

Press-Herald

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Traffic Peril Cited

Trouble spots along the major traffic arteries can be counted by the scores by those who regularly join the go-to-work rush through Torrance each day.

Among the most treacherous of them, however, is the increasingly busy intersection of Via Valmonte and Hawthorne Boulevard at the south edge of Walteria.

Morning traffic in large numbers seeking to enter Hawthorne Boulevard from areas above Walteria have little choice. They could go out by way of Redondo Beach, they could go back out of their way to reach Hawthorne Boulevard in the Rolling Hills Estates area.

Or — as most of them apparently do — they can risk the hazards of finding a hole in traffic large enough on busy Hawthorne Boulevard to make a safe entry.

To date, no terrible accidents have been reported at that point, but each morning brings us closer to a tragedy. It appears inevitable.

Whether recycling of signals would create "holes" in traffic or whether new signals are needed we don't know. We do know, however, that serious study of the situation is needed and action toward eliminating this trap should come swiftly.

This Matter of Dole

A quote worth remembering:

"The Federal Government must and shall quit this business of relief . . . Continued dependence upon relief induces a spiritual and moral disintegration, fundamentally destructive to the national fiber. To dole out relief in this way is to administer a narcotic, a subtle destroyer of the human spirit."

Who said it?

It wasn't one of today's hide-bound conservatives, it was taken from a speech made by Franklin D. Roosevelt in 1935.

Whatever his intentions might have been about getting the government out of the dole business, it is evident on all fronts today that in this effort he was a miserable failure.

OTHERS SAY:

An Old, Old Story

Since the 1920's, an American-owned mining corporation known as Cerro de Pasco has been operating a highly efficient, 600,000-acre sheep-ranch complex in the mountains of Peru. Those employed by the mining company and who farm its lands have been the beneficiaries of the same kind of research and development that have brought such great agricultural and industrial progress to the United States. Their livestock produces more meat and wool than anywhere else in Peru. Their wages are more than double the average. They have free medical care, schools, homes, utilities, and a generous pension system. Irrespective of all this, Cerro de Pasco, if news reports are correct, is destined to become a victim of "land reform" under a Peruvian Agrarian-Reform Law.

A spokesman for Cerro de Pasco sees in the expropriation proceedings a basic conflict between capitalism and socialism. "There's no substitute," he says, "for individual initiative. It's what's made our own agricultural system in the United States the most efficient in the world. I hate to see all that we've accomplished go down the drain . . ."

If the welfare of the people is the primary goal, there seems little reason for this particular expropriation. But then, governments never have to look far for a reason when they wish to seize land. In Peru, it is called land reform. In the United States, it is called urban renewal or some other attractive name. The end result is always the same. The owner is dispossessed of his property. Ironically, history tends to indicate that the long-term outcome of land seizure is often merely a prelude to chaos and strife.—*Industrial News Review.*

It appears obvious to me that there is a limit to the size and the number of federal programs which our economy can support in the future without ever-increasing public debt, balance of payments problems, and possibility of loss of confidence in the dollar by holders abroad. On the other hand, with reduced rates of taxation, our free enterprise system can be depended upon more and more to help solve many of the problems which many people are urging that the government solve directly.—*Congressman Wilbur D. Mills, Arkansas Democrat.*

It has been finally proven, a few million times, that it is harder to keep one's mouth closed than open.—*Joseph M. Shaw Jr. in the Centre County (Ala.) Herald.*

Morning Report:

America is used to surpluses. From time to time, we have had cotton nobody would buy, so much corn the hogs couldn't get it down, and almost always an excess of wheat we couldn't eat. But Spain is a happier story. She has a surplus of wine.

Even though he is a great, solitary voice of authority over there, General Franco has not ordered his people to get drunk to take the pressure off the bulging warehouses. But he is trying to shame them into hitting the bottles. The average Frenchman does away with almost 33 gallons a year; the Italians better than 28; but the Spaniards are barely over 17. Never have I seen a case where total patriotism and complete pleasure were so neatly joined.

I can barely wait until Kentucky announces an unbearable surplus of bourbon.

Abe Mellinkoff

Gee, I Don't Think That Ever Came Up



HERB CAEN SAYS:

Those Minor Irritations Can Ruin a Fellow's Day

Minor irritations: At a so-called "good" restaurant, you ask for French mustard and they bring you French's. The service attendant fills your gas tank to overflowing, and the odor engulfs you for miles.

The only vacant seat on the city bus is blocked by a stout lady occupying an aisle seat.

The parking lot attendant charges you \$2, and when you return you find he has parked your car in the street.

"Gibson on the rocks," you tell the bartender, and he delivers a gimlet, which he replaces with a scowl on the rocks.

The lady next to you at the Opera House is slurping a drink out of a plastic container concealed in her handbag; the guy in front of you heard a better performance of the same opera at La Scala 10 years ago, and is loudly telling his friend all about it; the man on the left falls asleep with his head on your shoulder.

At a dinner party, a man who has never worked a day in his life (because his father was a thief) is complaining that all the people on welfare are thieves and don't want to work.

"I'm for your candidate philosophically but I'm not voting for him because he can't win."

Report From Our Man In San Francisco

On the Bay Bridge, you say "Thank you" to the toll-taker; he doesn't.

At Fifth and Market, the fat woman wearing a dirty white blouse, tangerine clam-diggers, white ankle-socks and high-heeled shoes complains to you that "the hippies are ruining San Francisco," and looks miffed when you don't agree enthusiastically.

Sad sight at British Motors: A Rolls Royce with its beautiful prow absolutely demolished — the result of running into a deer near Russian River. After making sure the animal was dead, the owner of the Rolls went to summon the Highway Patrol, and by the time he returned, there was nothing left of the deer except its skin. The hippies

who live in the nearby hills had stolen down, skinned the animal and made off with the meat!

Dapper Dave Falk, pondering political perplexities at Sam's Lane Club: "Do hippies on an LSD trip qualify for absentee ballots?"

In the same jocular vein, Governor Romney, when mingling with the hippies in the Park, was invited to try LSD, he replied: "No thank you. There's evidence it can damage the brain."

At which point a local wit piped up: "So what have you got to lose?"

Talk aboutchutzpah! We have the new champ—as Mr. Andrew Miller—who is suing the San Francisco Tow Car Association for towing away his car while he was engaged in burglarizing a drug store on Market Street. Through Attorney Kenneth Hecht, Mr. Miller wants \$1,200 (the value of the stereo, binoculars, cameras, etc., in the car) and \$700 for the car itself, which the Tow Car Association sold. Mr. Miller is currently residing in an Oregon jail.

ROYCE BRIER

They Built 'em to Last Earlier in the Century

They built the Hotel Astor in New York in 1905. The old Waldorf Astoria was already the leading hotel and Broadway, where the Astor stood, was beginning to take on a honky-tonk atmosphere.

But the Astor held its place and attracted rich and conservative guests. They didn't care for the Waldorf, and wouldn't be caught dead in the garish massifs which were opening in midtown.

Besides, the Astor on Times Square was central. It had elegant public rooms, such as restaurants and bars with a low lighting budget fit to a rendezvous. But over the years the 600-room hotel gradually declined under the impact of skyscraper hotels and a tradition which took the rich and conservative to the Plaza.

So last year they marked the Astor for demolition, the site to be occupied by a 50-story office building. But when they began to tear the old girl down, starting in January, they found she wasn't paper mache, according to the New York Times.

Company say they never encountered so solid a structure, and have overrun their estimated time.

Astor steel beams are of extra-heavy gauge, riveted to upright cast iron columns one foot thick. The brick

Opinions on Affairs of the World

walls are two feet thick, with partitions to match, and the whole structure is taxing jackhammers, demolition torches and 80-ton cranes.

The area is still dense with pedestrians and wrecking balls were too dangerous, so the bricks are being removed one at a time. The Fire Department required removal of all woodwork before masonry and steel work began. Then, the jackhammers had to shut down during matinee time in theaters in adjoining Shubert Alley.

"They don't build them like that anymore," said one wrecking superintendent, and perhaps he was expressing a reality of our day. Most large Nineteenth Century buildings in the

Western world (and the Astor was of the period) were built to endure. Indeed, the Victorian mind couldn't conceive the demolition syndrome. These folks could plainly see that old Cheops built his pyramid to remind remote posterity of Cheops, and you'll have to admit he succeeded.

Then there was the Parthenon, which hadn't a scrap of steel or other binding material in it. If the Turks in one of their conquests had not used it to store gunpowder, which blew, it would be intact. Many of the ancient temples, including Karnak, are in pretty fair shape. You can see perfect bricks in a bake oven battery used at the time of Tutmos III about 3,400 years ago.

So you wonder what our glass-and-aluminum sheath buildings will look like after a few thousand years, but probably few will have their durability tested. They'll be torn down to be replaced by something derived from cornstarch and petroleum, which can be melted down by atoms and run off in the sea when no longer useful. No more brick dust.

CAPITOL NEWSMAKERS

Supermarket Ideas Used To Keep DMV Up to Date

By EDWIN S. CAPPS

Capitol News Service

SACRAMENTO — In a state which will have 12 million registered motor vehicles and 11 million licensed drivers by the end of this year, can the department which oversees them be operated like a supermarket?

This is an oversimplification, but Verne Orr, the man who heads the department of motor vehicles for Governor Ronald Reagan, is trying to use some supermarket methods.

When grocery stores changed from the old type, where the clerk went to the shelves and got each item, to the new self-service supermarket, many wondered if the stores wouldn't lose too much in shop-lifting," Orr said. "But the mass self-service must work and the losses must be far outweighed by the increased capacity for handling business."

This is a principle Orr will put into effect on renewal of auto registrations. At present, if a person sends in his check for his license tags and new registration slip and, for some reason, doesn't receive his tags, it starts a chain of letters. This may go on for weeks, at considerable expense to the state and considerable expense of the motorist's nerves and patients.

"Next year, if a person sends in his check and doesn't get his tags," Orr said, "he can pay \$2 and get his registration slip and tags. There will be a few who may try to cheat but other hundreds will be saved time and inconvenience. And a later random check can turn up those who actually didn't send in the check."

Paper shuffling is a big business in DMV. Each night, the department has requests for checking 30,000 driver's licenses or auto registrations.

About half of these are from some governmental agency, primarily law enforcement. The rest are from

individuals or insurance companies. The latter pay for the checks by the name. The department now is in the process of putting all the information from driver's licenses on a computer. This won't be the old card system or the tape system.

Information from the driver's license — the number, and the statistics on the driver — will be punched on a keyboard and then will appear on a television screen

The Men in Action on the Sacramento Scene.

behind the keyboard. Later, an operator can merely punch the driver's license number and all the information will appear on the screen. Additions of citations or any other matter can be added at any time.

Orr said it's expected devices will be installed in law enforcement offices so the information on all the drivers and vehicles will be available at the punch of the keys. The devices probably will be rented to insurance companies.

Another area of the DMV work most familiar to the public is driver's license testing.

"A driver's license test is supposed to last 17 minutes," Orr said. "If one minute were added to that time, it would take 18 man-years more of work."

That's why location of the 140 field offices of the department is important. It's also why the department may not be able to participate too much in a new state program of consolidating field offices of various departments.

"Our field offices must be accessible to the public but also must be in areas where driver's tests can be given," Orr said. "In one instance in Ventura County, we had free property offered, on a free-way halfway between Thousand Oaks and Simi, which are eight miles apart.

"This would have meant that each person tested would have had to drive four miles on the freeway before the test actually could begin," he said. "The time involved in this would offset any savings from the free land and we had to decline it."

The DMV probably has more contact with the general public than any other state agency. With 25 million records of people, there are bound to be mix-ups and mistakes.

Orr said generally that when a mistake is made in registration, it's the department's fault. On the other hand, if there's a mix-up on driver's licenses, it's usually the fault of the motorist.

Much of this may be straightened out when the driver's license list is computerized. But an idea of the magnitude of that job is given by the fact the department now is putting one digit of driver's license number a week on the computer, or about 25,000 licenses. And at this rate, it will take two years to complete the job.

Orr has some rather revolutionary ideas of administration. For one thing, he took the four division chiefs in the department and rotated them to each other's jobs.

John L. McLaughlin, chief of the division of administration, now heads the division of registration. Ronald V. Thunen, chief of driver's licenses, now is chief of field offices. E. Keith Ball, chief of field offices, heads up the driver's license section. A. J. Veglia, chief of the division of registration, now is in charge of administration.

All had been in their positions for many years. Orr said each knew his own division practically beyond improvement and it was decided to use their talents. So far it's worked fine. In fact, there's already a move on to reduce the time lag for issuance of driver's licenses.

MAILBOX

Birthday Fete

Editor, Press-Herald

Los Angeles' 186th Birthday Fiesta has been concluded on a high note of success.

Through your friendly cooperation, the citizenry of our great city was alerted and informed of the many events involved in our celebration.

Because of your assistance in publicizing our citywide program, the people of Los Angeles were brought closer together and the community realized immense benefits.

Our mutual friend, Jim McNamara, director of public relations for the Birthday Fiesta, the citizens of Los Angeles, and I join in extending our sincere appreciation for your personal and enthusiastic support.

SAM YORTY
Mayor

Offer Thanks

Editor, Press-Herald

On behalf of all the members of the Southwest Association for Retarded Children,

Alan Grey

Says . . .

A young Australian girl . . .
Just gave the world a thrill . . .
A former Olympic swimmer . . .
By the name of Linda McGill . . .
She swam the English Channel . . .
But said she wouldn't wear . . .
A suit or other garment . . .
But swim the channel bare . . .
She finally wore a swim suit . . .
And it didn't hurt her race . . .
Since she swam the English Channel . . .
In a record setting pace.

dren, I wish to extend our sincerest appreciation for the full page write-up on Garden Valley Training Center. The excellent photography by Hal Fisher portrayed a heart-warming story of our dedicated staff and the efforts of some of our youngsters.

It is through the interest of people such as you that our association can reach those in need of services rendered by us.

Please accept our heartfelt thanks and our very best wishes for your continued success.

MRS. WILLIAM R. WIGGINS
Corresponding Secretary

AFS Grateful

Editor, Press-Herald

The Torrance Chapter (American Field Service) was pleased and grateful for

your editorial of Sept. 10. Your commendation reached more people in one issue than perhaps one full year of activities.

We have great hopes for the coming year and the four students visiting with us. Thanks to you, more readers will be aware of their presence.

MRS. H. S. OBRIGHT
Corresponding Secretary

Quote

The image of the teacher is important; in a teacher strike it is tarnished. That teachers should be concerned over salary is understandable. That teachers should strike illegally is not understandable. — Cecil D. Hardy, San Diego superintendent of schools.

NO FEDERAL WATCHDOGS NEEDED!

