

### Find Body Of Lomitan Missing Since Oct. 27

Missing since Oct. 27, at which time he was reported to be en route here from Lake Elsinore, the body of John J. Dowd Jr. was found near San Clemente at the bottom of a 350-foot cliff, according to peace officers' reports.

Investigators believe the car Dowd was driving struck the shoulder of the highway and hurled out of control over the cliff.

Funeral services were held Tuesday in South Gate at the St. Helen's Catholic.

He is survived by a daughter, Corinne, 14 and a son, John J. (the third) 16, who reside in Los Angeles; his parents, Mr. and Mrs. John J. Dowd of Minnetonka.

### Driver Cited After Striking Pedestrian Here

Pedestrian La Vern McGuire, 16-year-old Torrance High School student, sustained minor injuries when struck by an auto while crossing at the intersection of Cabrillo and Gramercy avenues, Tuesday.

Felix O. Ortega, 2220 Arlington ave., who police say was driving the car, was cited by officers for failure to yield the right-of-way to a pedestrian.

### BABE RUTH

Babe Ruth, one of the most famous of all home run hitters and member of any all-time baseball nine, never led the majors in batting.

### Torrance Wavers Between G.O.P. And Democrats

(Continued from Page 1)

Bartlett, and this is how Torrance and Lomita voted on the candidates:

Governor	Torrance	Lomita
Earl Warren	2798	1722
Henry R. Schmidt	293	615
Lieutenant Governor		
John F. Shelley	1680	1278
Goodwin J. Knight	1569	863
Secretary of State		
Frank M. Jordan	2590	1742
Controller		
Thomas H. Kuchel	2504	1641
Virgin G. Hinshaw	302	276
Attorney General		
Fred N. Howser	1822	960
Claude A. Watson	101	83
Edmund G. Brown	1129	1008
Equalization Board		
Wm. G. Bonelli	2485	1701
United States Senator		
Wm. F. Knowland	1565	825
Will Rogers Jr.	1657	1294
Douglas Corrigan	56	54
Representative		
Cecil R. King	2431	1664
Weaver H. Jones	25	18
(write-in)		
Assembly		
Vincent Thomas	2370	1632
Supreme Court		
Jesse W. Carter		
Yes	1759	1020
No	224	182
B. Rey Schauer		
Yes	1694	955
No	239	201
Homer R. Spence		
Yes	1683	1036
No	204	169
Appellate Court		
William C. Doran		
Yes	1751	1102
No	204	159
Emmet H. Wilson		
Yes	1746	1100
No	211	169
Parker Wood		
Yes	1712	1088
No	206	152

### Water Shutdown Averted With Stanger Move

(Continued from Page 1-A)

rance system have been from one-fifth to one-half lower than Quandt has been charging.

Stanger is serving in his new capacity without a stipulated salary because the City Council cannot engage in financial transactions at a special meeting. His compensation for the additional duty will be fixed Nov. 12 at the regular meeting.

While Stanger is busy running the new water department, Taylor & Taylor are working out details of building the new \$150,000 system for distribution of Metropolitan Water District supply in Southwest Torrance.

All of Quandt facilities will be utilized, including the well, 100,000 gallon reservoir, pipelines and meters, until the new system can be built.

The water superintendent was mayor of Torrance when his appointment was made as manager of the central water district. He resigned as mayor and councilman in 1937 to take over the job and in a few years turned the system from a losing proposition to a business which annually makes thousands of dollars of profit.

Stanger probably will manage the North Torrance Water district when it is formed, officials said.

### Building Permits Swelled By 154 New Dwellings

(Continued from Page 1)

Prado, termite control repair, \$250.

A. H. Dahm, 18139 S. Western ave., storage room, \$150.

E. M. Marble, 2734 Andreo ave., residence, \$2,532.

The way was paved for the Seaside Ranchos development by recent FEHA approval for mortgage insurance, veterans' priorities for all materials and financing through the Bank of America.

According to Ben Haggott, president of the Seaside Ranchos, the 140 homes will be built on 56.22 acres of land; but as soon as these are completed work will go ahead on the whole 207-acre tract, a \$5,000,000 home-building project.

George M. Holstein Jr., vice president of the organization will be in actual charge of the construction.

#### PROPOSITIONS

	Torrance	Lomita
No. 1 - Veterans Bond	2229 623	1420 381
No. 2 Greyhound Racing	823 2271	576 1401
No. 3 Public Schools	2140 771	1369 521
No. 4 Business Loans	1501 1305	1062 784
No. 5 Tax Appeals Court	696 1770	427 1159
No. 6 Annual Sessions	1810 -621	1104 464
No. 7 County Board of Education	1670 855	1171 471
No. 8 County Superintendent	1576 871	1059 561
No. 9 State Superintendent	1186 1183	681 852
No. 10 Governor's salary	1345 1150	824 797
No. 11 Fair Employment	856 2126	496 1419
No. 12 Amendments	1278 1079	758 710
No. 13 Allocations, Schools	991 1522	635 1013
No. 14 Governor's Disability	1982 493	1228 345
No. 15 Alien Land Law	751 1608	512 1032
No. 16 Education Poll Tax	1728 755	1027 619
No. 17 Public Utilities	1027 1197	724 725
County No. 1	1719 530	1091 359
County No. 2	1208 855	786 610

### City's Full Possession Of Airport Assured By Federal Announcement

Clarification of the Federal government's stand on disposal of military airports of Southern California and Nevada was received this week assuring the City of Torrance that Lomita flight strip will become property of the municipality without cost on quit claim deed.

The information came from the office of A. J. Read, chief of the War Assets Administration's non-industrial division of real property disposal.

Torrance has an interim non-revocable permit for use of 89 acres of the flight strip with a permit for the balance of some 400 acres of the airport pending, but Read's statement indicated that the deed may be forthcoming ahead of the new permit.

One reservation is that 25 percent of the 40 surplus airports situated in two states will be held available for use or Federal agencies, the Army, Navy, Interior department or Civil Aeronautics administration. Torrance airport will not be included in that group, it is believed, but will be available for use of the Civil Air Patrol program. All airports can be requisitioned by the government in time of emergency, whether municipally or privately owned.

Meanwhile, it appeared that aviation education will be a principal function at the airport when it is taken over by the City of Torrance, in keeping with the announced government policy that airports shall be disposed of "in such a manner and upon such terms and conditions as will encourage and foster the development of civil aviation and provide and preserve for civil aviation and national defense purposes a strong, efficient and properly maintained nationwide system of public airports, and will insure competition and not result in monopoly."

Three aviation education projects for the port already are in process of negotiation.

One is that of Los Angeles University of Applied Education, Los Angeles, which has been seeking 38 acres of the field in the southeast section.

A second one is Palos Verdes college, in the formative stage, backers of which have indicated that they desire partial use of the field.

The third is the State Department of Education-Civil Air Patrol program for high school aviation instruction which now is being conducted by Redondo Union high school and which will be conducted available to Torrance high school students when control of the high school is assumed by the people of Torrance under the provisions of the City Charter adopted Aug. 20.

The training program of the C.A.P. would continue after city control is completed, local officials agree, and while the Third Group is reported to have negotiated a five-year lease for the entire field, this would be subject to working out of a co-operative agreement with the city since the C.A.P., while an auxiliary of the A.A.F., is in reality a private or federally authorized corporation such as the Red Cross, Boy Scouts and Federal savings and loan associations.

Each C.A.P. group is required to furnish its own airport facilities, and in this case it would be by agreement with the city, it is said.

Reed's statement of policy is clarification of previous utterances by Federal officials that the City of Torrance will have the airport without cost, Ben Weston, the previous owner of the land having surrendered his right to the property, and the State of California and the City of Los Angeles having waived their rights. The City of Torrance is next in line, above all private claims, and its rights are subject only to the desires of the military.

"At least 25 percent of the airport and facilities must be made available to Federal agencies (Army, Navy, C.A.A., etc.) for their use," Read explained, "and in the event of a national emergency, the operating municipality also must agree to turn back the entire facility without cost to the government."

"Under such conditions, the government will pay rent for buildings erected by the operating unit," he continued, "but in turning over airfields to city and county governments, the Federal government will relinquish only those buildings con-

### Return USES To Control Of State Nov. 16

(Continued from Page 1-A)

February and March of 1946 the peak load was reached with over 17,000 persons per month being served, Bradley revealed.

The areas served by the Torrance office of the USES are Lomita, Harbor City, Redondo Beach, Hermosa Beach, Gardena and parts of L. A. County which represent an approximate population of 80,000.

"With the return of the USES to state control it is expected that little change in personnel will occur. A continued effort of this office will be to offer a real service to the areas served," the local manager declared.

Pacific, as well as for and from Mexico, Central and South America cannot be overlooked by those advancing the Torrance aviation program, it was said.

W.A.A. officials said a number of local governments have already advised the administration of their desire to take over the airports.

Torrance aviation backers report that while Los Angeles City Council is unwilling to say non-scheduled operations shall or shall not be permitted on Los Angeles Municipal Airport, Torrance Municipal Airport, is ideally located for all non-scheduled flying, both of commercial and private nature. These include freight, airfile, charter, training and pleasure operations.

The Los Angeles Municipal Airport (Mines field) will not be able adequately to accommodate these associated phases of overall operation, therefore Torrance will be relieving them of this responsibility and obligation to the flying public and to the industry catering to them, it was pointed out. In view of the official attitude of Los Angeles, it was said, the proximity of Torrance Municipal airport to the metropolitan center of Los Angeles should prove a boon and blessing to the aviation picture of the territory serving Los Angeles and the trading area. The availability of the Torrance Municipal airport as a possible "free port of the air" for and from ports of the Orient and

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Mr. and Mrs. Carl W. Bower, 1515 Acacia Ave.
- FRIDAY, NOV. 8  
Mr. and Mrs. Kenneth Keil, 1523 W. 204th St.
- SATURDAY, NOV. 9  
Mr. and Mrs. E. M. Ashton, 1726 Martina Ave.
- SUNDAY, NOV. 10  
Mr. and Mrs. J. W. Walden, 1823 Gramercy Ave.
- MONDAY, NOV. 11  
Mr. and Mrs. T. F. Tidwell, 1600 W. 216th St.
- TUESDAY, NOV. 12  
Mr. and Mrs. E. L. Snodgrass, 1614 Beech Ave.
- WEDNESDAY, NOV. 13  
Mr. and Mrs. Joseph Mentzer, 1755 Ocean Blvd.

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Carpenters (Maintenance) 95 to 1.50	Moulders (Aircraft) 1.05 to 1.50
Dia. Finishers 95 to 1.45	Painters (Maintenance) 1.00 to 1.55
Drop Hammer Ops. 1.00 to 1.50	Painters (Aircraft) 1.00 to 1.55
Electricians (Maintenance) 95 to 1.60	Spray Painters 90 to 1.35
Engine Lubric. Ops. 1.05 to 1.50	Pattern Makers (Metal or Wood) 1.15 to 1.75
Jig & Fixture Bldg. 90 to 1.75	Pattern Makers (Plaster) 1.05 to 1.65
Masons & Bricklayers 1.05 to 1.50	P.B.C. Die Makers (Steel) 1.15 to 1.65
Mechanics (Maintenance) 1.00 to 1.55	Power Hammer Ops. 1.15 to 1.50
Metal Workers (Bench) 90 to 1.45	Template Makers 90 to 1.50
Sheet Metal Workers 90 to 1.50	Tool & Die Makers 1.05 to 1.75
Milling Machine Ops. 90 to 1.50	Turret Lathes Ops. 1.00 to 1.50

There are many other openings than those listed here.

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