

Press-Herald

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On the Glory Road

If you have not read "Community action program, workbook change sheet," we recommend it—both as an exercise in attempting to understand the inscrutable and, where sense manages to penetrate the nonsense syllables, as a vague indication of whither the path of the "great society" is wending.

We note that at least twice the "first official edition of the Community Action Program" deals not with the economic affairs of what they call "the poor," but with their political affairs.

"One of the tragedies of social service has been the minimal effort extended in attempting to invest the poor with self-managed and independent political influence."

"The second approach seeks to assist the poor in developing autonomous and self-managed organizations which are competent to exert political influence on behalf of their own self-interest."

Further, "As persons sharing similar types of problems are identified, they are encouraged to join together in association and utilize their collective strength for correcting their grievances."

(These interests include, specifically, "malpractice in the retail shops" and "tenant interests.")

Sept. is that "another method considered to some to be an interesting, though relatively cautious compromise merit is facilitating the opportunities for the poor to participate in protest actions, mounted by communitywide and national organizations."

We do not have time to go through the entire document, but you can put the above together and they do not spell "mother." They spell political organization—including "protest"—against what?—on local and national level.

Frankly, with billions to play around with, we think the Community Action Program has the only game in town.

Any young fellow who wants to get into politics up to his neck should immediately become a pauper, get a CAP staff job, from a mighty organization to exert political influence, get some federal funds to finance "neighborhood or nationwide protests" and he has it made.

We calculate that if we paid all our bills, we, too, could be "poor" and, if this is so, can anybody tell us to whom we should apply for the job of distributing about a million bucks around the area for the purpose of building up a little of that "intentionally created prestige" the CAP says we should have?

Frankly, we could make it so attractive to be "poor," what with a lively round of "cinch" jobs, political rallies and paid excursions to various points to "protest" that nobody would try to lick us—everyone would want to join us.

We might make the whole thing so expensive that they would have to join us whether they wanted to or not.

Opinions of Others

The financial health of the railroads is vital to the nation and its defense. Reports show many to be financially sick. It seems that elimination of all forms of featherbedding, which increase costs in business and industry, would make for a more sound economy and in the long run more and better jobs.—Hillsboro (Ore.) Argus.

The Institute for Home Fire Safety, a nonprofit organization doing research on fire safety communications, estimates that approximately 1,800,000 Americans were injured and close to 12,000 killed in fires last year, most of which originated in the home. The problem, says the Institute, is due fundamentally to lack of awareness of the facts on how fires start and spread, and lack of knowledge about techniques and methods which would save lives.—Wadena (Minn.) Pioneer Journal.

A Tragedy of Errors by Jerry Marcus



Driving after drinking is the root of a high percentage of highway accidents.



ROYCE BRIER

Speculation on Viet Nam And Use of Taipei Troops

You are cautioned that this column deals, not with news that can be established as fact, but with a speculative idea. Some news inevitably falls into that category—for instance, speculation the Russians were installing missile bases in Cuba before President Kennedy precipitated the crisis. Seymour Topping, a New York Times correspondent, is visiting in Formosa. He is a prudent reporter if you go by the dispatch he sent from Taipei. It opened as follows: "The United States military planners, under the broadening conflict in Viet Nam, have begun to assign added strategic importance to the Chinese Nationalist armed forces garrisoned on this island."

Mr. Topping's whole dispatch is as noncommittal as that. It does not quote any figure in Chiang Kai-shek's government, let alone an American. But you remember the late General MacArthur wanted to use Chiang's troops in Korea.

Chiang has a trained, well-equipped army of 600,000. It is far too small to recover the Chinese mainland, but quite ample with the American Seventh Fleet, to forestall the Red Chinese on Formosa.

This army lies fallow. The United States is in military (and political) trouble in Viet Nam. It isn't that we aren't capable of putting 25 divisions instead of four into Viet Nam. But it would require a declaration of war—not easy—and the bucking at home over 60,000 already shaking Washington daily.

So what is more likely than that some Pentagon figures think Chiang (and he would love it!) could solve our problem. Topping doesn't say these "planners" are powerful, or have the President's ear, nor must we. He doesn't say there is any offer of combat troops for Viet Nam, nor request for them. He does suggest the subject is quietly under discussion in Taipei.

The problem is the President and his close advisers on Viet Nam. A Pentagon general has only military thoughts. A President must have other thoughts. How do you break the Viet Nam stalemate? How far can you go, how much can you escalate, to use the jargon, before it gets big, even out of hand? How much more leap-frogging—How do you halt the casualties, a trickle, but exasperating in a no-war state.

These questions the President must ask himself daily, and the people should ask themselves daily. The sheer stupidity of drifting blindly into a big war is a stunning lesson of our century.

It is submitted here that any use of Chiang's troops in Viet Nam would be historical folly of the first order. It would be a dreary and tragic failure to understand the Asians, how they feel about themselves, and how they feel about the outside world. Borrowing trouble? Perhaps. But the stakes are high in the Far East these days, and we'd better be sure we apprehend them.

It seems to me you are encouraging people to spend dollars overseas. They should be told to spend them in America.

Nothing so complicated as that—nobody ever asked me to fix an editorial policy for a newspaper. I write a good part of the time from overseas. Not about travel. But I have to travel to get there. So people ask me how to get the most for their money. If I know, I answer, that's all.

Is there a list of events in Europe?

Air France has a free directory of the big trade exhibitions, international fairs, etc. At any Air France office. (Might be handiest for planning your tour so you can AVOID them. These things fill all hotels and restaurants.)

Who do you contact for buying a car overseas and having it shipped back home? Is it really cheaper?

All the American agencies of foreign cars. Special car agencies such as Auto-Europe. The AAA. Even Pan American Airways is in the act now—buy your ticket AND your car. They'll deliver it in Europe and ship it home.

The more expensive cars save you the most. Mercedes or the Rover—anything in the \$5,000-or-over class. It's been my experience that the \$1,000-\$1,500 cars cost about as much as you would have paid in the U.S. By the time you've

paid for shipping them home. But if you are going to drive in Europe, you have to figure what it would have cost you to rent a car during that time.

Yes, your American insurance doesn't cover you. The American side of every border town is hung with the advertising signs of places that sell it—full coverage runs something like a couple of dollars a day.

Do we have to get special auto insurance to go into Mexico? "Anything we can take along for presents?"

A box of long, thin, black, strong cigars. Danish cigars are very high on cigars. They are smoked in public. So make them elegant. Some of the Philippine cigars might be good.

No. I recommend two

STAN DELAPLANE

Special Insurance Needed To Take Auto Into Mexico

"Do we have to get special auto insurance to go into Mexico?"

Yes, your American insurance doesn't cover you. The American side of every border town is hung with the advertising signs of places that sell it—full coverage runs something like a couple of dollars a day.

"What do you do when you get a parking ticket in Mexico?"

You don't get parking tickets. The policeman unscrews your license plates and takes them to the station. You go reclaim them and pay the fine. (If you drive without them, you get picked up and it's more fine.)

However—nearly everywhere you park, you find a man with a cap and a badge on it waving you in. He takes care of whatever the parking regulation is. Tip him one peso (8 cents) when you leave. If it's a policeman who does this, tip him the same.

Tipping of policemen, mailmen, etc. is quite all right in Mexico. A couple of dollars tipped to the border officials, who make out your auto papers and look at your luggage, is welcome.

Is Antoine's considered the outstanding restaurant in New Orleans? We have two nights . . .

Friends in New Orleans say the best is Galatoire's. But Antoine's is certainly famous. Last time I was in town, I couldn't get in—it was that crowded. Nice place to polish off the evening in Court of Two Sisters (outdoor) with a flaming cafe diable. And make the morning coffee scene at the French Market on the river.

I understand Congress is going to cut down on the amount you can bring in duty-free. Also the amount of liquor.

Probably—down to \$50 duty free. No free \$10-or-under gifts by mail and less than the gallon of liquor allowed. But not at present. Right now you are allowed \$100 duty-free—really about \$150 because Customs allows wholesale value. In addition, you can send as many \$10-or-under gifts as you want. But not two to the same person on the same day. The duty-free exemption from the Virgin Islands is double—\$200.

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weeks in Copenhagen.

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HERB CAEN SAYS:

Freeway Beats An Astronaut

CAENFETTI: Scott Carpenter, the pioneer astronaut, rented a Mustang at S. F. Airport to go to Hunters Point—and was last seen parked at the side of Bayshore Freeway, puzzling over a road map . . . Mrs. Red Skelton, browsing around the City of Hankow Tassel Co. in Chinatown, picked up a lacquer plaque inscribed with mother-of-pearl ideographs and asked Owner Fannie Chinn: "What's this mean?" Red: "It means don't touch the merchandise!" I'd rather know why it's called the City of Hankow Tassel Co. when tassels isn't what they sell at all . . . Ivy Baker Priest, Ike's U.S. Treasurer, is here and there, passing out fake greenbacks inscribed "I Like Ivy"—thereby launching her campaign for State Treasurer. . . Willie Mays has lost his head at the Wax Museum. The boss has shipped it to London to be remodeled "because it doesn't look enough like him," but whoinell in London knows what Willie looks like anyway?

BIG-NAME SAFARI: The Nat'l Cartoonists Society will hand out awards here for the first time (at the Press Club Aug. 5) because so many of the winners live in this area. Charlie "Peanuts" Schulz will get the prized "Reuben," designed by Rube Goldberg, as Outstanding Cartoonist of the Year. George Lichty wins the Best Panel award, Frank O'Neal's "Short Ribs" ranks as Best Comic Strip, and Eldon Dedini, big in the New Yorker and Playboy, rates Best Magazine Cartoonist of the year . . . You know what's chutzpah? Don't worry about it; just let me tell you that Terence Reese, the noted British bridge champ accused of cheating, is the new definition. After the scandal broke, a newspaper wrote him in London, asking him for HIS side of the story. Glad to, replied Terence, "and since it will have news value, naturally I expect to be paid for it." . . . Horace Stoneham professes not to have read Bill Veek's nice-nasty piece about him in Sports Illustrated—and inquires archly: "Does it say anything about me I ought to know?" Nah. Only things like "Stoneham has two occupations in life. He owns the Giants and he drinks." Horace, upon being apprised: "I don't think I'll sue" . . . Tycoon Norton Simon, L.A.'s leading culture vulture, is fixin' to move in heavily on Fibreboard (Pabco) Corp., whose directors, ranking members of the S. F. Establishment, are already looking nervously over their shoulders. They oughta be nice to Uncle Norton. He might give 'em a spare Rembrandt for the conference room . . . It could well be that the Beatles are hotter than ever. Such a ticket rush for their appearance here the night of Aug. 31 that they've agreed to do a 2 p.m. matinee the same day.

OUR RICH AUTHORS: Eugene Burdick and his collaborator, Wm. Lederer, are holed up in New York's Regency Hotel—the fanciest foxhole on Park Ave.—to put the finishing touches on their next book, "Sarkhan," a sort of "Son of Ugly American" . . . Our dashing authors: Novelist Ernest K. Gann borrowed a hovercraft and buzzed it around the Bay—"It's like driving an elephant"—because he wants to be able to say "I've now flown everything that flies except a spacecraft and a balloon." Actually, it was just another excuse to stay away from his typewriter, which is beginning to perk with a book about W-War I flyers . . . Greg Bautzer, the glamorous Hollywood lawyer to the stars, was in the Fairmont's Cirque Room, pitching at Pianist John Horton Cooper to do the "As Time Goes By" bit in the upcoming remake of "Casablanca"—and quick, now, who played it in the original? Ten points if you said Elliott Carpenter played the piano, while Dooley Wilson sang it and fake-fingered the keyboard. Minus points if you think "Casablanca" without Bogart is even remotely thinkable.

Morning Report:

Out of all the mysteries about what's going on in South Viet Nam, one has been solved. That suitcase full of bras, shorts, and slips found on Ambassador Taylor's airplane has been traced to the daughter of Premier Quat. She left the underclothes at home when she went off to school in America.

The bag had been opened by security men who were sure somebody was trying to plant a bomb. And everybody gave a sigh of relief when nothing more dangerous than the intimate apparel was discovered.

That's how the diplomatic life has changed. There was a day when a bog of such nylon stuff in an ambassador's plane would have been an international issue by itself. You need a bomb to create an incident.

Abe Mellinkoff