strip

that leaks in every rain and always obstructs the driver's vision. Notice the large cowl ventilator that is quickly operated by merely moving the regulator backward or forward.

Compare the Studebaker door trimmings and fittings with the door fittings of other cars. Notice that the door pocket flaps have weights to hold them in position. Man-sized door handles and latches, positive-action door locks that catch with a snap and stay closed. Heavy hinges properly located and proportioned. Highest grade trimming material instead of painted cardboard. Fastening nails concealed.

Compare the aluminum-bound linoleum that is neatly fitted and fastened to the floor boards of this \$995 Studebaker Light-Six with the rubber mats that cover the cheap, loosely-fitted floor boards in many other cars.

Compare the cheap robe rail (sometimes hemp rope covered with imitation leather) with the Studebaker nickel-plated rail. Compare the forty-cent footrest with the comfortable, carpet-covered footrest, supported by polished aluminum brackets, in the Studebaker.

These comparisons are of features that can be seen. There are many more down under the surface that could be mentioned, such as the machining of all surfaces of the crankshaft and connecting rods of the Light-Six motor. This is largely responsible for the practical absence of vibration in the Studebaker Light-Six. This is an exclusive Studebaker practice on cars at this price.

If competition is so far inferior in its visible parts, it is a certainty that the hidden parts which really determine the satisfaction of a car will be equally inferior.

The Studebaker chassis is as far superior to any other motor car chassis in its price field as Studebaker upholstery is to any other upholstery, as the Studebaker body is to any other motor car body in its price field.

Come in and see the Light-Six. Test its performance and comfort yourself. Again—Riding is believing.

Ask for a copy of our booklet on Four-Wheel Brakes

STUDEBAKER

HAS BEEN SUPPLYING DEPENDABLE TRANSPORTATION FOR 71 YEARS

Table with 3 columns: Model, Price, and Features. Includes models like Light-Six, Special Six, and Big-Six.

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