

LAPE'S FIRST ANNIVERSARY OBSERVED

A year ago, on Oct. 1, 1943, the Los Angeles Port of Embarkation, lusty sub-port of San Francisco P. of E., tossed aside its ties and became an independent port by order of Lt. Gen. Brehon Somervell, Chief of the Army Service Forces. Thus it attained equal status with other great American Army ports under direct supervision of the Chief of the Transportation Corps.

During the past year L.A.P.E. has grown into a vital unit of the Transportation Corps. This growing importance is high-

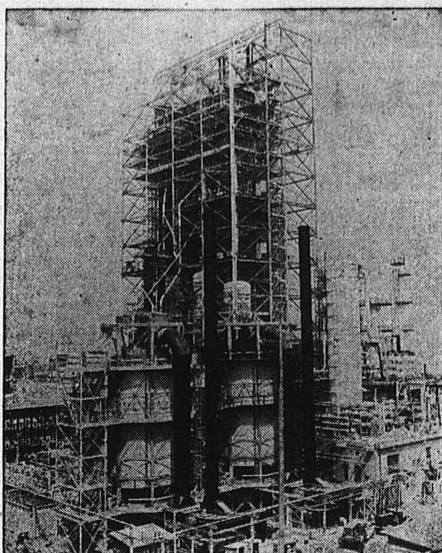
lighted in an anniversary message sent to Col. James K. Herbert, Port Commander, by Maj. Gen. Charles P. Gross, Chief of Transportation, saying: "As the tide of battle shifts to the Pacific you will find yourselves more and more in the military spotlight. You will be asked to intensify and increase your efforts all along the line. You will have a vital role to play in the ultimate defeat of Japan."

"For a year now Los Angeles has functioned splendidly as a leading port in its own right."

I take great pride in your achievement and send you my best wishes for your continuing success."

In his anniversary greeting to all L.A.P.E. personnel, Col. Herbert called for "the same calibre of total effort and sacrifice as our fighting men overseas are making."

NEW CAR
National Supply Co. has been given a certificate to purchase a new automobile by the Office of Price Administration.



BIG UNIT DEDICATED . . . This is the "Cat Cracker," one of the many units in the recently completed Richfield Refinery east of Torrance. Twenty stories in height, this structure is the heart of the new process because it changes low grade fuel vapor into high grade aviation base stock. "Cat Cracking" makes quantity production of super Octane Aviation gasoline possible. Its huge catalyst chambers contain 750 tons of the glass-like particles known as bead catalyst.

Big New Addition to Richfield Refinery Is Dedicated Today

With the dedication today of Richfield's new refinery expansion near Torrance, additional high-powered fuel is being provided for the gigantic engine of war which is steadily reeling up victory after victory in the Pacific conflict with Japan.

Until the emergency is over, this super-fuel will be available only for our war planes, but with the coming of peace, its unusual quick-starting, high power and steady cruising qualities will be adapted for use in marine and automobile motors. Much better diesel and lubricating oils will also be provided through the new refining processes which produce this super-fuel.

The oil industry has not only been thinking and working along lines that keep abreast of the latest in motor design, but it is even prepared for radical improvements and adjustments in the motor of the future.

In actual operation this new Richfield super-fuel makes possible higher compression engines which will deliver greater power per pound of weight. This has been proven in the use of war planes where shorter takeoffs, faster climbing, greater speed, higher ceilings, split-second fast-er turns and longer range were necessary.

This great oil refining program may express itself in the future wherever gasoline motors are used, as the new super-fuel will deliver more power in smaller, lighter engines than are now in use.

It also results in a great saving in oil stock, thus stretching out the reserves of this vital resource. Strange as it may seem, it is now possible to make more gasoline from a barrel of crude oil than there is gasoline in it.

One of the few companies producing 100 octane aviation gasoline at the time of Pearl Harbor, Richfield, through the addition of these refining units,

is now turning out approximately 800,000 gallons of the new super-fuel daily. This is enough to fuel a raid of 1,000 four-motored bombers every fourth day from China to Japan.

One of the most important phases of Richfield's "100-plus" octane operation is called Cat-Cracking. Selected vapors, produced by an initial heat treatment, are fed into a towering chamber, containing 750 tons of glass-like bead particles.

These are called catalysts and are the mysterious chemical agents which multiply the power of "run of the mill" motor fuel vapors.

The hydrocarbon molecules are thus broken, rearranged and fashioned into a new pattern of power, far superior to the best pre-war automobile gasoline. Known as aviation base stock, it is then blended with certain other products to develop the "100-plus" octane motor fuel now being used by our conquering air forces.

Admiral Warns Against Shutdown After Nazi War

On tour of west coast naval facilities, Vice Adm. Randall Jacobs, U.S.N., Chief of the Navy Department's Bureau of Personnel, speaking in Los Angeles this week, warned against the "let down which may follow cessation of European hostilities."

"There is a tendency to think the war will be over when Germany is defeated, particularly in the east and middle west. This is far from true," he voiced emphatically. "The full force of the Navy must be thrown into the Pacific. We can't have any let down."

Beach Cities Urged to Submit Erosion Plans

Torrance and other beach communities are being urged by Geoffrey F. Morgan, president of the Shoreline Planning Association of California, Inc., to complete their general and engineering plan for beach erosion projects, send the material to the association. "We will deliver them for review to the subcommittee on beaches of the State Reconstruction and Reemployment Commission," Morgan said. It will then be referred to the commission with recommendations.

Progress is being made toward a statewide study on a cooperative basis by the state of California and the U. S. Beach Erosion Board, he declared.

"Arrangements have been made for our executive secretary, Geo. P. Larsen, to visit the coastal counties and cities for conferences with the boards of supervisors, city officials, planning commissions and other groups, where arrangements are made for such meetings," said Morgan. "Last week he held conferences at Ventura, Santa Barbara, San Luis Obispo; all of which were very successful. If you wish to conduct such a conference, just write to Mr. Larsen concerning it; but please do it soon as they should all be concluded during October."

"We are making great strides forward and indications are that a definite shore and beach program on a statewide basis for the benefit of our coast line counties will be approved by the 1945 session of the state legislature."

Discharged Vets Fail to Ask Benefits

Although 3,600 servicemen are being released monthly in California, less than 250 veterans of World War II have received weekly checks from the Department of Employment under the Readjustment Allowance Act (I. Bill). It was announced by James G. Bryant, chief, Division of Public Employment Offices and Benefit Payments. Nearly all of these veterans are eligible to make servicemen's allowance applications, Bryant explained, but a great majority are being placed in employment in California industries according to departmental statistics, before qualifying for weekly unemployment allowances.

The California Department of Employment, which is the agency for taking applications and paying allowances under the G. I. Bill, has received 509 applications for readjustment allowances and has paid \$8,019.00 in weekly checks to unemployed veterans, since the bill became effective Sept. 4, 1944.

With the cooperation of the California press, larger numbers of eligible veterans are becoming aware of their rights under the bill, which grants up to 52 weeks of allowances for unemployment to veterans who had 90 days or more of active service in California industries according to departmental statistics, before qualifying for weekly unemployment allowances.

Applications for servicemen's readjustment allowances can be made at any office of the U. S. Employment Service, the Department of Employment, or the Railroad Retirement Board in California. To establish entitlement, it is necessary for the veteran to present his honorable discharge or release from active service, Bryant stated. To qualify for weekly allowances, he said, the veteran must apply for work and meet eligibility standards similar to those required of claimants under the California unemployment insurance law.

Eligible veterans are being urged, Bryant stated, to make the original applications under the G. I. Bill at their first opportunity so that their readjustment allowance determinations can be made. This will avoid a delay in receiving weekly allowance checks when the veteran becomes unemployed at a later time. Readjustment allowances remain available to the veterans for continued or intermittent weeks of unemployment until two years after discharge or two years after the end of the war, whichever is the later, Bryant stated.

California War Chest Drive Opens

Opening the second annual appeal for support of the California War Chest, house-to-house canvassers next week will begin calling upon residents to help meet the \$20,000,000 statewide goal.

In a letter of endorsement from the governor's office, Earl Warren expressed confidence that "California's response will be in keeping with the needs of the hour."

As the money-raising organization for war-front and home-front agencies, the California War Chest is the official representative for the National War Fund, and provides the budget for U.S.O., War Prisoners Aid, United Seamen's Service, American Field Service and the relief agencies of our fighting allies in addition to providing support for many "home front" health, welfare and character building agencies.

The governor further pointed out that "As the strength of America extends into enemy territory, we must back our fighters with an extra measure of faith. A contribution to the War Chest, which seeks funds on behalf of 22 national war-related organizations, together with local welfare services, is a tangible expression of this faith."

"The War Chest bolsters fighting morale with direct services to our men in uniform, strengthens the dauntless spirit of our allies by supplying relief to their war-stricken peoples and guards the families and communities of our fighting men through health and welfare agencies at home. Now, as never before, War Chest services are vital."

More than 100,000 volunteers will take to the field next week to personally contact their neighbors. Chest officials point out that these volunteers are giving not only their own monetary contributions, but see the need for a fuller measure by accepting the personal responsibility of soliciting funds.

The drive, extending from Oct. 9 through Nov. 11, with a national war-front goal of \$125,000,000, will provide support for the relief agencies of the Philippines, Belgium, Britain, China, Czechoslovakia, Denmark, Italy, France, Greece, Lithuania, Luxembourg, Norway, Poland, Holland, Russia and Yugoslavia.

More than 56 percent of the funds collected go to U.S.O., United Seamen's Service and

War Prisoners Aid. Other agencies benefiting are American Field Service, Refugee Relief Trustees and the U. S. Committee for the Care of European Children.

President of National War Fund, Winthrop W. Aldrich, recently pointed out that "Victory over Germany, whenever it comes, will undoubtedly create shifts in certain agency programs, but may very well increase, rather than diminish, the need for our help. Fortunately, our budget processes—swift, elastic and impartial—assure fair handling of this critical and difficult situation."

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