

**THE TORRANCE HERALD**  
TORRANCE, CALIFORNIA

"TORRANCE MEANS BUSINESS"

"The Modern Industrial City" and "America's First Great Industrial Garden City"—10,000 in 1925

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

OFFICIAL PAPER OF THE CITY OF TORRANCE  
A Home Paper By Home People For Home People  
THE "ALL HOME NEWS" PAPER

C. P. ROBERTS Owner  
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Single Copies 5c

**LEST WE FORGET!**

On November 11, 1918, there ended a war which will be known to posterity as the most viciously fought, most bitterly contested, war known in history. The nations engaged were the most civilized and highly developed of those on earth.

During the course of this war the integrity and safety of our own country became involved, and we were drawn into the orgy of slaughter. The flower of our young manhood was drafted into the service of the army and navy, and was sent overseas to face the guns and the gas of an enemy who knew no mercy.

For over two years our brave lads stood firm, fighting for the ideals of a liberty-loving people at home, never flinching in the face of gunfire and hardship, and covering themselves with glory and honor.

When the war ended, our boys returned home, but many, oh, so very many of them, were left behind, and will never return. Among those who did return to us were thousands of physical and it is hard to say it—mental wrecks. A great number of these poor fellows have been taken care of in hospitals and institutions which were prepared for them by the government, and supplied with needed treatment and medicines. Vocational training has been provided for many who were made unfit to follow their former occupations, and the blinded were trained to make their way through life without the need of charity.

And, sad to say, there are deserving ones who have been left to shift for themselves as best they can.

The Red Cross, the American Legion, the Ladies' Auxiliary of the Legion, the Knights of Columbus, and other organizations are helping to make the lot of our sick and wounded easier to bear, and it is in order, at this season of the year, to offer the suggestion that the help of all good American citizens will be welcomed in assisting in this work.

At the Compton Sanitorium are several ex-service men who are being helped along by the Torrance Unit of the Ladies' Auxiliary of the American Legion. These ladies are doing everything that can be done to make the days brighter for these heroes, and it is the duty of all to get behind the Unit and help the work along.

Christmas is coming in just a few short weeks, and while we are preparing to celebrate the birthday of the Christ, let us not forget those who gave their all for those at home during those terrible years of strife.

And while we are making cheer for these men, let us not forget those noble women who went overseas and served in the hospitals and welfare bases close to the battle front, caring for our loved ones who came to them helpless, and who returned many of them to us alive who would have returned not at all.

It is not to be forgotten that these women labored as few women can, and when the struggle for freedom ceased it is sad to note that hundreds of them returned to their homes disabled in both body and mind, and their efforts forgotten in the struggle of reconstruction. But, as did our men folks, so did these women. They performed their duties without a whimper, willingly and cheerfully.

So, on Christmas morning, let us be sure that we have not overlooked these heroes and heroines of war days. They certainly deserve the best we can give—and then some.

**INFORMATION ON HIGHWAYS AND RAILROADS**

There are 2,500,000 miles of roads of all classes in the United States, 100,000 of which are improved modern hard-surfaced highways.

The grand total of federal aid roads aimed at in the United States is 180,000 miles of trunk lines and secondary roads.

There have been completed 18,299 miles, and 14,912 miles are under construction.

The total completed, under construction, and authorized, but not yet under construction, is 40,338 miles.

A street in London is being paved with rubber, which will be given a three months' heavy traffic test when completed.

The base is a harder composition of rubber than any in general use.

It is estimated by experts that the operating cost of motor trucks using the highways is eleven times the cost of construction of those highways.

The world-old question, "Which came first—the chicken or the egg?" finds no analogy in the rails and locomotives. "Railroads" (rails laid on roads) were in use as early as the middle of the Sixteenth Century in the transportation of coal around Newcastle, England.

The locomotive made its first appearance in 1813. On January 1st, 1922, there were 125,000 less railroad cars in the United States than there were on January 1st, 1918.

In the first seven months of 1922 the railroads had ordered a total of 61,000 cars.

The lack of needed cars has led to a tentative plan to pool specialized equipment of the various railroads in order that the maximum of use may be made of this equipment.

**Bobbed Hair**

Woman's "crowning glory"—her hair—chief motif of poetry, inspiration of art, and foundation of essay—is probably one of the most discussed problems of the feminine world today as a result of the momentous that certain "types" were way to wear it. Always a topic of discussion, it has become paramount even to correct sartorial effects. To bob or not to bob—that is the question!

Bobbed hair became popular in America, at least, through the instrumentality of the "silver screen." Movie stars and their cameramen, anxious for the new, the bizarre, the striking, the illuminative, dis-fad is, as always, a problem. acutely accented, rendered "chic and distingue," by bobbed effects properly lighted. Over night grew up an army of imitators, to whom the movie actress is the ideal of fashion.

The average man does not know whether he does or does not prefer bobbed hair. On some girls and women it is undeniably "cute." If a man prefers "cute" types he likes bobbed hair. On square-jawed, heavy-faced women bobbed hair is about as becoming as a full set of burnisides on a simple, loving cow. Where to set the line of demarcation between good judgment and bad is, as always, a problem.

As a class, women are apt to imitate in fashion and adornment, without regard to appropriateness. And so, bobbed hair makes some women delightful, and others awful. Those that seek to link bobbed hair with morals are pretenders and dispensers of balderdash. A woman is neither good nor bad by reason of her coiffure. She is at all times herself. As Dolores Waldorf is showing in her articles on bobbed hair, running in a San Francisco newspaper, bobbed hair is nothing new under the sun.

It is another instance of "the Colonel's lady and Judy O'Grady" being sisters under the skin, with the courage of their preferences paramount to criticism.

**Telephonitis**

All America is smiling at the Vermonter who, when unable to get "Central," tore the telephone from its moorings, got into his auto and, after driving two miles, hurled the instrument through the glass door of the operator.

Everybody realizes how dreadfully rude he was to let his temper get the better of him, and yet how many will sympathize with his ex-asperation, and with the operator, who was so foolish as to wear a glass door that day. Of course, it was wrong to suppose that the operator was to blame. There may have been something the matter with the mechanical end of the trouble. But can a man swear at an instrument when in such a difficulty? He must work it off on somebody, and if there is nobody around in the office, what is he to do?

This particular victim of telephonitis was fined \$25 for his outburst, but if the truth were known he was probably satisfied to pay the money. Provided he apologizes to the operator and replaces her glass door, no one will think any the worse of him. At least he was human.

**Los Angeles Harbor Must Be Developed**

The development of San Pedro harbor is a duty to the entire country as a part of commerce growth, in the opinion of Edward N. Hurley, former chairman of the United States Shipping board.

"Continued development of San Pedro harbor is a national duty of the people of Southern California, as well as the matter of self-interest and duty of the city of Los Angeles," he said.

**Bixby Slough Owners Gain Concessions**

At the last moment on last Friday, when the Santa Fe franchise was up for consideration by the city council the railroad company agreed to shift the route of the proposed extension so that the tracks will not cross Bixby Slough and also that the entrance to the slough shall not be blocked. This means that eventually the plans of the owners of the slough to create a large inland harbor will be brought to a successful conclusion. An immense factory district will undoubtedly spring up adjacent to Harbor City.

The bootlegger isn't worried about paying excess profits tax—he doesn't pay it, though his profits are enormously in excess.

**Ouch! My Back! Rub Lumbago Pain Away**

Rub Backache away with small trial bottle of old "St. Jacobs Oil."

When your back is sore and lame or lumbago, sciatica or rheumatism has you stiffened up, don't suffer! Get a small trial bottle of old, honest "St. Jacobs Oil" at any drug store, pour a little in your hand and rub it right on your aching back, and by the time you count fifty, the soreness and lameness is gone. Don't stay crippled! This soothing, penetrating oil needs to be used only once. It takes the pain right out and ends the misery. It is magical, yet absolutely harmless and doesn't burn the skin. Nothing else stops lumbago, sciatica, backache or rheumatism so promptly. It never disappoints!

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