

EDITORIALS

Thanksgiving in 1955

This Thanksgiving Day in 1955 gives Americans an opportunity to express their gratitude for a prosperity unequaled for plenty in the history of the nation since that memorable day when the Pilgrims first stretched faltering sea legs on New World shores.

America has come a long way since those bleak New England years, and, by today's standards, the little band of Pilgrims had little to be thankful for when they celebrated their first successful harvest. Yet they gave thanks to Almighty God for the favor of a harvest that assured them a bare existence through an uncertain winter in the wilderness.

Today millions of Americans will sit down to festive tables literally bulging with plenty. They will drive to family reunions in new or nearly new automobiles and enjoy food prepared with kitchen equipment undreamed of a few years ago. And they will sit down with the realization that sons and relatives, deployed throughout the world in the bastions of democracy, though absent from the table will at least be safe from the shot and shell of active warfare.

Let us all be thankful, then, that we live in this wonderful land in a particularly favored section of the world here in Southern California. Let us be grateful for our prosperity and grateful to our leaders in Washington, who don't leave God out of their thinking when they try to solve the problems of the nation, every day of the year.

Let's Curb This Killer

In an age when medical science is striving to overcome those diseases which kill and maim mankind, should we not pause to consider another killer—the traffic accident—and what can be done by every one of us to curb its threat?

The sponsors of "S-D Day" or "Safe Driving Day" are asking for contributions of common sense—not money—in the fight against traffic deaths and injuries. They realize that only with the whole-hearted support of the driving and walking public can any safe-driving campaign be successful. And they are asking for that support in terms of individual awareness, by each person, of his own responsibility in curbing traffic accidents.

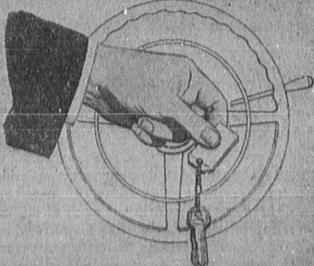
"S-D Day" is Thursday, Dec. 1. On that date, the President's Committee for Traffic Safety and the many organizations cooperating in the observance of "S-D Day" are hoping for a 24-hour traffic-accident "holiday." But this year's observance of "S-D Day" will go beyond that 24-hour period in an attempt to educate the public to a year-around reconsideration of driving and walking habits.

The President has asked all Americans to join in this job of accident elimination. The program has also been endorsed by Governor Knight and by nearly 200 national, state, and local organizations who are banding together in a concerted effort to rid our streets and highways of the traffic-accident menace.

Their success, the success of "S-D Day," depends entirely upon how well the program is brought to the attention of the individual driver and pedestrian, who, after all, is the one that must change his attitudes.

Common, everyday courtesy and an extension of the Golden Rule—and the will to use them—will go a long way. It would be well to keep in mind that over 5,000 Americans would still be alive today if we had driven every day during the past year as we did on "S-D Day" last year.

Wheel'er home safely, son!



... that's what I tell my boy every time he borrows the car. Like saying "take it easy... have a good time." But it means a whole of a lot more.

It's short for... "watch your timing... control... road judgment." You see, it's those things that make expert drivers.

Take timing for example. A driver that's got it never needs to dart from lane to lane. He glides his car, anticipating his next move long in advance. Watch the way an expert wheels his car through traffic. He does it without jerky stops and starts. As smooth as sailing, he blends right in with the flow of traffic. It's a pretty picture if it's done right. But that takes practice.

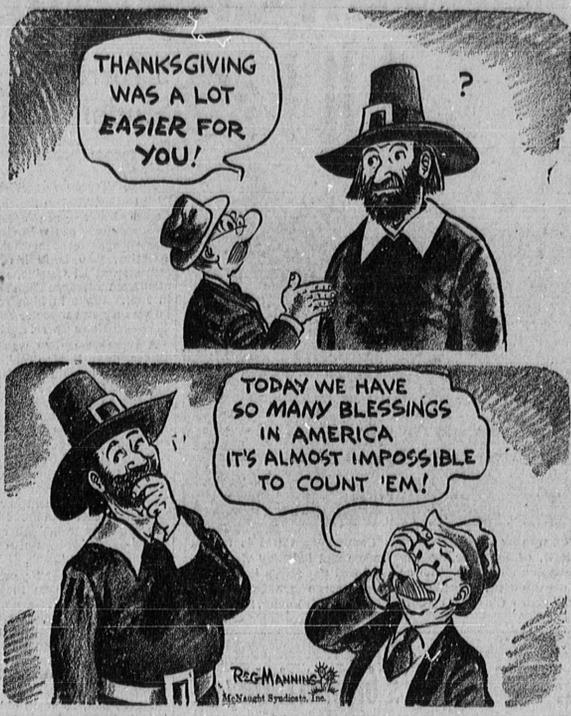
Control, too, plays a major role in expert driving. By keeping at reasonable speeds—not too fast, not too slow—the expert is always master of the wheel.

That's why I tell my son—"wheel'er home safely."

Safe Drivers Make Safe Highways
Make every day S-D day



Then and Now



AFTER HOURS

By JOHN MORLEY

HONOLULU... Last March the United States came within an eyelash of changing the appearance of every U. S. flag and the physical shape of the nation. By the small margin of only three votes the Senate tied Alaska to Hawaii in the debate for statehood and blocked what appeared a certainty that Hawaii would become the 49th state. The House had given its approval on Hawaii, but refused Alaska. The issue will come up again as both parties appear to endorse statehood for Hawaii, which no doubt will be included in the 1956 convention platforms of the Republicans and Democrats.

Most of the people I talk to in Hawaii are against statehood. These include legislators, business men, public employees, and the members of our great service clubs... Rotary, Lions, Kiwanis... who are usually in the thick of civic and national issues. Most of the people I have talked with, in repeated trips to the islands for lectures, prefer "commonwealth status" to "statehood" for Hawaii. They give the following reasons:

1. Under statehood, or the present status, Hawaii pays the same federal income tax as the citizens on the mainland. There is considerable resentment in Hawaii today, due to the fact that while they pay the same income taxes as mainlanders, they cannot vote in any presidential election. "Taxation without representation," they call it. Under "commonwealth status," like Puerto Rico, their citizens would not be subject to federal tax.

2. Under commonwealth status the people of Hawaii would enjoy virtually all the privileges granted to citizens of the 48 states. In addition, a commonwealth has a decided advantage over a state in power to collect and retain all taxes originating in the territory.

3. To the question of "second-class citizenship," which is heard now against commonwealth status, the answers I gathered are to the effect that no Canadian is known to feel inferior to a Britisher and a few

there is no movement afoot for Canadians to have direct participation in the government of the British Isles. The same holds true with the other commonwealth nations in the British Empire.

Those who oppose outright statehood for Hawaii believe that statehood would lose for Hawaii her identity as a "territory," free of state politics and complications. They prefer the sentiment and the feeling of a "territory" rather than a "state." They are very sensitive about the distinction. "We are nothing like any of the present states on the mainland," they say "so why drag us into the bickering and confusion of state frontiers. If Hawaii becomes a state, so will Alaska before long. Then what would stop them from adding Puerto Rico, the Virgin Islands, the Marshalls, the Carolinas, the Marianas and other territories the U. S. owns or administers." There is also the fact that since Britain can no longer protect Australia and New Zealand, they want to join the U. S. for security. Of course, this argument is a bit far-fetched, but the islanders and their counterpart on the mainland who oppose statehood for either Hawaii or Alaska raise these questions.

4. Under commonwealth status the people of Hawaii would enjoy virtually all the privileges granted to citizens of the 48 states. In addition, a commonwealth has a decided advantage over a state in power to collect and retain all taxes originating in the territory.

Political experts see another objection to Hawaii and Alaska statehood. Their combined population is about 650,000, which under present law entitles them to one senator for every 157,000 inhabitants. This means that with a total population of about 650,000 they

will have four senators... while in the 48 states, represented by 96 senators, the average for one senator is about 1,590,000 people. Thus Hawaii and Alaska would have ten times the average representation of the people on the mainland. This will give them one 25th of the membership of the senate, although their combined population is only one 25th of the whole population. So the political experts figure.

5. Since the largest majority of the island population is Asiatic and Oriental, the argument is raised that the appearance of Orientals in Congress would be objectionable to our people. On issues involving the interests of the United States and, say, Japan, China, Philippines, etc., nations of those countries might be under personal pressure to ignore the interests of the U. S. in preference to the interests of the country of their ancestors. Southern Democrats have been in violent opposition to Hawaii statehood for this reason probably more than any other.

Recent polls in Hawaii indicate a close race on this issue of statehood among the people. Less than 50 percent points separate the pros and the cons. Under such conditions it appears best to give the question a little more time and a little more airing. After all, it's the people of Hawaii who must be consulted and who must be satisfied first. Unless a far greater majority appears in favor of statehood, Congress might better serve Hawaii and the mainland by letting the issue well enough alone.

6. But youngsters, under 14 as a rule, cannot commit "crimes" under the law. Sometimes the juvenile court may have to take a youngster in hand for something he has done and discipline him for his own good. But adults who took part in the same offense may have contributed to a minor's delinquency, a crime.

Note: The State Bar of California offers this column free to you to know more about our laws.

The SQUIRREL CAGE

By REID BUNDY

With S-Day coming up next Thursday, Dec. 1, we are reminded of something we heard the other day: Every day would be safer day on the highways if people would quit driving as if they owned the road and started driving as if they owned the car.

This is really a summertime squib, but we're afraid we might lose it by summer. We hear one of the reasons why the girls of today are such live-wires is that they wear so little insulation.

A comforting thought for Thanksgiving Day was contained in a recent re-analysis of the human body. Chemistry teachers used to astound their students by saying that the chemical content of a human body was worth just about 98 cents—a rather humbling thought. But today, in the atomic age, we're informed that the atoms in the body of an average person contain a potential energy of more than 11 million kilowatt hours per pound, making the most of us worth something like \$85.5 billion apiece. See there, you're a billionaire and didn't know it.

I have a hit or miss prediction on the Christmas records I've heard so far: I predict that the crazy dog chorus which sings "Silent Night," in a series of woofs and yaps will sell more records than "Doggie in the Window." Have you heard it yet? YOU WILL before the Christmas season is too much older.

If you're eating dinner out in a Chinese restaurant today, you might run into something like the fellow we heard about the other day. When he opened his fortune cookie, it read, "Don't eat the soup. (Signed) A friend."

"The views expressed by many husbands are not necessarily those of the management."—Henry Trysia.

"School days can be the happiest days of your life, if your child's old enough to attend."—Martha Scott.

"A reckless driver is someone who passes you on the highway, no matter how fast you go."—Harry Toffel.

"The best time to stand up to any of life's situations is immediately after you get up from praying on your knees."—O. A. Battista.

"When a woman says she's just reached 30, you can bet she's been reaching for it for 10 years."—Snooky Lanson.

day we shall provide the time and facilities. All America is your congregation. Say what you think needs saying, under God."

(As I remember, it worked miracles, too.)

Definition of a psychiatrist: The last man you talk to before you start talking to yourself... Ah, for those good old days when we used to lose our shirts in the stock market! Now we lose them in the supermarket... Sam Brown is a devastating UCLA left half-back who hits the line like a runaway truck. As one Bruin fan put it so aptly: "We sure love to watch our Sam Brown, belt."

I object to TV pitchmen who resort to h.w. (handwaving), f.p. (fingering), and d.p. (desk pound). They insult my intelligence and if you don't think I have any intelligence, I'm insulted... A man went to traffic court to pay a fine for a lady friend. He was recognized for not having paid an old ticket of his own. He phoned a friend to come and bail him out. The friend came, fortunately he had an unblemished record, so the matter ended there... How come they haven't named a hurricane after TV Star Gale Storm?

THE MAIL BOX

The Torrance Herald welcomes expressions from its readers which can be published in this space. The editors retain the right to edit the copy for matters of libel and good taste. Letters should be kept brief and must be signed. The writer's name will be withheld if requested. Opinions expressed in letters here published represent those of the writer and not necessarily those of The Torrance Herald.

A Dumping Ground

Editor, Torrance Herald
Your editorial—A Community Disgrace—is just what we need to draw attention to the condition of the streets of Torrance. I only wish a picture of Plaza Del Amo at Arlington could have been included. I have been a taxpayer at 2227 Plaza Del Amo for 27 years, and the tree row has been a dumping ground all of that time, and has never been cleaned up. Let's go "whole hog" is right, and I hope they will remember Plaza Del Amo is one of the hogs. Keep up the good work!
CORA B. BOHRER

Editorials Re-read

Editor, Torrance Herald
I have read and re-read your article of a temporary curtailment on tract building in issue of Oct. 13 issue of the Torrance HERALD. The more I read it, the more impressed I am with your policy and interest in the future of Torrance. This has been my wish for the last two years, but, unfortunately, our Council seems unwilling to do anything about it. Taking a deep interest in your editorial column, it has been a source of satisfaction to me and may others of your unbiased stand on various issues so important to the people of Torrance. I am pretty well informed on most issues having served on the Civil Service Commission for the past seven years, and seen all departments grow from a handful to their present strength which is still far short of what they should be for our immediate needs—

More power to your anti-trash campaign. While you're at it, how about campaigning against the muddy street situation too?
R. T. GUYNN

our police department is

unarmed, but doing a fine job with the force they have—our fire department is in better shape and also doing a fine piece of work but still needs more men and equipment.

So long as this building race continues, just that long must we wait for efficient city services.

Thanking you very much for your editorials and looking forward to more of the same, I wish to remain,
GEORGE W. DOWNING
1511 Crenshaw Blvd.

Trash and Mud

Editor Torrance HERALD
So you think you've got troubles?

I live near 178th and Prairie Ave., and I think I might as well put up a "Torrance Dump Substitution" sign on my lawn. It really wouldn't matter because everybody uses it for that anyhow.

The streets in this area seem to be a favorite dumping ground for trash and the muddy shoulders of the road don't help the messy situation any. My daughter has to walk to school in the mud whenever it rains. You ought to hear my wife complain about the mud the little girl brings in.

More power to your anti-trash campaign. While you're at it, how about campaigning against the muddy street situation too?
R. T. GUYNN

The Freelancer

By TOM RISCHE, Herald Staff Writer

Today is the day that Tom Turkey has been dreading all year.

From man's point of view, this is a happy, festive, mouth-watering occasion. From the turkey's, however, this is one of the unhappiest days of the year.

Chances are that yesterday he lost his head and today he is being cooked in the oven, later to be cut up and served with dressing and cranberries.

It's not a happy prospect, and historically a pretty grim one, such a fate should not have greeted old Tom. On the first Thanksgiving day more than 300 years ago the Pilgrims did not record that they ate any turkey. Our colonial ancestors made the goose their victim.

If there is any villain as far as the turkey is concerned, it is Abraham Lincoln who first proclaimed Thanksgiving a national holiday in 1863. He set the day as the last Thursday in November, although records indicate that the Pilgrims used to celebrate it in October. He was probably so busy with the Civil War that he didn't have time to check his history books.

At any rate, Tom Turkey is going to be one of the popular, if unwilling, animals who ever laid down his life for man today. In the next few days, he will become increasingly unpopular, however, as people get indigestion from eating too much and then eat turkey leftovers—in stew, soup, sandwiches, and anything else that can be whipped up.

The turkeys who have managed to get by the day with their lives cannot rest easy yet, for Christmas is only 28 shopping days away. Although the demand for his hide is not quite as great at Christmas-time, a turkey may find himself in the soup if he is not careful.

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THINGS TO TALK ABOUT

BY FRANKLIN J. HEINE
Editor, American Peoples Encyclopedia

As late as 1870, the kerosene lamp was the most efficient of all lighting methods.

Twenty-six dog racing tracks were in operation in 1954, all with legalized betting. Florida led with 14.