

Right Guide

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

That C-number: The man who walks into a store to make a purchase and finds he has left his pocketbook at home is in about the same fix as the veteran who wants information about his case with the Veterans Administration and has forgotten his C-number.

C-numbers are assigned every veteran who files for pension, compensation, schooling, on-the-job training and other federal benefits. It is much like, and just as important, as his service serial number. The number remains the same throughout his life and is used by his beneficiaries after his death. He will use it hundreds of times. It is positive identification in case of accident. If he asks for his subsistence or pension check at a post office he must give his C-number.

Names mean so little. No matter how uncommon the name it is duplicated. VA files. Not long ago a veteran came into a contact office of the Los Angeles VA to find out about his subsistence check. He couldn't remember his C-number so an effort was made to locate his file by name. His was not a very common name but seven case folders, all representing different veterans, had his name even to middle initial.

Recently it was necessary under the federal law for veterans in school or on-the-job training under the Servicemen's Readjustment Act (GI-Bill) to file income statements. It was required of them to give their C-numbers with the statements. VA telephone lines and offices were jammed. Other work had to be sidetracked. Worst of all, hundreds of these veterans had taken time off from school or their work to get this information.

There are more than 360,000 veterans living in the area of the Los Angeles VA regional office who have C-numbers as the result of some official connection with the VA. This means there are 360,000 case folders in the file and record rooms. These are filed numerically according to C-numbers and not alphabetically according to name. There is a cross re-

THINK IT OVER

By Oden & Humphrey!
BENEFACTOR OR TYRANT?

Age ago fire was discovered by man. Most likely from a falling meteor or dry limbs rubbing together in a high wind. For quite some time, he was in all probability as much afraid of it as the beasts who ran from it for self-preservation. Making fires in his yet difficult for many uncivilized tribes and fires are watched constantly to see that they are preserved.

When once the art of making and using was established it altered human development in a number of ways. It led to material progress—increased the density of population and enabled man to endure a more rigorous climate that had previously been too cold. Man has always feared and worshipped fire—and with good reason. Among primitives there has always been many sin and fire worshippers. No single word in any language can strike terror in the hearts of so many as the single word fire. Controlled, it is one of mankind's greatest benefactors, when uncontrolled, it is a raging monster that causes untold suffering and damage amounting to about \$150,000,000 annually in this country.

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ference between name and C-number, but anyone can imagine what happens when John Smith (and there are hundreds of John Smiths) has forgotten his C-number.

When a veteran dies an "X" is placed in front of his C-number and all applications for burial flag, funeral expense, burial, pensions or compensation for beneficiaries, must have his XC-number on them. C-numbers do not change. Those veterans in school under the GI Bill now must use the same number for pension, or an application under a new law

which may be passed 30 years from now.

All sorts of suggestions have been made to help veterans remember their numbers. One of the best came to Right Guide recently from a veteran of both World Wars. (All veterans of World War I know the importance of remembering C-numbers). He suggested veterans stamp their C-numbers on their old "dog tags" and wear them around their necks or have them engraved on the identification bracelets they had for serial numbers during the war.

It would be a great saving of time to a veteran (and the VA) if he would remember his C-number.

Los Angeles Fields Not Eligible For Designation Of 'Airport Of Entry'

No airport in Los Angeles is eligible to receive designation as an "airport of entry," the Los Angeles Chamber of Commerce has been told by O. Max Gardner, acting secretary of the treasury.

Gardner's decision is in answer to an appeal by Harold W. Wright, general manager, Los Angeles Chamber of Commerce, that an airport in Los Angeles, particularly the Municipal Airport also known as Mines field, be designated as a place for clearance of customs, immigration and other border details. Explaining the inability of the Treasury department to comply with the Los Angeles request, Gardner said:

Service adopted the policy to confine the designation of airports of entry to the airports located in cities or towns along or near the international borders. This policy was adopted due to the increase in air travel to and from foreign countries and the fact that experience proved that closer supervising of aircraft coming from foreign territory may be maintained by requiring such aircraft to land at border airports before proceeding to inland cities. An additional reason which led to the adoption of such policy was the incentive to the smuggling of

contraband and aliens into the country at isolated places between the borders and interior cities on the part of individual flyers.

"In view of the fact that the city of Los Angeles is quite some distance from the Mexican border and is, therefore, considered an interior city so far as overland flights from Mexico are concerned, no airport in Los Angeles is eligible to receive a designation as an airport of entry. The Commissioner of Customs of this Department has

granted landing rights at the Lockheed Air Terminal in Burbank to several airlines which are operating scheduled and contract international air service, pursuant to the provisions of section 6.3 of the Customs Regulations of 1943.

"In the event that additional airlines are authorized by the Civil Aeronautics Board to operate service between Los Angeles and foreign countries, landing rights at the airport which they will use will be granted to such lines provided that sufficient personnel is available to perform the necessary inspection work."

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