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WELCOME HOME THIRD FLEET!

Note to Admiral Halsey:

WE'LL DO OUR BEST TO SPEED THE THIRD FLEET'S LONG DISTANCE CALLS



About two weeks ago we received a request from Admiral Halsey to do everything we could to make it easy for his men to place Long Distance calls and to complete them as swiftly as possible.

Today, special pier side telephone centers have been set up and many new telephones have been installed near places Third Fleet units are docking. Trained operators are on the job, and we know that the general public will continue to cooperate, as they always have, in helping to keep the lines clear for service men.

So, to Admiral Halsey and the men of the Third Fleet, we say, "Welcome home! Long Distance calls are still at an all-time high, and there are bound to be some delays. But you can be certain we'll do our level best to be of all possible service."

The war on want has not been won... give generously to the WAR CHEST!



SOUTHERN CALIFORNIA TELEPHONE COMPANY
1266 Surfside — Phone 4600 — Torrance
2162 Lomita Blvd. — Phone 4600 — Lomita

County Aid To Redondo Beach Program Upped

On motion of Supervisor Raymond V. Darby, the Board of Supervisors at a recent meeting rescinded its former action appropriating the sum of \$50,000 toward the construction of a sea wall and groin at Redondo Beach and appropriated the sum of \$58,700 for this purpose.

This change in the appropriation was necessary because of a change in the specifications required by the State of California which increased the estimated cost of the beach protection program at Redondo Beach. Under the recent act of the Legislature appropriating \$100,000 for the Redondo Beach improvement, it was required that these funds be matched either in a like amount of cash or approved work performed on the project subsequent to July 1, 1944.

The amount of work already done and for which credit is claimed by the City of Redondo Beach as matching funds is valued at \$36,800. This amount added to the \$58,700 appropriated by the County toward this work makes a total of \$95,500 from the City of Redondo Beach, thus making up the total of \$100,000 to be matched against the State's \$100,000. This will provide a fund of \$200,000 for the construction of this much needed project to stop the erosion of the beach from the force of winter tides in that vicinity.

Need Many Men For Overseas Jobs, Report

There are 1,710 good jobs open immediately for civilians in overseas work. It was announced today at the Los Angeles Port of Embarkation personnel office. During the early part of 1946, 3,200 more men will be needed to fill overseas jobs. Coast Guard crews which manned 275 Army vessels during the war are being relieved and the Army is looking for men both with and without experience to operate the vessels.

All men accepted for overseas work will be sent to New Orleans at government expense for three weeks training. They will then be sent overseas and will be paid a bonus of \$2.50 per day in addition to salaries ranging up to \$6,026 per year. In addition, liberal uniform allowances will be made.

Service men's stationery? Call Torrance 444 or 443.

Experiences After Departure For Overseas Duty Told By Woodcock

A recent letter from Pfc. Charles A. Woodcock, USMC, with the 1st Marine Division, brings to his family and friends a vivid, word picture of his experiences following his departure for overseas duty.

He is a son of Mr. and Mrs. C. E. Woodcock of 2431 Cabrillo ave. "We pulled out the day after we went aboard," he said, "I went below until we were well at sea. None of this watching the shoreline disappear, no waving good-bye, no last-minute anguish. The ship was a mess. Hot, dirty, and terribly crowded. Rotten chow. Plenty of sea-sickness for the lads. A very lonely trip. Passed the Islands, on to Bankia, which looked like the fulfillment of all the South Seas' posters ever drawn. Wonderful scenery. Moored right at shoreline—no need for piers or wharves. Sailors, marines, Sea-bees and natives all over the place, with a background of coconut palms. We picked up our paraphernalia and staggered down the gangplank to waiting cattle trucks. Along winding, hard-surfaced coral roads to a recently abandoned Sea-Bee area. Here we had nice tents, well-built and large, with walks and paths through the coconut palms. Unfortunately this idyllic existence lasted only about 10 days, when we were moved across the island to an Army area. It was lousy compared to what we had just left. The worst feature was a steep hill, which, in our training, we had to climb at least twice a day. Beastly hot. Our diversion was the theatres on the island. Each outfit had its own theatre. The other diversion was the Red Cross Canteen. Lots of the boys dropped in just to look at the three or four women on duty. They had magazines, cards, records, a small library, and served food every night.

"After four weeks' training, the blow fell. We started loading for the coming operation. We put in lots of nights on 'gas island' loading gas and oil drums on to barges. Loading the ammunition was the toughest. We were issued winter clothing for a colder climate and got 'shot' nine times in two days. Even the brave and stoical turn green in the 'shot' line. Finally, the feverish preparation was over. Seabags packed and shipped. With everything we owned on our backs, we filed on to a LCI at Blue Beach and shoved off for Pavuvu, which is the largest island in the Russells and home base for the First Division.

"After Pavuvu, we loaded on a troop transport, the USS Effingham. It was a luxury liner compared with the others, and we had good chow. We were assistant flagship of the division convoy of 15 ships. Hanging over the rail, taking in the whole spectacle, the sizeable fleet looked mighty impressive to the recruits. Then we steamed away, we were really excited for after all the training, working and waiting this was 'it.' On the first note of reveille in the morning, we dashed up on deck to look around and found ourselves... anchored just off Savo. What a blast! During the night, we had steamed at full speed completely around the Canal and back to our starting point. After this weird operation every night for about a week, until one afternoon, we steamed calmly over to Bankia and dropped anchor in a narrow channel. There we stayed for six days. No nocturnal merry-go-rounds. Life aboard a transport is a dreary routine, and after two weeks of it, we were exactly where we started. "When we left Bankia next time, there was no dilly-dallying. We were 'off to the wars.' Our 15-ship convoy was a separate unit and we never saw any of the numerous other ships which had been at Bankia and the Canal. But we weren't entirely abandoned because a reassuring fringe of destroyers encircled the entire horizon. This weird weeks aboard ship, however, were wasted time in my life. Time I could have utilized in writing letters and taking advantage of spare time, I was just bone-dry—couldn't write a thing.

"Then the morning I awoke to view the most impressive panorama yet beheld by these incredulous eyes. The vast expanse of ocean was crowded with ships. War-ships, cruisers, destroyer escorts, minesweepers, carriers, patrol craft, hospital ships and countless landing ships. Higgins boats wove an intricate web upon the water between the larger vessels. It was really an awe-inspiring spectacle. I felt if Hirohito could see that, he would break his arm throwing in the towel. This anchorage was used for several operations including Saipan, Guam and Okinawa. It was undeniably the best kept military secret that I know of.

"Then the last lap where everyone was irritable and short tempered. A few of the old-timers worked overtime trying to show the troops about combat in general and their own valor and ferocity in particular. We knew that we were to be shore-party troops and would never get very far from the

R. C. Hansen Returning Home From Jap Prison

Richard Cleveland Hansen, shipfitter, second class, USN, 736 W. Ocean st., Torrance, prisoner of the Japanese for many months, is returning to the States aboard the USS Ozark, landing ship, with 1,012 others liberated from prison camps in Japan. They are veterans of Corregidor, Wake and Guam.

Aboard are 25 officers and 592 enlisted men of all United States fighting services, 247 Canadians, and 138 civilians. This ship is but one of many speeding repatriates homeward. The liberated came aboard at Tokyo and, after preliminary care, were taken to Guam for thorough medical examination and clothing for the journey home.

RAIN UNDER NORMAL. Despite the fact that it rained every time you wanted to show your eastern visitors the sights of sunny Southern California or decided to take the kids on a picnic, the county flood control board disclosed that last year Los Angeles County got only 88 per cent of its normal rainfall.

beach, but still no one acted what you'd call 'devil-may-care.'

troop and hospital ship leaving west coast ports between now and Nov. 15 for everyone aboard.

TWICE AS POPULAR AS ANY OTHER BEER!!

YES, IN THE WEST...

IT'S ACME

2 TO 1!

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Beach, but still no one acted what you'd call 'devil-may-care.'

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A. P. CORSARO
1117 1/2 Steinhart Lane, Redondo Beach, Calif.

GREYHOUND BUSES ROLL AGAIN!



Regular Service now restored throughout the entire system

We are sorry that you have been inconvenienced at a time when transportation was so vital and necessary, and we appreciate your patience and understanding.

Now we can go ahead with the further improvements in our service that were originally planned to go into effect October 15—faster, more frequent and convenient schedules at new low fares to many points.

As our buses roll again, you can look ahead to Greyhound to provide the people of this community with the finest in bus travel at the lowest fares.

Greyhound's improved service is now available for your Fall trips. See your local Greyhound agent for complete travel information, and for special charter bus service.

PACIFIC GREYHOUND LINES
SERVING YOUR COMMUNITY WITH CONVENIENT DEPENDABLE TRANSPORTATION

Watch This Paper Next Week

Grand Opening

KIRBY'S

1276 Sartori — Torrance

MAIN-3995

Sounds like a telephone number—and it's true that telephone traffic is heavy when a shipload of servicemen arrive from overseas. But, in this case, MAIN-3995 designates a railroad train.

All special troop trains which carry servicemen from Atlantic or Pacific ports to a redeployment (or separation) center are given a number by military authorities, and all numbers carry the MAIN prefix.

These trains, operating day and night, require a great deal of available railroad equipment. On top of that, it is the job of Union Pacific, and other railroads, to further transport the servicemen from the redeployment centers to their homes.

There are still hundreds of thousands of men to be transported from East and West. Union Pacific, a transcontinental railroad, will be called upon to carry a large share of the load.

Civilian travel conditions are much improved and greater improvement is in sight. But if you still find it difficult to obtain transportation when required, you'll know there's a very important reason. We all want to get those boys home as quickly as possible.

J. James
General Passenger Traffic Manager
Union Pacific Railroad Company

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