

# Torrance Herald

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SEPTEMBER 29, 1960 THE TORRANCE HERALD

## A Time for Action

Refusal of the State Division of Highways to approve the installation of a Torrance sign near one of the present Harbor Freeway off-ramps continues to puzzle us.

Anyone who has logged any mileage on the Southland freeways knows they are very well marked—showing the exits to take for cities, communities, by-ways, and cross-roads.

However, Torrance, the county's fifth largest city, a city of more than 100,000 people, the home of many major industries and commercial giants, is supposed to sit idly by for a year or two until a Torrance sign can be installed on Carson St.

"Due to the large number of communities in this area, it has been found necessary to limit signing on the freeways to one best and most direct route into the center of the city," B. S. Burgess, district traffic engineer, wrote to the council last week.

"I can furnish a group of photos which make this statement look ridiculous," Councilman Willys Blount snorted when Burgess' letter was received by the city.

Apparently Mr. Burgess can't figure out why anyone would want to come to Torrance, according to Mayor Albert Isen.

The councilmen are asking that the freeway sign be posted north of Artesia Blvd. telling motorists that they can reach Torrance on the next three exits.

The Herald thinks its time that someone in the State Division of Highways take a look at the situation.

We've had enough of the brush-off, now we need signs on the freeway so the thousands of people who come looking for Torrance each week won't wind up in the Harbor area instead.

## Opinions of Others

In all the terms of measurement, for the heaviest task within the power of the American people to assign, Dick Nixon is supremely fitted. With his running mate, Henry Cabot Lodge, this nation has a team equipped with both the knowledge and courage for those responsibilities whose capable discharge can decide its destiny. —Nashville Miss. Banner.

HAMILTON, N. Y. WEEKLY: "According to George Gallup, the public opinion pollster, only one U.S. family in nine has taken any steps to prepare for an all-out nuclear war; very few persons have any clear notion of what to do in such an emergency, aside from getting to the nearest shelter or to the basement of their homes. And yet, one person in three believes there is much danger from war. Finally, authorities claim that half the people who would otherwise be killed could be saved if they had proper instruction and had made provision for an emergency."

TERRE HAUTE, IND., TRIBUNE: "It is the business of the Post Office Department to deliver the mail. It is the business of the law to determine what is morally unacceptable for mailing. It is the business of the courts to interpret and clarify the law when questions about what can be mailed arise."

"These distinctions are important. If they are merely acknowledged in theory but ignored in practice, the result will be to place unwarranted powers of censorship in the hands of postal authorities."

CORVALLIS, ORE., TIMES: "It is interesting to note in a time when states require inspections of almost everything from elevators and boilers to barber shops and cows, that 34 states do nothing in regards to the biggest cripple and killer of all—the automobile."

## From the Mailbox

By Our Readers

Editor, Torrance Herald  
As the school year begins, I would like to thank the Tor-

rance Herald for its cooperation in printing the news about Torrance schools, par-

ticularly recent back-to-school announcements.

You have performed a notable public service to the district and to parents of the district's 27,000 youngsters by helping inform them of pertinent information relating to reopening of school.

I would like to take this opportunity to thank you for your support in backing the district's request for the surplus Navy site. Although we have not yet been informed of the final disposition of the site, your editorials supporting our stand were helpful in reconsideration of the case. We still are hopeful that we can save taxpayers as much as \$500,000 if we can obtain this site.

Your willingness to print information about the district's forthcoming override election on Oct. 11 likewise is greatly appreciated. Because of the exploding Torrance population and constantly rising costs, the Board of Education felt that it had no alternative but to ask voters to consider additional revenue.

Thanks again.  
J. H. HULL

## Don't Get Hot Under The Collar



## Tougher Sentences for Dope Violators Urged

Tougher prison sentences and an end to early releases on parole or probation of narcotics offenders today was urged by District Attorney William B. McKesson.

"These narcotic law violators must face certainty of punishment if sentences are to be a proper deterrent to crimes of this category," the District Attorney declared.

"Under present practices, sentences for narcotics violations can run anywhere from one year to life depending on the nature of the offense. Yet in actual practice, nobody ever serves a life term. Indeed few, if any, convicted ever serve a minimum sentence for this offense since they can be released after serving only one-third of their minimum sentence."

The District Attorney said he would favor stiffer sentences for offenders, and strongly urges that once convicted the offender be required to serve this entire minimum sentence.

"Even a four-time loser can be turned loose to break the narcotics laws long before his minimum sentence has been served under present procedures," McKesson emphasized.

The District Attorney, making his comments this week before the Special Study Commission on Narcotics also demanded legislative action in Sacramento "to protect the rights of society which are now being whittled away by

now being whittled away by... McKesson was especially critical of court decisions which sharply curtail the right of police officers in the field of search and seizure. "We must recognize that narcotics cases are unlike any other type of law violation," he explained.

"It is ridiculous to require police officers to disclose the source of information leading to a narcotics arrest. After all, when an arrest is made and a clear violation of law is discovered, what does it matter where the information originated that led to the arrest?"

"The important thing here is that the law was broken and an arrest was made. Who can argue that a criminal

when arrested while in an illegal act suffers an abridgment of his constitutional rights? His arrest as a result of a tip from an informer in no way lessens the seriousness of the crime being committed. Society has a greater right to be protected than the criminal."

McKesson's remarks before the Special Study Commission on Narcotics were made as the District Attorney urged legislative action to crack down on Los Angeles County's narcotics problems. The Commission, appointed by Edmund G. Brown, will draft possible anti-narcotics legislation for submission to a next regular session. It has been holding hearings on the problem in Los Angeles.

## SHORT TAKES

Publisher Lee R. Fleming, Zion, Ill., Zion-Benton News — Regardless of how just the cause, rioting is government by mob rule. It is irresponsible and leads only to rule by force... There are evils which need correcting, but an angry mob in the frenzy of a riot is worse than any evil it proposes to correct.

Editor Cornelius M. Milmore, Oneida, N.Y., Democratic Union — If one were to single out the worst feature of present day labor unionism, it would undoubtedly be that union leaders in their so-called "collective bargaining" have only one ambition — to obtain for their members the highest possible monetary rewards for the least possible effort.

Editor-columnist Robert J. Sprinkle — Momence, Ill., Progress-Reporter — A little poem which might be titled "The Wall of the Dollar"

## Law in Action

### Laws Must Grow, Too

The U. S. Census is beginning to show that California has grown more than any other state in the last 10 years.

With our population upsurge has come a revolution in agriculture and industry: Fewer farmers, more machinery, bigger crops. Cities have spread into suburbs.

Flocking here from every state, families have brought in ideas of law—of property, of will, etc. Many are not rue of California.

Meantime, the speed of trade has mounted, and with it our court case load. Many counties have outgrown their courthouses. What is Califor-

nia doing to keep up with the flood of litigation? California's Judicial Council, headed by the Chief Justice, can shunt judges from county to county to lighten the cast loads. Despite stresses here and there, most of our courts are current or nearly so.

With the state's growth, the laws affecting everybody — both federal and state — have multiplied. Since World War II thousands of new laws have come on the books. Tax law, for one, affects almost everyone. You must keep your eye on tax consequences when you try to write a simple will, or lease, or sell a business.

## Background of San Diego Freeway Given by Chapel

By CHARLES E. CHAPEL, Assemblyman, 46th District  
For nearly ten years I have been working on the completion of the San Diego Freeway, and during all these years I have reported progress on this important part of our State freeway system in the newspapers of the southwestern portion of Los Angeles County.

In the California State Legislature, I served on the Joint Interim Committee on Highway Problems which produced the present law establishing a State-wide system of freeways, expressways and highways, and I have served on the Assembly Transportation Committee which has considered all bills in this field.

I have been either the author or co-author of many laws, bills and resolutions pertaining to the San Diego Freeway.

IN SPITE of all this activity, some people still do not understand how freeways, highways, and expressways are built. The Legislature enacts laws setting up the systems throughout the State, but the State Highway Commission, appointed by the Governor, determines the exact routes and allocates the money as it comes into the highway fund.

Most of the money comes from what we call "highway-user taxes," which include gasoline tax, diesel fuel tax, registration fees, etc. This money all goes into the fund from which the State Highway Commission allocates sums for freeways, expressways and highway construction.

## Solons Continue Checking On Allocations to Fairs

By VINCENT THOMAS, Assemblyman, 68th District  
"All's fair in love and war," runs the old proverb. But wetheri's love or war for California's many local fairs, of the State Fair, seems still to be a matter of some doubt.

Many pertinent questions concerning the future of these fairs were raised at a recent meeting of the Fairs Allocation and Classifications Committee, and some reassuring answers were given, though not to all queries.

This committee is a joint legislative group, created by amendment to the Agricultural Code in 1959, composed of seven Senators and seven Assemblymen. Its function is to investigate and report on the operations and finance of all county and district fairs and the laws relating to them.

Since it is established by law, the committee has continuous authority, not limited to sessions or interim periods.

This particular meeting of the group was called to consider and receive testimony on the Carr-Muchmore report on fairs. This document is an administrative report originally prepared by a special representative of the finance department, and makes many recommendations for major changes in the operations of our local fairs, as well as others about the State Fair.

It is not possible to review here all of the suggestions made in the report. Major which can be mentioned include closer supervision over operations of all fairs by the department, fixing of state standards for rentals to be charged by fairs for interim use, fixing of "proper" admission charges, development of a five-plan for new construction at fairs, reorganization of the existing division of fairs and expositions, and creation of still another agency, a statewide commission to study elimination of certain fairs.

As to the State Fair, it is recommended that the new site be disposed of as uneconomical, that the present site be improved, the type and quality of attractions be changed, the admission be raised (already done), and the "pass list" cut out. It was also suggested that the rights of the fairs to unite in a trade association for their common good be limited in several ways.

Spokesmen for the department were reminded that the 1933 law legalizing on-track betting was passed by the Legislature and approved by the voters, earmarked state revenues from it first for fairs, second for education in agriculture and animal husbandry, and third for unemployment relief.

In addition, State highways which are part of the interstate highway system receive Federal funds from the United States government. None of this money goes into or comes out of the general funds and therefore is not controlled by the Legislature.

This is in accord with the law which was enacted many years before I was elected in 1950 and takes "highways out of politics and politics out of highways." If the people of California do not like the present method and want to return to the previous way of handling highway appropriations, we will then have the worst hodge-podge of poorly planned highways imaginable.

About four months ago, I was told by responsible senior engineers of the California State Division of Highways and the State Highway Commission, acting on their recommendation, would allocate in 1960 the money necessary to finally and definitely complete the San Diego Freeway.

I reported this in my weekly newspaper column and notified officials of the many cities within the 46th Assembly District.

At the recent meeting of the State Highway Commission, about 65 leading citizens from the 46th Assembly District, and adjacent districts, appeared before the Commission and asked that the San Diego Freeway be completed.

I was one of the few designated to present the case, and I did this even though I knew before the Commission met that they would undoubtedly

complete the job. On Sept. 8, 1960, at the regular meeting of the Inter-City Highway Committee, held in Hermosa Beach, those who were present and had attended the meeting of the State Highway Commission reported without reservation that they were convinced that the San Diego Freeway will be completed and that "we will be riding on the San Diego Freeway before Christmas, 1962."

William A. Cameron, president, Inter-City Highway committee, and member of the City Council of Redondo Beach, said that he had received a letter from Governor Edmund G. ("Pat") Brown stating that "the mission was accomplished."

If you have any doubt about this, write to the mayor, city manager, city engineer, or any councilman of your own city. If you live in County territory, write to your own County Supervisor. You will receive a reply giving you substantially the facts I have presented above.

Members of the Assembly are elected for a two-year term, which means that we are up for re-election every other year. Each time that I come up for re-election, the opposition tries to make the San Diego Freeway an issue, even though it is not a subject of partisan politics and I have done my best to insure its early completion than any other man of woman in California. Fortunately, the majority of voters of both political parties are familiar with the situation and return me to office by a huge majority.

In response to a direct question, they stated that they do not regard fairs as "stepchildren," but believe they perform valuable functions in improving agricultural products and livestock, as well as in educating youth in the true importance and functioning of our agricultural economy. The department also admitted that it does not favor special funds as a matter of principle, so thinks perhaps the fairs and exposition fund should be abolished.

Spokesmen for various fairs and committee members were quite critical of many recommendations in the report. Objections were raised to proposed invasion of the autonomy of local fairs, to inflexible admissions and interim use policies, to rigid restrictions on use of construction funds, to proposed cutting out of small premiums for 4-H projects, and to many other proposals.

The Fairs Allocation and Classifications Committee seems to have a very lively and bouncing topic as its responsibility. But fair winds for fairs in 1961 are indicated.

## The Dishonor Roll by Jerry Marcus



Bad manners on the highway helped to kill 37,000 persons in 1959.



DEMS.... WE GOTTA' EQUAL RUSSIA!