

Your Right to Know
Is the Key to All Your Liberties
EDITORIALS

THE TORRANCE HERALD April 24, 1960

THOUGHT FOR TODAY . . . If America is to be run by the people, it is the people who must think. And we do not need to put on sackcloth and ashes to think. Nor should our minds work like a sun dial which records only sunshine. Our thinking must square against some lessons of history, some principles of government and morals, if we could preserve the rights and dignity of men to which this nation is dedicated.—Herbert Hoover.

Reapportionment

Announcement this week that more than 500,000 Californians had signed petitions asking for an election on a proposal to reapportion the state senate is encouraging news.

It is encouraging because a good many Southern Californians are no longer content to sit by and permit the senators from the sparsely populated "cow counties" of the northern half of the state conduct the affairs of the senate like their own private club—tossing a scrap to the Southern California delegation now and then as it was their whim.

A portent of what a balanced senate could accomplish was offered just before the legislature adjourned when the Los Angeles County sponsored smog legislation was given an overwhelming endorsement by the senate, although the senators from such counties as Lassen, Plumas, Tehama, and Modoc could hardly care less about smog.

With Bonelli's 20-20 plan for reapportionment, the badly needed legislation on smog could well have been enacted last year or even three years ago giving the residents of Los Angeles and adjacent counties that much more progress in the battle against the insidious evil. But it had to wait until the threat of reapportionment forced the northern senators to toss another bone our way so they could say there is no need for the change.

The need for reapportionment was emphasized sharply this week by Supervisor Bonelli in a letter to the city council with his comments on the city's highway deficiencies report. Bonelli is chairman of the board of supervisors and author of the 20-20 proposal.

The report, prepared by Public Works Director Wade E. Peebles, indicated that Torrance faced a deficiency of \$30 million in its streets, and that a major problem existed in finding means of financing these needed improvements.

The present Mayo-Breed Formula that gives each of the Southern California counties 55 cents of each gas tax dollar can not be changed without reapportioning the senate, Bonelli told the councilmen.

Actuarial figures show the local counties should be receiving at least 10 cents more per gallon. This would mean an additional \$12 to \$15 million would come back under the County Aid-to-Cities program and help the cities of the county in meeting street deficiencies.

While powerful interests from the governor down have indicated opposition to the plan (for various and sometime not explained reasons), most Southern California leaders and public officials have endorsed the Bonelli proposal, including the Torrance City Council.

The Herald believes the plan is fair to both the north and south and that it would go a long way in assuring the legislation needed for the sound growth of the entire state of California.

Parking Problems

Barring a sudden switch in the signals, the parking meters which have stood sentry on the parking stalls in the downtown business section of the city are about to go.

Removal of the meters brings up several problems—not the least of which is what to do with the abandoned nickle-eaters. In a report prepared for the city council this week, City Manager George Stevens indicated that there is probably no market for used parking meters.

It will also cost the city about \$23,000 to go out of the parking meter business, the report shows.

This includes a balance of \$17,600 in principal due on two off-street parking lots plus a \$2000 deficit in the parking meter fund; and an estimated \$3500 to remove the meters.

In addition to this it will be necessary to repeal the parking meter ordinance, adopt a new parking ordinance, reassign the two meterettes, reassign another officer to check downtown parking, and try again to sell the used meters.

Some opposition can be expected on the expenditure of \$23,000 from the city's general funds to get the city out of the parking meter business.

It can be justified, Mayor Albert Isen believes, by the value of the lots acquired by the city. If, as the Mayor contends, the downtown area will continue to gain in value, the lots have speculative value to the city.

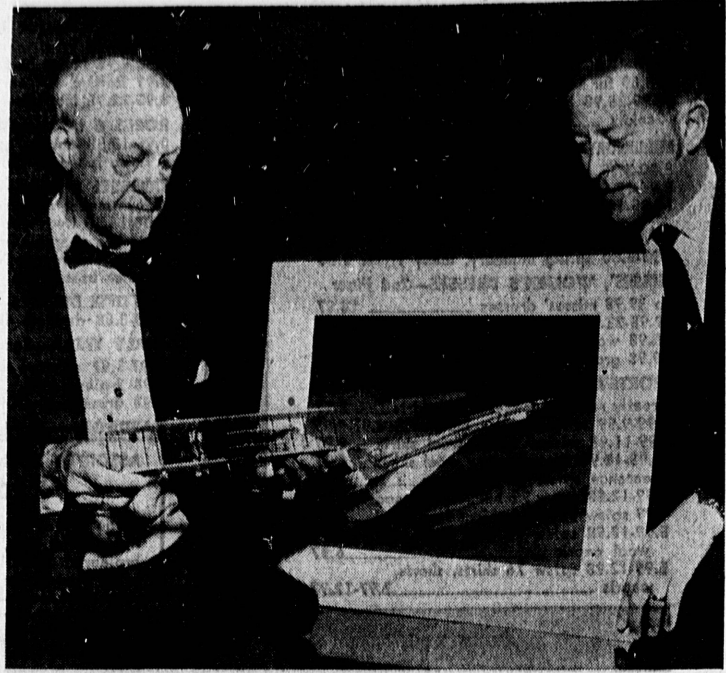
While the city must not become too involved in the real estate business, the speculative value of the land at this point may, as the mayor contends, justify expenditure of some general fund money.

A further complication could be that the parking problem in downtown Torrance, which the Herald believes has been overstated for some time, could get to be a real problem unless enforcement is strict and the cooperation of merchants and employes in the downtown area is obtained.

With a two hour parking limit, it would be possible, through that treasured tradition, the coffee break, to park on the city streets all day and be reasonably secure from tickets by changing the parking location and the morning coffee break; at the lunch break, and again at the afternoon coffee break (s).

The parking meters were installed at a time when parking in the downtown business section was a problem. They have apparently served their purpose, however, with the addition of a number of parking lots and the removal of most municipal activities from the downtown area cutting the demands for space by those on city business.

Running Out Of Sacrifices



QUITE A CHANGE . . . Maj. General Benjamin D. Foulois, 84, (USAF ret.), who flew acceptance flight on the world's military airplane, compares notes with Al White, B-70 test pilot for Los Angeles division of North American Aviation, Inc. The general checks model of Wright Brothers plane he flew with picture of 2000-mile-per-hour B-70 bomber being built by North American's L. A. division.

Will Need Refresher

Pilot Who Flew Wright Plane Eyes New Bomber

The man who flew the acceptance flight on the world's first military airplane today termed the triple-sonic B-70 bomber "a vital factor" in U.S. air progress.

Maj. General Benjamin D. Foulois, ret., 84-year-old former Air Corps chief of staff, toured the B-70 mockup at the Los Angeles division of North American Aviation, Inc., and discussed the merits of the 2000-mile-per-hour bomber and the Wright Brothers plane in which he made his historic flight.

He said the B-70—whose nose gear weighs considerably more than the entire Wright Brothers plane—represents a significant step in U.S. control of the air through manned aircraft. "Nothing is going to take the place of the human brain—it was Wilbur Wright who said that to me—and I don't think anything will come along to change this," General Foulois said. "To get the job done right up there, it's got to have a man in it."

The plane in which the general made his memorable flight with Orville Wright on July 30, 1909, at Fort Myer,

Va., attained a top speed of 44 miles per hour. The plane was accepted by the U.S. government on Aug. 2, 1909, making it the No. 1 airplane of the U.S. Military Service and the first military plane in the world.

As Air Corps chief of staff from 1931 to 1935, General Foulois signed the order for the first North American aircraft, the BT-9, a two-seat trainer which was the forerunner of the famed AT-6 Texan.

Reminiscing with North American Board Chairman J. H. (Dutch) Kindelberger this week, the general remarked:

"Your building the B-70 reminds me of the old days when we signed the BT-9 contract and I gave you some fatherly advice—go into the big stuff, we aren't going to stick to small stuff very long."

As he inspected the mock-up of the triple-sonic bomber, the general said that he'd like to be able to sign a similar order for the Mach 3 bomber.

"In fact, I'd like to try flying it, but I think I'll need a refresher course first."

Asked to describe his flight in the Wright Brothers plane, in which he was the sole U.S. military aviator during the year 1910, General Foulois replied:

"It was like riding a bucking bronco. The plane had absolutely no stability and it was a job just staying aboard."

The general undoubtedly came up with the world's first aircraft seat belt when

he solved his problem of staying aboard by borrowing a trunk strap and lashing himself to his seat.

General Foulois began his association with aeronautics in 1908 when he qualified as the first airship pilot in military service. His solo flight was made in a small, experimental dirigible.

He was the third military pilot to solo in the Wright Brothers plane, following Lt. Humphreys and LaMh, but became No. 1 and only pilot in the U.S. military service during 1910 when the other two were transferred back to cavalry and engineers.

In 1916 he headed the first U.S. aero squadron to ever engage in action when his unit was assigned to assist Gen. Pershing in the border campaign against Pancho Villa.

During World War I General Foulois served as chief of the Aviation Section of the American Expeditionary Forces in France with a responsibility which eventually reached 45 combat squadrons.

The general retired on Dec. 31, 1935, after a distinguished 37-year military career in which he contributed significantly to U.S. air progress.

Chatting with Dutch Kindelberger during his visit to North American, the general was asked: "What are you doing now?"

"They just gave me a job in the Historical Aviation Society. It'll probably take me about 20 years to finish it, so I guess I better get started," General Foulois replied.

Business Outlook for '60

Not as Good as Hoped; Still the Biggest Yet

By REYNOLDS KNIGHT

Even before the Easter parade has passed and first quarter reports were in the record books, revised estimates of total spending in the United States for 1960 place the volume at \$500 billion. This is not quite up to earlier estimates, but it will be the best year we ever had.

Reliable prognosticators of the business picture find people in a good position to increase spending in the year ahead. They say 22 per cent of all the nation's families have incomes of \$7,500 or more, the highest such percentage ever recorded. Furthermore, about 25 per cent of the families, statistics show, have liquid assets of \$2000 or more. That's another new high.

This should sustain demand for consumer goods—the day-to-day items in the family budget. Capital expenditures—new homes, new factories—will be influenced, on the other hand, by the world political and monetary policies as they develop later in the year.

Shift of Menthols—One big consumer item that remains strong in public favor, despite shifts in brand preferences, is cigarette consumption. The number of smokers under 40 is growing at a much faster rate than the population as a whole, a spokesman for the Brown & Williamson Co. says. Based on market studies and the present rate of sales growth, 1960 sales of cigarettes should total some 365 billion units or more, an increase of about 3 per cent over 1959.

Menthol cigarettes, fastest-growing segment, are expected to account for 15 per cent of all cigarette sales by the end of this year and 20 per cent within the next few years, B&W forecasts. Sales of menthols reached an all-time record high of 51.7 billion units in 1959, notes B&W, which pioneered the popular-priced menthol market with Kools in 1940.

Overseas Venture—Two companies with their eyes on "ECM"—the European Common Market—CIT Financial Corp. and the American Express Co., have just announced plans for establishment of a new jointly owned company to engage overseas in consumer and industrial operations on an international scale.

Arthur O. Dietz, president of CIT Financial, and Ralph T. Reed, president of American Express, have signed an agreement in New York to launch the new organization, with projected initial capitalization of \$5,000,000. CIT and Amexco will each provide half of this capital. It is planned to begin operations in

the United Kingdom and West Germany.

The remarkable industrial expansion of Western Europe is creating increased opportunities for consumer and industrial credit facilities. Although European nations have very efficient installment credits structures, surveys indicate there is a place for the employment of additional amounts of capital and facilities to serve both business and the consumer public. The new company will work with European manufacturers and distributors, as well as American companies, in financing the installment sales of their products in Europe.

Things to Come—For Isaac Waltons seeking the "big ones" in the current season: A pocket-size thermometer and depth gauge to determine the best spots for dropping the lure. The new gadget can be cast as a plug or dropped by hand line. . . . The "hostess with the mostest" may now add a scissor-like contraption with the upper section a cutting blade and the lower portion a spatula for serving things like pie or cake. . . . If she's calorie-conscious, there's a new "Calorie Counter Kit," including a push-button device that calculates in a jiffy up to 2000 calories, and a handy 80-page booklet listing calories in food portions.

Plastic Shoes—The plastics industry, which has made tremendous strides during the past decade, has recently taken another giant step, this time into the shoe industry. One Milwaukee firm reports that only 33 per cent of all shoes are now made with leather soles, compared with 91 per cent some thirty years ago.

The old Greeks held that only a citizen could take part in the administration of justice.

Whether you serve willingly or not, our jury system is up against it in many ways.

How can we improve ways to pick jurors; train them; instruct them in the law of the case they are trying; and weed out the unfit?

Are there no good signs on the horizon? Yes, many a trial lawyer has remarked on one singular fact: Twenty or thirty years ago most jurors were relatively poorly educated. Perhaps had no schooling beyond the fifth or sixth grade.

They were mostly men, often rounded up at the last minute in parks and off the street.

In California the average education in the 1950 census was better than ninth grade,

Law in Action

Jury Problems

Our constitution promises an accused person a jury trial, but only you— and thousands of people like you— can keep that promise.

Did you ever beg off from jury service? Did it interfere with your work or play? Well, "the government" itself can give no one a jury trial— unless free men and women like you take time out to sit down and hear a case, and conscientiously reach a verdict.

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In California the average education in the 1950 census was better than ninth grade,

and many believe that the new census will show it to be nearly high school graduation.

Such jurors, some lawyers claim, will have a sharper eye for relevant facts and may not be so easily swayed as they once were. Besides a large number are women.

There are a few "professional" jurors these days picked up for the occasion. They are summoned from their work to represent a cross section of the community.

One "soft spot" in our jury system, many think, is the long list of otherwise able people who do not have to serve either because the public welfare demands their services on the job; or because of their work, they may have formed opinions. Among them are:

Lawyers—their clerks and secretaries; physicians, dentists and pharmacists. Teachers, professors, clergymen, certain railroad workers, seamen, pilots and steamboat workers, ferryboat men, workers for telephone and telegraph companies.

Certain government people—firemen, national guardsmen and military men, certain attendants at state institutions, mail carriers, jail employees, etc.

Note: California lawyers offer this column so you may know about our laws.

CROSSWORD PUZZLE

| | |
|---------------------------|--------------------------|
| 1-Policeman (clue) | 6-Worthless |
| 4-Place of business | 7-Fuel |
| 8-Female (colloq.) | 8-Having toothed wheels |
| 11-Brazilian estuary | 9-Everyone |
| 12-Biblical weed | 10-Falseness |
| 13-Maria's name | 11-South American rodent |
| 14-Indefinite article | 15-Conjunction |
| 15-Capital of Mexico | 16-Insane |
| 17-Mexican dish | 17-Chinese pagoda |
| 18-Household pet | 18-Possessive pronoun |
| 21-Algonquian Indian | 27-Old French coin |
| 22-Sailor (colloq.) | 28-Religious devotee |
| 24-Turkish regiment | 29-Plaything |
| 25-Existed | 30-Simian |
| 26-Depression | 31-Greek letter |
| 27-Indonesian tribesman | 32-Demon |
| 28-Fish eggs | 33-Lubricate |
| 32-Maiden loved by Zeus | 37-Corded cloth |
| 35-New shoots | |
| 41-A state (abbr.) | |
| 42-Prickly wrong | |
| 44-Lamprey | |
| 45-Conjunction | |
| 47-Entrust | |
| 51-White buffalo of India | |
| 54-Time gone by | |
| 55-Affirmative | |
| 56-Cylindrical | |
| 62-Recent point | |
| 64-Compass | |
| 65-Part of circle | |
| 66-Fruit cake | |
| 68-Plaster | |
| 70-Interjection | |
| 71-Treat | |
| 72-Affirmative | |
| 1-Waterway | |
| 2-Conjunction | |
| 3-Soft food | |
| 4-Stalk of grain | |
| 5-Exclamation | |

40-Nahoor sheep

43-Hunt for

44-Arid

45-Mature

46-Leases

47-Hiria's homes

48-On the ocean

49-Man's name

50-Period of time

51-Consumm

52-Manner

53-Hiria's homes

54-On the ocean

55-Man's name

56-Compass point

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