

Courtesy On Road Said Best Way To Stop Accidents

Highway courtesy can materially reduce the disgraceful traffic accident, death and property damage tolls," declared California Highway Patrol Commissioner B. R. Caldwell in commenting on the nation-wide program to bring more courtesy to bear in highway travel.

"The adopted slogan, 'Make Courtesy Your Code of the Road,' is particularly good advice when common violations that cause accidents are analyzed. Discourtesy is a prominent factor in eight-of-way disputes, improper and unsafe passing, illegal turns, failure to obey lights and traffic signs, and especially aggravating lane straddling," Caldwell said.

"One of the more discourteous acts noted on our streets and highways," continued the Commissioner, "is the practice of driving slower than the normal flow of traffic.

"These discourteous acts provoke other drivers, agitate the quick-tempered to retaliate, and actually increase traffic hazards. At the same time a courteous deed promotes good will and often inspires another driver to return the favor.

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Congressman Demands Passport Office for Los Angeles Area

Between volleys of 45 stings fired by a gang of mad-cap Puerto Ricans, Congressman Cecil R. King told the House of Representatives Monday that the State Department was "treating Los Angeles as a frontier town" by not authorizing an official passport office for the West coast metropolis, now the third largest producer of passport applications.

In urging the establishment of a full time passport office for Southern California, King pointed out that "we have the finest air and sea terminals in the world with tourist and commercial trade growing in leaps and bounds, and yet Los Angeles must conduct its passport business through an outmoded system through a Federal court clerk's office which can do nothing more than send applications to Washington or San Francisco for processing."

Applicants High
"Last year Los Angeles handled applications for 17,913 foreign passports involving the collection of \$179,000 in fees with no issuing office, and yet, San Francisco with half the population and handling far less traffic than this city, boasts an official passport office," King declared.

In stressing the importance of having an official passport office established in Southern California and soliciting the support of his fellow legislators for immediate action, Congressman King further stated:

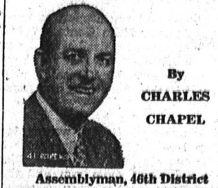
"Los Angeles needs and has needed for some time a passport office to meet the demands of this area with its phenomenal growth.

Volume Tripled
"In 1929 Los Angeles County boasted a record passport traffic of 6404 with a \$54,000 return to the Federal government. Today, with passport traffic more than tripled, Los Angeles is still without an official passport office.

"On the strength of current statistics showing it to be the third largest producer of passport applications, Los Angeles should have an issuing office of its own. Last month the Los Angeles Federal Court clerk received 1701 applications for passports, as compared to a record total of 883 in 1930.

Typical Day
"A typical day in local passport activities reported on Feb. 3 of this year, showed 89 applications were received in Los Angeles, 74 of which were sent to Washington and 15 to San Francisco for issuance. This is an entirely unnecessary restraint on world travel emanating from

Sacramento Report



False Identification
There is a flourishing trade in selling false identification licenses to juveniles in order that they may buy liquor, either by the drink at a bar, or in bottles; and to permit them to avoid the enforcement of any local curfew law. Most of these fraudulent identification cards are sold in the large cities of California, especially at ocean resorts.

We are now considering a bill forbidding this racket. It even may become a law before we adjourn this March session.

Air-Pollution Laws
Most people who have studied the subject believe that the Los Angeles County Board of Supervisors has done as well as possible in enacting ordinances pertaining to air-pollution control in Los Angeles County, but residents of other counties tell me that they want the Legislature to pass laws providing for State control of anti-smog activities. In general, I believe that the State should not attempt to exercise functions which can be performed just as well by city and county governments, but the smog issue is so important that I believe we should exhaust every means of attacking the problem. Your suggestions to me on smog control will be appreciated.

Alcoholics
The March session of the Legislature during an even-numbered year, such as 1954, is limited to budget items except when the Governor permits us to consider other subjects. Budget topics are usually rather boring unless you know the story behind the figures. One example is the financing of mental hospitals. A few people want us to appropriate enough money out of the general fund to provide mental institutions for confinement of alcoholics, while others contend that the money for this purpose should come from an increased tax on liquor, or increased liquor license fees.

The tax experts argue that all money raised by the State should go into the general fund and expenditures come from that source. They point out that

if we should tax liquor to provide money for treating alcoholics, then it would be just as logical to put a special tax on guns and ammunition to provide hospitalization for those injured in shooting accidents. Regardless of how we get money, I do believe that we must do more toward rehabilitating alcoholics. Unfortunately there is no known cure. All we can do is to endeavor to get the cooperation of the alcoholic in accomplishing his own come-back.

Mail From Home
While we are in Sacramento, I get all mail at the State Capitol. The mail clerks for the Assembly deliver the letters to the Chief Sergeant of Arms of the Assembly who usually sorts the mail personally and places it in the mail boxes. Each of us had his own key, like the key to any post office box. I personally open the box, take the mail to the office and sort and open it myself. I then dictate replies to the Secretary for most of the letters, but those which deal with confidential subjects, I answer by typing the replies myself.

Letters from people who live or do business within my own Assembly District are answered first. Letters from organizations, such as the American Legion, VFW, PTA, and similar groups, are answered along with letters from City Councils, County Supervisors, and similar officials. Having answered mail from organizations, I then answer the letters from individuals. Letters written entirely on one page are answered first. I save the long letters to the last, simply because this method enables me to get out replies faster to most people.

When a letter is merely an expression of opinion, not necessarily a question or a request for action of some kind, I answer it with a postal card to save time and money. Otherwise, I write a letter.

I get mail seven days a week, and about five times each day except that there is only one delivery on Sunday. No letters are answered on Sunday unless they involve an emergency.

Home in April
This session should end on the last day of March. Then I shall return home. Although Sacramento is exciting, I always count the days until I can get back with my friends at the beach towns, Westchester and Inglewood.

WOMEN AT WORK
About one of every five married women in Britain is working at a full-time job, according to recent estimates.

ORCHID SPECIES
There are about 800 species of orchid native to the Philippines.

THS Grad Leaves Korea for Home, Stateside Duty

Expected home from overseas this week is A/2c William E. Koehn, son of Mr. and Mrs. Robert E. McBride of 17110 Ardath Ave., and a '51 graduate of Torrance High School.

Koehn, who has two years to go in the Air Force, expects to be stationed at Edwards Air Force Base after half a day of processing at Fairley Air Force Base in Northern California. He left Korea Feb. 20 for a week in Japan and was to leave Japan Saturday for home and a 30-day furlough.

In a standard mimeographed "Coming Home" type form, Koehn informed his parents last week to (a) fill the refrigerator with cold beer (b) get the civies out of mothball and (c) make joyous preparations to welcome him.

The letter hints darkly that Mr. and Mrs. McBride should show no alarm if their son prefers to squat on his haunches instead of sitting in a chair, says "Dozo" instead of please, or pours gray in his dessert, after his stay in Korea.

Deadline On Vet Education Benefits Set

Provisions under which Korean war veterans may receive educational benefits under Public Law 550 were clarified this week by Mel F. Sloan, director of student personnel at El Camino College.

According to information issued by Herbert E. Summers, Chief of the Bureau of Readjustment Education, eligible veterans must start their programs of education or training under PL 550 on or before Aug. 20, 1954, or within two years of discharge or release from active service, whichever is later.

Affected critically by the announcement are veterans whose departure from the service occurred on or before Aug. 20, 1952, Sloan indicated. Eligible veterans in this category must have requested the authorization for training and have actually commenced a program of education or training on or before Aug. 20 of this year to maintain their entitlement under the law, he emphasized.

Veterans who have already started their training but are not in actual training at the time of the delimiting date are not excluded from further benefits, the state bulletin explains. It further elaborates that the law allows veterans to suspend training for periods of not more than 12 consecutive months.

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