

Population Growth Adds to Smog Woes

With the turn of the new year, Californians celebrate their state's growth to first in population in the nation, but residents of the Los Angeles Basin view the achievement with the mixed emotions of a householder who has had a steady stream of relatives descend on him every day since World War II.

The relatives bring with them production skills, money and automobiles to swell the wealth and prestige of the community, but they also add to the County's problems, such as traffic, schools, water, housing, public services . . . and smog!

DURING 1962 alone, each Monday morning saw the County grow by 3,100 persons over the level of the preceding week. By year's end, an additional quarter of a million gallons of gasoline was necessary to power their automobiles, and additional natural gas and fuel oil deliveries were necessary to generate the electricity the newcomers needed in their homes, offices, and factories.

All of this added new burdens to the already overcrowded Los Angeles atmosphere.

As County Air Pollution Control Officer Smith Griswold puts it: "We have to run pretty fast just to stay in the same place. This last year alone, the County's increase in size was equal to a city the size of Salt Lake City, Utah . . . with all of the people, factories, automobiles and other smog-causing sources that can be found in a community that large."

"**THE RESULT** of all this growth," says Griswold, "is that while the amount of air remains the same, our average daily ration per person is declining, and at the same time the average daily potential contaminant emission per person is increasing."

Los Angeles County has literally been splitting its seams during the 14 years the Air Pollution Control District has been in operation. During that time the area's 17,000 industrial plants were equipped with air pollution control devices costing more than 100 million dollars, the use of contaminant-bearing industrial fuels were banned during the smoggy summer season, and a complete prohibition of rubbish burning was enforced. The result: 4,700 tons of air

pollutants daily kept out of the air. But these measures . . . the most restrictive enforced anywhere in the world . . . were not enough to halt the smog problem, for two reasons: the continuing increase in gasoline consumption, and the ever-growing demand for industrial fuels.

AN AUTOMOBILE could be driven 4,000 times around the earth with one day's supply of gasoline for the 3.4 million motor vehicles in Los Angeles County now.

Daily gasoline fuel consumption in the county is estimated at 6.6 million gallons.

And automobiles are responsible for 30 per cent of the remaining air pollution and are the major source of eye irritating, property and crop damaging smog. Exhaust pipes and crankcase breathers pour 1,350 tons of hydrocarbons, 615 tons of oxides of nitrogen, and about 6,600 tons of carbon monoxide into the air daily. Sunshine changes two of these ingredients into smog.

THE STATE Legislature created the State Motor Vehicle Pollution Control Board about two years ago. At the same time it instructed the State Department of Health to set up standards for maximum permissible motor vehicle emissions. All automobiles in the state must be equipped with control devices when the state has approved two. As yet no exhaust control devices have been approved. The Board did approve two devices to control crankcase blowby for installation on all new cars by Jan. 1, 1964, and on used cars when ownership is changed.

Growth in another area keeps the smog fighter running to keep even with it: electric power. Steam-electric plants furnish 80 to 85 per cent of the electric energy produced to power industry and to light, and to a lesser degree heat, the dwellings of the increasing millions. In 1949 steam power generated 4.5

billion kilowatt hours in Los Angeles County. By 1961 steam plants generated more than 18 billion kilowatt hours, enough to keep a 100 watt bulb burning 2 million years.

STEAM ELECTRIC plants use more than twice the quantity of fuel used by industry. Steam electric and industrial plants burn natural gas from April 15 to Nov. 15, inclusive. Oil is burned the remainder of the time, except when a switch to natural gas is made with a forecast of moderate to heavy eye irritation. Natural gas is cleaner than fuel oil, and so far no practical means have been discovered to remove contaminants in fuel oil before they are burned. Removal of pollutants from oil after it has been burned is being tested by the Edison Co.

Griswold has said that the only reason natural gas is not burned in the Basin the year around is that gas deliveries in this area have not been enough to supply steam plants, industry and dwellings during the short days and lower temperatures of the winter months.

"**WE HAVE** appeared before regulatory bodies and will continue to press the cause of natural gas and clean air for the people of this basin," Griswold said.

"Not until more gas is made available to this area, or nuclear power replaces fossil fuels, or a method is found to control power plant emissions from fuel oil, will the Los Angeles basin, or other metropolitan areas of the State for that matter, enjoy an unrestricted flow of electricity without paying a high price in air pollution."

County smog officials are concerned, but not dismayed by this situation.

"Sure, we've got a tough problem in front of us," says Control Officer Griswold, "but every other smog-control problem also was tough to solve . . . and all of them have been solved."

GRISWOLD predicts that the new year will see a successful attempt to extend the District's ban on fuel-oil use as well as increased pressure on the State to improve its motor vehicle research and control program.

"In the last analysis," says Griswold, "our hopes for clean air in Los Angeles are in the hands of the state government. Only the state has the legal power and the financial competence to solve the automobile smog problem . . . and until that problem is solved, Los Angeles will continue to suffer from frequent and severe attacks of air pollution."



Some Dress Designers Show They Hate Women

By Count Marco

One morning recently Dave McElhatton, moderator of a radio program, asked a woman fashion consultant, "What is the matter with women's clothes?"

Her reply was, "The trouble with women's clothes today is that some of the fashion designers have emotional problems . . . they hate women."

This is true as far as it goes, but it leaves out the fact that you women often lack the courage to wear the good clothes that are designed for you.

You are so simon-pure in your dress selections, so worried about what some other female will say about your appearance. Thus the emotional problems are not solely those of the designers. Because of your lack of daring in your dress you have pangs of guilt and complexes of inferiority.

If you wish to see a true picture of your sad emotions in action, then look back to your debutante photo, especially if you were one of a mob presented to the open-arms market.

Notice how alike you look, how virginal, pure and completely devoid of sex in your look-alike gowns, which all appear to have been removed from a rack of marked-down left-waiting-at-the-church bridal gowns. Ah, what emotional problems you must suffer in your basic white with pearls.

Much of this, of course, is due to the poor taste of misguided frustrations of some inhibited committee member who decrees what style you are to wear on presentation.

Talk about hate! *Mon Dieu!* Some of those committee members must really hate their own sex to wish those deep-freeze outfits on you. If you want to look sterile, why not go in a nurse's uniform?

Contrast this bad dress campaign with the beautiful coming-out ball held recently in Paris for the debutantes of that city's noblest families.

One look at their gowns and it is obvious their intelligent mothers aren't out to hide their daughters' assets but are advertising them on a highly competitive market—and advertising well, I might add, judging from the daring excitement of most of the gowns I saw. Their hair styles, too, were added adventures in beauty and femininity.

So, my dears, don't let other women help you look for excuses like emotional disturbances on the part of dress designers. There are exciting dresses to be had. All you have to do is look and wear.

Author to Lecture at El Camino

El Camino College will host Vance Packard, author and social critic, Tuesday, Jan. 15, at 8:30 p.m. in the Campus Center.

Packard will lecture on "The Changing Character of the American People."

The controversial author, who, in all of his four books, exposes the weaknesses and hidden evils in our social and economic environment, has been disagreed with, but he has yet to be ignored.

"**THE HIDDEN** Persuaders," "The Status Seekers" and "The Waste Makers" have all reached No. 1 on best-seller lists giving their author the distinction of having three books in a row reach the top in the non-fiction field.

His newest book, "The Pyramid Climbers," published in 1962, is now rising fast on the nation's best-seller lists.

A NATIVE of Pennsylvania, Vance Packard received his master's degree from the Columbia Graduate School of Journalism. He has specialized in recent years in bringing to public attention new developments in the social sciences of broad general interest.

Formerly, he spent five years working as a newspaperman in Boston and New York, then switched to writing for magazines. His early articles appeared in The American Magazine, and Colliers'. General admission for this lecture will be \$1.

Wilmington Leads Area Chest Drive

Final 1962 Community Chest tallies for Harbor Area cities were released this week by Fred Mill, area chairman.

Wilmington, with 105.94 per cent of goal, was the top contributor. Lomita-Harbor City, with 103.16 per cent was second.

Other Harbor Area community results are Palos Verdes, 97.92 per cent; Gardena, 96.26; Rolling Hills, 89.03; San Pedro, 87.41; and Torrance, 86.46.

Trophy presentations to volunteers and awards to firms and employ groups will be made at the Harbor Area Community Chest annual meeting to be held in the spring. The date will be announced soon, Mill said.

Film Subject

"The Beauty and the Potential of Colorado" will be the subject of the next Centinela Community Forum on Monday, Jan. 14, at 7:30 p.m., in the Leuzinger High School Auditorium.

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