

Torrance Herald

Co-Publishers
KING WILLIAMS - GLENN W. PFEIL
REID L. BUNDY - Managing Editor

SUNDAY, FEBRUARY 17, 1963

Some Bad Reporting

There is no doubt in this writer's mind that the American reading public is being fed some misinformation from troubled spots throughout the world by inexperienced and incompetent correspondents.

Bright young men, fresh from colleges and universities where they have been indoctrinated through their impressionistic periods by fuzzy thinking instructors, go to countries in the throes of establishing new governments with preconceived opinions of what constitutes self government.

Because a leader happens to be strong in enforcing the laws of his land, in an effort to bring order out of chaos, he is promptly labeled "dictator" by these young ones who fail to realize that the embattled leader not only is taking practical action to restore order but, is acting perfectly legally.

More seasoned State Department officials and foreign correspondents hold more objective views and, through careful perusal of the constitutions of these new democracies, are aware of the almost dictatorial powers accorded presidents and premiers. They know also that the vast majority of the citizens of these countries have little or no conception of the responsibility of self government and must be guided by strong hands through the formative years of the new nation.

It is not enough that a people have won or have been given their independence. A new ship of state set adrift on stormy seas, needs strong hands at the helm or it will founder. The brightest light of freedom can be dimmed by the fires of riot and civil commotion. Only when a new leader has proved beyond all reasonable doubt that he is a self aggrandizing dictator should he be spoken of as such. To label him as a dictator when he is only exercising the powers given him in his constitution, not only helps to undermine his usefulness in leadership, but causes disillusionment and despair among his hopeful followers.

Disaster Area?

The designation of the King Harbor vicinity as a "disaster" area by Lt. Governor Glenn Anderson, acting governor during temporary absence of Governor Brown, raises questions and eyebrows.

First of all, does damage to private slips and pleasure boats fall in the category of a disaster in the genuine interpretation?

Was there such a critical situation resulting from recent high tides and high winds in the man-made harbor that an acting governor had to invoke "disaster" action during the temporary absence of the governor?

Of course those who suffered property damage and losses during the storm have the natural sympathy of all. Yet, from historic record, even the elementary seaman possesses common knowledge of treacherous conditions always existing in and around the King Harbor location.

In the opinion of this newspaper the harbor could have been entitled to classification for emergency public aid if all the ships and slips damaged had been engaged in commercial fishing. King Harbor, constructed at great public expense, offers leased facilities to private and commercial ventures catering to the general public to an extent and to private boat owners in particular.

In our opinion, it would be as logical for the private owners of wind-damaged aircraft, tied down on an airport located in an area with a known history of sporadic atmospheric extremes, to seek similar relief at public expense.

There are many property owners in the Los Angeles area who have suffered very real and serious storm loss to their homes and property who are not eligible for public aid. To use public funds for assisting a less important need (notably recreational) to our mind is not carrying out the original purpose of disaster relief at public expense and can be considered a very dangerous precedent.

According to Dr. Ernest L. Wilkinson president, Brigham Young University, "Federal aid means federal control of education—no matter how you get it."

Two major industries—aviation and petroleum—are pooling their resources to develop the supersonic plane which, within a decade, will enable you to fly from New York to London in less than three hours, according to the publication Petroleum Today. The plane will be able to cruise at speeds in excess of 2,000 miles per hour, 15 miles above the earth's surface, and will carry from 90 to 150 passengers.

LIFE'S LIKE THAT

By FRED NEMEP



"I had trouble with Junior at first..."

Too Much Quarreling?



ROYCE BRIER

English View on French Has Historic Antecedent

The French slur for England—"perfidious Albion"—was a judgment of Napoleon, but the concept antedates that, probably going to Henry VIII.

The English have no comparable answer for the French, but that is only due to the caprice which governs the survival of historical slurs.

In any case, no people is more given to perfidy than another, and there is plausible testimony over time that people collectively are somewhat less upright than people individually.

The Economist of London, a thoughtful periodical, recently wrote a piece on President De Gaulle called "Back to Bonapartism" saying politely that M. De Gaulle is as perfidious as they come, and further that he is suffering hallucination as to the reality of the French position in Europe.

We in America may not be

readily sensitive to the deep mutual animosity which is slowly flowering in Britain and France over the Common Market checkmate, and De Gaulle's announced determination to go it alone in Europe in partnership with Germany.

A western Europe dominated by France and Germany gives no more promise than one dominated by France or Germany. There remains too much of free Europe which doesn't care particularly for Frenchmen or Germans in aggregate, and while they are small (excepting Italy), they are not unimportant economically or spiritually.

Moreover, while the idea that Britons are not Europeans owing to 20 miles of water may fit many European minds, it is no longer a world idea of great force.

Here, then, is a De Gaulle hallucination of the first order, and while it can raise

plenty of hell, it has had antecedents: the aforementioned Napoleon subscribed to it, and in our day, even more malevolently, Herr Hitler.

True, President De Gaulle does not propose military conquest, but he does propose a closed Continent, a sort of Fortress Europa with economic fortifications.

And it won't work. In these days of economic interdependence, when science and technology command decisive areas of power, no major living space, not even the comparatively isolated United States, with its technical-industrial giantism, can live in splendid independence. The technical structure of the civilization simply denies such provincialism, sensible enough to Napoleon and even his betters at the Congress of Vienna, and of course sensible to madmen in our time.

M. De Gaulle is headed for a clash with history, which has never lost a war.

Rome Talks of Gina and Sophia

GINA VS. SOPHIA

ROME — Talk with any Roman male these days over the age of 15½ and sooner or later the conversation will come around to the subject of Lollobrigida and Loren. You find out soon enough that the masculine outlook on these two international figures is divided into two camps—there are those who swear by Gina and those who swear at Gina because they are soft on Sophia.

Recently an Italian weekly magazine added fuel to the fires by printing a set of candid photos taken of Gina Lollobrigida while she sat next to her window seat on a plane. Sitting across the way from her at his window seat was Sophia Loren's husband, producer Carlo Ponti. All the way to Paris from Rome neither of the two ever talked or even so much as looked at one another.

The feud between the girls is real, and Romans love every minute of it. Since they have become bosom enemies,

neither, it seems, will give an inch. What makes the Gina-Sophia feud a hot conversation piece is that it is not the handiwork of some clever press agent, since, oddly enough, neither seam-busting signorina has a publicity man on her payroll.

The spat is strictly on the level. Both cinema queens have sharpened their scarlet fingernails and stand ready to scratch each other's eyes out.

The whole thing apparently started at the Venice Film Festival in 1955 when Sophia was hailed as the greatest Italian dish since chicken cacciatore. As luck would have it, the two girls bumped into each other. Gina, already an established star, did not bother to nod hello to the newcomer. From that moment on the tiff has not needed the fine touch of a movie drum beater.

The two have been waging front-line warfare ever since with such cracks as (Gina): "Enough of Sophia... I don't want to hear any more about that Neapolitan giraffe!" and

(Sophia): "Gina registers all emotion with her bosom... what little there is of it!"

Over the years, one thing that has ruffled Lollo no end is Sophia's association with Carlo Ponti. It so happens that Ponti's first wife, Giuliana, is a good friend of Gina. Because Sophia and Ponti have married, Giuliana is without a husband and must raise her two children alone. Gina blames Miss Loren for having broken up the family.

A few days ago one of the Italian newspapers, in an interview with director Vittorio De Sica (who gave both girls their start in films), said that there was a rumor floating around Cinecittà that he was planning to use Lollobrigida and Loren in the same movie.

Agitating two fists next to his ears, De Sica was quoted as saying:

"My fine friend, you are, of course, making jokes, no? You know that I don't like to make war pictures!"

Established Jan. 1, 1914

Torrance Herald

Member of National Editorial Association, California Newspaper Publishers Assn., L.A. Suburban Newspapers, Inc. Verified Audit Circulation Represented Nationally by The Rienz Co.

Publication office and plant, 1619 Gramercy Ave., Torrance, Calif. Published Semi-Weekly, Thursday and Sunday by King Williams Press, Inc. Entered as second class matter January 30, 1915, at Post Office, Torrance, California, under act of March 3, 1879. King Williams - Glenn W. Pfeil - Co-Publishers

Reid L. Bundy - Managing Editor, Doug Anderson - Display Adv. Mgr., Darro Westcott - Circulation Mgr., Chas. R. Thomas - Mechanical Supv. Adjudicated a legal Newspaper by Superior Court, Los Angeles County, Adjudicated Decree No. 21870, March 30, 1957. SUBSCRIPTION RATES: By Carrier, 50¢ a month. Mail subscriptions \$12.00 a year. Circulation office FA 8-6000.

Mailbox

TO THE HERALD:

It is with great pleasure that I write to you today to inform you that our Hadassah chapter fulfilled our Hospital Medical Organization quota at our Gourmet Buffet held last Saturday.

The affair was not only a financial success, but a social success as well and we feel a debt of gratitude is owed to you for your excellent newspaper coverage of the event. A fund-raising ef-

fort such as this requires a great deal of work on the part of many people and when the end result is gratifying we sincerely wish to thank those responsible. Without your kind cooperation we feel we could not have gone "over-the-top" and we wish to make you aware of our heartfelt appreciation.

Sincerely, Bea Breakstone, Program Vice Pres., Coordinator

A Bookman's Notebook

'Big E' Luckiest Ship: Story of the Enterprise

William Hogan

To most every sailor, his wartime ship was the best of them all. At least this was true on warships, just as it seems to be equally true with infantrymen, tankers, artillerymen and members of elite combat units. Their "outfit" was the best, primarily because of the people in it—the men with whom they had suffered the ordeal of combat and boredom and everything else.

So it was with the men of the Big E. This we find in "The Big E: The Story of the USS Enterprise," by Commander Edward P. Stafford, USN. Unlike other great aircraft carriers and battleships, cruisers and destroyers, PT boats and submarines, the Big E had a lucky streak that extended the length of the Pacific war against Japan.

In this respect—and crewmen of other carriers will say in this respect alone—the Enterprise was the ship that achieved the most in the Pacific war.

She was lucky in that she was never sunk. She was lucky in being damaged severely only twice. (Seven times the Japanese propagandists claimed the Enterprise had gone down.)

And it wasn't because the Enterprise, sometimes called the "Galloping Ghost," stayed out of range. In her four years at war she participated in 20 out of 22 major engagements. At one time, at low ebb for the United States, she was the only carrier able to face the Japanese.

The men who commanded her were men who rose to higher command because of their time on the Big E: Bull Halsey, Raymond Spruance, John Crommelin, George Murray, and from her decks flew some of the best known of the Navy's pilots: Bill Martin, Wade McClusky, Jimmy Flatley, Butch O'Hare and Killer Kane.

The score racked up by those fighter, bomber and tor-

pedo planes and the Navy's first night fighters told the story of their skill and courage: 911 enemy planes shot down, 71 enemy ships sunk and 200 others damaged. All figures officially confirmed.

The book is a unit history, but written in movable literary style. If it gets a little

flowery, the author may be forgiven. He was not a former member of the Enterprise, but he has delved deeply into its logs and combat reports and talked to ex-Big Eers.

It is a fine if partial book about a fine ship. The Big E: The Story of the USS Enterprise. By Cmdr. Edward P. Stafford, USN. Random House; 472 pp.; \$7.95.

Around the World With



DELAPLANE

"How many under-\$10-gifts can you send from abroad each day? I understand neither you or the receiver pays duty on these..."

At present, you can send as many as you like—a thousand a day if you want—so long as they are for different people. The next day and the next you can send another and another gift costing \$10 or under. Not two to the same person on the same day is the rule.

This is about to be changed, however. It's under consideration anyway. What happened was a great deal of mail order stuff was coming in as "under-\$10-gifts." And things were coming in such as hand-made shoes one shoe at a time. One shoe, \$10 gift. Other shoe next day, \$10 gift.

Latter was legal enough. But U. S. Customs is about to clamp down. Probably make duty-free gifts only up to the value of \$1.

"... whether we should take a guided tour of Europe or go independently?"

Each has advantages and disadvantages. On the guided tour, you know what it will cost you—everything is paid in advance. You have no language problems. No tipping problems. No problems of searching what to see.

On the other hand, you are somewhat regimented. You don't have to make all the excursions. But on leaving and arriving and in the choice of hotels, you are with a group.

The advantage of going alone is that you can do what you like, when you like. The disadvantages are you give up all the advantages of the guided tour. Tipping, language, hotel reservations are all up to you.

I've gone on tours and even led a couple. It seems to me if the place visited is very foreign—Japan, Southeast Asia, for instance—you do better with the guides. You don't have to fight the problems. They do it for you.

Europe is easier. But on a first time around, somebody else doing all the work does give you more time to look at things.

"Should I get Mexican car insurance here or is a bonded Mexican company just as good?"

I had some problems after a car accident in Mexico. So I'm inclined to buy Mexican insurance sold by an American company. Some make a specialty of it—you can write Dan Sanborn Travel Service, McAllen, Texas, and order it. They write a lot of the insurance and give you a great deal of road information and other handy tips on Mexico. (You can get all this information without buying insurance, too. Just write and ask for it.)

"I am going to Spain March 15 to April 1. What kind of clothing do I need and what shots?"

Spain's chilly and rainy at that time of year. Nights in the 40s, days not quite 60 degrees. You need a topcoat. Madrid is fairly dressy. The countryside is all right for sport clothes. For all Europe I keep up on shots for tetanus and typhoid. And you must have a smallpox vaccination within the past three years to get back into the United States.

"With four weeks and four boys and a 1960 Ford, what's the best and cheapest driving trip this summer? How much do you estimate per day?"

If you hang a small camp trailer on the back, I think you could do it across the American southwest—wonderful country!—for \$30 a day roughly. You could do Mexico for a little less—maybe \$20 to \$25.

Stan Delaplaine finds it impossible to answer all of his travel mail.

For his intimate tips on Japan, Italy, England, France, Russia, Hawaii, Mexico, Ireland, and Spain (10 cents each), send coins and stamped, self-addressed, large envelope to the Torrance HERALD, Box RR, Torrance, Calif.

Morning Report:

As you might have expected, the Senate voted in favor of the right of senators to talk forever. The law to make filibustering more difficult was doomed from the start.

The trouble is that there are so many minority parties in the Senate. Each is afraid it might lose if things were allowed to come to a vote.

On the books, the Republicans are the minority party and the Democrats the majority. But then we also have Dixiecrats, Republicrats, Democats, and the brand-new Goldwatercats.

Abe Mellinkoff