

EDITORIALS

The Litterbug War

In his usual practical and forceful manner, Supervisor Burton Chace has called for a war on the litterbugs with strategy that enlists the aid of the citizenry by offering awards leading to the arrest and conviction of this detestable type of offender.

As a nation, Americans are not squealers; but, the situation has become so serious in Southern California that drastic methods must be employed to put an end to what has become a statewide disgrace.

Thoughtlessness and carelessness are factors in creating the mess, but, just plain slovenliness and contempt for orderly living and decency form the hard core of the problem. The individual who dumps his trash along the highways should be dealt with for the disorderly and contemptible person he is. Good citizens should have no hesitancy in seeing that he is forced to desist or face the consequences.

Some 18 months ago the city of Torrance did a splendid job of giving our thoroughfares a thorough cleanup. Special crews were employed to remove tons of trash from streets and vacant lots. In an incredibly short time beer cans, bottles and other rubbish began to collect again and today, despite an efficient street department, Torrance outlying streets are almost as bad as some other sections of Los Angeles County.

We have an unsigned letter on our desk from a reader who says she followed a rubbish collection truck on Sepulveda Blvd. and saw cartons and other waste material blowing from the open gondola. Such open trucks are illegal in Torrance and doubtless contribute greatly to the mess.

A worthwhile accessory for any conscientious motorist is the litterbag now available at automobile dealers and service stations. The bag makes it convenient for occupants of the car to form the habit of never throwing even so much as a stick of gum wrapper out the window.

Perhaps this accelerated campaign in Los Angeles County will catch on and we may be able to look forward to the day when California streets and highways will be returned to their rightful beauty.

THE FREELANCER by Tom Rische

Where Are We?

Modern street engineering isn't all it's cracked up to be.

Residential streets built in the past few years are almost all of the winding variety, designed to cut down speed and protect children and residents from speed races in front of their homes. Winding streets also give a certain ritziness to the area.

That's fine, but—how in the heck can you find a house when you're looking for it?

Some of the new subdivisions are well-nigh impossible, as far as locating a house goes. There are dead-end streets, winding streets which meander east, then north, and finally west. In addition, the numbering is frequently as wacky as the street layout.

In Torrance, for instance, anybody who has ever looked for a house on Doris Way was lucky if it didn't take him about a half-hour to figure out what was going on. The street follows roughly the path of an "S" in reverse. The part that runs roughly east and west is numbered 5200 and 5320. The portion that's more or less north and south is numbered 2300 and 2320. If you don't know what's happening, it can be mighty confusing. The same thing is true on Linda Dr. which runs like a reverse "L."

Calle Mayor is another street with a dilly of a numbering system. On its easter-most section, numbering runs from 4900 to 5600. Then as it enters Hollywood Riviera, the numbering abruptly switches to 500 and grows progressively smaller as it goes west, until it reaches Palos Verdes Blvd. The same happens on Calle de Arboles.

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Hollywood Riviera is the reverse of that in the rest of Torrance. Riviera numbering grows larger moving from west to east. Torrance numbering grows larger moving from east to west.

North Torrance also has whole blocks of mixed-up numbering.

The motorist can be completely confused if he's looking for a certain street address, due to the fact that they don't run clear through. Palos Verdes Blvd. runs through Seaside, stops at the Redondo line, then resumes again in Hollywood Riviera. Anza Ave. runs through Southwest Park, stops at Del Amo, and starts again in Southwood.

Plenty of North Torrance streets — Kornblum, Felbar, Fonthill, Cranbrook, Cordary, Faysmith, Cerise, and Patronella — among others can be found in pieces a block or two long. Then, they resume again in downtown Torrance, but with a different numbering system.

Central Torrance has adopted the quaint custom of dropping the first one or two numbers from the address. The HERALD's address is 1619 Gramercy, which actually should be 21619 Gramercy Ave. under the regular numbering system. A place at 800 Elm St. really should be 20800 Elm St., but the two hundred has been dropped from the address.

Confused? The poor motorist who comes in from out of town is likely to be tossed for a loop trying to find the place he is looking for. If the winding streets don't throw him, the numbering system will.



YOUR PROBLEMS by Ann Landers

Get Out Your Whip, Mike

Dear Ann: Your "Anti-Hitting Women" campaign is strictly a product of women, for women and by women.

What is so terrible about slugging a woman if she darned well deserves it? This United States of America is the only country in the world where the practice is frowned upon. As a result, our women are the most spoiled and certainly the laziest in the world.

As for the pain of a slap, it is nothing compared with the suffering a man must endure from the razor-sharp tongue of an enraged female. In the heat of battle when blasphemous words are hurled, one sure way of ending the discussion is to give the offending party a sound crack across the mouth.

This is why a policeman carries a gun—why we need an H bomb, and mustard gas. We never want to use it, and hope we never need to, but it's a good thing to let the opposition know it's there—just in case. —MICHAEL S.

men are little boys who never grew up. I know I am starting this badly but as I write my hand is shaking and my stomach churning. Remembering makes me literally sick. But please, Ann, fix this letter up in your own nice words like an educated person, so it will be fit to print. For the love of God, let these people know what they do to their children if they have no respect for themselves. Of course I cannot sign my name. —A FRIEND

Dear Friend: Your letter didn't need much changing — just a little correction of the spelling was all. You sound well enough educated so that you could teach the fellow who wrote the first letter plenty—and his spelling was perfect. Thank you for an excellent letter. —ANN LANDERS

REYNOLDS KNIGHT

Business Booming

Many business indicators now seem, on the surface, to be spurting ahead of 1956.

Comparisons are misleading, however, for a year ago now was the period of the steel strike. One usually reliable indicator is electric power output. Up to a few weeks ago this was up, week after week, an average of five per cent over a year ago. In recent weeks it has been up 10 per cent, reflecting increased kilowatt production now as against the year-ago industrial industry slump caused by the shutdown of the steel mills.

If you measure things in dollar terms, business by and large hasn't felt any appreciable correction. The value of all goods and services rendered in this year's first quarter rose at an estimated annual rate of more than \$3 billion. The second quarter's rate of gain is put at \$4.4 billion.

PHARMACEUTICALS FAVORED — Foremost among the stock groups that have out-performed the price averages in recent months is pharmaceuticals. Remarkable progress by the industry in the development of new drugs to relieve human ills is primarily responsible for this showing. In mid-July, for instance, the International Congress of Rheumatic Diseases, meeting in Toronto, heard about promising results in the relief of rheumatoid arthritis by the use of the anti-malarial drug chloroquine.

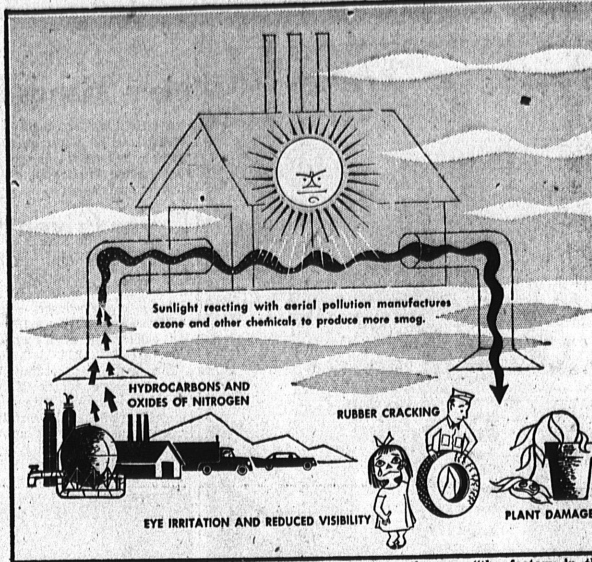
At the A.M.A. convention in New York in June, medical men were told that Schenley Laboratories, Inc. has developed a drug for the relief of adverse penicillin reactions now estimated to affect a minimum of 600,000 per-

son annually. Two midwest physicians reported that, in a significant number of clinical tests, allergic manifestations of penicillin reactions promptly receded following the use of "Neutrapen," or injectable penicillinase. This highly refined enzyme, produced by a method covered by a pending patent, is expected to be available to the medical profession before the end of this year.

THINGS TO COME — Amateur movie-makers plagued by the fear or wrong exposures will have no problems with a new 8 mm. camera whose lens setting is automatically adjusted by solar energy (the same things your eyes do) . . . For shoppers trying to figure the savings by buying items in large vs. small quantities, there's a plastic calculator that fits easily into the purse . . . Another measuring instrument tells motorists the distance between two points. You simply run the pencil-shaped gadget along the route marked on a road map and the mileage figure shows on a little gauge.

BITS O' BUSINESS — No wonder the man-in-the street is sometimes baffled by present-day economics: A major baking company announces a one-cent increase in the wholesale price of bread, and a spokesman says this "probably" will bring a two-cent rise in the retail price . . . Population in Los Angeles in the early 1940's, even the presence of a low inversion left an air supply sufficient in volume to dilute to harmless concentrations the pollution pouring out from industries, automobiles, incinerators, and other sources.

Over "Threshold" But with the rapid growth



FACTORY IN THE SKY . . . According to smog experts, the sun, "the factory in the sky," adds to the smog problem by combining known pollutants with otherwise harmless elements to create still more smog. This is a condition peculiar to the Los Angeles basin.

Cabrillo First Recorded Los Angeles Smog in 1415

The first record of a smog attack in the Los Angeles basin was made on Oct. 8, 1542.

On that day, the Spanish explorer, Juan Rodriguez Cabrillo, discovered San Pedro Bay and noticed that although mountain peaks were visible in the distance, their bases were obscured. The smoke from Indian fires rose perpendicularly into the calm air for a few hundred feet and spread out over the valley.

Impressed by this phenomenon, he recorded it and gave the name of the place, in his diary, as "La Bahia de Los Fueros," or the Bay of the Smokes.

Light winds and a temperature inversion of varying heights have been both a blessing and a curse to the millions who have come to live on the sunny plain Cabrillo discovered.

The inversion and the mild breezes are responsible for a climate which has attracted immigrants from all over the world.

People Brought Smog These millions brought with them automobiles and industry. They burned rubbish, and they poured the complicated chemistry of a new civilization into an atmosphere from which it could not readily escape.

The result was a peculiar new type of unpleasant smog. At first, only a small part of the population was affected, and few recognized the magnitude of the blight to come. There was no coal smoke, the smog "that darkened the skies of mid-west and eastern population centers. But there was something in the air, variously described as a 'brownish' or 'bluish' haze which obscured the majestic mountains and irritated sensitive eyes.

True, the Los Angeles area had its share of the more traditional forms of air pollution problems—open sources of pollution creating local neighborhood problems, but this newest phenomenon was different.

Crops Damaged Farmers reported widespread damage to growing crops on days when the "bluish" haze settled over the basin. Complaints of eye irritation grew in volume, and, month-by-month, visibility worsened.

What had happened to the Los Angeles atmosphere is now understood, but more than eight years elapsed from the beginning of the problem until science had diagnosed the cause.

Population in Los Angeles in the early 1940's, even the presence of a low inversion left an air supply sufficient in volume to dilute to harmless concentrations the pollution pouring out from industries, automobiles, incinerators, and other sources.

World War II, more pollution was added to the Los Angeles atmosphere than it could handle . . . and the area was pushed past the "smog threshold."

Almost all of the contaminants found in the polluted atmospheres of other cities were found in the air above Los Angeles . . . fly ash, sulfur dioxide, acids, visibility-reducing particles of matter, in total more than 50 different polluting substances.

But certain substances not plainly apparent in the smogs of Eastern cities also were discovered.

Following the creation of the Los Angeles County Air Pollution Control District in 1947, chemical samples of the Los Angeles atmosphere revealed heavy concentrations of certain gases which were not known to be emitted into the air in any large quantity from known sources.

The big question was whether or not UNKNOWN sources were spewing the aldehydes, organic acids and organic peroxides into the air. A careful re-check of all industries and a survey of chemical tests made on known pollution sources gave a definite "No."

Attention turned to the possibility that some reaction was taking place in the atmosphere which produced these gases—the theory of "the factory in the sky."

Using makeshift equipment at first and then, later, specially built smog test chambers, the researchers began intensive efforts to find out what takes place in the atmosphere. Ultimately, by pioneering in the new scientific field of "aerial chemistry," researchers were able to create a synthetic smog by using the same ingredients found in the air above Los Angeles.

Expert Enlisted Dr. A. J. Haagen-Smith, who had been a part-time consultant to the District and who was then serving as a research chemist at the California Institute of Technology, was enlisted to devote his full time to the project.

Into plexiglass test chambers with ultra-violet lamps providing artificial sunlight, the researchers introduced combination of those gases which had been identified in the Los Angeles atmosphere. Oxides of nitrogen and ozone—two gases that change the structure of other materials by adding oxygen to them—were used as basic ingredients in the experiments, once they were determined to exist in substantial quantities in the Los Angeles atmosphere.

The presence of these substances in such high concentrations in the air above Los Angeles was another of the "unknowns" in the smog problem. One research agency reported that more ozone was found in the Los Angeles atmosphere than at any other location on the surface of the earth!

Until the completion of these laboratory experiments, little significance had been attached to the presence of certain organic substances in the air above Los Angeles. These are materials which consist of

various combinations of carbon, hydrogen, and, sometimes, oxygen. Most abundant of the "organics" detected in Los Angeles were hydrocarbons—the gaseous form of gasoline or gasoline vapors.

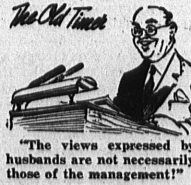
Smog Created Never before had these substances been considered as contributors to air pollution. But when they were introduced into the plexiglass test chamber along with oxides of nitrogen and ozone, all in concentrations found in the atmosphere, and exposed to ultra-violet light, an irritating haze with all the properties of natural smog was formed!

It damaged leafy plants in the same unmistakable pattern as the natural smog. It gave off measurable amounts of aldehydes, organic acids and organic peroxides. And it yielded more ozone, which then became available to react with other hydrocarbons and other organic materials.

Results Confirmed The ingredients of the then-unique Los Angeles type of smog had been identified. When the findings were published other researchers went into their laboratories and soon confirmed the accuracy of the experiments.

Thus was provided the foundation for the most extensive anti-air pollution program ever conducted by a community in the history of modern civilization.

Not only was the community forced to combat a host of individual substances, in themselves known capable of creating air pollution problems, but also those comparatively harmless substances capable of being converted by "the factory in the sky" into eye-irritating, crop-damaging, and visibility-reducing substances.



"The views expressed by husbands are not necessarily those of the management!"

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