BEAUTY and the BEAST

# She May Be Some Sort Of a Nut or Something

by Count Marco

In talking to angry women on my recent trip through the Southwest—angry apparently because I made them so—I was amazed (and even appalled) at what so many of you assume and presume is the role of the American husband.

*According to many wives, the husband is supposed to be a man who is constantly devoted, loving and charming to his wife; one who works hard on the job to become a success so she can spend more than she needs—but at the same time must be home on time every night to eat her "quickie" dinner.*

The American husband is to be a firm father, but must also be gentle, understanding and a buddy to his children.

He is to be active in clubs and politics; is to keep himself physically fit and as handsome as when you first married him; should go to church with regularity, be an enlightening and intelligent speaker; attend parties willingly but never overindulge in aclohol, look like a he-man at all times, and never relax unshaven with a T-shirt and a can of beer. *Mon Dieu!*

*There used to be a name that men called unusual women. They were paragons of virtue, but with the amazing qualifications you've set up for the male, there isn't a word in the English language you can call him that would be fitting.*

Many an ex-husband I have talked to has complained that his former wife was "some sort of a nut or something," as he put it. She "didn't have any manners herself, so couldn't teach the children manners."

She "spent far too much money on worthless items, didn't know how to manage household expenses," and as far as appearances were concerned, she lacked them completely.

*After a few years of marriage, the ex-husband said, the women offered nothing—but expected much. That's why they were dumped.*

There are only three things you should expect your husband to do: be a good provider, give you comnanionship and father your children.

To expect more is to court disappointment. To demand more is to bring about total disaster—divorce.

Don't try to push that husband of yours up the ladder of success by encouraging him to do more than he should.

*Encourage him, yes, but don't be pushy. Give him time to relax. Encourage him to spend more time at home with you.*

Then as you sit there on the floor at his feet, you can be grateful that, at least you know where his feet are. They could be in someone else's bedroom.

# Freeway Chain Link Fence Repair Method Suggested

A county supervisor has suggested a new method for repairing chain link fence freeway dividers.

It was suggested that "steel sleeves" be inserted into the median divider when repairs are made so that if future damage occurs a new section of fence can be quickly and economically slid into a prepared slot in the ground.

The suggestion came from Supervisor Kenneth Hahn who spearheaded the program of installing the life saving fences.

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**IN A** letter to State Metropolitan District Engineer Edward Telford, Hahn said:

"The value of chain link fences as median dividers on the Harbor Freeway has been proven daily as one observes the number of bulges caused by cars ramming into the fences.

"Repair crews from the State Division of Highways do an admirable job in keeping the fences patched.

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**"I HAVE** observed that typical damages to the fences are tearing away of the chain link and bending or breakage of the steel post within a foot above ground level.

"It would seem to me that money, time, and work can be saved if, when making repairs to the fence, the crews would insert a steel sleeve into the ground in which new poles may be fitted snugly if any future damage occurs in the same spot.

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**"USE OF** these steel sleeves, inserted one foot to 18 inches deep, would eliminate the necessity of digging up the asphalt to insert new poles after each crash."

Hahn pointed out that since the sleeves could be installed while normal repairs were being made, there would be no need to tie up the freeways unnecessarily.

He said this method would be highly favorable to the present system in which the asphalt must be broken and a new hole dug every time a freeway post is damaged and has to be removed and replaced.

## Lomitan to Retire From Oil Company

A Lomita resident who joined Texaco in 1923 will retire from the firm Nov. 1 after 39 years of service.

He is Frank T. Atkinson, 1867 W. 256th St. Atkinson joined the firm at the Los Angeles terminal in Wilmington and became dock foreman in 1945. He was named terminal superintendent in 1951.

RED RYDER — By Fred Harman

JEFF COBB — By PETE HOFFMAN