

# Torrance Herald

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## Cranston Speaks Up

There is a strong likelihood that the legislature will do nothing this year about Governor Brown's persistent demands for a state withholding system. State Controller Alan Cranston's positive stand against the proposal plays no small part in the duelling of enthusiasm for this potentially costly and irritating "hidden tax" against individual taxpayers and businesses.

Mr. Cranston said:

"So long as California maintains its high personal exemptions and low tax rates, and so long as the Franchise Tax Board continues highly successful and increasingly effective enforcement, the disadvantage of withholding to employers, employees and the state itself clearly outweigh the advantages."

Alan Cranston was re-elected to his high office by a record number of Democrats and Republicans who liked the way he handled the controller's office during his first term and respect him for his many other abilities. Here is one more piece of evidence that the voters have had their confidence in an elected official reaffirmed.

## Light-Fingered Shoppers

The loss sustained by merchants from the subtle raids of light-fingered shoppers never can be accurately determined by police department records for the reason that retailers rarely prosecute, preferring instead to force restitution quietly. That it runs into thousands of dollars a year in a city like Torrance might be stated conservatively, if off the record comments made by some local merchants may be accepted.

People of all ages and both sexes are the offenders. In many cases they come from families of substance and therefore are not stealing to survive. Some thoughtless teenagers have told police they do it as a game, a sort of challenge flung at them by bolder associates.

We call them thoughtless because they do not seem to realize the chance they take in establishing a police record that may tag them the rest of their lives. Such an experience was recited before a youth group in Pasadena by a man who said that the forging of a relative's name to a \$20 check when he was 19 years old—40 years ago—had continually haunted him even though he had since lived an exemplary life. He said he could not take advantage of better jobs he was equipped to hold and securing credit to go into business for himself became so frustrating he had given up trying.

The growth in popularity of the self-service store has enlarged the happy hunting grounds for shoplifters. In Southend, England, a dreary resort on the Thames near London, a chief constable has created quite a stir by announcing that he would hereafter refuse to "waste public money" by initiating prosecutions where the value of the merchandise stolen was small. Promptly The Times in London spoke out: "No one wishes to go back to the harshness of the old days. All the more reason therefore not to let people blur the dividing line between right and wrong. That was not the intention of the chief constable of Southcad's announcement. It may be the effect."

To those who call petty thievery "much ado about nothing," merchants victimized here and everywhere probably will hotly answer "definitely not" in noting the alarming increase in shrinking inventories. The causes of crime never are easy to ferret out and it is small consolation to the merchant who has been victimized to have one noted psychiatrist suggest that 20 per cent of the shoplifters he has studied have mental or emotional disorders.

## Seat Belts Work

Medical and safety authorities have made it a well established fact that seat belts in your automobile can save lives and lessen injuries. An immense amount of scientific research, including actual collisions under controlled conditions, proves that the seat belt is the single most effective item of protective equipment now available to reduce the toll of traffic injuries and deaths.

Law makers always jump to the conclusion that passing of a law can best solve anything and there has been serious intent expressed in Sacramento to enforce installation on all cars in California whether the operators of automobiles want it or not.

The man who wishes to drive without a seat belt certainly has the right to do so and government has no right to tell him otherwise. He will continue to ride without a safety belt even after he has purchased and had installed belts to comply with any law passed. Like the horse, he can be driven to the drink but he won't take it.

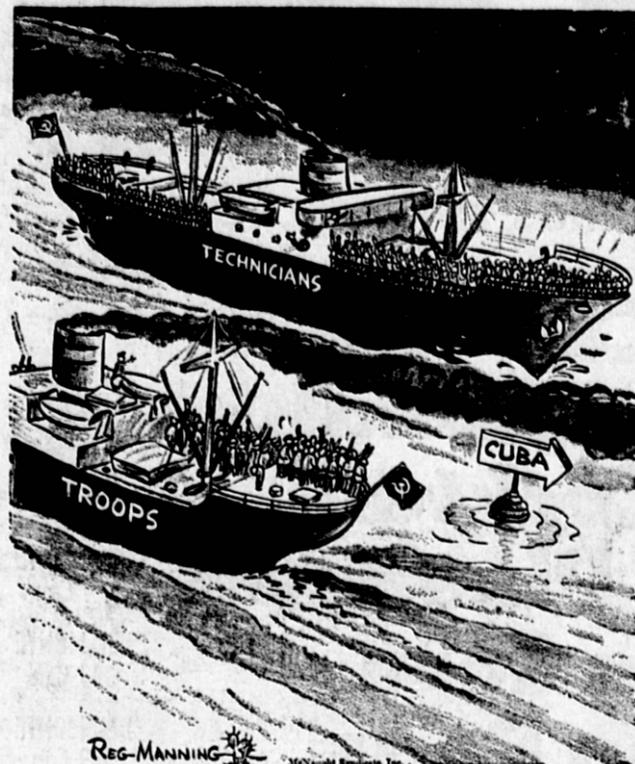
Seat belts are only good if they are in use every minute of the time the car is in motion. They must become habit through regular practice and then they become as normal in driving as closing the door or starting the engine.

## Opinions of Others

BRISTOL, CONN., PRESS: "Bicycle riders who disregard traffic signals are breaking the law just as drivers would if they fail to stop. The rules of the road governing the use of vehicles on our streets and highways include the riding and equipment of bicycles as well. Parents should be sure that youngsters know the rules of safe and sane bike riding."

Walter Lippmann writes in Newsweek: "This country faces severe competition and the American people will have to learn that they have much to learn. European industry is by way of being at least as sophisticated technologically as our own, and our advantage in resources and a mass market are disappearing. We shall be challenged in all the world markets and we shall need the kind of discipline which human beings submit to only when they know they are challenged."

## '-And Speak Each Other In Passing'



REG-MANNING

## ROYCE BRIER

# Soviet Writers on Hard Times Over Stalinism Rule

Yevgeny Yevtushenko, called by those competent to judge the greatest living Russian poet, is having Stalinist trouble.

He sees some flaws in the Soviet society in recent years, and he puts these flaws into his poems. As a result Comrade Khrushchev denounced him in a speech last month, and he is now a sort of second-class traitor, bad enough to be in official disgrace, but not bad enough to hold for trial.

He had hoped to visit the West, including the United States, but can't get an exit visa.

Yevtushenko is but one of numerous literary figures in the Soviet Union caught in the prop-wash of Khrushchev's windy denunciation of the Stalin dictatorship a few years ago. Novelists and even economic writers took Khrushchev literally, and began writing as if freedom of expression had come to the Soviet Union. They have lately been disillusioned.

De-Stalinization was real enough in its political aspects. Stalin's memory was degraded, and the rigidity of his police state was relaxed. But this did not mean democracy and its attendant built-in freedoms had arrived in Russia.

In the Soviet hierarchy, Khrushchev has met determined opposition to de-Stalinization. The Stalinist faction is not so far strong enough to force a return to Stalinism politically and economically. But it does seem strong enough to sway Khrushchev in the cultural field.

Consequently, novelists and others have run afoul of withering official antagonism when they depicted the miseries of life under Stalin, not to mention the shortcomings of Soviet life today. They have encountered publishing difficulties, outright suppressions, and denunciation as anti-Party when their works were published abroad.

Another victim is a novelist named Viktor Nekrazov,

who visited Italy and the United States last year.

He took what he called a "50-50 approach" to the American scene, that is, some aspects of American life were bad, some good. But this is hardly the Party line, which admits to very little good in any capitalistic society, particularly the American.

Nekrazov insists he is a good Communist, and he also happens to be a veteran officer of the Battle of Stalingrad. This did not save him when he published abroad a "new wave" novel, for the other day a Ukrainian leader named Podgorny, member of the Presidium, castigated the novelist for failure to retract some views he had written in a monthly magazine.

It seems now that Nekrazov is "bourgeois objectivistic," which is as low as you can get. This, of course, has always been the fate of social critics, whose reward is seldom found short of heaven.

## From the Mailbox

By Our Readers

### PRaises Schools

Only through excellent planning and administration can a school system reach such high standards as we now have in the Torrance schools. Credit for this is long overdue to Dr. J. H. (Hank) Hull, an excellent administrator.

Our Chamber of Commerce has for years, used schools as one of the greatest assets in the City of Torrance, to help bring new industries and businesses to this wonderful All America City.

The Boards of Education over the years have established a good working policy by which our schools have reached this high esteem.

My sincere desire is that we continue to maintain this high standard and give our superintendent the full support he deserves.

FRED MILL  
Torrance Chamber of Commerce  
Division Controller  
National Supply Co.

### LIKES SOME SIGNS

Dear Sirs:  
I just read your "A Penny for Your Thoughts" column in your Sunday, April 28, edition. Apparently some of your reporters were asking people what they thought about billboards, or, as some people call them, signs marring the scenery.

Well, sirs, here is what I think about them, call them what you may, and if you don't believe me, just try it out for yourself sometime, whether you travel by day or night, on a bus or train, in an auto or by horseback. It just doesn't make any difference

how you travel . . . you can never tell the name of the town you are passing through . . . and if you don't know how can you tell friends or strangers what a pretty town you may have passed through on Christmas night . . .

But believe you me there isn't a town you pass through, no matter how you travel, that you can't tell for miles away at night what kind of beer they sell or what kind of gasoline they have . . .

So, if you are proud of your town or some of its achievements let's see its name up where people in all walks of life can read it for miles around. In my opinion it would be a wonderful sight to greet the eyes of millions of travelers.

Old Subscriber

More than 64 per cent of the world's great achievements have been accomplished by men above the age of 60.

It took 20,000 workmen 20 years to build the Taj Mahal.

### My Neighbors



"Why, it looks good enough to eat!"

## AFTER HOURS By John Morley

# Thinks President Right In His TFX Decision

CHICAGO—Stripped of politics and emotion, the controversy over the TFX (tactical fighter, experimental) has embarrassed a lot of top brass from the White House to the pentagon.

President Kennedy had to make an unpleasant choice. He was forced to choose between the joint chiefs of staff and Secretary of Defense Robert McNamara. He chose McNamara because he did not want to lose him.

On balance, I believe the President's decision was right. But he left scars among the top brass in the pentagon—and in the event of a showdown with Russia, his decision may plague him, like the one he made in stopping the aerial attack at the abortive invasion of the Bay of Pigs.

### President Kennedy's Dilemma

The President's decision to stick with McNamara was difficult for more reasons than the pros and cons between the Boeing and General Dynamics designs.

President Kennedy had to decide between two men he is very fond of, who are poles apart . . . Secretary McNamara and Admiral George Anderson, chief of naval operations, who he was grooming as the next chairman of the joint chiefs of staff.

Both Admiral Anderson and Air Force Chief of Staff General Curtis LeMay agreed that the Boeing design was superior to the General Dynamics . . . even though the TFX is primarily for the air force, with 1,400 planes, and only 250 going to the navy.

Admiral Anderson was a navy flier and long time carrier-sailor . . . and is convinced that no airplane can suit the tactical requirements of both the navy and air force. General LeMay agrees.

But Secretary McNamara wanted to save production costs, and he did by about \$1 billion, by deciding for the General Dynamics model.

The plane will be used by both services, with the obvious savings in interchangeable parts and inventory. He is applying ideas and techniques he acquired on Ford assembly lines.

The Secretary rejected the Boeing model primarily because it meant building two separate models, one for the air force and one for the navy.

### Pentagon Disagrees

Admiral Anderson and the

military disagrees and with good reason from the standpoint of defense. They want the navy to have a fighter perfectly suited to carrier strikes and nothing else.

His testimony was explicit that "no one plane could serve both the navy and air force adequately in time of war."

Admiral Anderson and the military chiefs disagree that saving money should be the criteria . . . but want the best planes possible for those sacrificing their lives to fly them. Any such tactical advantage over the Russians is insurance for victory.

Secretary McNamara is

willing to concede the superior performance of two separate TFX's . . . but he doesn't agree that it's worth \$1 billion.

There have been rumors that politics entered the decision to award the \$6 billion contract to General Dynamics, Fort Worth . . . and that Vice President Lyndon Johnson had his hand in the pie.

It could be . . . for hardly a government contract of any size is awarded without some political considerations.

However, in this case it appears that Secretary McNamara was motivated more by reason of economy than by reason of politics.

## Our Man Hoppe

# An Agency We Can All Go With

Art Hoppe

WASHINGTON—I wandered over to the new domestic Peace Corps to view with alarm the wasteful Government spending. Which is always fun on a nice day. And I was thunderstruck. The domestic Peace Corps isn't wastefully spending any money. Mainly because it hasn't got any.

I think this unheard-of state of affairs is due to the fact the corps doesn't exist. And won't exist until Congress gives it a couple of million dollars. But, of course, it has to turn out reports, studies and press releases in the interim so Congress will be convinced it should exist. And it does all this by scrounging. The chief scrounger is Mr. Barney Ross, a tall, dryly funny, very likeable veteran of Mr. Kennedy's PT-109 disaster. Due perhaps to his Navy background and certainly to his charm, Mr. Ross has managed to accumulate offices, furnishings and a staff of 19. Not to mention two desk drawers full of unpaid bills.

"We must have faith that we can meet our unmet needs," says Mr. Ross solemnly. "And so must our creditors."

The offices Mr. Ross scrounged are in a narrow, ancient one-time residence just half a block from the White House. A sign outside says, "International Air Transport Group." Another, in the rickety hallway, reads: "U. S. Army Research Translation Group Detachment No. 1." Up two flights of tilting stairs is the corps headquarters, a series of barren, paint-peeling rooms.

"To us," says Mr. Ross, viewing this governmental tenement with a look of noble sadness, "deprivation is not a textbook word."

Mr. Ross gets his staff on loan from various permanent agencies. Such as, say, Interior. "Joe," he will say over the phone in tones of pure dedication, "we will be concerned with Indians. You at Interior are concerned with Indians. You must think of yourself as the father and we as your children. Now then, father . . ."

And the staff, under Mr. Ross' wise Faginship, shows great promise. They return daily to their parent agencies to make the corps' long-distance calls and fill their attache cases with paper clips, pencils and carbon paper. Indeed, the only cross Mr. Ross has to bear is that no corpsman has yet been able to cop a mimeograph machine.

This proved a distinct handicap when the corps decided to publish 50,000 copies of a 14-page booklet entitled, "Facts on the Proposed National Service Program." But, Agriculture was kind enough to print it. After, that is, the booklet was rewritten to include some grand quotes by Agriculture Secretary Orville Freeman. Indeed, it's now known privately around the corps as "The Orville Freeman Fact Book."

"It is amazing," said Mr. Ross, shaking his head with an air of innocence, "how everyone wishes to help us."

Just then, a young man, presumably from either the Air Transport or Research Translation Group, came storming up the stairs. "All right," he said, "who the hell swiped my typewriter?"

Well, it all goes to prove what I've long suspected: our Government agencies would keep on running for years even if we didn't give them any money. And I do hope Congress will officially create the domestic Peace Corps. It's the jolliest agency now going. Of course, I'm not sure Congress ought to give the corps any money. Why ruin a good thing?

## Morning Report:

Pass the cherry pie, senator. I mean Senator Hart from Michigan, who at last has raised a public issue that we can get our teeth into. Namely, the number of cherries in a cherry pie.

He separated the cherries from the goo in a frozen pie and counted only 40. By all odds, it was the most difficult task performed so far in the first session of Congress.

Michigan raises about 60 per cent of the nation's cherry crop, and Senator Hart was fighting for his constituents. More cherries in a pie is an issue every cherry farmer can understand. It's representative government at its finest cherry flavor.

Abe Mellinkoff

Area Code 215: A Private Line in Bucks County. By Walter Teller. Athenum: 242 pp., \$5.75.

The average person blinks his eyelids between four and six times a minute.