

Torrance Herald

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Time to Wave the Flag

It's time again to wave the flag, to wave it with integrity and to wave it with pride. It's time to read again the Declaration of Independence, to try to digest the full meaning of this remarkable document and to count the blessings of freedom bequeathed by the Founding Fathers who had the foresight and courage to put their words into action.

Fourth of July or Independence Day—it's all the same in everlasting meaning to every American and to millions throughout the world, some of whom can trace such freedoms as they enjoy to the bold action taken in 1776 by an inspired group of American colonials. Millions of others are behind iron curtains or separated from their loved ones by fences manned by guards ready to shoot any who seek the freedom that is every human's birthright.

Wednesday of this week cannot and must not be taken lightly. More ugly forces are at work in the world today than at any time in the past 186 years. They are deliberately committed to the cause of destroying the very freedoms and hopes so joyfully given to the world when the American Declaration of Independence lighted beacons of hope to all who would break the shackles of human bondage.

It is fitting and natural for all Americans to want to celebrate a glorious July 4th and every American is privileged to celebrate it as he will. Wednesday IS freedom's day, the birthday celebration of the liberties we all are prone to take for granted most of the other 364 days of the year.

That Safety Record

According to some national statistics, Torrance leads the country for cities of its size in the 1962 traffic records. This has local safety authorities happy and, quite naturally, proud. They also must have their fingers crossed hopefully that in the coming six months pedestrians and drivers will continue to uphold the remarkable record that has kept our city streets free of any fatality.

Certainly the city's traffic details may lay claim to a share of credit in this 1962 achievement. Law enforcement efficiently carried out has proved effective in reducing accidents when constantly applied, day in and day out throughout the year.

Yet, the most efficient police force in the country cannot control all the actions of the hundreds of thousands of motorists who pass through or regularly use the streets of a city of 100,000 population. There are thousands of narrow escapes from incidents that could kill pedestrians and patrons. There are also violent collisions that except for sheer luck, could result in multiple deaths.

The clean record made by Torrance thus far this year can only be maintained if every pedestrian and driver personally practices caution. There must not be any relaxation. It has been said many times that it is just as easy to learn good habits as bad habits in the operation of a motor vehicle.

Opinions of Others

A publication of the Jersey Central and New Jersey Power and Light Company observes that when a driver says he can stop on a dime, he means the last dime at the end of a long row of dimes. At only 20 mph—including time for reacting and braking—it takes 47 feet to stop. At 50 mph it takes 243 feet, and at 70, 532 feet.

A well-known engineering and transportation consultant, testifying before a Senate subcommittee, said that proposals by the Army Engineers to build two new barge canals in the South at a cost of millions of dollars are uneconomical and "thoroughly unsound." Existing transportation facilities in the areas of the canals, he added, are being used at only a fraction of their capabilities. So the canals would not create new traffic, but would depend entirely on diverting traffic from existing transportation facilities.

Out of the Past

From the Pages of the HERALD

40 Years Ago

The sale of five acres in the vicinity of Del Amo's No. 1 well in the western section of Torrance, brought \$35,000 and rated an 8-column banner line on the front page of THE HERALD of June 30, 1922. The oil fever had taken the city and Easterners were arriving in numbers seeking to acquire sites for future drilling. Rapid growth in the coming six months was being predicted and the Chamber of Commerce was energetically promoting a Civic Center.

Harry Paige was trying to get a municipal band organized in the hope that such a musical organization would not only "furnish entertainment for the citizenry but would be the best advertising boost Torrance could have."

In the minds of civic boosters the only impediment to industrial development for

Torrance was the lack of available housing. They argued that keeping the people at home would result in the development of local stores so that the payrolls would help build the growth-hopeful community.

30 Years Ago

Work started this week on the Torrance Health Center on Carson Street following the signing of contracts by the Board of Supervisors. The building will cost \$50,000 ready for occupancy. It will serve the southwest section of the Los Angeles area.

At the closing session of the California Christian Endeavor convention at Visalia Sunday, W. E. Bowen of Torrance was elected treasurer to serve during the coming year.

Unemployed men in the city have benefitted to

extent of nearly \$4000 in firewood sales to the City of Torrance. A considerable supply of the wood is on hand, according to the city engineer, and is for sale to the public.

20 Years Ago

Brief flag raising ceremonies will be held Saturday, July 4, to mark the opening of the new reduction plant of the Aluminum Company of America at Normandie Ave. and 190th St. All the usual fanfare accompanying such an event will be dispensed with and production will continue after once started tomorrow.

As its July 4th feature THE HERALD in 1942 published an Honor Roll page on which were listed all young men of Torrance then in service. Eight were listed as having lost their lives or were missing. Two were listed as prisoners of war.

I'd Be Happier About This—



A Bookman's Notebook

'Happy Problems' Given By Herbert Gold in Book

William Hogan

"No, Mr. Gold," said the television producer, "I don't think you understand what we want. We want happy stories about happy people with happy problems. So there was the title for Herbert Gold's collection of sharp, honest, provocative essays on life in the United States as he has found it, 'The Age of Happy Problems.'"

In it he surveys bachelorhood, marriage, divorce, the literary life, American cultural forces, travel and death in Miami Beach, among other themes. His pieces are as perceptive and efficient as his novels, and they bristle with irony.

Not the least ironic entry here is the report on his native Cleveland—enough to make a reader squirm as he is reminded of how Americans have raped and abandoned their urban centers. Yet Gold is not the familiar Angry Young Man. He is the questioning man, a literary reporter with a healthy point of view, and I think you will enjoy this notebook.

He reports on the American life of his adult years, which are the postwar affluent years of the discontented generation. "We are killed with kindness," he observes in his title piece, which has become famous since it appeared originally in THE ATLANTIC in 1956. "We are being stifled with cultural and material joys." Yet this age of happy problems has brought us confusion and anxiety amid enormous material comfort.

Any solutions? No. These are questions only "after 12

years of voyaging around part of the world and up certain of its dilemmas." Gold presents his case precisely and well—and hold up a mirror to us all in the process.

J. B. Priestley, the English novelist and literary historian, has written a second suspense thriller. Called "The Shapes of Sleep" (Doubleday; \$3.75), it tells of a freelance reporter's chase through London and Germany after mysterious objects that have the power to hypnotize, thereby being of great value in propa-

James Dorais

Taxpayer Probably Will Lose in Power Struggle

An issue that has long concerned free-enterprisers is the continuing jurisdictional struggle between national government and local government. Recent surprising events reveal that the issue is of concern as well to the socialist-minded.

For many decades, every proponent of Federal ownership of electric power has held as an article of faith that cooperatives, municipally owned distribution systems and other public agencies must have first call on all power produced by Federal plants. This is known as "public preference," and clauses calling for the maintenance of this preference have been written in virtually every piece of public power legislation ever enacted.

Now, however, a bill is before Congress, sponsored by Secretary of the Interior Udall, of all people, which would shoot a gaping hole in the whole concept of public preference. The bill is vigorously supported by public power enthusiasts.

What is behind this unprecedented internecine warfare?

The issue boils down to the familiar struggle between national government and local government. The background is this:

The Bonneville Power Authority, which distributes power from Oregon's giant Bonneville Dam, is losing an estimated \$15 million a year, selling below-cost power to its customers, some of them local "preference" agencies, and others private industries such as aluminum manufacturers who were induced to locate in the Bonneville area by the promise of cut-rate power.

At certain times of the year, Bonneville produces surplus, or non-firm power, which it presently can't sell. In order to develop a market for this ment wants to build a transmission "inertie" from Bonneville to Southern California at a cost somewhere between \$100 million and \$200 million.

Actually, private utilities in

ROYCE BRIER

Is Unrest Catching Up With Spanish Dictator?

In our modern pantheon of dictators, you would say that whoever had traffic with Hitler and Mussolini was headed for disaster. This was true of their own disciples, and Stalin was lucky to have loved Hitler so briefly.

But Francisco Franco missed the curse in one of the extraordinary twists of our day.

He rode to power on the margin furnished by German and Italian aid. His Falange party was modeled on the Fascist party. True, Hitler could not persuade him to an alliance during the war, but Hitler doubtless saw that Spain had lost such treasure, manpower and morale in the Civil War that it was probably a liability.

So Hitler and Mussolini collapsed, but Senor Franco continued in Madrid, wearing a halo suspiciously resembling a horseshoe.

There is no evidence Franco is a rogue, like the late Trujillo, but he is so dedicated to reaction and status quo, that there is no sign Spain can partake of the rehabilitation and advancement of latter-day western Europe while he is in power.

Now the halo is beginning to droop, like a Dali watch, and difficulty besets the regime. A smoldering industrial strike, though momentarily arrested, broods over the land. The Cabinet is torn with factions dissenting on how to meet chronic crisis. Since 1945, Franco's weapon for crisis has been sit-tight inertia, but the record of historical inertia is that it won't pay off forever.

You cannot blame Franco for fearing his Communist underground. But like many a reactionary, he has never perceived that communism is primarily an economic phenomenon, its political overtones largely claptrap and delusory. In a nation where the masses can find even a little well-being, and some hope of advancement, communism does not root well.

Francisco's sit-tight obsession with potential revolt blinds him to the slow defection of

Spain's small but respectable middle class, and even some of its aristocracy. Recently 100 of these met secretly in Munich, and Franco arrested and sequestered two who flew home, one a banker, the other described as a "liberal monarchist."

This brand of monarchist you can hardly remember. When monarchists become "liberal," it only sets forth the slough of do-nothingness which has gripped Spain these many years.

Around the World With



"How do you tip railroad and airline porters in European countries?"

At some airports the company pays the porter. Some places there is a standard charge and they'll tell you—this includes railroad porters.

Usually you go to the airport to change money. What I do is ask the man at the desk what the proper tip is. They tell you—it's always the local equivalent of the way we'd use a quarter in America. Once you've got this coin in mind, it works for railroad porters, bellboys, etc.

"... a hideaway town without many tourists in Mexico by car."

Go down the central highway—Guadalajara to Queretaro to Mexico City. Below Queretaro, you come to San Juan del Rio. Turn off here to Tequisquiapan.

Nine little inns of good quality. Nice high country. Not too far from Mexico City. Tourists pass by usually in a hurry to get to the City.

Good new book on Mexico City, by the way: "My Mexico City and Yours" is a Dolphin paperback guide (95 cents). By Pepe Romero, the best-known columnist south of the Border.

"We are taking a trip around the world by ship and would like to hit the 'free ports.' Does this mean you pay no duty when you come back? Or must we declare what we buy?"

You declare what you buy when you come back to the U. S. You are allowed \$100 duty-free. (But while you are away you can also send back as many presents as you like duty-free if they are marked "value less than \$10.")

"Free port" only means you pay no taxes or customs duties of THAT country. Therefore, they are cheaper. Lots of times cheaper than in the country where they are made. Because if you bought them in that country, you'd pay local taxes.

There's no list that I know of free ports. But the ones I can remember off-hand are: Hong Kong, Singapore, Amsterdam Airport, Shannon Airport, Montego Bay and Kingston, Jamaica. (They sell it to you in town. You get it aboard ship or airplane.) The Virgin Islands, Barbados and Trinidad have something similar to Jamaica. Panama City and Colon alongside the Panama Canal Zone.

London has a system of no tax, no duty if you have the things delivered at the ship or airport. Copenhagen airport and a number of others around the world sell liquor and cigarettes on a free port basis.

Best free ports for choice and easy shopping are Hong Kong, Singapore, the Jamaica towns and Shannon.

"Do you know about Youth Hostel trips to Hawaii this summer?"

Yes. \$580 for six weeks' island-hopping by plane and bicycle leaving San Francisco July 10. By plane. There's one to Japan going by American President Lines on July 9—bicycle, train and ferry for \$950. Write American Youth Hostels, 14 West 8th Street, New York City.

Stan Delaplane finds it impossible to answer all of his travel mail.

For his intimate tips on Japan, Italy, England, France, Russia, Hawaii, Mexico, Ireland, and Spain (10 cents each), send coins and stamped, self-addressed, large envelope to the Torrance HERALD, Box RR, Torrance, Calif.

Morning Report:

While the Defense Department is spending billions of dollars, I am happy to report that the experts in the Treasury are looking into pennies.

By taking the tin out of pennies they can save \$1.04 on a hundred pounds of pennies. My banker said he didn't buy pennies by the pound. He counts them. So he didn't know the total saving.

Anyway, we make billions of pennies a year. So the money saved will be big. Of course, this will ruin the tin market in Bolivia. And State Department experts will want at least \$100 million in new aid to South America. So don't start spending the savings on pennies yet.

Abe Mellinkoff

