

ADDITIONAL NEWS FROM WASHINGTON

(Continued from Page 3-A)

four hours per day for debate, it would require 18 days of the time of the House for each one to be heard on each section, each amendment on each bill.

Consequently, under the custom that has grown up in the House, the members of a committee, who have had a bill under consideration, and have gone over it word by word, line by line, paragraph by paragraph, are given preference in the discussion of the bill. The chairman of the committee allots the time, giving one-half to the ranking or Republican member of the minority. Then each committee leader divides the time, usually giving his co-workers on the committee preference in the length of time. So usually a committee member may secure from 15 minutes to an hour, while other members are lucky to get from one to ten minutes.

At the present time, there are

three times as many Democrats as Republicans—the minority has much more time in proportion to members, than the majority. That means that many members who desire to speak cannot possibly do so under the time allotted. Their only recourse is to ask unanimous consent to extend their remarks and it is customary to grant this privilege. But some one says: "Why four hours? Why does not Congress continue in session so that everybody can talk as long as they like?" Well, my friends, did you ever sit six hours listening to speeches? Just try it out on yourself listening to somebody for two hours at a stretch. I want to say that four to six hours is too long for one to listen to speeches day by day and at the same time preserve his happy disposition. And there are many other duties, such as attending committee meetings, heavy correspondence, departmental errands and

so forth and so on far into the night.

Anybody out here want a seat at the "Shiners' parade"? I have received a circular that I can secure good seats from \$3 to \$11 per person. I'm not buying any myself, but I will oblige my friends, acting as their agent. Don't order any C. O. D. and bring your umbrella.

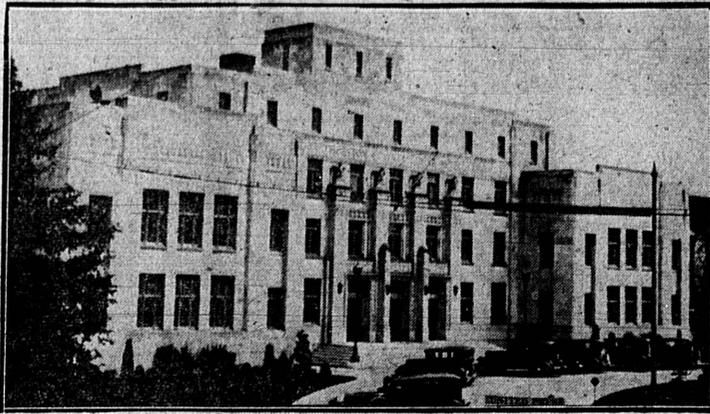
Squaw Dies At 125

HELENA, Mont. (U.P.)—An Indian woman who died at Pryor, Montana, was the oldest person ever to die in the state, according to the bureau of vital statistics. The woman, a full-blooded Crow, was born some time in 1810—two years before the War of 1812.

COMPLETE COVERAGE

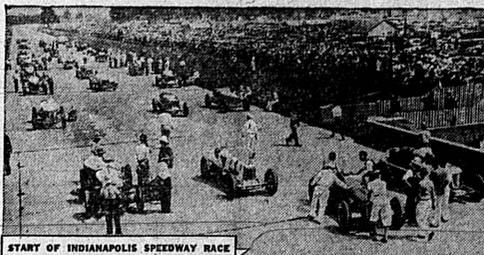
All Torrance Herald ads run in the Tri-City Shopping News without extra charge.

Kidnapers' Bastle



Extra guard details have been assigned to Thurston county jail at Olympia, Wash., where Mr. and Mrs. Harmon M. Waley await trial for the kidnaping of George Hunt Weyerhaeuser, young member of the wealthy timber clan. The Waleys were rushed to the jail by plane from Salt Lake City, Utah, following their arrest by Federal agents. The regular sheriff's force has been augmented by Federal operatives, pending the Tacoma, Wash., trial.

"Pits" Hold Drama of World's Greatest Racing Classic



START OF INDIANAPOLIS SPEEDWAY RACE



ABOVE: SCENE IN THE "PITS" A CAR IN FOR GAS LEFT: KELLY PETILLO, WINNER, AND HIS MECHANIC

Unfortunately the average spectator at the annual Indianapolis Speedway Classic is unable to witness much of the tense drama of the race, which takes place in those little concrete-walled boxes known as the "pits," located on the "apron" of the track near the starting point. Here the "teams," composed of a dozen men, — a necessary organization for every entrant — perform their duties in an atmosphere tense with excitement but with the precision of a well-drilled stage show. Without their help no driver would stand a chance of winning.

There is the directing genius behind the strategy involved in this four-and-a-half-hour contest. Whirling around the two-and-a-half-mile rough brick oval at speeds approaching 150 miles an hour, their senses reeling from the thunder of their motors, the fumes from the engines, and the eye strain, the drivers lose track of

their position and their speed. It is the pitmen who keep them informed on these important matters, and advise them regarding strategy through a complicated system of signalling. When to come in for water and gas, and who the leaders are at the moment are among the many pieces of information that the driver must depend upon his pit crew for.

The operations in the pit are as thrilling, at times, as the actual race itself. A car slides onto the apron and stops in front of its own pit. Half a dozen men leap the low concrete wall, each concentrating on a definite job. The cap is off the radiator in a second and a stream of cool water is flowing in; gasoline is already being poured into the tank; tires are examined; and two men lift the hood and their expert eyes and ears can tell in a split second whether all parts of the engine are synchronizing.

One or two A.A.A. officials dash up. The pit crew gives them an anxious glance, for their inspection may mean loss of many precious seconds—possibly elimination from the race. These officials have the authority to order adjustments, and, if in their judgment the car has a defect, to order it from the race as a precaution of safety for all concerned.

Kelly Petillo won this year's race, setting a new track record of 106.24 miles per hour. Each of the two times Petillo stopped at the pits, he was seen to continue to sway in his seat, not yet recovered from the effects of the bodily rhythm induced by the terrific carving at high speed. Peter DePaolo, his pit manager, shouted advice into his partly deafened ears and within a minute or so Petillo was back on the track with a fresh supply of gas and water, and his engine in perfect tune.

Petillo frankly stated after the race that much of the credit for his performance was due to two factors—his pit manager and his tires. The winner said he was tempted several times to "burn up" his car early in the race to catch the several drivers then ahead of him. "I knew my Firestone tires would stand any speed my car could go," he said, "but I had my instructions from Pete DePaolo. He worked out the plan of campaign and I followed it." DePaolo signalled instructions to Petillo on almost every lap of the 200.

In the pits, too, watching and checking car performance, is the engineering genius of the country. Take tires for instance. The recent race marked the sixteenth consecutive contest in which Firestone tires had been on the winning car. Firestone engineers and designers were in the pits throughout the race, checking every phase of the cars' performance. The drivers buy and pay for their tires, and have for years. Firestones were on all cars that finished and there was not one tire failure. With new records each year, the problem for tire and motor car engineers is ever new.

New 1936 PHILCO



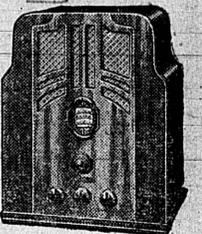
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See this new Philco 610F today! A full-sized 1936 floor type model that gives guaranteed foreign reception—at a price everyone can afford! New "balanced" features insure marvelous tone and superb world-wide reception. Satin-finished cabinet of latest design.

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European Travel Heaviest Since 1931

Transatlantic travel during the current year has surpassed that of any previous year for a like period since 1931 and bids fair to surpass new records. E. A. Winkler, manager of the Los Angeles office of Hamburg-American Line and North German Lloyd, said yesterday.

Reflecting constantly increasing passengers on ships from New York to Europe, the Europa of North German Lloyd carried 1,983 passengers on its last trip, and the sister ship, Bremen, carried 1,701 passengers. Winkler was advised. This number far exceeded any passenger list carried since May, 1931.

CLOTHES STOLEN

Naomi Blothe, Los Angeles, reported to Torrance police this week that while she was a visitor at Torrance beach, some one forced the lock on her car door and made off with her clothes. She was forced to go home in a bathing suit.

Bees Swarmed On Exhaust

HANFORD, Calif. (U.P.)—An unusual traffic situation was created in Hanford when a swarm of bees droned down the main street and settled in a parked car, completely covering the exhaust pipe. Pedestrians watched Ernest Deputy gather the bees into a hive.

Plane, Glider Land In Tandem

KUIBYSHEV, U. S. S. R. (U.P.)—Spectators at a local airport were afforded an unusual thrill recently when an airplane and glider took off and landed simultaneously, without disconnecting the towing cable.

'Frisco Horses Vanishing

SAN FRANCISCO. (U.P.)—It won't be long until a horse on Market street will be an occasion for a legal holiday. Dr. J. C. Geiger, city health officer, reports the latest census totals the city's horse population at 488.

Arlington and Carson, Torrance

WOODBURN'S

Phone Torrance 175

- GROCERY DEPARTMENT
- GOLDEN CREST Peanut BUTTER (bulk) lb. 19c
 - Gem Nut OLEO 1-lb. pkgs. 2 for 25c
 - GOLDEN STATE BUTTER lb. 30c
 - SAV-A-DAY PICNIC PLATES . . pkg. 5c
 - OXYDOL (10c size) 2 for 11c
 - PARADISE SWEET PICKLES qts. 20c
 - ELASTIC STARCH per pkg. 7c
 - CRAIG'S CORN OR STRING BEANS No. 1 can 5c
 - HILLS BROS. RED CAN COFFEE lb. 28c

- MEAT DEPARTMENT
- NO. 1 STEER BEEF POT ROAST . . lb. 15c
 - NO. 1 STEER BEEF BOILING MEAT . lb. 10c
 - PURE PORK SAUSAGE lb. 25c
 - ROUND OR SIRLOIN STEAKS . . . lb. 25c
 - RIB LAMB CHOPS . lb. 25c
 - Shortening ACORN 1-lb. pkgs. 2 for 25c
 - Wieners or Conneys lb. 18c
 - BACON SWIFT'S SLICED . . lb. 38c
 - SILVER LEAF Lard (bulk) . . . lb. 15c

- VEGETABLE DEPARTMENT
- FRESH LOCAL APRICOTS . . 3 lbs. 10c
lug.....65c
 - NEW Potatoes 12 lbs. 10c
 - Brown ONIONS 3 lbs. 10c
 - EXTRA FANCY ORANGES each 1c
 - SOLID CABBAGE lb. 1/2 c
 - CUCUMBERS . . 2 for 1c
 - Fancy Cantalope 3 for 10c
 - EXTRA FANCY KENTUCKY WONDER String Beans . 4 lbs. 15c
 - LARGE BELL PEPPERS . 3 for 5c