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**Hospitalization Expert To Aid In Survey Here**

Miss Ruth Nicholson, rated as one of the nation's outstanding experts on hospitalization of chronic patients, will arrive from Chicago Jan. 2 to act as a consultant in the Los Angeles County-wide Hospital survey. Miss Nicholson, director of central service for the chronically ill at Chicago's Institute of Medicine, will be here several weeks engaged in field research and studying detailed reports amassed by the staff of James Hamilton, who is conducting the survey to determine the county's overall hospital needs. On the basis of her studies, she will prepare recommendations for the hospitalization of the chronically ill in connection with greatly needed expansion of hospital facilities here. Purpose of the entire hospital survey, which is to be completed next April, is to determine the county's future needs in general and special hospitals and clinics in order that private hospital building programs may be coordinated to give the type of service, where it is most needed.

**More Sugar Seen In Announcement Of Government**

OPA has announced that spare stamp No. 53 will be good for five pounds of sugar beginning Jan. 1 and added an additional ration may become available within four months. "It is anticipated," the agency said, "that the second consumer stamp for 1947 will be validated before stamp 53 expires April 30." OPA pointed to agriculture department estimates that the new sugar crop may be sufficiently large to allow an additional five pounds of sugar a person in 1947. This would make a total of 20 pounds on regular ration stamps. Three regular stamps were validated during 1946 allowing a total of 15 pounds per person, in addition to two home canning stamps good for five pounds each. As for the canning sugar outlook for next year, an OPA official declared that "if the supply situation turns out as good as expected, there will be at least 10 pounds per person and possibly more."



**Mid-air collisions of non-military aircraft are nothing short of criminal negligence.** (Part two). Last week the possible causes of mid-air collisions on airways was discussed. Now, let's turn our attention to those concerning the non-scheduled aircraft, with emphasis on the private flyer. To begin with any pilot holding a commercial ticket involved in a mid-air collision should be crucified and thrown out of aviation without mercy, for there just isn't any justifiable excuse for such a thing to happen to him except downright carelessness. Every person holding such a certificate has a minimum of 200 flying hours and that's 20-20-20 time in the air to teach him to keep his eyes open on all sides, over and under his aircraft at all times. The average private pilot's log book will rarely show more than 20 hours of dual instruction and check rides with an instructor, and 30 hours of solo, solo, flying time, often gotten over a long period of time, making an average total of about 50 total flying hours. If the private pilot is unfortunate enough to collide with another, it's simply because he doesn't fly well enough, nor often enough to keep his head working a goodly distance before his hands. Then, again, it's hardly fair to expect fellows and girls with so little flying time and experience to remain calm and do the right thing when they discover too late that another aircraft is about to crash into them. These fellows deserve an even and impartial break until the facts condemn them. The majority of collisions, investigation reveals, occur among student pilots building up their solo time prior to taking the Civil Aeronautics Authority test for their private license. If they are complying with local traffic rules and get into trouble, it is comparable to the blind bumping into the blind in the dark. If it should be two students with about the same limited experience, then it is the old law of the immovable object against the irresistible force. In the latter instance, neither of the student pilots is to blame. The root of their trouble dates back to their instructor, who did not insist upon teaching them the first safe rules of the air, viz., to look before changing a set course, to look before changing altitudes, to look ahead and behind before taking off the ground, to look and spot the position and speed of every aircraft in the air before entering the traffic pattern, to look well on all sides before starting the final glide track, and last, but not least, to watch every moving aircraft on the ground from the moment his aircraft is leveled off for the stall and final landing. At the point where the aircraft stops rolling, a good instructor teaches his student to come to a complete stop, look in all directions, and then start moving again when he has a clear path. When the Civil Aeronautics Authority yanks the instructor's license for his student's mistakes involving poor instruction, perhaps collisions made by these two classes of airmen will stop. Copyright 1947 by Roger Q. Williams

**3,611,000 Now Reside In L.A. County, Report**

Population of Los Angeles county is at a new high, with 3,611,000 people estimated to be in the county as of Jan. 1, 1947, California Taxpayers' association said today, making public its annual estimate of population of California counties. Final estimate of the population of the county for a year ago is 3,584,000, the association said. For January 1945 the estimate was 3,483,000. The April, 1940 Federal census showed 2,785,643 people in the county. The 1947 estimate shows a gain of 825,400 people or 30 percent from the census. Population of the entire state is estimated at 9,420,000 for January, 1947. Final revised estimate for January 1946 showed 9,220,000 people in California. The April 1940 census found 6,907,387 people in the state. Estimates of California's population for the intervening years are: 1941, 7,070,000; 1942, 7,425,000; 1943, 7,785,000; 1944, 8,375,000; 1945, 8,995,000; 1946, 9,420,000. Counties which show a gain of 40 percent or more since the 1940 census include Contra Costa, Fresno, Kern, Lake, Madera, Marin, Monterey, Napa, Riverside, San Benito, San Bernardino, San Diego, San Joaquin, San Luis Obispo, San Mateo, Solano, Stanislaus, Tulare and Yuba. The Taxpayers' population estimates are primarily based on the number of children enrolled in the elementary grades of the public schools. Employment records, special census of cities, etc., are also taken into consideration. When the first safe rules of the air, viz., to look before changing a set course, to look before changing altitudes, to look ahead and behind before taking off the ground, to look and spot the position and speed of every aircraft in the air before entering the traffic pattern, to look well on all sides before starting the final glide track, and last, but not least, to watch every moving aircraft on the ground from the moment his aircraft is leveled off for the stall and final landing. At the point where the aircraft stops rolling, a good instructor teaches his student to come to a complete stop, look in all directions, and then start moving again when he has a clear path. When the Civil Aeronautics Authority yanks the instructor's license for his student's mistakes involving poor instruction, perhaps collisions made by these two classes of airmen will stop. Copyright 1947 by Roger Q. Williams

**Water Election Meeting Set For Palos Verdes**

A special meeting of the Palos Verdes Civic Group will be held at the Art Gallery on Jan. 7 for the purpose of discussing the Jan. 14 election to decide if a municipal water district shall be formed in the West Basin, which includes Palos Verdes Estates. Mayor H. F. B. Roessler announced that he had secured Charles Stanley, currently associated with the Los Angeles County Council's office, as the speaker of the evening. He has been closely associated with the recent surveys of the West Basin, including the Fact-Finding committee appointed by Supervisor Darby several months ago, has a thorough knowledge of the situation confronting water users in this area and, during the evening, will conduct a question and answer forum. Also present at the meeting will be Ben Haggott, president of the Palos Verdes Water Company and also president of the West Basin Water Association. M. T. Davis, president of the civic group, points out to all residents that the group is open to all residents of Palos Verdes Estates.

**Marriage Licenses**  
Joseph J. Svitek, 1224 Cota ave., Torrance and Agnes A. Fladung, Torrance.  
James L. Vail, 1313 W. 220th st., Torrance and Maletta J. Lowry, 327 Lima ave., Long Beach.  
Robert H. Lucas, 832 W. 103rd st., and Betty L. Dunmyer, 1104 Cota ave., Torrance.

**JOSEPH D. ASHLEY SKYWAY AGENT IN SAN FRANCISCO**  
Santa Fe Skyways, Inc., has appointed Joseph D. Ashley, general agent at San Francisco. He will have jurisdiction over all Skyway activities between Bakersfield and the San Francisco Bay region.  
Marvin L. Taylor succeeds Ashley as general agent at Kansas City.

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**Treesweet Grapefruit Juice**... 12¢  
**Orange Juice**... 16¢  
**Bordo Blend**... 15¢  
**Prune Juice**... 39¢  
**Libby Pear Juice**... 17¢  
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**Tomato Juice**... 10¢  
**Hunt Tomato Juice**... 11¢  
**Kern Tomato Juice**... 24¢  
**Royal Tomato Juice**... 24¢  
**More A&P Values!**  
**Golden Corn**... 25¢  
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**Tender Peas**... 27¢  
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<b>Broccoli</b> Fresh, Tender	2 lbs.	25¢

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