Senators Cool to Compulsory Sex Education

SACRAMENTO, — (CNS) The big majority of state senators, while not as yet committed by vote as to whether there should be sex education in California's schools, and to what degree, are at least in favor of allowing parents to determine if their children should be compelled to attend classes on this highly controversial subject.

The senate voted 30-6 in favor of a bill by Senator John G. Schmitz, R-Tustin, to have this right. The measure requires school districts to excuse students from the sex education classes on the strength of a note from parents. If carried through the remaining legislative process and signed by Governor Ronald Reagan, the measure signals a defeat for the proponents of compulsory sex education in the schools.

At the same time, the senate adopted SCR 60, a resolution also authored by Schmitz, asking school districts which do not now have sex education classes, to defer installation of such classes until an interim legislative study, proposed in other legislation, is completed. The vote of this measure, however, was 23-11.

Probably no legislation at this session of the legislature, has stirred up as much controversy as measures which deal with the sex education problem. Many bills have been introduced on the matter, ranging from complete rejection of the idea, to different degrees and to what ages the subject should be taught.

Hearings, both by the state board of education and the senate education committee have been held. All hearings were "standing room only" and in addition, legislators report mail on the subject has been heavy, all of which reflects the wide-spread interest.

While the Schmitz measure is far distant from settling the question, it at least, the author said, will assure parents who for one reason or another, object, that they retain the right to say whether or not they want their youngsters to participate in sex classes, some of which, he emphasized, border on the pornographic.

And the resolution, while not having the effect of law, lets the school districts know the sentiment of the senate concerning the establishment of additional sex classes as advocated by the sex educationists of the country.

Senator Clark Bradley, R-San Jose, supported the Schmitz measure and blamed educationists for attempting to force not only sex education, but other subjects as well, into the school curricula, which he said are unnecessary and unwanted.

"They seem to think," Bradley said, "that the public is not capable of knowing what it wants. They think parents should have nothing to say on what should be presented to their children, and that only they should have the right to stuff sex education down their throats regardless of the wishes of parents."

Senator Bradley thus touched on a subject of long controversy, and one which has riled a good many parents throughout the state. This is the attitude of the supercilious educationist who listens not to objections of parents who have their own ideas of what should be presented on the school curricula, an attitude which has probably brought more resentment against the educationists than any other one thing.

Your Right to Know Is the Key to All Your Liberties

Comment and Opinion

School Dilemma

It is well known that the primary reason for increased taxes in California over the past few years is the amount of money spent on the state's educational facilities, but up until now, there has been no comprehensive and accurate set of figures presented in one source revealing to the public the details of the amazing increase.

However, the California Taxpayers' Association, an organization dedicated to getting at the fact, has issued such a book after a considerable length of time spent in research, called "Educational Finance in California, 1959 to 1969-70."

The treatise reveals that during the past 10 years, the state has doubled its expenditures for school, while enrollment has increased only 40.8 per cent, and the cost of living, only 12.5 per cent.

Per pupil costs, it says, are going up much faster in the past few years than in prior years, and "the pressure of rising education costs is the major factor in increased taxes for state and local government."

The bulletin does not comment on whether this is good, bad or indifferent, but presents only the facts, leaving the taxpayer to make his own judgment. And one conclusion, which has been suspected for a long time, can be made, and that is, educators in California are draining the taxpaying public of their resources at a much faster rate than any other tax-supported segment of government.

Schools spend, according to the bulletin, 52.5 per cent of property taxes in the state, rising from $949 million in 1959-60, to $2.449 billion in 1968-69.

While property taxes were increasing 100 per cent for schools, the state increased its aid to schools 60 per cent and the federal government by 300 per cent. But still, property taxes remain the largest single source of revenue for California schools.

"Thus," the bulletin points out, "all efforts at property tax relief or tax reform ultimately hinge upon resolution of the school finance needs."

It comments further on the fact that of the total state budget as proposed for 1969-70, 44.5 per cent will be for education purposes, as compared with 46 per cent in 1959-60, but in the meantime, federal assistance has shown a marked increase.

"Whether or not any of the school finance, tax reform, or property tax relief proposals become law this year," the study says, "or whether they merely become the groundwork for legislation in succeeding years, knowledge of the growth of the state budget and its educational components are basic to evaluating each proposal."

During the ten-year period surveyed, the document shows, total state expenditures have soared from $1.8 billion, to a proposed high next year of $5.2 billion for support of all state activities, including education and welfare, the two biggest categories in the expense range.

The budgets, of course, do not reflect the local taxes applied to education, which generally, represent about half of the state funds allocated.

The big question now appears to be how long can the public stand the increasing demands for education, even if some form of tax reform is adopted by the state legislature? — HCM

Other Opinions

On the news pages the responsible newspaper is obliged to present as unbiased a version of the news as humanly possible. Where an issue is in dispute, the responsible newspaper will present both sides of the argument to the best of its ability. But in its editorials, the honest newspaper will present only its own viewpoint on a given subject. It would be dishonest for the newspaper to argue the other side, the side it believes wrong. The editorial is the newspaper's opinion. Subtract the paper's opinion and, obviously, you have a newspaper without a heart. —*Lykens (Pa.) Standard.*

Don't Judge Us By Them

THE INTERNATIONAL SCENE

New York Welfare Story A True Study in Despair

Some may find it odd that a nation boasting the highest standard of living in the world, a nation in which more people enjoy more of the good things of life than ever before in history, a nation whose people have a tradition of generosity unequaled by any other people and a nation whose elected officials have long been pledged to the widest possible dispersal of material well-being now finds welfare to be its number one problem.

Future historians may come up with some unflattering answers to the paradox of U.S. wealth amidst expanding dependency on public welfare. However, the findings of future historians are of no help in grappling with this problem of the present.

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Judging by the experiences of the manifold relief agencies and the despair of administrators who continully fight the unequal equation of too many needy people and too little money, welfare can be described as nothing less than a monster that has demonstrated all too forcibly that handouts and hopelessness go hand in hand. The state of New York and the city of New York present a portrait of welfare in its advanced stages that all too clearly reveals what other communities, states and localities will be up against in the years to come — if they are not already.

In a sympathetic and thoughtful article in The New York Times Magazine, Julius Horwitz, a novelist who has worked in government and social welfare, delves deeply into the human and monetary side of the Empire State's welfare tragedy — and it is nothing less than a tragedy. Horwitz points out that welfare, as a form of paternalism in New York, began in the 1940s and 50s with the influx of low-income Puerto Rican families who used welfare as an economic stabilizer. The paternalism expanded with the migration of low-income families to New York City from the South. They considered welfare as a "bank" on which they could draw to compensate for lack of jobs.

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In stark detail, Horwitz, through personal interviews with welfare recipients, describes the human disintegration which seems to inevitably accompany the loss of the will or the opportunity to obtain productive employment. It is a desolate tale of drug addiction, family abandonment, illegitimacy, theft, violence, moral and financial bankruptcy. He can find no concrete suggestions to offer for improvement.

In the meantime, the plight of New York grows more desperate. In 1961, a New York State welfare study made what was then the alarming prediction that 703,150 persons would be receiving welfare throughout the state by 1970 at a cost of $536,665,000. In fact, the current welfare budget in New York City alone is $1.4 billion, and it is now estimated that one million persons are, or will be, on relief in the city. This is a population more than twice as large as Buffalo, the second largest city in New York State. It is larger than 15 American states. In the single month of August, 1968, 50,000 new welfare recipients were added to the public assistance rolls in New York City.

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What is the answer to welfare? A great many thoughtful citizens are asking this question. A part of the answer may be found in the intensified efforts of government and business leaders to provide jobs and opportunities for the unemployed and legal barriers to employment that have arisen through custom, tradition, prejudice and the relaxing of the unduly restrictive employment rules and regulations of industry, government and unions. Companies all over the country are stressing "Equal Employment Opportunity" policies.

The chairman of a major oil company went to the heart of welfare and racial discrimination when he said, "People on welfare and unemployed minority groups are really an undeveloped human resource. Developing this resource by helping these people become productive through employment, whenever there are requirements for jobs, is a major answer to the problem . . . it must be solved mainly by individuals in our local communities and businesses." Obviously, the answer to welfare does not lie in simply adding more and more people to the welfare rolls and multiplying the burden on the already generous taxpayers.

Quotes

We are moving rapidly into the era of computerization where almost everything we hold private is being recorded on tape. — Assemblyman Jerry Lewis.

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Diplomacy is to do and say the nastiest thing in the nicest way. — Isaac Goldberg.

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HERB CAEN SAYS:

Get the Real Peace Mug, Be Wary of Imitations

Report from Our Man in San Francisco

The morning wasp: Millie Howie notes that the magazine ads for "United Nations Peace Mugs" contain the warning "American Made, Beware of Japanese Imitations!" Japan isn't in the United Nations? . . . Also advertising heavily these days is the Oakland Chamber of Commerce, via nat'l ads headed "Spend Your Vacation at the Lake this year . . . in Oakland!" After you've gazed at Kaiser Center for a few minutes, then what? (The ads also plug "our new $7 million museum" without bothering to note that it doesn't open till Sept. 14).

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Acting on a hunch that "Oliver" would win a flock of Oscars, Nick Geracimos invested a bundle in Columbia Pictures, which produced it. The day after the awards, that stock went down two points . . . Everywhere miracles: Yesterday morning at around 8, a crowded No. 71 bus shot down the Haight St. hill toward Divisadero, where the light turned red. Driver Pervis Tyler jammed on the brakes — and no brakes! Leaning on the horn, he wiggled through the heavy traffic, careened left, almost turning the bus over, and coasted to a halt. Driver Tyler's masterful understatement as he emerged: "We need new equipment, man" . . . What's new on the local rock scene? Well, the Cleveland Wrecking Co. was busted in Sonoma over the weekend for — noooop. Wrong. For fishing without a license! And Capitol Records recalled 100,000 covers for the new Sons of Champlin album after discovering "an offensive slogan" in the psychedelically intricate design . . . The Red Bodrero, picking bugs out of his teeth.

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Gordon Brown Jr., the elegant New Yorker who lives on T'graph Hill and recently purchased the Pavilion restaurant at Polk and Union, is buying a Rolls-Royce convertible — a job that sells for around $32,000, unless you consider money a distasteful subject. However, this doesn't mean there's an ungodly profit in omelettes, which the Pavilion features. Brown is a former Manhattan stockbroker and a kin of the Morgan clan who said one day "I'd rather be a bartender in San Francisco than peddle bonds on Park Avenue," and he does spend most of his time behind the bar. A fitting successor to Willie Britt, the old-time fighter who intoned classically after the firequake: "I'd rather be a busted lamppost on Battery Street than the Waldorf-Astoria."

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Onward: Are our campus leaders on the road back to goldfish-swallowing? All I know is that Chuck Palmer, student body pres. of UC, and Steve Woodside, ditto of UC-Davis engaged in a cow milking contest on the steps of Sproul Hall several days ago . . . Maestro Seiji Ozawa raced through town Thurs., en route to Japan. Didn't even have time to inspect the house he has bought on Twin Peaks, but he hopes to move into it this summer . . . Bob Welge, mgr. of Leslie Auto Leasing here, has left for Grenoble, France, to watch his daughter, Barbara Wells, play her first starring role in a film called "Snow Job," with Hugh O'Brian and Carroll Baker. Bob: "If they need a nervous father, I'm perfect for the part."

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Add infinitems: "Does any city have higher taxi fares than San Francisco's?" asks a reader. Palo Alto for one: 60c flagdrop. 10c each 1/6th of a mile and $8 an hour waiting time — if you can think of a place to go in Palo Alto that is worth waiting for . . . Mr. Hilton will next go into the rent-a-car business, with les voitures waiting right there in his hotel garages. As Avis might say, "This really Hertz" . . . The San Francisco predilection for places with strange-sounding names — hungry i, Co-Existence Bagel Shop, Purple Onion, Anxious Asp, etc. — apparently is nothing new. The razing of an old bldg. near Montgy. and Pacific has exposed a big sign reading "A. Finke's Widow," apparently a bit of whimsy executed by the owners of a long-gone liquor shop opened there in July, 1906. Their names: Ernst Schroubstadter and Emil Grosezinger; you can appreciate their problem and their solution.

THE MONEY TREE

Jumbo Jets Evoke Mixed Reaction, Survey Shows

By MILTON MOSKOWITZ

A Look at the World of Finance

In 1936, there was the DC-3, a twin-motor plane that carried 28 passengers. In 1946, there was the DC-6, a four-engined job that could carry 52 passengers. In 1958, we entered the jet era with the Boeing 707, which flies with passenger loads up to 181.

This year, 1969, we're getting a new piece of hardware in the skyways, and it's coming in on a squall of controversy.

The Boeing 747, a jumbo jet, will go into service next December. It's the largest and fastest airliner ever built. Good, you say? Not necessarily.

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It seems that the 747 is so big it scares the wits out of many people who have seen the seating configurations depicted in newspapers and magazines. Initial publicity from the manufacturer, boasted of a seating capacity of 490, holding out the prospect of economies which would result in lower fares.

You can get 490 people into a Boeing 747, seating them in rows of ten abreast. Airline passengers, griping already about the cramped space in the current jets, shuddered. They shuddered also when they thought of the problem of getting their baggage off the plane in a reasonable amount of time.

Finally, there are people who are simply frightened at the sheer size of the 747, which has a wing span of 195 feet. It's so big — how will it stay up in the air?

These fears and doubts surfaced in surveys taken by Pan American World Airways, first buyer of the 747. After looking at the survey results, Murray Barnes, director of advertising for Pan Am, stated that the jumbo jet has been "grossly oversold." Too many people, he said, believe the 747 to be "humanly incredible."

Barnes complained that there has been too much loose talk about spiral staircases, upper deck lounges, children's play areas staterooms and standup bars. These features may be available — but only in first class, which rules out 80 per cent of the passengers.

Some airlines, Mr. Barnes said bitterly, are "pushing and promoting all these wrong features, to the wrong people, for the wrong reasons, and to our universal disadvantage."

It's clear by now that the airlines are not going to try to cram 490 people into these jets. Instead, there will be nine-abreast seating, giving a capacity of 350 to 360. This will make room for creature comforts.

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The economy seat will have more leg room than in the 707. There will be two aisles, six galley units, twelve lavatories, and maybe more than a dozen stewardesses.

One 747 buyer, Irish International Airlines, protested vainly against this seating arrangement. The Irish line wanted less comfort, more seats — and lower fares. It pointed out, correctly, that when the 747 was first announced, it was heralded as the harbinger of cut-rate prices.

Irish International is right about the economies disappearing. No fares have been posted yet for the 747 but the major airlines are not thinking of lowering them. Pan Am's Barnes suggests that air carriers promote the advantages of the 747 so that the customer "may even recognize it's a pretty good deal considering the price — namely, no extra fare."

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Looking at it from Pan Am's vantage point, they're a little frightened too. They've ordered 33 of the jumbo jets, and this will set them back $755 million. That's a lot of seats to fill.

If everyone were a new-model addict, everything would be rosy. Last year, after Pan Am placed its order for the 747s, it invited people to make reservations — even though the inaugural flight was more than a year away and no destination had even been set.

Today, Pan Am has a waiting list of 4,200 for the maiden flight of the 747. That's more than ten plane-loads of people who don't mind flying in a crowd.