

Many New Traffic Laws Effective Sept. 19; Officers Being Briefed

A sheaf of new traffic laws, most of them aimed at curbing California's mounting highway carnage, became effective Sept. 19, 1947.

Recruits under instruction at the Patrol School and Highway Patrolmen have been briefed on the new legislation.

Probably of greatest interest to most drivers, it was said, are new laws permitting right turns against a red signal light and requiring slow-moving vehicles to keep as close to the right-hand edge of a roadway as possible.

A right turn against a red light is permitted after a complete stop only when traffic is clear and when the intersection is not posted against such procedure.

Also listed are some other important new legislation effective September 19th as follows:

Requiring the Department of Motor Vehicles to suspend the license of anyone convicted of drunk driving for the first time for 90 days instead of 30 days and changing the suspension per-

iod for a second conviction from 90 days to one year. The court would be required to forward records of conviction to the Department within 10 days.

Prohibiting passing on the right by driving off the paved or main portion of a roadway.

Relieve drivers on divided highways of the necessity of stopping for school buses discharging or loading passengers on the opposite roadway.

Motorists crossing sidewalks to enter driveways, service stations, etc. must yield right-of-way to approaching pedestrians.

Standing on roadway to solicit rides is prohibited. (Thumbing from curb or off the roadway still O.K.)

Motorists traveling at less than normal speed must keep in right-hand lane.

Changing mufflers to increase noise prohibited.

California operator's licenses to be suspended or revoked upon conviction of offense in another state when penalties apply for offense in California.

Opening doors on roadway side prohibited unless it is reasonably safe to do so.

Operating vehicles with defective rear windows prohibited.

Additional restrictions on "hot rod" owners, many of them high school youths, became effective Sept. 19, Director of Motor Vehicles, warned today.

The 1947 Legislature placed several curbs on drivers of the roaring, stripped-down "rods," principal of which was a prohibition against speed contests on highways.

A new section to this effect was added to the Vehicle Code, making it unlawful to facilitate any highway speed contests by barricading or assisting in placing an obstruction on a highway.

A paragraph was added to another section giving traffic officers the option of immediately taking those arrested for participation in such speed contests before a magistrate.

Another section of the code was amended to make it unlaw-

ful for the driver of a vehicle knowingly to permit a person to ride on a portion not intended for passengers.

The new regulation was aimed principally at those carefree souls who permit their friends to swarm all over their jalopies while driving at breakneck speed.

Restrictions also were placed on those to whom the roar of a racing engine is sweet music. The Legislature amended the law to prohibit modification of the exhaust system to amplify or increase the noise above that permitted by the muffler originally installed.

It also made it unlawful for any person to sell, lease, install or replace any muffler, exhaust or other equipment for use in any vehicle, trailer or semi-trailer that is not in conformity with the code or regulations it authorizes.

Every passenger vehicle operated in California is required to have a windshield, a provision

Methodists Accept Altar

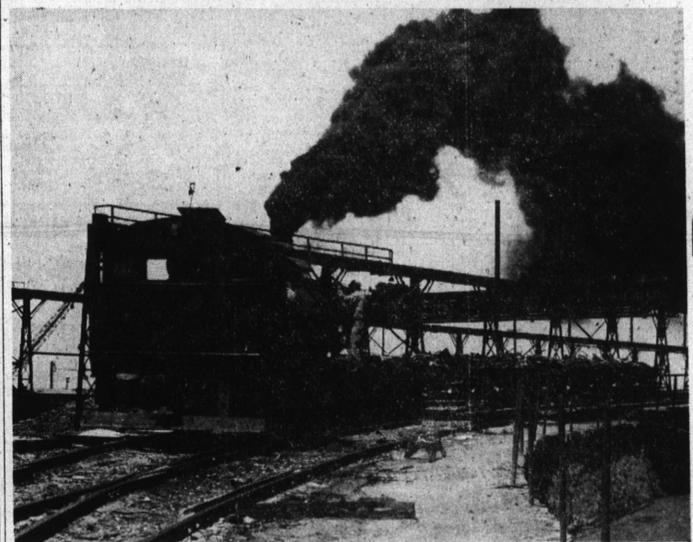
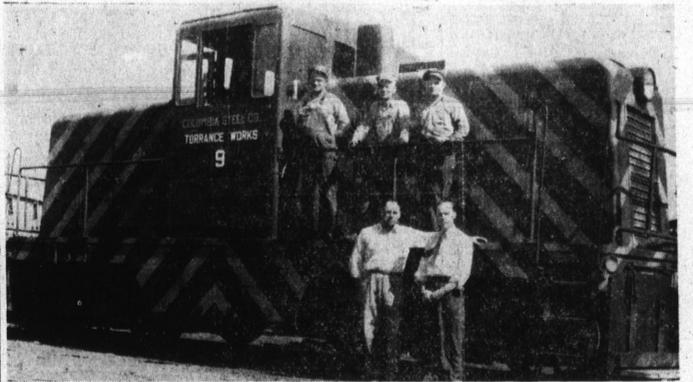
At a ceremony held Sunday night at First Methodist Church, a new altar was presented to the youth department. The Rev. Clyde E. Ruckman, pastor, accepted the gift.

The altar was a memorial for James and Robert Daniel, late sons of Mr. and Mrs. James Daniel of Torrance, and the cross and candle-sticks were a memorial for Gary Abrahamson, also a former member.

The young people of the church helped in building and finishing the altar.

expected to have effect upon hundreds of "hot rods."

Another vehicle dear to the hearts of "teen-age youth, the power cycle, also came in for legislative attention. Amendments were adopted and became effective Sept. 19 requiring that each be licensed and limiting speed to 35 miles per hour.



NEW DIESEL AT COLUMBIA... Delivery of a new 400-horsepower General Electric Diesel locomotive to Columbia Steel Co. Torrance works, shown above, to replace the former steam donkey engine also shown belching smoke as it labors with its load was announced this week. Shown on the new Diesel, left to right are Wink Earley, 20-year Columbia employee who is engineer; Roy Hollomon, with 21 years service at Columbia; conductor, and John Nagy, seven years brakeman. Standing on the ground are N. O. Diumright, transportation foreman who has been with Columbia since 1933, and Don Hyde, industrial relations superintendent. The Diesel works 24-hours a day, seven days a week, and pulls 25 cars with ease. (Torrance Herald photo).

Fairless Defends Distribution of Steel Corp. Before Senate

Benjamin F. Fairless, president of United States Steel Corp., made the following statement before the steel sub-committee of the Senate Small Business committee recently:

"The policy followed by United States Steel Corp. in the distribution of its production of steel products has been just the reverse of a 'public be damned' attitude. So far as it has been within our power, we have tried to distribute our steel production equitably among many thousands of users of steel in a way designed to serve the best interests of the country as a whole.

"It must be clear to the committee that as a consequence of the interruption in the production of countless articles of peacetime commerce occasioned by the late war, and as a consequence of an industry loss of 18,000,000 tons of steel production resulting from the serious steel and coal strikes since V-J Day, the demand for many steel products is temporarily in excess of current supply. This is true in spite of the fact that the steel industry is now producing the largest amount of steel in the peacetime history of the nation.

"As a major company in the steel industry, U. S. Steel recognizes that in the public interest it shares some of the responsibility for meeting this demand. Since the end of the war, we at all times have been conscious of such a responsibility. We have attempted and are now attempting to meet this responsibility to the best of our ability, both by a fair distribution of our production of steel products and by the installation of new facilities, costing half a billion dollars, which will substantially increase our capacity to produce some of the steel products which are now most needed.

"The question of 'grey markets' has been raised. In the light of the facts submitted to this committee, it is obvious that some tonnage of steel products has been sold in the 'grey market.' While we do not know the amount of steel moving in these channels, we deplore the fact that any steel should be sold at exorbitant prices or used for other than regular fabricating purposes.

"From my knowledge of the industry, there appear to be two ways in which steel in the cate-

gory can originate. First, from warehouses which have sold steel in bulk instead of performing their normal function of selling in small quantities to numerous customers. Secondly, certain fabricators receiving steel from regular sources for normal fabricating purposes may have found it more profitable to resell that steel in the form they received it rather than actually fabricate it into their own finished products.

"U. S. Steel has tried to prevent any of our steel moving in improper channels. We believe we have had good success. If this committee will point to any specific case involving U. S. Steel, I assure you that the matter will be corrected promptly if we can legally do so. We point out, however, what this committee knows from its own investigations that it is easy to exaggerate the amount of steel actually available in the 'grey market,' as distinguished from the amount loosely talked about as being so available.

"Steel moves into many industries which are important to the economy of the nation. It has broad uses in agriculture, railroads, food containers, automotive, building construction, household equipment, gas and oil machinery, electrical equipment and in many other fields. It moves in many normal and perfectly legitimate commercial channels before it reaches the ultimate consumer.

"As we see it, our job is to distribute as fairly as we can the thousands of tons of steel products which we produce daily. We have tried to be fair to our older customers—some large and some small—who receive the major part of our present peacetime production. At the same time we have taken or many new customers. These new customers include many small users of steel—the small businesses of the country with which this committee is so much concerned. Some of these small users have been in business many years and some are newcomers. Some of these new customers would have been in serious circumstances if we had not furnished them with steel.

"It is true the supply of steel is temporarily less than the present demand, but the great pipelines of steel inventories in many businesses of this co-

try are gradually being filled. Present day demands are extraordinary as might be expected following a long war. Government-sponsored programs such as veterans emergency housing and the emergency freight car program also have involved unusual steel requirements. The steel industry now faces a new program aimed at rehabilitation of the coal and steel industries of the Ruhr.

"As for export, in 1947 we plan to export about 5 percent of our total steel production, only about one-third of the tonnage exported by us in 1940.

"The question of steel capacity is a serious problem. U. S. Steel has not failed to increase its facilities to help meet the steel needs of the country. For many months we have had under construction new facilities and the modernization of older facilities which, when completed, will increase our capacity to produce many steel products. U. S. Steel is currently spending \$20,000,000 a month for construction of improved facilities for production, and has scheduled additions and improvements costing one-half billion dollars.

"Major items in this construction program include new by-product coke ovens, with annual capacity of about 1,900,000 tons; new blast furnaces, which will increase our iron capacity by about 1,000,000 tons a year; new facilities for increased production of steel ingots, tin plate and tubular products, and new capacity for the manufacture of wire products.

"Steel demands of a temporary and non-recurring character, such as the steel proposed for Western Europe, cannot be met by the building of new steel mills, which probably will require about three years to complete.

"I believe the history of the steel industry demonstrates the willingness of the various members of that industry to provide facilities from time to time adequate to take care of the constantly growing steel needs of the country. I am equally certain that this will be as true in the future as it has been in the past.

"In the light of these facts it is simply amazing to me that anyone should suggest, by inference or otherwise, that U. S. Steel has a 'public-be-damned' attitude. Our attitude is and will always continue to be just the reverse."

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