

**SC HOMECOMING**  
Invitations are now being issued to alumni of the past 70 years at the University of Southern California to attend four days of special events during the annual homecoming beginning November 7.

## Builders Rush To Beat Xmas Postal Rush

mas, rush are the contractors working on the new Torrance Post Office Annex, now nearing completion in the area to the rear of the present building.

The 30 by 80 foot brick structure, is being constructed for the post office department by Dr. Clarence Ingold, owner of the property. Contractors on the job, Berek and Berek of Torrance, estimate the job should be ready for the Christmas rush.

The building will be used by carriers to sort mail and will not be for public use, states Mrs. Clara Conner, postmaster.

When the new building goes into service it will allow more space in the present post office building for the addition of more boxes, as well as providing needed space for present facilities.

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## List Two New Law Courses

Two new programs for undergraduate law study will be offered by the University of Southern California School of Law beginning next September, Dean Sheldon D. Elliott announced this week.

One will be a four-year curriculum of evening law courses leading to the Bachelor of Law degree. The night program will be open to qualified applicants who have completed four years of college work and have received their college degrees.

The other will be a four-year full-time day curriculum open to a select number of superior students who have completed two years of college work.

Both new programs will be offered in addition to the present full-time three-year course requiring a college degree for admission. All applicants will be required to achieve a satisfactory score on the national law school admission test.

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## Requests for Winter Clothing Piling Up, Salvation Army Says

Requests for winter clothing are piling up at the Salvation Army Social Service Center which serves this area, Brigadier Ransom D. Gifford, manager, reported this week.

The Salvation Army leader said the Center urgently needs 100,000 garments of all kinds and sizes for men, women and children.

In addition to winter clothing the Center needs discarded furniture, home appliances, radios, bedding, dishes, newspapers, magazines and odds and ends.

He pointed out that the Salvation Army has a background of more than 86 years' service, during which it has never failed in its ministry to human suffering and need, whether spiritual or temporal.

The Salvation Army's formula for the administration of this help, Brigadier Gifford said, is patterned after the simple rule of its founder, the late General William Booth, who explained the organization's social work policy as follows:

"You can't preach to a man with an empty stomach. Give a man a bowl of thick soup, a bath and some clean clothing first. Then he might listen to your religion."

The entire concept of Salvation Army service was stated in a one-word message which General Booth once sent as a New Year's greeting to his leading officers around the world. The eagerly-awaited message read simply, "Others."

"The only possible way in which we can carry on this very practical rehabilitation program is for Torrance residents to continue giving up their discarded materials regularly," Brigadier Gifford said.

He urged local residents to call 5634 to bring a Red Shield truck to home or office.

## Resident Here Eight Years Dies

Funeral services for Mrs. Nora Beulah Lasley, 69, of 2214 S. Normandie avenue, were held in the Stone and Myers Mortuary chapel Tuesday afternoon with Rev. Freeman Brunson, pastor of the First Nazarene Church, officiating.

Mrs. Lasley, who had been a resident of Torrance for the past eight years, died at her home Saturday. She was a native of Kansas.

She leaves three daughters, Mrs. O. E. Rogers of the home address, and Mrs. M. L. Porter and Mrs. A. L. Scarborough of Texas; three sons, J. M. Lloyd and Forrest Hatfield; and a stepmother, Mrs. Ellen Sanger of Hawthorne. Nineteen grandchildren and eight great-grandchildren also survive.

Interment in Roosevelt Cemetery followed graveside services by Reverend Brunson.

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## SEASIDE-RIVIERA 'Potpourri'

**GINNY BALDWIN**  
RUTH HANOVER

Ginny and Tony Baldwin entertained Saturday evening with their annual Halloween party. Appearing in very clever costumes were Pat and Paul Szecey, Jake and Maggie Smith, Joan and Bob Wernuth, Hilda and Fred Teetzel, Jo Ann and Con Vandenburgh, Hulda and Ennie Huskamp, Tom and Millie Coleman, Erle Piper and Dick Truxton.

**BETTY MATSON**  
HELEN SCHMITZ

Harbor General Hospital which, incidentally, is the philanthropic project again this year. The November meeting will be in the evening and we will hear it. Ray Huber of the Narcotics Detail of Los Angeles. In addition Los Caneconeros will entertain the members and their guests with their very fine music.

**Carol Ann, Nancy and Jimmy**  
Webster entertained 10 of their little friends Tuesday afternoon with a Halloween costume party. Games were played in the patio and then supper served to Thimmy and Linda Wanke, Sue Dorsett, Lynette Sims, Barbara Cogswell, Beebe Blank, Hal Ross, Mike and Mickey Sinclair and Bobby Hanover.

**The Hollywood Riviera Study**  
Group met at the home of Mrs. Carlton Paul Thursday evening for its regular business meeting. Programs for the next six months were outlined.

**Mr. and Mrs. Alonzo McDonald**  
of 450 Calle de Aragon are receiving congratulations on the birth of a daughter on October 20 at Torrance Memorial Hospital. Little Maureen Lillian weighed eight pounds, 15½ ounces.

**After a two weeks visit, Mrs. Beatrice McRobert** will say goodbye to her many friends and her daughter and son-in-law Bill Schmitz, and return to her home in Buffalo, New York. To mention just one of the several parties in her honor, Helen gave a luncheon on October 24. Her guests were Bill's mother, Mrs. John Rathmel of Pasadena, his sister Mrs. Josephine Primm of San Marino, Mrs. Paul Roettger, Mrs. Leonard Doyle, Mrs.

Everett Rowan, Mrs. Paul Barth, Mrs. Richard Blakeley and Mrs. Quinton Johnson.

**Commander and Mrs. Richard**  
Capron, 115 Paseo de Granada, will leave November 1 for Washington, D. C., where he will be stationed at the Pentagon.

**May we congratulate Mr. and Mrs. William Manfrass**, of 4813 Reeser road, on the new addition to their family. Christy Jane was born on October 10 and weighed exactly eight pounds. Four-year-old Mark is very proud of his little sister.

**Here and there... Mrs. Richard**  
Lawrence flying to Salt Lake City to join her husband and drive home with him. Dr. Webster and son Jimmy spending the weekend fishing on a boat off Ensenada. Mr. and Mrs. Bob Harlan of Reeser road back from a two-weeks vacation trip in Minnesota. Dorothy and Arnold Stohlman vacationing in San Francisco and Reno, ran in 11 inches of snow at Donner Pass and were not exactly dressed for the occasion.

## Worker Receives 25-Year Pin

Receiving a pin denoting 25 years of service with the General Petroleum Corporation this month was R. S. Brown of the engineering department at the Torrance refinery.

Receiving pins for five years of service were 13 local refinery workers. They include:

Dezmond G. Atkins, Arthur F. Basile, L. L. Cumford, Michael Deminski, Frank W. Diaz, Muri C. Doty, Leonard L. Fiedler, Charles P. Gale, Wesley Hunter, James E. Irving, Gerald L. Kinsack, Paul R. Reed and R. W. Suedmeyer.

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FANCY, SLICED <b>MORRELL BACON</b>	<b>45¢</b>	SMALL—Grade A <b>EGGS</b>	<b>47¢</b> Doz.
FANCY LUER <b>WEINERS</b>	<b>59¢</b>	DOLES—No. 2 Can <b>PINEAPPLE</b>	<b>10¢</b>
CHALLENGE <b>CHEDDAR CHEESE</b>	<b>49¢</b>	PICTSWEEP—12 oz. Pkg. <b>FROZEN PEAS</b>	<b>17¢</b>
1-LB. BOX SNOWFLAKE <b>CRACKERS</b>	<b>26¢</b>		
FOODCRAFT FARM STYLE <b>PICKLES</b>	<b>19¢</b>		
GOLDEN SOUTH AMERICAN <b>BANANAS</b>	<b>2 lbs. 25¢</b>		
FANCY, DELICIOUS <b>APPLES</b>	<b>11¢</b>		
LARGE, BUDDED <b>WALNUTS</b>	<b>35¢</b>		
C & H CANE <b>SUGAR</b>	<b>5-LB. BAG 45¢</b>		
LARGE PKG. SOAP <b>TIDE</b>	<b>25¢</b>		
BROWNS <b>ONIONS</b>	<b>4 lbs. 19¢</b>		
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The Busy Local Independent

**CARSON MART**  
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## 90% For! 10% Against

Railroad workers are represented by 23 standard unions. By mutual agreement, 20 of these unions—comprising about 1,200,000 men, or more than 90%—are working under wages and rules agreed to by them and the railroads. But leaders of three unions—with only about 130,000 men, or less than 10%—still refuse, after more than a year of negotiations, to accept similar wage and rules agreements. These are even more favorable than the terms recommended by the Emergency Board appointed by the President.

Yes, it certainly seems to be finally about time that the leaders of the three unions stop their delaying tactics—their quibbling. But the leaders of the Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Firemen and Enginemen, and the Order of Railway Conductors continue to refuse. They continue a course of dillying and dallying. It is definitely time to

## END THIS QUIBBLING!

On June 15, 1950, an Emergency Board appointed by the President under the terms of the Railway Labor Act—an Act largely fathered by the unions themselves—made its recommendations on certain wage and working conditions ("rules" in railroad language) which had been in dispute between employees and the railroads.

**More Than 90% of Employees Accept**  
Since then, terms equal to or better than the Board recommendations have been accepted by about 1,200,000 railroad employees—more than 90% of the total of all workers. They are represented by 20 of the 23 standard railroad unions.

**Less Than 10% Refuse**  
But three unions—with about 130,000 men, or less than 10% of the total—have refused to accept, even after months of negotiations. These three unions are the Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Firemen and Enginemen, and the Order of Railway Conductors. These are three of the so-called "operating" unions. Already the highest paid men in the industry, their leaders demand still further advantages over other workers.

In all, there are about 270,000 operating employees. But not all of them, by any means, are represented by BLE, BLF&E, or ORC. As a matter of fact, less than half—132,000 to be exact—are in these three unions. More than half—about 140,000—are in other unions, principally the Brotherhood of Railroad Trainmen. What makes the whole situation so hard to understand is that these 140,000 operating employees are working under wages and rules which the leaders of the other 130,000 say they cannot agree to.

### What Do the Railroads Offer?

They offer these three unions the same settlement which was contained in a Memorandum of Agreement signed at the White House on December 21, 1950, by four brotherhoods and the railroads. Later these brotherhoods sought to repudiate this agreement. But on May 25, 1951, the Brotherhood of Railroad Trainmen signed a complete agreement carrying out the

principles of the Memorandum Agreement of December 21. They have been working under this agreement since May 25.

### What About Wages?

Under the terms of the agreement, yard engineers, firemen and conductors would now be receiving a wage increase of \$3.44 an hour (\$2.72 a day) and road engineers, firemen and conductors would now be receiving an increase of 19½ cents an hour (\$1.56 per day). Large sums of retroactive pay have already accrued and if the agreement is carried out, will be paid promptly.

### What About "Cost of Living" Increases?

The White House Agreement includes an "escalator" clause under which wages will be geared to changes in the Government's cost-of-living index. Two such increases—April and July, 1951—have already been paid to the 90% of railroad employees covered by signed agreements.

### What About the 40-Hour Week?

The White House Agreement calls for the establishment of the 40-hour week in principle, for employees in yard service. The employees can have it any time after January 1, 1952, provided the manpower situation is such that the railroads can get enough men to perform the work with reasonable regularity at straight time rates. If the parties do not agree on the question of availability of manpower, the White House Agreement provides arbitration by a referee appointed by the President.

### What Else Do the Union Leaders Demand?

The continued quibbling of the leaders of the three unions has to do principally with

rules changes, which have already been agreed to by the Brotherhood of Railroad Trainmen. Of these, the principal one seems to be that having to do with so-called "interdivisional service"—runs which take in two or more seniority districts.

The union leaders would bar progress and efficiency in the industry, and better service to the public, by maintaining a situation where they can arbitrarily stop a railroad from establishing such interdivisional runs. The carriers propose that if a railroad wishes to set up an interdivisional run, the railroad and the unions should try to agree on such run and the conditions which should surround its establishment, and if the railroad and the unions can't agree, the matter will be submitted to arbitration.

But the three union leaders still refuse.

### Rules Can Be Arbitrated

The railroads have not only offered these three unions the service rules agreed to by the BRT and covered by the White House Agreement, but have even agreed to submit such rules to arbitration.

### The Industry Pattern Is Fixed

With the pattern so firmly established in the railroad industry, it seems fair to suggest that the leaders of BLE, BLF&E, and ORC stop their quibbling and take action to make the railroad labor picture 100% complete. Certainly today's economic and international situation calls for a united front. And certainly no good reason has been advanced why these three unions should be preferred over all other railroad employees.

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