

Press-Herald

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Getting Things Done

National Newspaper Week, being celebrated next week, is dedicated to greater public recognition of the important functions of newspapers in the everyday lives of Americans.

The theme for the week is "Newspapers Get Things Done," providing an opportunity for editors to point to accomplishments for people, communities, and the nation.

Newspapers inform, entertain, educate, and act as the public's "proxies" wherever public business is transacted. They are a constructive force for the growth and development of their communities. They stimulate progressive action; they encourage good citizenship; they back efforts for better schools, better teachers, and quality education; they act as a watchdog in keeping government in line.

Today's newspapers help with health and safety education and in raising funds for worthwhile purposes. In addition, they give generous support to their communities' spiritual and cultural needs and activities, and help stimulate the economy by moving merchandise for stores and services and ideas.

These are only a few of the many facets of public service. Yes, it is true that newspapers get things done.

Taxes Aren't Temporary

In the nation's capitol the word "temporary" often has a definition not found in the dictionary. All too frequently in Washington "temporary" simply means "permanent." Remember the "temporary" wartime buildings that were still standing decades later, the "temporary" commissions that never finish their assignments? Certainly none of us can forget the "temporary" taxes that have been imposed upon us.

Here's one example; in June 1932, Congress levied a tax of one cent a gallon on gasoline as a temporary measure. It was described as an emergency step to help the Federal government meet the financial crisis brought on by the depression. This tax produced \$57 million revenue in its first year.

Thirty-four years later and with a rate of four cents a gallon, the tax yielded \$2.9 billion, bringing the total since 1932 to nearly \$33 billion. In 1967, this "temporary" tax is expected to have an even higher yield.

We are not raising the question here of whether the gasoline tax is good or bad, but we are stressing the fact that "temporary" in Federal language may mean "forever." During the Korean war many excise taxes were enacted to help pay for the conflict. However, a great many of these so-called temporary taxes have been retained either at the same rate or in slightly modified form.

This Phenomenon of government should be borne in mind when there's talk of new or increased taxes.

FBI CHIEF SAYS

Proper Law Enforcement First Order of Business

By J. EDGAR HOOVER
Director, FBI

In a riot there are no victors. The losers include everybody — the rioters, the victims, law enforcement, the community, the State, and the Nation.

Causes of riots can be counted by the score. A study of the overall problem indicates, however, that the widespread violence in our country to some degree is a direct outgrowth of the civil disobedience movement. In recent years, some leaders of dubious stature have made a grandiose gesture of willfully violating laws they deem to be unjust. For the most part, these individuals, although admittedly guilty of breaking the law, have gone unpunished. Young thugs and misguided teenagers, seeing others defy authority and the courts with impunity, have been led to believe that any crime under a banner of complaints is justified. Consequently, they ignore the law and roam through their communities creating violence and terror. Certainly, those who espouse the theory of civil disobedience and authorities who free guilty violators must share a portion of the blame and responsibility for the turmoil in our streets. It should be abundantly clear that the doctrine of civil disobedience is a doctrine of self-destruction.

Stern, decisive action is needed when a street disturbance begins. Justice is not served when a growing

horde of vandals and looters is appeased and their pillage overlooked lest "a show of force might provoke them to greater violence." Quiescence does not satisfy rioters. Procrastination or uncertainty on the part of authorities denotes weakness or concession to a mob. Thus, the offenders are encouraged, and their violence gains momentum.

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A judicial self-appraisal by the news media of their riot coverage might also be in order. Some media have already taken action in this regard. There can be no quarrel with the all-important role of keeping the public informed as quickly and as completely as possible. No one rightfully expects riots to be played down or salient facts withheld.

On the other hand, militant agitators, hate-mongers, and publicity-seeking rabble rousers who incite riots have no fear of overexposure. They know that television, radio, and front-page news stories are the best and quickest means of getting their views before the public. Thus, they seek attention from the news media. In riot reporting, objectivity and balance, always key factors of responsible journalism, help expose distortion and reduce the special treatment of those who advocate violence. Strict adherence to

Hold It—We Can't Start the Riot Yet



HERB CAEN SAYS:

Eastern Nabobs Decline Berkeley Post, He Says

The Regents' committee in charge of finding a new President for the University of California had no luck in the East, the icy explanation being delivered by McGeorge Bundy of the Ford Foundation: "You won't find anybody back here who'd take that job—Berkeley is damaged goods (because of Reagan). So it boiled down to UC Vice-President Charles Hitch, a fast man with a pencil but non-charismatic. . . . A cabinet shop in Sonoma County has a big government contract to build bookcases for all the books we're sending to Vietnam, which is fine, expensive and good for business—but can't those Viets even build bookcases?"

Style note: Whereas the

ladies in this city all have to have new gowns for the opera, it's a source of pride among the men to boast about the age of their tails—a nice example of reverse snobism. David Dibble, for instance, wears his grandfather's tails, made circa 1911—they are positively green with age, turning the rest of us into with envy. John Rosekrans Jr. was wearing

Report From Our Man In San Francisco

his late father's white waistcoat (it was John Sr., at an opera opening, who once coined the classic complaint about champagne: "You get full before you get tight"). As for my tails, they date back to 1951 and only now are getting suitably frayed. Tucking same between my legs, I fled the scene, reflecting that whereas Kurt Adler had succeeded in reviving "La Gioconda" in four hours, reviving this particular audience would take considerably longer.

A note from Brielle Kuey of Salinas: "I was sitting with my husband and two babies at a restaurant on the Monterey Wharf. As we were eating, two Little Old Ladies at the next table arose, gushed over our children, eyed each other like secret agents, and then up and left without paying their bill. The head waiter ran down the pier in chase but to no avail. Somehow it made me all giggly inside. . . . Speaking of same, Restaurateur Herb Emery, of Chez Marguerite, reports that each Monday at least two Little Old Ladies come in to say, "Did you find the gloves we left here last week?" With a wry grin, he produces his box of lost gloves which they paw through until they find a

Morning Report:

The Ten Commandments have been around a long time — too long to improve on them. But the new leaders of the Republican Party in California have done so, with considerable success.

They came up with No. 11: "Thou shalt not speak ill of any other Republican" and No. 12: "Thou shalt not fail to endorse and assist any Republican who wins a primary election." Moses never needed those two additions but of course he never had to run for election either.

I don't think the GOP should stop while it is ahead. Now that the bars to amendment are down, I suggest No. 13: "Thou shalt smite the Democrats hip and thigh, especially on TV, and win over them every time." It should be a popular commandment, even though often honored in the breach — just like the original ten.

Abe Mellinkoff

AFFAIRS OF STATE

Cost of Government Will Get Still Bigger—Yorty

By HENRY C. McARTHUR
Capital News Service

SACRAMENTO—Sam Yorty, mayor of Los Angeles and probably the most prominent, as well as the most controversial figure in California's Democratic party, always can be counted on for an entertaining speech, whether he has anything to say or not.

Last week at the Sacramento Press Club was no exception. Yorty kept more than a hundred members of the club transfixed for the better part of an hour while he discussed city, state, and national problems.

He freely criticized the Reagan administration in its attitude on the Medi-Cal program, terming it cruel and inhuman to cut people in need off at the pockets just to "balance the budget."

He recommended that Governor Reagan call an immediate special session of the state legislature to restore cuts that have been made, without waiting for a supreme court decision which will decide whether the cuts were legal or not. And to finance it, he said taxes should be increased, if necessary.

Politically, he pointed out, Reagan probably can get away with the cuts, but he declared these were made

at the expense of good judgment.

Yorty outlined some reasonably basic truths for the future of California. He said that rapidly the field of services is increasing in scope as against the field of production, which means that the people constantly demand more service from

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government, which is composed of nothing but service.

Therefore, there is no outlook either in the immediate future, or distant future, for anything but increased taxes to finance the services of government.

"What can be saved by greater efficiency," he declared, "will be siphoned off for additional services. All of which means that we have to face the facts of life and stop kidding ourselves that government costs will be less."

The Los Angeles mayor declared that California is exceptionally weak in co-ordinating state and local government services. He said as an example, that the state has done little on behalf of the mass transit problem in Los Angeles, and has done

practically nothing concerning airport facilities development anywhere in the state.

Los Angeles, he said, has its own airport and now is expanding to take over the Ontario port, with no state aid.

Yorty recommended a Department of Urban Affairs for the state of California, through which he indicated many regional problems now being handled by cities could be solved on a regional, rather than a strict urban basis.

Turning to national affairs, he criticized the Johnson administration's policy of prosecuting the war, or rather not prosecuting it, and said he was glad that Governor Reagan "while stumping the nation sounding out this chances for the presidency," was airing those views. He said he was so far out of line with the administration's thinking on Vietnam that he doesn't know yet whether he will be a Democratic candidate for U. S. Senator next year.

Yorty hasn't changed much since he was a Democratic assemblyman during the Olson administration, better than a quarter of a century ago. He's still advocating spending all the people's money the law allows.

ROYCE BRIER

Growing Airport Traffic Prompts Call for Change

Near-misses between planes in the vicinity of the big airport get into the newspapers two or three times a week, but many are not reported, and they run several hundred a year in America.

The problem has concerned official air traffic management and the airlines for several years, and as there is a steady increase in all forms of air traffic, it will not get any better.

Several major factors appear in the problem, according to the experts. The major airlines are increasing the frequency of flights. The use of feeder lines to the metropolitan centers is also increasing rapidly. Finally, there is an increase of private, business and small charter flights.

There is a natural conflict of control between local port authorities, the national au-

thority and the airlines. Official solutions for the problem are often questioned, which is certainly the right of the carriers, and in the vital interest of passengers.

What has happened is that in the vicinity of the great international ports, such as New York, Chicago, San Francisco and Los Angeles, flight density increases in

Opinions on Affairs of the World

concentric circles, taxing the facilities of the control towers, not to mention operating crews.

The average passenger on a commercial jet is not of course visually aware of this. The odds against his seeing a near-miss, even when one occurs, are very high. Now a practical effort

emerges to reduce air traffic density in the New York area. The New York Times says Pan American World Airways has made an agreement looking to the development and eventual use of Teterboro airport, across the Hudson in New Jersey, and Republic airport on mid-Long Island.

Meanwhile, the New York Port Authority hopes to attract corporate and other private craft to the smaller ports, relieving congestion at Kennedy and other major ports.

In California, safety and the public would be better served by developing Oakland airport and by financing the projected expansion of the San Jose airport to serve in a similar relationship to San Francisco International.

Private operators, including executives in small jets, vehemently resist barring small planes from the major airports, but there is growing indication this segregation will be forced upon them. Their problem is the small plane and the big jetliner are two different kinds of vehicles — in speed, power, radar equipment, pilot training, takeoff and landing needs.

The growth of air travel and air cargo movement has baffled every traffic and airport authority for 15 years. While introduction of the so-called jumbo plane in a few years would seem to reduce the number of planes flying, prudent prophets believe the passenger and cargo load will increase faster than the number of craft to carry them. But this is the experience of our mobile population and its prophets, whether on the ground or in the air.

Alan Grey Says . . .

Los Angeles has witnessed. A sight that was frightening. In a storm this past week. With thunder and lightning. This heavenly display. . . . That lit up the sky. . . . Was much more spectacular. . . . Than the Fourth of July. . . . Los Angeles is noted. . . . As most of you know. . . . To make any event. . . . A real big show. . . .

WILLIAM HOGAN

50th Anniversary of Red Revolt Has Authors Busy

The 50th anniversary of the Bolshevik Revolution (November 7) has stirred several American publishers to schedule special works about the Soviet Union this fall. I have been looking over the announcements—to find that even a record company (Columbia) is coming up with a package that combines a 300-page picture book, edited by Midge D. Podhartz, with a record that includes eyewitness accounts of the revolution plus a speech by Lenin, the undisputed star of the show.

Although it is not geared to the affair of 1917, the memoir by Svetlana Alliluyeva, "Twenty Letters to a Friend," is one of Harper & Row's big autumn titles. An account of her father's early years, "The Young Stalin" by Edward Ellis Smith, will anniversary category (Farrar, Straus will be issued this October 31).

Using all published material about Stalin, from his birth in 1879 to his appointment by Lenin as commissar in 1917, Smith has tapped heretofore unavailable source material, including Czarist secret police documents. The author, who has

served in various U.S. intelligence services and who has lived and traveled wider in the U.S.S.R., writes:

"The young Stalin emerges as a person who betrayed his comrades in the revolutionary underground, was fascinated by the flow of blood, was utterly disliked by his acquaintances and who acquired a vicious vir-

plac of anti-Semitism that placed him, in that regard, quite close to Hitler." An ambitious academic project is a seven volume "History of Menshevism," published by the University of Chicago Press. Harcourt, Brace has scheduled an analysis of Soviet life, "The Soviet Union: The Fifty Years," edited by Harrison E. Salisbury, former New York Times Moscow correspondent.

Macmillan has two books due: "Juggernaut," by Malcolm Macintosh, a British military historian, in a study of the Soviet armed forces since his creation of the Red Army (by Leon Trotsky) in 1918. The second is "The

Fate of the Revolution," a political study by Walter Laquer, a Brandeis University scholar.

An autobiographical record by George F. Kennan, former American Ambassador to Moscow, "Memoirs of 1925-30," is due from Little, Brown in November. Doubleday had announced an English translation of Henri Troyat's biography of Tolstoy, and Stein and Day is planning a new edition of Trotsky's biography, "Stalin: An Appraisal of the Man and His Influence."

Athenum has a current best-selling title in "Nicholas and Alexandra," by Robert K. Massie, a study of the last days of the Romanovs.

This month's issue of Harper's magazine contain a chapter of J. P. Netti's "The Soviet Achievement, 1917-1967," which is due next year (Harcourt).