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| <p>LOOK! READ! SA</p> <p>GENUINE GOODYEAR WING-FOOT Rubber Heels 25c</p> | <p>LADIES' Half-Soles \$1.00</p> |
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KEYSTONE NOTES

Catalina Island.

Mr. and Mrs. Frank Kelson, their daughter June and son George of 260th street are vacationing in San Diego.

SIX

NEWS REVIEW SECTION

Aviation

Women's Derby

Feminine fliers unfolded their wings, came into their own last Sunday when America's first Women's Air Derby was inaugurated. Frank T. Copeland, managing director of the event, helped start it as an experiment, expected two or three entries. He was surprised when a final count showed fifteen women ready to race from Santa Monica to Cleveland. More women were intrepid fliers than he thought. He remembered the days when it was considered daring for women to drive automobiles.

Eight days will be taken for the entire trip between Santa Monica's Clover Field and Cleveland. A rich prize of \$25,000 will be divided between winners of the race. The start was made Sunday at 2 P.M. and the first stop was San Bernardino. Other stops in their order are: Calexico; Phoenix, Midland, Abilene, Fort Worth, Texas; Wichita, Kan.; Tulsa, Oklahoma; East St. Louis, Kansas City; Cincinnati, Terre Haute, Columbus, Ohio, and Cleveland.

Most prominent in the entered list were Amelia Earhart, first among women to fly the Atlantic, and Ruth Elder, Beverly Hills, who "almost" flew the Atlantic. The latter is trying to even the honors with Earhart by reaching Cleveland first in her Swallow plane. Miss Earhart will fly a Lockheed-Vega. Travelair planes seen the favorite choice of participants. Wright Whirlwinds the favored engines.

Marvel Crosson of San Diego, Florence Lowe Barnes, San Marino, Blanche Noyes of Cleveland, Louise Thaden of Pittsburgh, Mary von Mack of Detroit, and Peggy Hall of Santa Ana are all in the race. Travelair planes. Using Wright Whirlwind motors in Waco planes are Gladys O'Donnell of Long Beach, Ruth Elder and Amelia Earhart.

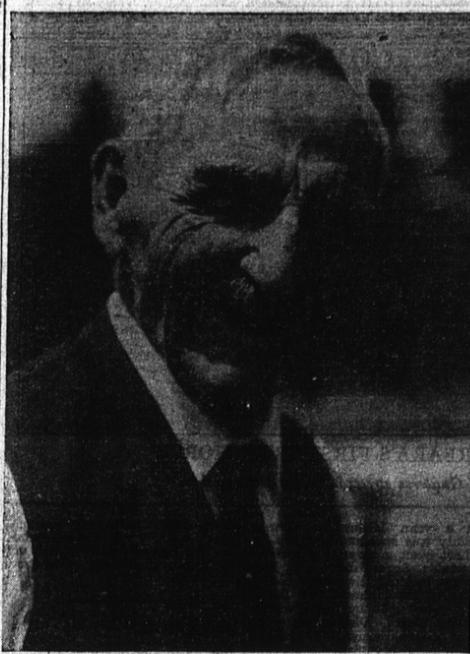
Fearing among women air-racers is The Rascal, a German woman and a fast, fearless flier. She is driving a De Havilland Moth with a Gypsy motor. Fearing too is Mrs. Keith Miller, New Zealand woman, holder of many aerial records in the British Empire flying her Kinner airplane powered by a Kinner motor. Once she flew from England to Tasmania.

May Hazlitz, one of few women in this country holding a transport pilot license, flew in the race with her American Eagle phantom. She is from Tulsa, Oklahoma. Phoebe Omie, in a Monocoupe plane with a Velle motor, holder also of a transport pilot license, started.

A list of other California entries included Vera Walker and Claire Fahy of Los Angeles, Bobby Trout of Long Beach.

Mrs. Ulysses Grant McQueen, outstanding Southern California woman aviatrix, was the original planner of the Derby, which is sponsored by the Santa Monica Exchange Club. Not solely content with flying, in the past she has done much for aviation in California.

She founded the Women's Aeronautical Association in Los Angeles, was Aerial Police Investigator of Beverly Hills (first aerial police-woman in the world), was Women's National Aeronautical Director, founded a similar organization in New Mexico, founded an International Women's Aeronautical Association. It was only right that she have a prominent part in the first women's cross country race.



PASADENA'S GALUSHA COLE

He had 103 birthday candles.

Reid and brought their Emco monoplane earthwards last week, because they were loath to ruin their motor.

Thirty-nine hours away from the record now held by German pilots, it is doubtful if their fuel supply would have lasted long enough to break it, thought factory officials.

Fuel consumption averaged between fifteen and sixteen gallons every hour. An hourly consumption of only twelve gallons was necessary to allow the plane to equal or break the German mark. At the take-off on Wednesday of last week the ship carried 830 gallons.

Encouraged by five Los Angeles aviation authorities, Ontario civic leaders last week were seeking to provide a first-class airport for their city, seeking to put Ontario back on the Southland's aviation map.

"Ontario will be a place in the sticks," said prominent Los Angeles speakers at a meeting in the Ontario American Legion Hall, "as long as it permits its airport to remain a garden of weeds."

Local speakers, too, decried the state of the Ontario airport, deplored the gony lassitude in letting the field . . . come infested with weeds and sand dunes.

Ripe, But Expensive

Air-minded folk at Santa Paula received a jolt last week. Some had thought the city was ripe for a city airport, were hopeful the city would purchase land for it. But the City Council refused to take any action on the matter until prices of the two proposed sites had been lowered.

An aviation committee had recently picked out the sites, suggesting the city buy them.

Stanley's Wheel

Lieutenant Stanley of the United States Naval Air Station at San Diego, blissfully flying last week, discovered half of his landing gear, one wheel, was missing.

Instead of rising to the occasion, Stanley in this case lowered. He called attention to his predicament and steered for the bay. Beasts immediately struck out from shore. Stanley picked out the nearest and settled his plane into the water close beside it, operated the flotation gear to prevent the plane from sinking, and stepped into the waiting launch without even getting so much as his feet wet. The event climaxed a massed flight of 105 naval planes.

Non-Refueling

Defective spark plugs cut short the attempted non-refueling endurance flight of Long Beach fliers Emory Bronte and T. G.

Sports

Paddock's Dilemma

Charles Paddock, Pasadena sprinter, once known throughout world sport circles as the "human," last week brought down the wrath of the Amateur Athletic Union upon his head. He wrote in a weekly magazine (Collier's) an article titled, "No Son of Mine." He said in the article that the A. A. U. had attempted to keep him off last year's Olympic team, at the same time using him as a gate attraction to swell funds of the American Olympic committee. It was true that the Amateur Athletic Union had taken Paddock's amateur status from him. President Brundage of the Union had asked the "Track and Field Committee" last year to recommend the make-up of the American Olympic team. Everyone on the committee felt that Paddock had repeatedly capitalized his athletic fame and had therefore forfeited his amateur standing.

President Brundage in reply to Paddock's recent article said: "It was so grossly unfair, contained so many inaccuracies and mis-statements, that it should not be allowed to pass unnoticed by the A. A. U. officials." However, Charles H. Paddock, Sr., had another story. Paddock Sr. said that charges against his son's right to be considered an amateur were grossly unfair. The sprinter had always wanted to write, even before his prowess as a runner was discovered, and he was far from capitalizing on his athletic fame. As proof of his assertions, the sprinter's father recalled that Charles had won numerous oratory medals at high school, and in university had dramatized several literary works.

By these early accomplishments it was seen that writing and lecturing were his talents. He had determined on a journalistic career without thought of athletic fame. With these facts known, Mr. Paddock, Sr., believed that charges against his son were shown in their true light as an unfair attack on Charles's personal journalistic career.

U.C.L.A. At Home

Residents of Southern California need not go far this winter to see the games of the U.C.L.A. football team. Only one game will be played outside Los Angeles County, when the team plays the University of Oregon at Eugene on November 2. And only one contest will take place on the new Westwood field, the Los Angeles Coliseum being the scene of most of the games.

The schedule: Sept. 28—S.G. at Coliseum. Oct. 5—Fresno State at Westwood. Oct. 12—Stanford at Coliseum. Oct. 19—Cal. Tech at Rose Bowl. Oct. 26—Pomona at Coliseum. Nov. 2—U. of Oregon at Eugene. Nov. 16—St. Mary's at Coliseum. Nov. 28—Montana at Coliseum.

Yacht Harbor

Yachts with Los Angeles harbor as their home port were leaving for other havens, someone told Los Angeles Mayor Porter, facilities for yachts in the harbor were lacking. Harbor Commissioner Emerson Spear refuted the accusation, said no yachts had been forced to leave for this reason; he had made a recent survey, all was well.

There had been a meeting lately, said Spear, of the Civic Regatta Association and the Junior Chamber of Commerce, and those who were not present should not criticize. The harbor is congested, but until all yachting interests can agree on a new site nothing can be accomplished. Persons present at the meeting agreed that the Outer Harbor area was the logical site for yacht anchorage. Yacht Club Secretary Hall said no official statement to the Mayor concerning desertion of the harbor by yachts had been made.

To Swim

California high school students should all know how to swim, in the opinion of Vierling Kersey, State Superintendent of Public Instruction. Swimming is an important accomplishment, as important as knowing how to blast the angle of a triangle, Kersey thinks. Said he: "Compulsory swimming courses in high school would save many lives. Each year

we swim more on holidays. People apparently go into the water whether they can swim or not. If they could swim the death toll would be less." If Mr. Kersey has his way, all high school graduates of the State would be compelled to learn how to swim before graduating.

Mortensen

One of the University of Southern California's best football players, Jess Mortensen, has announced his decision not to appear on the gridiron this season. He believes he can do better in athletics by limiting himself to track and basketball. Football fans will miss him this fall. As a track man he is a javelin thrower of nation-wide repute. The Pacific Coast thinks of him as one of its best basketball players, and at the University of Southern California he is the finest all-around athlete.

Annual Regatta

Moving slowly under a puffy breeze eighteen yachts last week left San Pedro, turned their bows toward Santa Barbara. It was the opening event of the ninth annual Southern California Regatta held at Santa Barbara.

Prettily rigged and catching every stray breeze was a yacht named "Babe." In its exit from San Pedro it caught a few more stray breezes than the other boats and moved ahead. The wind was sluggish, but the "Babe" still remained in front.

Onlookers from Santa Barbara's shore next day saw two sails in the distance, one slightly ahead of the other. Soon after, the "Babe" sailed into the Channel City three minutes ahead of the "Mondiah." The record of 23 hours and 54 minutes was not broken.

Conventions

Legion Conclave

San Diego teams with world war veterans this week; San Diego's hotels are full. For 20,000 American Legion members are holding their annual conclave there. Governor C. G. Young heads the list of civilian visitors.

In California manner San Diego entertains its guests. Sightseeing tours, harbor excursions, receptions and a grand ball are included in the program. In American Legion manner the veterans are entertaining with bands, drill teams and athletic competition.

State Commander F. N. Belgrano has the chair at the conclave. Mayor Harry C. Clark of San Diego speaks for his city. Four Southern Californians who were awarded the Congressional Medal of Honor for valor in wartime will be in attendance. They are David Hayden of Santa Ana, Edouard Isaac of San Diego, Louis T. Van Iersel of Los Angeles, and Col. Nelson M. Holderman of the Yountville Veterans Home.

1000 Firemen

California firemen, over 1000 of them, last fortnight attended the seventh annual California State Firemen's Association Convention at Fullerton, elected Captain W. A. Myers of Los Angeles' Fire Department as president for the coming year, decided to hold the convention next year at San Francisco. Fullerton had its hands full accommodating and entertaining the throng of visiting fire fighters, treated them royally.

At the election of the association, a complete ticket of incumbent officers was returned. Three out of five were Southern Californians. W. C. Fox of Santa Ana was named second vice-president. A. Oleovich of Redlands, recording secretary, and H. E. Strasser of San Diego, secretary-treasurer.

Governor Young in a speech told listeners of plans the State was working on to provide trained forces to combat fires in mountains and forests. The State had already provided four fire fighting engines to be located at strategic points in the State for use at times of emergency, taking the place of the trucks formerly commandeered. It was, he said, the first attempt of any state to carry the policy of protection so far. He was delighted to have the endorsement of the association.

An eight-hour day for firemen was embodied in a resolution passed upon by the firemen. It aroused contention, but was finally approved by a majority. The resolution carries no legislative suggestion, leaves the matter or application to the local departments.

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