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Behind the Scenes

By REYNOLDS KNIGHT

The great federal road-building program, expected to cost \$10 billion in the next 16 years, has already begun to spread its benefits through the states. Its cost, too, began to spread the day after President Eisenhower signed the enabling bill. Every gallon of gasoline went up a cent a gallon.

While road-building steel is one of the kinds in shortest supply, the two-week-old steel strike has not done the program any substantial harm. This is because planning, right-of-way acquisition, and grading of a base for the new roads must all be done before large quantities of steel begin to be needed.

The description of the highway program as the greatest public works program in history is correct. Nevertheless, there are two words of caution to be spoken. First, the choice of the Senate's aid formula instead of the House's makes it certain that some funds will be diverted to farm-to-market and other local-road projects, rather than to the interstate network that was the real selling point that put the program over. Second, the steel industry's offer of a five-year pact to its workers—and this offer is almost certainly being increased—would have resulted in a rise in the price of most steel by \$30 to \$35 a ton. This steel price boost alone will mean a rise of some \$4 million in costs of the program.

BRIGHTER SIDE—This year's drop in production of cars and trucks has a brighter side in the buildup of rubber inventories it has made possible, a leading rubber executive points out.

W. S. Richardson, president of B. F. Goodrich, recently said that this country had attained self-sufficiency in man-made rubber, a commodity extremely scarce during World War II and the Korean conflict. This rubber, developed by American industrial ingenuity, now provides about three-fifths of America's rubber requirements.

Richardson said that increasing availability of man-made rubber in the last twelve months had increased world rubber inventories by some 55,000 long tons, with further gains forecast for both man-made and crude types.

During the first half of 1956 this country used—all told—about 747,000 tons of new rubber. Our total 1956 consumption is forecast at around 1,430,000 tons, 7 percent below 1955's record amount.

THINGS TO COME—A standup carpack has a light metal frame that holds it erect while you travel, collapses for storage. . . . A new washable plastic garbage pail has a handle that seals the can against dogs or other animals. . . . A vinyl windshield with a leatherette frame is available to protect the rear-seat passengers in a convertible when the top is down. . . . Now you can take a waterproof floodlight, with a 25-foot circle of visibility, when you go skindiving.

NEXT STOP, OUTER SPACE—We're rocketing into the age of space travel much faster than most people realize.

For example, Republic Aviation Corp., builder of the atom-bomb-carrying F-34F Thunderstreak fighter-bomber, has announced its guided missile division is working on a missile more advanced than the much-discussed earth satellite scheduled for launching next year.

This division, founded only three years ago, has already outgrown its present plant, and has leased a new building on Long Island for its engineering and administrative departments alone. This will enable it to double facilities for research, development and production.

Two of the division's most important projects are development of an air-to-air missile system and an air-to-surface firing control system. The air-to-air system will begin with developing the missile itself.

At Republic the sky is no longer the limit. It's only the beginning.

COFFEE CYCLE—Three years ago about this time, Brazil had a sharp freeze. World coffee demand and supply were about balanced, and loss of several million Brazilian trees set off a shortage.

Coffee roasters, trying to assure themselves of supplies, built up inventories as prices rose. Finally, in early 1954, a wholesale price of 96 cents in New York started a housewives' strike. Coffee use fell 15 per cent. In a year prices fell 54 percent, to 44 cents in mid-1955.

Then prices started upward again. This time the roasters didn't rush in. They kept supplies fairly low. So now, once more, there's an awful lot of coffee in Brazil, but supplies in this country are tight. Hence there has been some rise in coffee prices—perhaps 10 cents a pound across the board since February—but roasters

hope it will level off before the housewife reaches percolating-point again.

BITS O' BUSINESS—Copper prices were cut 2 1/2 cents a pound by a leading producer as the steel strike lessened demand from the building trades. . . . Unfilled orders of softwood sawmills were 36 per cent of stocks on hand, 486 mills reported to the National Lumber Trade Barometer.



JAMES V. CORDES
Air Crash Victim

Military Rites Set For Victim Of Plane Crash

Full military rites will be afforded James Vernon Cordes, 18, Torrance airman, who was killed July 13 in the crash of a Military Air Transport Service plane at McGuire Air Force Base, N. J.

Cordes and 44 other servicemen or members of service families died when the plane plunged to earth shortly after take-off in a driving storm. The plane was bound for Fort Dix, N. J., to Europe.

Cordes was the son of Mr. and Mrs. Wesley G. Cordes, of 3338 Newton St. Military services will be held Saturday at 1 p.m. at Halverson-Leavell Mortuary Chapel. Burial will be in Green Hills Cemetery. Chaplain Clyde A. Fleming, of the Long Beach Air Force Group, and a detachment of troops from that base will officiate at the rites.

A firing squad will sound a volley at graveside services. An Airman, third class, young Cordes entered the service just four days after his graduation from Torrance High School in June, 1955.



FLEET DELIVERY . . . Eight new autos to be added to the city's fleet are delivered to city officials by Paul Lorange, center, co-owner of Paul's Chevrolet in Torrance. Accepting the eight cars are City Manager George Stevens and Mayor Albert Isen. The autos were delivered to the city at the new City Hall, shown in the background.

Improper Cooking Care Of Picnic Food May Lead To Serious Illness

By ROY O. GILBERT, M.D., L. A. County Health Officer

When planning a picnic, many individuals go to considerable trouble to prepare food that will be appetizing and nutritious. Unfortunately, the simple rules that prevent food-borne poisonings and infections are not always followed and the picnicker may take several days to recover from the stomach-ache incurred by eating the food served at this informal meal.

Keep it hot, keep it cold—but never keep it warm. This advice about keeping hot foods very hot and cold foods chilled but never at warm, in-between temperatures has been repeated so often that it gives rise to the feeling that the expression should be decently retired. Illness caused by contaminated food occurs with such frequency, however, that the saying is very timely, especially during the warm summer months.

Many busy homemakers like to prepare picnic foods a day in advance and seem to entertain the belief that just because such foods are cooked, it is safe to leave them overnight on the kitchen table or some other warm place since they usually look and smell all right the next day. However, the particular food contamination that causes the usual case of food poisoning does not in any way resemble the ordinary spoilage of food and there is generally nothing to indicate that it is no longer safe to eat. There is no bad odor emanating from such contaminated food, and it usually looks and tastes delicious.

Local Aircraft Firm Aids Stricken Ship

A local air firm headed a plea for help from a disabled freighter off lower California over the week end and flew parts for the crippled ship's engine.

Officials of Avalon Transport piloted a plane to the Fort Ross, drifting disabled off La Paz. The ship had radioed for help, describing the needed parts for its engine. The round trip was about 1500 miles for the local plane.

Barkeep's Rush To Aid Woman Ends In Trouble

A Lomita bartender got nothing but trouble for his gallant efforts Sunday. He observed a woman walk into his establishment and enter the rest room. That was all right, the man told deputies, but when a male customer rushed to follow her into the room he intervened.

The bartender led the man out to the sidewalk where the pair were joined by two other men. After some discussion on the merits of proper behavior, one of the intruders slashed madly at the bartender with a pen-knife and cut his throat.

The trio left the bartender went to the hospital; the woman went on her way.

These germs multiply with great rapidity in such items as salads and salad dressings, chicken pies, cream filled desserts, and similar foods. Generally speaking, the greater the quantity eaten, the bigger the stomach-ache.

Should illness occur anywhere from 7 to 72 hours after eating, chances are it is caused by a Salmonella infection from contaminated meat that was either insufficiently cooked or improperly refrigerated. This type of food poisoning is somewhat more tenacious in character and the individual may take as long as 10 days to recover. The symptoms, in both types of poisoning, include vomiting, diarrhea, abdominal cramps, and prostration.

Cause Poisoning

Zinc poisoning may result from the simple and apparently harmless procedure of mixing acid foods or drinks, particularly fruit punches, in galvanized containers. The illness, although not serious, is distressing.

However, a little planning and care in the preparation, handling, and serving of food will take all the bellyaches out of any picnic.

A pamphlet on picnic foods, useful to individuals or groups who like to picnic, will be mailed to anyone who sends a card of request to the Division of Health Education, Los Angeles County Health Dept., 241 No. Figueroa St., Los Angeles 12.

POPULATION GAIN

California's population gain is 2,666,000 from April, 1950 to the end of 1955, according to unofficial estimates.

This understanding has been evidenced in bigger gifts

Call for Volunteers Sent Out By Local Community Chest Head

A call was sent out today throughout Harbor Area cities for Community Chest volunteers for the "greatest health and welfare fund-raising effort in Los Angeles Chest Area history."

Over 3000 of the 70,000 volunteers which must be recruited in the Los Angeles Chest area must come from the Harbor cities served by the Chest through its 168 Red Feather agencies, declared Arthur O. Oteas, Harbor Area campaign chairman.

"Since Federated giving was initiated more than 30 years ago with Community Chest as the fund-raising arm of the Los Angeles Area Welfare Federation, people in this area have shown a growing understanding and faith in the efficiency and effectiveness of the Chest's multiple-service appeal," Oteas said today.

"This understanding has been evidenced in bigger gifts

and more gifts as more and more take advantage of this one-for-168 plan of giving," Oteas said.

"However, as more and more people populate our area, there are more and more demands on our Red Feather services and consequent mounting of the cost of operations," he declared.

"There are more calls on Children's Hospital; more patients at Orthopaedic; more boys and girls who want to be Boy Scouts and Girl Scouts. The load on Salvation Army grows heavier day by day. It naturally follows that we will need more volunteers this year to assure adequate support of the services which are striving to keep pace with the needs of our ever-growing population."

All who want to help are asked to call the Harbor Area Community Chest Service Center, TE 3-5227.



NEW LIONS OFFICERS . . . Judge William M. McKesson (center) installs new officers for the Torrance Lions Club at ceremonies in San Pedro Saturday night. On the left is Mott Farrell, outgoing president, and on the right is Abe Robinson, new president.



TEACHERS AT WASHINGTON . . . South Bay teachers are shown with U.S. Representative, Congressman Cecil R. King, 17th District, on trip to nation's capital. Teachers are on coast-to-coast tour. Left to right: Freda M. St. John, San Pedro; Frank Sclarrotta, Torrance; Bailey Goldenson, Redondo; Charles Liewsay, Palos Verdes; King; and Ross A. Sclarrotta, of Torrance, are shown on visit.

Scout Trails

Troop 753

On Sunday, Troop 753 will host a pancake breakfast from 8 a.m. until noon at McMaster Park. The fee is plan to raise funds for the Troop's proposed clubhouse in North Torrance.

The menu includes orange juice, pancakes, sausage and coffee.

Twenty-six members of the Troop recently returned from a 65-mile, eight-day hike through Angeles National Forest and up the rugged slopes of Mt. Baden Powell.

The youngsters carried packs all the way and were led by Scoutmaster Milton Huber. Each of the boys completing the grind will be given the Silver Moccasin Award.

Scout Troop 966

Boy Scouts of Troop 966 have had two week end trips recently. The first was the last of April. Twenty boys attended the South Bay Camporee, leaving Friday night and returning Sunday. The troop brought back the trophy for the second successive year which is given to the unit keeping the best camp.

Lake Arrowhead was the next for two days last month. The South Bay calling out was held here.

Those initiated in the order of the arrow included Steve Poore and Grover Folkerson. The unit is sponsored by the Meadow Park PTA.

Lomita Building Office to Move

The County's Building and Safety Department serving the Lomita area is slated to be moved to newer and larger quarters, according to action taken Tuesday by County Supervisor Burton W. Chace.

Chace announced that pending construction of the County's new administrative center in the Lomita area, the Building and Safety Department will be moved from its present location to 2130 W. Pacific Coast Highway.

Chace said that move was being made at this time to take care of the increased building activity in the entire sector and to provide the public better service in more adequate quarters.

The Building Department is at present located at 25422 Narbonne Ave., Chace declared. The move to the new location will take place in about a month.