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**OFFICIAL AIR MARKING URGENT, GOVERNOR WARREN DECLARES**



Governor Earl Warren (center), Clarence S. Beesmyer, vice-president of General Petroleum Corporation, and Sgt. Carolyn Cooper, Civil Air Patrol cadet.

Gov. Earl Warren has stressed the immediate need for official air markers throughout California and the entire West Coast. He pointed out that all air markers in the area measure, and that tremendously increased private airplane traffic calls for a network of directional signs as a vital safety factor.

The governor made the statement recently during a meeting with officials of the Civil Aeronautics Administration, Civil Air Patrol, a committee of C. A. P. cadets, and Clarence S. Beesmyer, vice-president of General Petroleum Corporation. The oil company executive pledged his company to immediately contribute and install several hundred large air-markers at critical points in far western states.

**Perverting Jap Guards Revealed By Bataan Hero**

Sgt. Kenneth Hale, 26123 Oak st., returned recently to relate more Jap atrocities that began when he was taken prisoner on Bataan April 9, 1942, the day following the surrender of all Bataan forces. Sgt. Hale reported that he had been wounded April 1 during the bitter fighting there and was in the hospital at the time he was made prisoner.

Being a hospital case made no difference with the Japs, he said, for he was marched along with countless others from Little Baguio, Bataan to Camp O'Donnell and from there to Cabanatuan where he spent seven months. Hale stated that he was without medical attention during his entire imprisonment which later ended in Japan.

He reported that while in Japan at the Headquarters camp he saw Captain Louis Zamperini. This, he remembered, was during the latter part of 1944. The captain was later transferred, he said, to the officers quarters where treatment was known to be even more severe.

The sergeant spoke of one "thing" in Japan that deserved many hangings, and that "thing" was a character named Watanabe, more aptly referred to by the inmates as "The Bird". Hale said that perverted injustices to the prisoners were all patterned from the way "The Bird" did it.

Unprintable atrocities were committed by Watanabe personally as well as his bandy legged henchmen, Hale revealed. Foot races, forced upon the prisoners, in filthy ditches used as latrines, stretched across these trenches until such time the captives would become exhausted and fall into the muck. Reeking with the vile stench, they would then be marched back to their quarters and there confined without any facilities in which to bathe.

When liberated, Sgt. Hale, was taken to Manila where he underwent an emergency operation for wounds received on Bataan nearly three and a half years before.

He was awarded the Purple Heart, American Defense Asiatic-Pacific, Philippine defense and 3 Presidential Unit Citations



Willie Goldoff, Eskimo captured on Atta by the Japs in 1942, arrived in this country recently worrying about the reaction to his long absence by his wife, Julia, shown above. Julia, who turned up in San Francisco shortly after her husband's arrival, had been captured with her two children the same day Willie was caught while out fishing. Both children died while captives.

with two Oak Leaf Clusters. At present he is a patient at the Birmingham hospital at Van Nuys.

**Ben Kendall Death Due To Local Man's Car**

Ben Ezra Kendall, 53, former reporter of The Times and one-time political aide to Mayor Bowron, died Sunday in the General Hospital of injuries received in a traffic accident Saturday.

Kendall was struck by an automobile while he was crossing San Fernando Road and Colorado Blvd. near the Glendale city limits. As police reconstructed the accident, the vehicle, in charge of James Lloyd Brown, a sailor of 22608 S. Main st., Torrance, skidded sideways when the driver applied the brakes and the car struck Kendall.

Hospital Aid Futile Kendall was taken first to the Physicians & Surgeons Hospital in Glendale and then to the General hospital, where efforts to save his life proved futile.

Kendall was well known as a newspaperman here and in Chicago.

Beautiful is the activity that works for good, and the stillness that waits for good; blessed the self-sacrifice of the one, and the self-forgetfulness of the other. —R. Collyer

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**The Chevron Sign** *By Charlie*

**"Course I take after my Pop. I'm a boy, ain't I?"**

People are funny. But we like 'em! Being one myself, I take after 'em. That's why I don't get excited when someone wants a grease job in five minutes. Of course I can't do it and do it right in five minutes, but I sure as the devil try. That gives you some idea how anxious we are to please. Maybe that and Chevron Gas are the two main reasons my business is so good!

**Charlie Mitchell**  
Chevron Gas Station  
Carson at Cabrillo — Torrance

**Descendents From Crew Of "Mutiny On The Bounty" Seen By Lomita Merchant Mariner**

Stanley Sellers Jr., youngest son of Mr. and Mrs. S. H. Sellers, 2456 Pacific Coast Highway, arrived home Nov. 5, from Beaumont, Tex., where his ship, the SS Stanvac Wollington docked after being at sea for a year.

He had several stories to tell of rough seas, sub scares, and natives he had met on far away islands of the Pacific. What really made his adventures among these islands a little more different than most sea travels is that Stan has put ashore on the legendary Isle of Pitcairn.

This island, which has no harbor and is off the sea lanes, has been unseen by most of the seafaring men since the days when it was inhabited by the mutinous crew of the "H.M.S. Bounty."

Sellers, a merchant seaman, said that his ship had been ordered to make for the nearest port when one of its crew was stricken with a strop throat infection. Not only is Pitcairn small, making it very difficult to find, but it is more than 100 miles from the nearest trade route. The SS Stanvac neared the little isle at night and was successful in finding it after detecting small blinker flashes from one of the natives ashore.

He reported that the island was circled once after that and the nearest they could get to shore was four miles. The natives rowed out to the big merchant ship singing hymns all the way. They were said to be very religious, neither smoking nor drinking of intoxicants.

The infected seaman was lowered in the natives' boat which was within itself a feat due to the darkness and rough sea. After this had been attended to, many of the natives came aboard the ship, bringing with them many souvenirs made from a rich and select wood.

This wood, Sellers revealed, was obtained from another island some hundred miles distant as the Isle of Pitcairn grows no timber like it. "These people seem to think nothing of just getting into their boats and rowing a hundred miles for a load of wood," he said.

A supply ship makes the tiny

isle once a year and the natives unload their supplies from it into their small boats then row it leisurely to shore, singing, "Shall We Gather At The River" and "Keep The Lower Lights Burning."

Sellers said that less than 100 people populated the island with nearly all being descendents of the Bounty crew that settled there in the year 1730.

On Nov. 10, his parents gave a dinner party in his honor and announced their son's engagement to Miss La Verne Kelso of Long Beach.

Their eldest son, Francis was recently discharged from the Army Air Forces Ferrying Command and is back at his old job, Mrs. Sellers said, and added: "Now we're all back together again and I don't believe there is a happier family."

**Kaiser Plant May Make Export Steel**

Henry J. Kaiser's Fontana steel mills may produce for France and Russia if current negotiations are concluded successfully, he indicated in Washington Friday.

While Kaiser remained chary about discussing types, volume or value, it is believed the production under consideration might be similar to that announced in Portland last week by the Oregon Steel Rolling Mills—steel ingots and some structural forms.

Oakland representatives of the Kaiser interests said they had heard of "no definite orders to date—no firm orders," but said negotiations with both France and Russia had been under way.

The Fontana plant is currently operating all three of its mills—the structural, plate and merchant mills.

"An order like those under discussion for France and Russia would be welcome, however," the spokesman said. "It would help us keep producing at capacity for some time."

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**AGGRESSIVE, intelligent effort and the judicious utilization of a vast wealth of raw materials, power, water and fertile land have catapulted the southland empire comprising San Bernardino, Riverside, Orange and Los Angeles counties to unbelievable—almost fantastic—production heights.**

Orange County, smallest of the four in its one-of-a-kind mightiness in its contribution to the economic stability of the region. Its agricultural and mineral production combined with its industrial and commercial enterprises have created for the residents of Orange County a per capita wealth greater than that enjoyed in any other county in the state.

During the critical war years it was nurturing on its fertile acres an agricultural industry which annually produced vital food products valued at nearly \$85,000,000, while from its vast oil fields it flowed more than 31,000,000 barrels of oil each year—oil which helped to propel our sea, land and air fleets on their march to victory.

Many thousands of acres of Orange County land were used as military and naval installations for the training of men to man these fleets. Major installations include the Western Air Force Flight Training Command, Santa Ana Army Air Base, El Toro Marine Corps Air Base, U. S. Naval Air Corps Lighter than Air Base, Naval Munitions and Net Depot and a Naval Air Training Station. From Orange County training stations came the air heroes of Bougainville, Tunisia, Manila, Berlin and Tokyo and from its fertile soil has come the food necessary to sustain them.

Light industry is keeping pace with the accelerated production tempo in the county. Manufacturers of electric wire and cable, manila rope, refrigeration and air conditioning machinery, commercial alcohol, industrial fuel, canned food, airplane parts and various other war materials exceeded production schedules again and again in their efforts to contribute their maximum to victory.

In the peacetime years ahead Orange County will be an even greater contributor to the stability of this mighty empire. Its broad highways and warm sunshine will beckon to the city-dweller; the friendly spirit of the citizens of its many livable communities—its miles of beaches and many mountain playgrounds, will invite an unprecedented number of people who will wish to establish their residences amid such surroundings.

The future is bright for Orange County—for it is destined to expand and develop those factors which have made it possible to contribute stability to this mighty empire and to bring happiness and contentment to its citizens.

As a public utility serving the residents of this capital of the orange belt, Pacific Electric takes pride in the achievements of the people of Orange County. For nearly four decades we have been privileged to assist in their steps of progress by providing a public transportation service for their need and convenience.

The far-sighted vision and energetic spirit of its people—the productivity of its fertile soil and the advantageous industrial and commercial opportunities which are afforded—assure a brilliant future for Orange County—and assure the increasing need of the service which Pacific Electric is proud to render.

Throughout the years to come it shall be our endeavor to match strides with the ever-increasing number of residents of Orange County in their uninterrupted march of progress.