

Torrance Still Best

Action of the Rolling Hills Estates City Council last week which resulted in that city's withdrawal of its support for a Peninsula site for a four-year state college has revived hopes among backers of a Torrance site that this city may still have a chance to see the college located at Sepulveda and Crenshaw.

Rolling Hills Estates expressed fear that a large segment of property zoned for industrial use would be lost to the college which resulted in the withdrawal of that city's support.

The move points up again what THE HERALD has maintained since it took up the battle to locate the college in Torrance a year ago: Torrance offers the best possible site in the area in the matter of availability to potential students, and it offers the best in the area in the many related facilities necessary to the successful operation of a major college.

This belief has been shared by large numbers of people throughout the entire area, including many residents of the Peninsula which has been selected by the Board of Trustees as the recommended site. (These are the same trustees who once declared that Fox Hills was an ideal site to serve this area.)

With the announcement that the California Board of Public Works would inspect the recommended Palos Verdes site and would listen to presentations of persons backing the Torrance site, it appears that the people of this great Southwest area might, at last, be offered an attentive ear.

It has been a long struggle, filled with frustrations. It has been difficult for local boosters to find their way through the fog bank which has surrounded the deliberations of the Board of Trustees.

We hope now that the California Board of Public Works will be moved by considerations other than those which seem to have been moving members of the Board of Trustees. We hope the state officials now called on to check the college site will consider the hard facts of location in relation to the student body to be served.

Considerations which ignore tomorrow's student body break faith with the public who is called on to pay the bills.

We believe that Torrance offers the only site on which a college can be erected to serve the thousands of students of this area. We pray the California Board of Public Works will come to the same conclusion.

A Two-Sided Coin

Residents of Torrance who have been disturbed by the headlines that proclaimed "Racial War" in the city can take heart in the passage of events which indicate that the tensions existed largely in the minds of the big city reporters and a few demonstration leaders who have been able to enroll only a few in their so-called crusade.

After a year of token demonstrations and six weeks of concentrated attempts to generate a problem in the city, the most that can be said for the drive is that a large neighborhood has been stirred up in resentment of the encroachment into their normal neighborhood living. As such, we believe strongly that the demands for integration—whatever merits such demands have—will lose and have disenchanted many who might otherwise have rallied to the banner.

The fact that the demonstration leaders have been able to round up only half a hundred supporters out of a potential of hundreds of thousands is no fault of the big city reporters who have been acting as press agents for the demonstrators.

The tide may have turned, however, as a perusal of recent issues of metropolitan newspapers indicate. Some new faces have been seen among the reporters assigned to the story recently, and at long last, the reporting is beginning to look more like objective observations instead of a mere chronicling of the daily press conferences of the many integration leaders.

Discovered for the first time by the metropolitan reporters in recent weeks is the fact that a large number of quite decent people live all around the sales office selected by the demonstrators—decent people who have shown remarkable restraint at having a nice residential neighborhood only five days a week.

We are going to see that some of the hysteria has gone from the situation. Perhaps in the calmer mood that prevails, some genuine progress can be made toward settling the dispute. It's gone on far too long.

Opinions of Others

It was the Ford car that first carried us from the country to the city, from the city to the country. It carried a man to see his neighbor, a boy to see a girl, and whole families to places once hidden by horizons. It became, in short, a part of life, and its ignition key became the key to an unprecedented personal freedom.—Ford Times.

STAR GAZER
By CLAY R. POLLAN
Your Daily Activity Guide According to the Stars

To develop message for Sunday, read words corresponding to numbers of your Zodiac birth sign.

Aries 7-12-24-34 45-57-78	Taurus 1-21-31 30-41-52-71 74-75-82-81	Gemini 5-15-25-35 47-56-67	Cancer 6-21-31 15-24-34 45-56-67	Leo 7-16-26-36 47-57-67 78-88-98	Virgo 8-15-25-35 46-56-66 77-87-97	Libra 9-14-24-34 44-54-64 74-84-94	Scorpio 10-23-33-43 53-63-73 83-93-103	Sagittarius 11-21-31-41 51-61-71 81-91-101	Capricorn 12-31-41-51 61-71-81 91-101-111	Januarus 1-16-26-36 46-56-66 76-86-96	Feb 2-15-25-35 45-55-65 75-85-95	Mar 3-14-24-34 44-54-64 74-84-94	Apr 4-13-23-33 43-53-63 73-83-93	May 5-12-22-32 42-52-62 72-82-92	June 6-11-21-31 41-51-61 71-81-91	July 7-10-20-30 40-50-60 70-80-90	Aug 8-9-19-29 39-49-59 69-79-89	Sept 9-8-18-28 38-48-58 68-78-88	Oct 10-7-17-27 37-47-57 67-77-87	Nov 11-6-16-26 36-46-56 66-76-86	Dec 12-5-15-25 35-45-55 65-75-85
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Good Adverse Neutral



ROYCE BRIER

Sino-Indian War Could Become Drawn-Out Fray

We may be seeing the longest conflict since the Thirty Years War (1618-1648). It could go on for 10 or 20 years.

This is the Sino-Indian War, which opened with the Red Chinese aggression last year on the northern frontiers. At the moment there is some kind of no-fighting which might be called a truce. All information from the area is obscure.

You may recall that at the time Red Chinese troops thrust into Nepal, the Soviet Union was silent. This was one of the tipoffs on the gravity of the split with Red China.

Another conspicuous element was that Pakistan did not side with India, though Pakistan is in the path of any Chinese conquest of southern Asia. The Pakistanis, because of their Kashmir boundary dispute, protested American and British offers to help India as a "buildup" of Indian military power.

Indian troops, almost unsupplied by the then War Minister Krishna Menon, were driven back scores of miles at several points.

Anglo-American help included trucks, road-building equipment, and air drops. Roads in the region are primitive. Prime Minister Nehru protested the aggression and got saccharine notes from Peking. The Prime Minister's position on aid was somewhat equivocal, because he needed Western help, he didn't want to lose his "nonalignment."

Now, according to a New Delhi story, the Indians fear possible large-scale air attacks and have accepted a United States offer to provide radar and other communications covering the frontier. Britain will make a similar contribution.

Washington says this is not a commitment of active aid, either ground or air. It hopes the technical aid will be a "deterrent" to the Red Chinese, which is hopeful indeed.

Far in the background of this grim portentous situation is the position of the Soviet Union. The Russians themselves have a quarrel with the Red Chinese on the remote Turkestan border.

Last year the Russians simply stood still, but New Delhi now says they have been approached on aid for India's air defense, and "talks are going on."

The Russians are quite aware the Red Chinese want not only southern Asia but northern Asia, to wit, large chunks of Siberia. As the Mao regime is proud of its pugnacity, considering India and now the Soviet Union mere tools of the "imperialists," there is no continental limit to their dream of conquest.

This war may easily become in a decade one of the great events of a millennium. We—our children—may find ourselves at least technical and somewhat uneasy allies of the Russians, as we were 1941-45.

A Bookman's Notebook

Integration of Nation's Libraries Showing Gains

William Hogan

During recent civil rights demonstrations in the South, I have wondered about the state of public libraries there. If Negro and white citizen's can't share lunch counters, or public schools, may they read the same books and share the same ideas contained therein?

A report released by the American Library Assn. during its convention in Chicago partially answered the question. The answer is generally optimistic.

While the situation is not altogether satisfactory, public libraries all over the South are being integrated quietly, without publicity, and have been for some 30 years. This is a major point in the report, "Access to Public Libraries," a national study developed by the Library Assn. and undertaken by International Research Associates, Inc., New York. Some points:

In city after city where schools are still segregated, the main public libraries are integrated. This includes such cities as Mobile and Birmingham, Ala., and Augusta, Macon and Albany, Ga. Even Charleston, S. C., with the highest percentage of non-white population (51 per cent), has an integrated main library.

In some areas the rate of library integration is affected by the generally low priority accorded to it by the Negro community—as compared

to the fields of voting, housing, job opportunities, education.

In the South as a whole, only 9 per cent of the librarians reported that their libraries are still segregated in the sense of not admitting Negroes to the main library.

"Indirect discrimination" is found throughout the United States... primarily with such aspects as the location and resources of branch library and bookmobile services rather than restrictions on the use of main libraries.

Some of the greatest racial inequality occurs in Washington, D.C., where libraries in predominantly white neighborhoods exceed those in highly non-white areas by a ratio of three to one, and branches in heavily white areas have, on the average, twice as many volumes as those in predominantly non-white sections.

My Neighbors



Russian Newspapers Stay With Official Party Line

(King Williams, co-publisher of The Torrance Herald who recently completed an extended tour of Europe and the Iron Curtain countries, continues his comments about the trip today with a report of Russia's newspapers.)

By KING WILLIAMS
Herald Co-Publisher
Thomas Jefferson's historic statement: "Were it left to me to decide whether we should have a government without newspapers, or newspapers without government, I should not hesitate a moment to prefer the latter" hasn't influenced the Soviets.

Quite the contrary, the press is owned by the government and completely controlled in Russia and all of the bloc countries, this despite protestations by apparently intelligent newsmen and women that they enjoy almost unrestricted freedom in their jobs.

Effectiveness of news control is reflected on the newsstands of Russia where the only journals printed in English available are the London and, occasionally, New York editions of the Communist Daily Worker.

Pravda and Ivestia are the giants of the Communist journalistic world. Our interview with the editorial board of Pravda was not only informative but surprisingly forthright when eloquent Nicolai Inozemtzen, editor of foreign affairs, took over.

"I think you should understand," he began, "Pravda is the official voice of the Communist party in the Soviet Union. As such it prints only the material we think is best for Soviet citizens. We do this without trying to conceal our purposes. We crusade for one party only and have no problems of conscience because we know what is best for our country."

Pravda has changed titles eight times since its hectic founding as the first daily in Russia in 1912. Always it has been revolutionary in content and most of the time has adhered to the preachments of Lenin. It has grown from 40,000 to 6,088,000 circulation of four to six pages daily.

Coverage throughout the country is achieved by air transportation and separate printing plants in large cities throughout the country. Although it carries no commercial advertising the net profit claimed from subscriptions "runs into millions."

The publication maintains 42 correspondents abroad and 60 within Russia and her satellites. Wages in the lower brackets range from 160-200 rubles per month to 380-400 for editorial staff members. Some outstanding writers are paid royalties and piece work pay is available to all employees of the mechanical departments. Based on the current rate of exchange the top average rarely exceeds \$100 U.S. per month.

The editors cited great reader interest attained through their encouragement of letters from readers, claiming 450,000 were received during 1962 by a mail department employing 40 persons.

Although Pravda subscribes to both United Press International and Associated Press,

Quote

Determining what taxes you pay isn't an easy job, because so much of the load is hidden or indirect. A development which has my hearty approval is the little sign which now often appears on the gasoline pump showing the customer just how much of the price goes for taxes.—Dwight D. Eisenhower.

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no news of America not complying with the current propaganda line of the publication actually is printed. The comparatively low wage scale for writers is misleading for the reason that they, along with artists, musicians and scientists, enjoy positions of prestige which, when they stay in line, give them special privileges. This may be one explanation for the liberal leanings of so many of our so-called American intellectuals.

Around the World With



PARADOR DE GREDOS, SPAIN—"We are planning now for two months of driving next summer. Question 1: Should we rent a car? From whom? We have heard of a buy-and-sell-back program. How about that?"

The general rule seems to be rent the car if less than three months. Buy on the resell program if for three months or more. However, you are sort of in the middle. I would do a little shopping.

AAA offices in the U. S. have a lot of information on this. There are agencies such as Auto-Europe (New York phone directory) who specialize in it.

For rentals, I'd get a list from Hertz who have offices all over the world. But I would also write ATESA, Jose Antonio, 59, Madrid, Spain. In Spain, it looks to me like their prices are lower. It may be you could do better by getting the car in Spain and returning it there—exciting Europe via Madrid-Lisbon-New York.

"Anything you suggest learning? Anything special to carry?"

You'll be using kilometers. For mileage, multiply by 6 and drop the last digit. (Kms. 42 equals 25 miles.) You'll get temperatures in the local papers in Centigrade. For Fahrenheit: 9/5 of Centigrade then add 32. (Centigrade 20 equals Fahrenheit 68.)

Road signs are different than ours. Directions are well marked, easy to understand. Warning signs are by symbol—the car with skid marks is obviously slippery road. The red and white target with a horn crossed out—"Don't blow your horn here." AAA's "Motoring Abroad" book has all these.

From the Royal Automobile Club of England, I got a decal with all these signs that pastes on the windshield. I imagine other clubs have them. And with your car rental or purchase, they usually put you into the club for temporary membership.

Carry with you: A bottle stopper—those rubber plug-in things. You buy bottled water to carry and there's seldom a cork.

Carry a Boy Scout pocket knife with many blades. (Better is the Swiss Army knife. It has a corkscrew which Boy Scouts apparently don't use. Swiss National tourist offices in the U. S. will tell you where to buy them.)

Save a wine cork from your first bottle. Your U. S. rubber cork may not fit. Mine didn't. I got the snap on kind. It doesn't fit Spanish water bottles. Carry a plastic soap box. European hotels serve soap the size of an aspirin and the thickness of boiled ham.

"We understand you can get tourist coupons for gasoline..."

You can in Italy and France. Buy them through the auto club. (AAA has offices in all major cities. Speak English, too.) However—you cannot buy these discount coupons for the country in which you rent a car. If the car has French plates, you can't buy French gas coupons. But you can buy Italian.

Gasoline will cost you (without coupons) about 90 cents a gallon. It seems customary for them never to wash a windshield or check a tire. If you ask them, you tip—a little.

"Or should we ship our own car over?"

I should say not! It costs you about \$200 each way. And U. S. cars chew up that 90-cents-a-gallon gasoline. Besides, they are too big for these highways.

"What about border crossing? What about insurance?"

Both covered by "green card" insurance—which comes from the seller, the renter or the auto clubs. This "green card" lets you cross the borders without any paper work. Just show the card, your passport and let them look at the luggage.

"Is it difficult to get gasoline? Is it good?"

No problem. Spain and Portugal have gas stations a good way apart. Keep the tank pretty full. Gas is 85 octane. Might bother an American car but the little European cars are used to the diet. Some "super" at 96 octane.

"We like to picnic. Is this easy? Places, food, etc?"

The greatest. Get on side roads. Stop in towns and buy at delicatessens. You'll love it.

Morning Report:

Television is going to take a big step this fall—backward. ABC will present "100 Grand"—which is planned to be exactly \$36,000 better than the \$64,000 of 1959.

The quiz shows of that far-off day died because it turned out they were something less than unrehearsed. Viewers were outraged to find out that the guys on TV were no smarter than they were.

ABC is taking no chances this time. The network is going to use an electronic computer in feeding questions. Anybody who plans to rig this show must not only be a crook but an engineer as well.

Abe Mellinkoff