

Pamphlet On State Vets Aid Program Ready



(Released by The Associated Newspapers Trade Mark Reg.)

REG'LAR FELLERS—Breezy Comeback

By GENE BYRNES



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ELECTED TO GUIDE... Student affairs at Torrance High School for the coming semester is the above group of students (left to right, top row): Beverly Hopkins, director of publicity; Yovan Popovich, vice-president of the student body; Dick Turner, commissioner of athletics; Jack Hood, student body president; Marie Kelton, president of girls' self-government and chairman of the girls' court; Connie Navarro, secretary of the student body; and Onal Harris, boys' self-government, chairman of the boys' court, and president of the boys' league. Front row: Pat Mullin, commissioner of finance; Pauline Band, commissioner of safety; Donna Sutton, commissioner of entertainment; Marlene Quaggin, commissioner of group control; and Jack Dean, commissioner of halls and grounds. (Torrance Herald photo)

New Fishing Regulations Decision Due

Proposals of the Division of Fish and Game to reduce California's trout season openings from seven to two in 1948, and to open inland waters to year-round bass, sunfish, and perch fishing met varied response from sportsmen last week during a two-day regulatory powers meeting of the Fish and Game Commission.

Most opposition was voiced by some northern California fishermen over the proposed May 31 trout season opening in all counties north of Mono, Madera, Fresno, and San Luis Obispo counties. Endorsed by the Southern Council of Conservation Clubs, the proposed May 1 opening for southern California counties met general acceptance.

Improved angling in Lake Henshaw (San Diego County) and Clear Lake (Lake County) where year-round fishing has been permitted, were cited in support of the proposal to open inland streams and lakes to spiny-rayed fishing as a relief to the State's over-fished trout waters. The move was opposed by representatives of the Associated Sportsmen and endorsed by the Izaak Walton League, the Southern Council of Conservation Clubs, and several other groups.

Following presentation of the proposed 1948 sport fishing regulations by Allan C. Taft, chief of the Bureau of Fish Conservation, the Commission heard verbal and written recommendations from sportsmen's clubs, property owners groups, individual anglers and Division employees. Commissions will announce their tentative decisions before the January 30 and 31 meeting in Los Angeles, when this year's fishing regulations will be set.

MAYOR OUTLINES TENTATIVE PLAN FOR BOROUGHS

Los Angeles needs the "new administrative look," Mayor Fletcher Bowron last week told the Lawyers' club. He urged adoption of a borough plan for the city.

George Chatterton, president of the club, said he would name a committee to study revision of the city charter—a preliminary step of setting up a borough system.

The mayor tentatively proposed establishment of the following five boroughs: the Harbor area, including San Pedro and the southwest district; San Fernando valley; central area, made of old Los Angeles; Hollywood to the sea, and the area east of Los Angeles river.

DISPLAY OF LICENSE

A fishing or hunting license must be displayed above the waist and shown on demand of any officer.

SPEED ON CURVES

Always cut down your driving speed before entering a curve. A little too much speed can easily lead to loss of control. And loss of control usually ends in a serious accident.

TROUT IS SALMON

Trout belong to the family. It is a fresh water fish with wonderful fighting ability, and is of exceptional food value. It feeds on angle worms, salmon eggs, grasshoppers, flies, minnows, grubs and other insects.

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New Opera Rehearsals

Rehearsals of a newly organized group, the Centinela Light Opera Co., commence Feb. 9 at 7:30 p.m., at the Adult Education Center.

Centinela Light Opera Co. is another project of the Adult Education Division of the Centinela Valley Union High School District, and while experienced singers are necessary, the director stresses the point of attracting young people beyond high school age who like to sing and act.

The first opera to be presented will be "The Mikado" (Gilbert and Sullivan). Prospective members are re-

LEO E. SIEVERT ADVANCEMENT BY SANTA FE TOLD

The promotion of Leo E. Sievert, of Los Angeles, general attorney for the Santa Fe Railway in California, to executive representative of the president, San Francisco, succeeding R. G. Rydin, was announced by President Fred G. Gurley. Rydin was promoted to assistant vice president, executive department, Chicago.

The promotions become effective February 1. Sievert is registered at the Adult Education office, 235 S. Grevillea ave., Inglewood on or before Feb. 9.

County Gets Smog Control

In a move to extend the battle lines against smog, the Los Angeles City Health department's air pollution control division Feb. 1 will be transferred to the County Smog Control district.

Transfer of the division will move Thomas Jump, Harbor district inspector, and four other officials from city to county jurisdiction, said Dr. George M. Uhl, City Health officer. Others making the change are H. E. Kunkel, director and Inspectors Robert Crothers, William Parmelee and Sidney Upton.

Purpose of the shift is to coordinate the control of smog throughout the county as well as in city districts, Dr. Uhl said.

BURGLARS LOOT HOME OF \$1600 IN KEYSTONE AREA

Burglars Jan. 21 looted the farm storage buildings of Henry Adrian at Figueroa street and Sepulveda boulevard, in the Keystone area and stole household goods, machinery and furnishings valued at approximately \$1600.

Sheriff's officers from the Vermont avenue station said that entrance was gained by forcing windows into the two storage buildings.

PLYWOOD

1/4 inch, 1/2 inch, 3/4 inch Interior and Exterior Also Some Plycord Normandie Lumber CO. 1232 253rd St., Harbor City Phone Lomita 1066

Lomitan Hurt In Accident

Three persons, including a 13-year-old school boy, were injured last week in two Wilmington traffic accidents, police said.

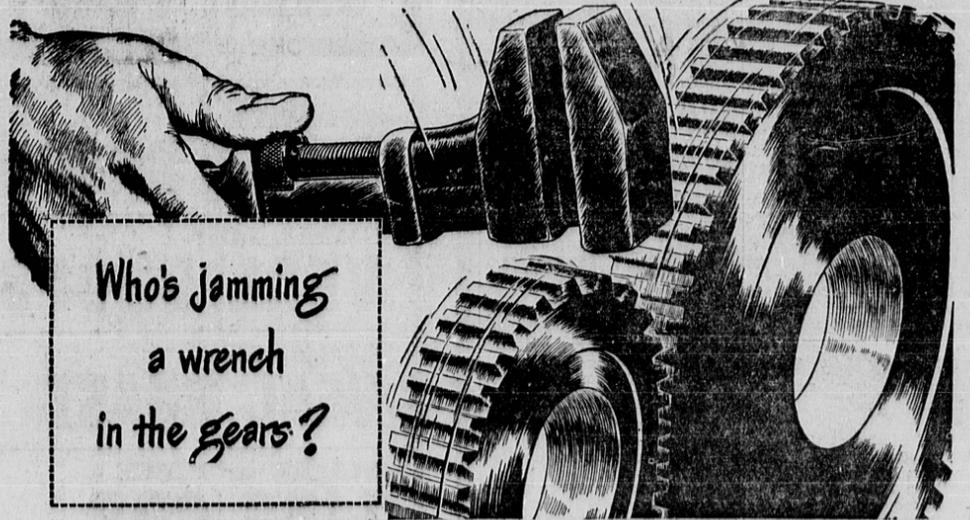
Douglas W. Lawson, 38, of 1201 W. 253rd st., Lomita, was injured when the car he was driving collided with an automobile operated by Mrs. Mildred J. Leonard, 40, of 1461 Fries ave., Wilmington, who was also hurt.

The collision occurred at the intersection of Pacific Coast highway and Fries ave. Lawson suffered an injured right knee and Mrs. Leonard head injuries.

The school boy Herman Briggs, of 635 Broad ave., suffered cuts and bruises when the bicycle he was riding collided with a stake truck at the intersection of Anaheim st. and Neptune ave. Driver of the truck, Henry T. Felix, 24, of 2451 W. 248th st., Lomita, was not held by police.

PREVENTS MANY STRAINS

There is a degree of truth in the charge that car makers are responsible for making it necessary to slam the automobile door to close it. Car owners, however, are not entirely innocent, and a little oil or graphite applied to door locks and strikers will demonstrate this to the satisfaction of the most skeptical.



3 Unions Block Labor Peace—Refuse Wage Boost Already Accepted by 19 Other Railroad Unions!

The Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen and Engineers and the Switchmen's Union of North America, representing 125,000 railroad employees, have refused to accept the offer of the Railroads of a wage increase of 15 1/2 cents an hour. This is the same increase awarded 1,000,000 non-operating employees by an arbitration board in September, 1947. This is the same increase accepted by 175,000 conductors, trainmen and switchmen by agreement on November 14, 1947. Agreements have been made with 1,175,000 employees, represented by nineteen unions. But these three unions, representing only 125,000 men, are trying to get more. They are demanding also many new working rules not embraced in the settlement with the conductors and trainmen.

Incidentally, the Switchmen's Union of North America represents only about 7% of all railroad switchmen, the other 93% being represented by the Brotherhood of Railroad Trainmen and covered by the settlement with that union.

Strike Threat The leaders of these three unions spread a strike ballot, while negotiations were still in progress. This is a secret vote but is taken by union leaders and votes are signed by the employees in the presence of union representatives.

When direct negotiations failed, the leaders of these three unions refused to join the railroads in asking the National Mediation Board to attempt to settle the dispute, but the Board took jurisdiction at the request of the carriers and has been earnestly attempting since November 24, 1947, to bring about a settlement. The Board on January 15, 1948, announced its inability to reach a mediation settlement. The leaders of the unions rejected the request of the Mediation Board to arbitrate. The railroads accepted.

What Now? The Unions having refused to arbitrate, the Railway Labor Act provides for the appointment of a fact-finding board by the President.

The railroads feel it is due shippers, passengers, employees, stockholders, and the general public to know that throughout these negotiations and in mediation, they have not only exerted every effort to reach a fair and reasonable settlement, but they have also met every requirement of the Railway Labor Act respecting the negotiation, mediation, and arbitration of labor disputes.

It seems unthinkable that these three unions, representing less than 10 per cent of railroad

employees, and those among the highest paid, can successfully maintain the threat of a paralyzing strike against the interest of the entire country—and against 90 per cent of their fellow employees.

The threat of a strike cannot justify granting more favorable conditions to 125,000 employees than have already been put in effect for 1,175,000, nor will it alter the opposition of the railroads to unwarranted wage increases or to changes in working rules which are not justified.

A glance at the box shows what employees represented by the Engineers and Firemen make. They are among the highest paid in the ranks of labor in the United States, if not the highest.

Compare these wages with what you make!

Here is a comparison of average annual earnings of engineers and firemen for 1939 (pre-war) and 1947. Also shown is what 1947 earnings would have been if the 15 1/2 cents per hour increase, offered by the railroads and rejected by the union leaders, had been in effect throughout the entire year 1947.	Type of Employee	1939 Average Annual Earnings	1947 Average Annual Earnings	1947 Average Annual Earnings with 15 1/2 Cents per Hour Added
ENGINEERS	Road Freight (Local and Way)	\$3,966	\$6,126	\$6,757
	Road Passenger	3,632	5,399	6,025
	Road Freight (Through)	3,147	4,584	5,169
FIREMEN	Yard	2,749	4,081	4,589
	Road Freight (Local and Way)	2,738	4,683	5,268
	Road Passenger	2,732	4,544	5,165
Road Freight (Through)	2,069	3,460	3,891	
Yard	1,962	3,133	3,583	

Railroad wages computed from Interstate Commerce Commission Statement M-300. Full year 1947 estimated on basis of actual figures for first eight months.

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