

Army Promotion

Jesse T. Gibbs, 17231 Delia Ave., Torrance, Calif., was recently promoted to private first class while

armed forces Communications system. He is assigned to the Far East Command Signal Service Battalion at Camp Tokyo, part of the

Civic Center

(Continued from Page 1) the civic center on either side of its present location seems unacceptable, a study of the costs of the expansion move is being made in order to form a clearer picture of the actual costs of the proposed Torrance blvd. construction, according to Councilman Drae.

Other Zone Changes
By refusing this rezoning it would not only be a hardship on the land owners, but a hardship on the people of Torrance. For more homes mean more people, more people mean a growing city and all the benefits that go hand in hand with an expanding community.

Letter Urges City to Rezone Tract for Homes..

(Continued from Page 1) tunity to buy the property but no takers. Now the property owners are asked to continue to hold this property with very little chance of selling to industry in the foreseeable future. This is a real economic hardship on the land owners.
Benefits of Expanding Community
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Boy Scouts Sponsor Free Public Dance Saturday

A public dance, featuring free hot dogs and soda, is set for Saturday night in the Jim Dandy market parking lot, corner Crenshaw and Torrance blvds., under the sponsorship of Cub Scout troops 240-C and 228-C and Boy Scout troop 219.

According to Mrs. R. Robertson, press chairman for the event, the dance is to publicize a boy scout breakfast planned for Saturday, June 27, at the same location. Tickets to the breakfast will be sold at the dance this Saturday night at 8:30 p.m.

The Mello-Aires, a five-piece dance orchestra featuring local musicians, will provide music for the fete.
The use of the facilities and all free refreshments have been donated to the scout troops through the courtesy of the market, according to Mrs. Robertson.
Proceeds from the June break-

ICELAND STATUS
Iceland, which became independent in 1918, was under Norwegian rule starting in 1262, and then came under the Danish flag beginning in the year 1380.

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The people who oppose the rezoning have stated that it is not unusual for workers to drive 40 miles or more to work every day. People do drive this far to work in Torrance, not because they want to but because they have to. People who work in Torrance want to live in Torrance but they cannot find houses to rent or houses to buy. They cannot find houses because there are none available. Why should we drive these payroll dollars to merchants in other cities, as well as lose the tax dollars to merchants in other cities, as well as lose the tax dollars to the City of Torrance. We can have both industry and residences in Torrance.

There are no oil wells located on this property to cause any disturbance to future home owners. The railroad spur runs along the easterly border of the tract. The railroad right of way, a planting zone and a street will be an adequate buffer zone separating the houses from the railroad. This particular 55 acres is ideally suited for residential development in that it is free from any flood problems. There are no industries located in the immediate vicinity. It is located on the southwest side of Torrance, where it has a beautiful view of the Palos Verdes Hills and is in direct line of the prevailing winds. It will always be smog and smoke free and will go far to insure smog free air blowing over the City of Torrance. The houses will be 3 and 4 bedroom, two baths and a fireplace, stressing all the most modern features of California indoor and outdoor living. They will be an asset to the people of Torrance, the city treasury and bring more people to work in the industry of Torrance.

Very truly yours,
LOUIS ARBETTOR
President Retail Merchants Division, Chamber of Comm.

POW Safe ...

(Continued from Page 1)
clared that he had "not much to say" and "just many questions." At one time, he said, he "was in bad shape" but that "hearing from home really helped me along because I pulled through. Mail is one of the most important things in camp."

No Word from Parents
Mrs. Ortega had not yet had a chance to find out whether Angel Arellano of Gardena, the father of the youth, and Mrs. Josephine Gutierrez, the mother, had also received mail.

The last that had been heard of the unmarried soldier till now was when the family received a telegram on January 7, 1951 that Arellano was missing in action since December 2, 1950. In March, 1951, the father was informed by the War Department that his son's name seemed to have been mentioned by enemy broadcasts but the matter was not certain. When the prisoner of war names were released December 18, 1951, Ortega's was on it. An occasional letter did arrive home since that time, but there had been no mail whatsoever since last August.

Enlistment
Arellano, who lived with his aunt, Mrs. Rosa Grande, at 2276 W. 203 st. when he was here, was a student at Torrance High school. He enlisted in the army when he was seventeen years old.

In all of his letters Arellano expressed a desire to receive mail. His address is: Pfc. Daniel Arellano, RA 19358376, POW Camp 2, Democratic People's Republic of Korea, c/o Chinese People's Committee for World Peace, Peking, China.

Construction

(Continued from Page 1)
Smith Construction Co., 22 more houses by Laramore and Siemon Co., and 18 residences by the W.M.W. Co. A tract containing 18 houses by the G.R.G. Construction Co. is being built near Sepulveda and Hawthorne blvds.

Total value of the five tracts is \$2,098,800, the building dept. said.

Star Store ...

(Continued from Page 1)
of the latest in home furnishings and appliances. Among the many well-known brands on display are the Kroehler furniture, Simmons mattresses, Lee's carpets, Frigidaire, Wedgewood and O'Keefe and Merritt appliances.

One today is worth two To-morrows.
—Benjamin Franklin

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(These figures represent the best mileage of each make)

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De Soto Firestone V-8	20.92
Dodge V-8	23.41
Ford Customline 6	27.03
Hudson Super Jet	25.42
Kaiser Manhattan	22.27
Lincoln Capri	19.94
Mercury Monterey	23.15
Nash Ambassador	22.54
Packard Clipper	18.67
Plymouth Cranbrook	22.83
Studebaker Champion	25.86
SPECIAL LIGHTWEIGHT CLASS	
Henry J Corsair 4	28.25
Nash Rambler Super	25.37

AGAIN, the results of the Mobilgas Economy Run demonstrate the high economy potential of modern cars, even when driving at maximum legal speeds under identical competitive conditions.

WHO WON WHAT! (based on industry price classes) — **CLASS A**, Ford Customline 6, 27.03 mpg; **CLASS B**, Hudson Jet, 22.05 mpg; **CLASS C**, Dodge V-8, 23.41 mpg; **CLASS D**, Studebaker Land Cruiser, 22.88 mpg; **CLASS E**, Nash Ambassador, 22.54 mpg; **CLASS F**, Nash Ambassador Custom, 21.11 mpg; **CLASS G**, Lincoln Capri, 19.94 mpg; **Special Lightweight**, Henry J Corsair 4, 28.25 mpg. The Sweepstakes winner was the Ford Customline 6 with 27.03 mpg.

THE RUGGED, 1206-MILE COURSE wound through and over a most dramatic and tortuous route. From Los Angeles it covered the 548 miles through hot San Joaquin Valley and over the towering Sierra Nevadas to Reno. The second day, the caravan pushed through and over mountains to Boise, Idaho. Then came the final leg to spectacular Sun Valley. In the 1206 miles were experienced maximums of altitude — from 19' to 7400'; temperatures ranging from near freezing to nearly 100°.

GASOLINES WERE STRICTLY STOCK — Drivers used Mobilgas or Mobilgas Special (premium). Regular Mobiloil protected the engines of all cars in the Run.

IT WAS OFFICIAL — was sanctioned by the Contest Board, American Automobile Association. All cars were certified strictly stock; two A.A.A. observers rode in each car to assure that all rules were obeyed



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