

Sit-Ins: Picture Story



NEIGHBORS STAND across street and watch CORE pickets. Some laugh, some are glum, but all have just one thing on mind—the demonstration against the all-white tract that has upset their lives. —PRESS Photo



SIT-INS SING as they occupy garage in model home of Don Wilson Southwood tract at 23448 Evalyn. Relays of CORE members took turns at keeping the sit-in going over the weekend. —PRESS Photo by Gordon Akers



NEGRO CHILDREN march with par-ents in picket line. —PRESS Photo

A LITTLE GREMLIN IRKS MOTORISTS—'VAPOR LOCK'

Motorists will never see him . . . nor will they ever hear him, but there's a silent enemy riding with them when they take to the highways in the warm summer season.

The California Highway Patrol says this miscreant is called "vapor lock," a little gremlin who stalls cars when they are forced to slow down during hot weather driving.

Commissioner Bradford M. Crittenden points out that vapor lock is most apt to appear when, after driving at normal speeds, a car is slowed down by traffic or grades.

"Denied a cooling breeze and full benefit of the fan, the motor overheats, and gasoline in the fuel line vaporizes to cause bubbles which block the flow of fuel to the carburetor.

"Vapor lock acts as if you had run out of gas or your fuel pump had failed," Crittenden stated.

But there's a way to solve the problem.

Cool water poured over the sides of the carburetor and on the fuel pump and fuel line, especially close to hot exhaust pipes will eliminate the trouble.

If there is no supply of cool water available, the motorist will eliminate the trouble.

If there is no supply of cool water available, the motorist can dip a handkerchief or rag into the radiator and hold it in the air until it cools. Applied to the fuel pump and fuel line, this may also correct the problem.

Monorail Plan Hit By Hahn

Supervisor Kenneth Hahn today flatly refused to approve right-of-way for the Goodell system monorail because no commuter stops are provided in the firm's proposal.

"If this system were built as presently planned, it would be merely a tube between downtown Los Angeles and the airport," Hahn said. "It completely ignores the rapid transit needs of people in the southwest portion of Los Angeles."

The Metropolitan Transit Authority has asked the board of supervisors to approve the use of public right-of-way along Century Boulevard.

The proposed Goodell system would run along the Harbor Freeway to Century and then west on Century to the airport.

Hahn noted that several sections of Century are under county jurisdiction, while others are in the City of Los Angeles and City of Inglewood.

"As supervisor of the district, I cannot in good faith allow the use of county right-of-way for a system which would not serve all the people in the area," he said.

Hahn demanded that at least five passenger stops be made in the 17-mile route.

These, he said, should be:

1. Figueroa in the Exposition area to serve commuters to events at the Sports Arena, Coliseum, Museums, and USC.
 2. Figueroa and Manchester to serve the Florence-Firestone area.
 3. Century and Figueroa to serve commuters of the southern section of Los Angeles.
 4. Century and Western to serve the Sportsman's Park area.
 5. Century and Prairie near Hollywood Park to serve Inglewood, Hawthorne, and Lennox.
- "It would be an insult to have a monorail system running through the heart of a community while forcing residents to watch it go by although they couldn't ride unless they start at the airport or downtown," Hahn said.
- Hahn is a strong supporter of monorail to solve Los Angeles' rapid transit woes, but feels the proposed Goodell system falls short in service to the general public.

Alfonso Corpus, Ernest A. Luning At Rose Festival

Alfonso L. Corpus, electrician's mate fireman apprentice, USN, son of Mrs. Dolores L. Corpus of 18422 Fay-smith, and Ernest A. Luning, seaman, USN, son of Mr. and Mrs. Ernest C. Luning of 2614 W. 180th St., are serving aboard the destroyer USS McDermut, a First Fleet unit which recently visited Portland, Ore., during the annual Portland Rose Festival.

In addition to the McDermut, 11 other Pacific ships visited Portland to join in the celebration.

The Rose Festival, first held in 1907, includes parades and ceremonies commemorating Portland's history and achievements.

Highlight of the five-day celebration is the crowning of a Festival Queen.

While at Portland, McDermut and the other Navy ships held open house, welcoming visitors aboard. This included Sunday church services conducted aboard the ships. In last year's festival, an estimated 86,000 people visited the ships.

The McDermut operates out of San Diego.

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Dominguez Channel Flood Control Project Work Slated

Work on another link in the 18-mile Dominguez Channel flood control project is slated to start soon following approval of plans and specifications for the project. Supervisor Burton W. Chace reported today.

Estimates place cost of the new unit at about \$3.8 million.

The board of supervisors directed that bids for the work be opened July 19 in the offices of flood control district chief engineer M. E. Salsbury. Formal award of

a contract to the low bidder is slated about ten days later, Chace said.

It will call for improvement of the channel from Wilmington Avenue to Avalon Boulevard, installation of right-of-way fencing and an access road along the watercourse from Henry Ford Avenue to Wilmington Avenue and construction of an outlet structure for a line of the South Torrance storm drain at Carson Street.

Work will involve building a reinforced concrete

trapezoidal channel stretching over a mile and a half. The fencing will be undertaken along a unit currently under construction.

The contractor is expected to start work within two or three weeks after award of a contract by the supervisors and completion is slated late in 1965.

Dominguez Channel is an integral part of the drainage program in the southwest section of the county, Chace explained. It acts as an outlet for storm drains and, when completed, will carry flood waters from Inglewood to the harbor.

The channel is being improved in units by the flood control district as funds became available. Completion

of the entire watercourse is tentatively scheduled for mid 1966, the supervisor said.

Plans for the new unit were drawn by flood control district design engineers. County engineer John A. Lambie was responsible for design of the unit of the South Torrance storm drain.

Flood control district personnel will oversee construction and operate and maintain the structure upon completion.

Funds to finance the Dominguez Channel work will be from the district's regular flood control tax while the storm drain work will be paid for from the \$225 million bond issue approved by the voters in 1958, Chace added.

Beach Sea Barrier Project Bids Opened; \$52,172 Low

Bowling Drilling of Bakersfield has submitted an apparent low bid to drill 14 observation wells as part of the sea barrier project in the Redondo Beach area, Supervisor Burton W. Chace reported today.

The firm's offer of \$52,172.50 was lowest among four proposals filed with flood control district chief engineer M. E. Salsbury. Bids ranged to a high of \$127,573.

Known as Unit 1B of the West Coast Basin barrier project, the observation wells are needed to check effects of the district's barrier program against further sea water intrusion along the west coast of the county.

Chace said district engineers will study all bids received and recommend award of contract by the

board of supervisors in about 10 days.

Site of the wells will be in Prospect Avenue between Vincent Street and Torrance Boulevard in Redondo Beach.

Barrier project units currently under construction include a 5.9-mile water supply pipeline and installation of 12 recharge wells, the Supervisor explained.

The new unit is the third segment of the over-11-mile project which eventually will extend from Playa del Rey to the Palos Verdes Hills.

Work on Unit 1B is scheduled to start within two or three weeks after formal award of contract is approved by the Board of Supervisors.

The project should be completed within six months, Chace added.

Union Carbide Distributes \$193,787 in Savings Plan

A total of \$193,787 was distributed Monday by Union Carbide under an employee savings plan in which the company adds as much as 30 per cent of the employee's savings. More than 149 employees of the Torrance plant of Union Carbide Chemicals Co., who saved \$145,149 of their own money through this plan during the last two years, received the cash. The balance of \$48,638 represents the amount the company added, fund surplus, and interest. Union Carbide Chemicals Co. is a division of Union Carbide Corp.

Under this plan, employees set aside up to 7½ per cent of their earnings and the company adds 10, 20, or 30 per cent of this amount, depending on whether the employee has one, two, or three or more years of company service.

The plan contains provisions for short-term savings and long-range investments or a combination of both. This plan permits employees to set aside cash for a distribution every two years and also provides the choice of long-range investment in either U.S. Savings Bonds or Union Carbide stock.

YOUR LEGISLATOR AT WORK

By VINCENT THOMAS
68th District Assemblyman

When I was a youngster I was warned to expect anything in politics. The wisdom of that admonition was certainly proved by the startling, whirling turn-about which marked the end of our 1963 regular session. Never before have so many major measures been delayed so late in the session. Never before have such important issues been decided in such dramatic climaxes.

To summarize quickly, the lead bill in the governor's tax revision program failed to get the needed votes in the Senate, an attempt to revive it failed, so the others were abandoned. Thereupon, the budget bill total was cut back from the requested \$3.25 billion, and passed at the lower figure. The Senate reduced the extra funds in the school support bill, and the Assembly refused to accept the cuts, so that bill also died.

July 8 Date Set

To no one's surprise, the Governor expressed his dissatisfaction at the fate of these major components of his program, and indicated he would call a special session to force reconsideration of the matters.

At first, an opening date of July 1 was suggested. After consultation with Democratic leaders of both houses, however, the date of July 8 was picked. So, shortly after you read this, we will be back in Sacramento.

Reductions in the budget cut out funds for anticipated raises for state employees, it was said, as well as those for many new and expanded state activities, such as increased aid to local mental health clinics. Defeat of the business tax speed-up bill, and killing of the other tax bills, again threatened the balance of the state budget. Loss of the school funds bill means no additional state money for needs of increased enrollment, and no funds for smaller classes, special education of handicapped children, or additional scholarships.

Governor's Statement

The governor indicated he

would sign the reduced budget bill, so that state operations will continue into the new fiscal year. He said that the reduction would force the state to operate on the level of the poorest state in the Union.

The governor also stated he would limit his proclamation calling the session to the three topics of budget, taxes, and school support. He said he would recommend methods of handling these problems on at least a two-year basis, in order to permit a comprehensive study of the whole state tax situation. He added that he would be glad to consider any alternatives submitted which might meet the real needs of the state.

Under the Constitution, we are limited in a special session to action on only those matters which are included in the proclamation. The governor may add to his list if he wishes. However, we as legislators have the right to treat the topics as we see fit. We are free to introduce our own measures relating to the agenda topics, to amend any bills that may be put in the hopper, and to pass or defeat any legislation. We can also set our own time for adjournment.

There is much speculation, of course, as to the probable length of the special session. Many of us believe that it will not last more than a week. Some, though, think that two or three weeks could be required to work out agreement on legislation in these politically and financially sensitive fields. Only time will tell.

Robbie Frey, Torrance Star, Aims at Women's TV Title

Defending Champion Robbie Frey from Torrance faced Inglewood All-Star Wilma Anderson Saturday night at Monterey Park Lanes, 145 N. Atlantic Blvd. Saturday's contest, the second semi-final round of three, gave Miss Anderson her four-game total and will stand as her bid for the "Queen of the Hill" championship roll off.

Robbie has victories over Merle Matthews and Nancy Tatum thus far in her bid for a double crown. Currently she is carrying a 198 TV series average with a 223 as her high game. Wilma has defeated D. D. Jacobson and Barbara Davis and appears in her fourth TV match with a six-game average of 198 and a high game of 225. "Women's All-Star Bowl" sportscaster Dick Stoeffler is viewed each Saturday

from San Diego to Santa Barbara on Channel 5, Los Angeles. The weekly and series prize money is presented to the competitors by The Brunswick Corporation, co-sponsors of the LIVE program.

Results of last week's telecast from Canoga Park Bowl gave Wilma Anderson a 63 pin advantage in the round-robin schedule thus far. Wilma uncorked a big 410 two-game series against her opponent Marie Lang from Oxnard. The televised action was highlighted by Wilma's tremendous second game effort of 225.

FINISHES TRAINING

Joan Maureen Schmittou of Torrance has completed an intensive 16-week basic law enforcement training program at the Los Angeles County Sheriff's Academy.

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