

Lenten Schedule Of St. Andrew's Is Announced

Lent will be observed by the congregation of St. Andrew's Church this season in the fulfilling of the three fold plan of Lenten discipline, self-denial, study and reading of religious books and special Lenten services of worship Wednesday evenings.

The rector of St. Andrew's, the Rev. Paul Moore Wheeler, will give, during the Wednesday evenings of Lent at 7:30 p. m., a series of talks on "The Teachings of the Episcopal Church." Persons interested in the church are welcome to attend.

The Vestry of the church voted to use the self-denial offering for the missionary work of the Episcopal church in the Diocese of Los Angeles. The recent diocesan convention voted a 45 per cent increase in the Diocesan missionary assessment of all churches in order to increase the establishment of new mission churches.

Audrey Wright Is Chosen Youth Fellowship Head

The Junior High Youth Fellowship of Central Evangelical United Brethren Church met Sunday evening at 7:00 in the Guild hall of the church. Miss Betty Barnard, retiring president of the Fellowship, was in the chair. In the business session of the meeting the following officers were elected: Miss Audrey Wright, president; Miss Patsy McVicar, vice-president; Miss Donna Weber, secretary; and Miss Frieda Peck, treasurer.

After the election, Stuart Smith spoke to the group telling of his desire to engage in full-time Christian work. Having recently enrolled as a student of the Bible Institute in Los Angeles, Smith presented his roommate, Bill Scroggins, who led the group in a period of earnest consideration of the meaning and importance of the Christian life.

The Youth Fellowship of the church meets every Sunday night at 7:00 o'clock.

GRAZING ROTATION

A three-year grazing rotation plan is recommended by a University of California agronomist for best improvement of ordinary range situations.

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BY ROGER Q. WILLIAMS

When the man on the street hears that long-established airplane or airline companies have shut down operations, gone broke, or are begging for more working capital, they are prone to think that the bottom has fallen out of aviation. Little does one realize such things are normal in any over-expanded industry during years of frantic hostilities. It's simply the process of shrinking to balance the scales of supply and demand.

The aviation industry at the start of the war was far from a healthy position to meet the requirements of our military forces in the time allotted. Overnight it mushroomed from a meager, floundering industry to one producing 50,000 airplanes a year with millions of bachelors, bakers and housewives turning the machinery that made it tick—an expansion more than twenty times the normal one for a smooth, healthy growth.

Wall Street has turned its back to aviation. Acres of weary airplanes, marked down to a small part of their original cost, impede seriously the demand for new airplanes to dangerously undermine the financial stability of the existing manufacturing companies.

Then, too, aviation is facing curtailment because there is not so much free, or luxury money available, not to say that Uncle

Sam has sealed his generous pockets in the bargain, all of which adds up to make people think aviation is on the rocks. The peaks and valleys of good and bad times will not level themselves until aviation drops out of the ultra-luxurious class of transportation.

However, despite the numerous crashes and crack-ups, the unwarranted attacks on the A.A. for their happenings, the financial losses and a score more of justifiable shrinking pains, the industry is far ahead of its position of a few years back, and will successfully parry angry thrusts until it settles down and wins its rightful place in tomorrow's sun.

This apparent troublesome reversion is history repeating itself as it did after the first World War, only on a larger scale. The squawks and screaming were louder then but not as numerous, neither were there as many airplanes or people flying at the time.

So, when you hear some loud-talking alarmist trying to convince you that aviation is on the skids, just invite him to ascertain the truth from some level-headed aviation authority and judge for yourself before accepting such unfounded information without a grain of salt.

60 Percent Of Government Steel Plants In Hands Of Private Firms

Close to 60 per cent of the steelmaking facilities which were financed by government funds between 1940 and 1944 had been purchased by steel companies up to the start of this year. More than half of ironmaking facilities had also been sold to members of the iron and steel industry, according to an analysis of government data by the American Iron and Steel Institute.

The bulk of the purchases of iron and steelmaking facilities from the War Assets Administration took place during the last seven months of 1946. The facilities purchased by the steel industry thus far not only include steel and ironmaking furnaces, but also rolling mills, coke ovens, sintering plants and other auxiliary equipment. Purchases were made on competitive bids.

Official figures reveal that almost 59 per cent of the 6,770,040-ton government-financed open hearth and electric furnace facilities had been purchased by the steel industry, another 9.9 per cent had been leased and 2.8 per cent of government facilities were dismantled for other use. Up to the end of 1946, about 53 per cent of the 6,845,000-ton government-owned blast furnace capacity had been sold to private industry, and the balance was still listed as "war surplus."

At the end of 1946, about 13 per cent of government-owned steelmaking facilities had been

declared surplus, but were awaiting sale. Another 15 per cent had not yet been declared surplus. The steel industry financed construction of 8,384,000 tons of steelmaking capacity between 1940 and 1944 and has since purchased, leased or otherwise used an additional 4,836,000 tons. The total 13,220,000 tons of war created capacity being utilized amounts to about 87 per cent of the overall total of 15,154,100 tons of capacity built during the war.

The acquisition of 3,649,000 tons of government-owned iron-making facilities by the iron and steel industry means that 12,108,000 tons of war-built iron-making facilities were privately financed, with the balance being undertaken by the Federal government.

Statement Of L.A. Chamber Asks Rate Cut

The Los Angeles Chamber of Commerce has filed with the Interstate Commerce Commission at Washington, D. C., a statement urging the commission to approve the controversial reduction of freight rates on steel shipments from the Geneva, Utah, steel mill to the West Coast cities.

C. B. Boesmyer, president of the Chamber, announced, "As much as the amount of the reduction—approximately \$4.50 per ton—will be passed along to steel buyers who customarily pay the freight, the Chamber naturally is joining with the steel buyers and other civic organizations on the Pacific Coast in urging the commission to approve the rate.

"It is our understanding that the rate is being opposed by a large number of eastern and midwestern steel companies who hope to block the rate, thus maintaining the so-called 'phantom freight' method of steel pricing in the Los Angeles area. Under this system steel that is actually produced on the West Coast is sold to western buyers with a freight charge included equal to the transportation cost from Pittsburgh, Penna., and Sparrows Point, Md.

"Western industry and the Chamber have for many years sought to remove this burden that has limited our ability to compete and, in many cases, made it impossible for us to compete with the East in our own markets."

Right Guide

This column is designed to give official VA answers to veterans' readjustment problems. Send questions to RIGHT GUIDE, 1380 Sepulveda Blvd., Los Angeles 25, California.

A sister of a veteran asks, "My brother has a service-connected neuropsychiatric case. I am sure he should be hospitalized. How do I have him placed in a VA hospital?"

VA operations and duties are defined by federal law. It has no police powers delegated to it. It cannot force any veteran into its hospitals against his will and neither can it hold him against his wish. The only exceptions to this rule are those few veterans committed to its N. P. hospitals upon court order.

Medical care for all eligible veterans is available in VA hospitals. Mental and physical rehabilitation are the sole purposes of this hospitalization. In the case of veterans with N. P. disorders the VA attempts a thorough coordination of psychiatry and the general practice of medicine which should reflect in the patient's improvement.

The purpose of VA N. P. hospitals are to help veterans become self-reliant, self-assured, confident and independent persons. Hundreds are released every month from N. P. hospitals improved to such an extent they can assume responsible positions in industry and society.

Hospitalization, like all Federal benefits processed by the VA, must be applied for. Admittance to VA neuropsychiatric hospitals are classified as either voluntary or involuntary.

Voluntary admittance means voluntary application for hospitalization. Thousands of veterans realize their need for medical care in N. P. hospitals. They apply in the same manner as any other sick or disabled veteran. Applications are made through VA out-patient department, and if after examination hospitalization is advised, the veteran will be admitted to a VA hospital if otherwise eligible.

All cases not committed to VA N. P. hospitals by court order are voluntary admittances. If a veteran is admitted on a voluntary basis he cannot be held against his will.

Frequently doctors believe longer hospitalization would be beneficial to the veteran, but every day some are discharged "against medical advice." And the VA cannot hold them against their wish. Involuntary admittances are cases wherein eligible veterans are committed to N. P. hospitals upon court order. Next-of-kin, in such cases, follow the same procedures as if the patient were not a veteran. Application is made through established legal channels. If in the case of an eligible veteran the court decides he should be committed to a mental hospital, he may be sent to any institution, including VA N. P. hospitals, in the area over which the court has jurisdiction.

A contact representative of the VA is assigned to the court to determine the veteran's eligibility and to safeguard his interests. When a veteran is committed to a VA N. P. hospital by the court, the hospital may retain him until he is declared mentally fit for release.

Motorists Asked Not To Worry About Licenses

Vehicle owners of Torrance and Lomita who have not yet received their 1947 license plates and registration cards are asked not to worry and to refrain from writing letters to the Department of Motor Vehicles, in a message received here from Director Edgar E. Lampton.

Although the plates are being mailed out as fast as they are made up by the manufacturers, Lampton said, it will not be possible to produce all of the 1947 plate contract before early April because of the steel shortage. Consequently, it will be close to May 1 before all plates have been mailed out to the applicants.

Lampton's message asks the public to be patient, pointing out that letters written about plates at this time only throw an extra burden on the department's clerical staff.

LONGER LIVED

According to the Encyclopedia Britannica, children born between four and eight years after their parents' marriage are, on the average, longer lived than those born earlier or later in the marriage.

U.S. Steel Aids Reduction Of Freight Rate

Benjamin F. Fairless, president of United States Steel Corporation, today issued the following statement:

"Any reduction in the present freight rates on the shipment of steel by rail from Geneva, Utah, to the West Coast will benefit a customer of Geneva Steel Company on the Pacific Coast to the extent of such reduction, and not Geneva Steel Company, the U. S. Steel subsidiary which operates the former Government steel mill at Geneva, Utah. Such a customer's delivery cost of steel at the Pacific Coast will be reduced by the amount of such freight reduction."

"It seems necessary to emphasize this important fact in view of recent allegations, made without foundation in fact, to the effect that the proposed new freight rates on the transportation of steel by rail from Geneva, Utah, to the Pacific Coast amounts to granting a subsidy to Geneva Steel Company. On the contrary, these new freight rates, if made effective, will re-

ATMOSPHERE

If there were no atmosphere over the earth's surface there would be no twilight. According to the Encyclopedia Britannica, the absence of atmosphere would cause darkness to set in sharply at sunset; but with it, even when the sun is some distance below the horizon, the upper layers of air are illuminated and reflect light. Hence the present delivered cost of structural shapes and plates from Geneva to a customer at Los Angeles, San Francisco, or Portland to the extent of approximately \$4.50 a ton. At Seattle, such reduction in the delivered cost will be in excess of \$3.00 a ton. That cannot accurately be described as a discrimination or subsidy in favor of Geneva Steel Company."

Your Children's Eyes

Deserve COMPETENT, SKILLFUL and Professional Care
CONSERVATION of human eyesight and PREVENTION of visual difficulties are more desirable than corrective work. In our office a special department for children's eye-care has been set up, and we make every effort to avoid putting spectacles on a patient's face. However, should they be necessary, your glasses are assembled in our own modern laboratory.

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lb. 57¢

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| Edwards Coffee Regular, drip or pulverized grounds. (2-lb. for Regular or drip grinds, 89¢) | 45¢ |
| Cheddar Cheese Cut & wrapped. Highest quality mild Oregon Cheddar Cheese. | 59¢ |
| Libby Pear Juice 16-oz. can | 21¢ |
| Tomato Sauce Del Monte brand. | 13¢ |
| Libby Hash Corned Beef variety | 29¢ |
| Tomato Soup 2 10 1/2-oz. cans | 15¢ |
| Vegetable Soup Rancho brand | 10¢ |
| Yellow Cornmeal Albers brand | 13¢ |
| Preserves Starr Blackberry | 39¢ |
| Camel Cigarettes Del Raleigh (plain or cork tip). | 1.39 |
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Produce prices subject to change after Wednesday of this week.

SAFeway

These prices (except Fresh Produce) effective through Saturday, March 1, 1947. No sales to dealers. Subject to limit reserved.

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IT'S PLANTING TIME AGAIN

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