

# Press-Herald

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## An Investment in Freedom

Few cities in the nation have an expanding economy without a strong Chamber of Commerce or comparative organization. Competition for new industries and jobs calls for a local, centralized organization to correlate and direct the job of attracting the expansion which is the lifeblood of community growth.

Most business, professional, and industrial executives are fully aware of the need for such an organization. Unfortunately, however, not all accept their share of the organizational functions. A few withhold from the Chamber of Commerce their energies and leadership. Some call them "free riders."

Torrance, as an example, has about 9,000 licensed business firms. Discounting the 5,000 or so small and itinerant business, as many as 4,000 have employees and have a vital stake in the city's growing population and work force. Of this number, the Chamber counts about 700 as members.

The other 3,000-plus are the special target of a membership campaign now under way. Conducted under the supervision of J. Walker Owens, the Chamber's general manager, the campaign has an immediate goal of 100 new members and \$6,000 in additional funds which could be made available for the campaign to attract new industries and payrolls to the city.

As owners and managers of the city's plants and stores, these men are being told that their help is needed to preserve the free enterprise system and for the health of the city and the nation. It is a point well made.

The Torrance Chamber of Commerce is a vital organization and its concern is for every segment of the community. Its organizational structure makes room for sectional and regional groups, all working for a better community. Membership is an investment for the freedom to continue a private enterprise economy.

The Chamber of Commerce can do much to further the interests of our freedom in the market place. All it needs is the help of those it is trying to help.

## Free Enterprise Day

Just about every day of the year has been set aside for observance of an event, an institution or a notable figure in the nation's history. A day of this kind is scheduled on the calendar for Oct. 2 — an occasion that not one person in a thousand will note or will be aware of. In the catalog of "days," Oct. 2 is identified simply as Free Enterprise Day, whose purpose is: "To show appreciation of America's Free Enterprise System, by reminding ourselves of its benefits and pledging its continued support."

We have all heard the term free enterprise, but in this day of super-government, high taxes, crushing public debt and detailed regulation of nearly every human activity, free enterprise has lost much of its meaning. It has ceased to exist in the pure traditional sense and sadly enough because of that, basic liberties have been circumscribed to a far greater extent than most of us realize. In fact, many writers and commentators shy away from the expression "free enterprise," because they feel it has become meaningless.

Free enterprise is far from meaningless. It is inseparable from representative government. Officially, it is defined by Webster as "an economic system in which primary reliance is placed upon private business operating in competitive markets to satisfy consumer demands and to maintain equilibrium in the national economy and in which government action in this respect is restricted to protecting the rights of individuals rather than acting as a directing economic force." Thus, Free Enterprise Day holds genuine meaning for all of us.

## Opinions of Others

What this country needs is an alarm clock that rings when you are ready to get up.—Editor Harold S. May, Florence (Ala.) Herald.

The day isn't far off when you won't be able to support your family and the government both — not if the present rate of tax increases continues.—Harold P. Beason in the Smith County (Kans.) Pioneer.

Difference between an itch and an allergy: about \$25.—Editor Charles Cunningham, Natchitoches (La.) Times.

Adolescence — the time when a boy stops collecting stamps and starts playing post office.—Editor Lee R. Call, Afton (Wyo.) Star Valley Independent.

## Morning Report:

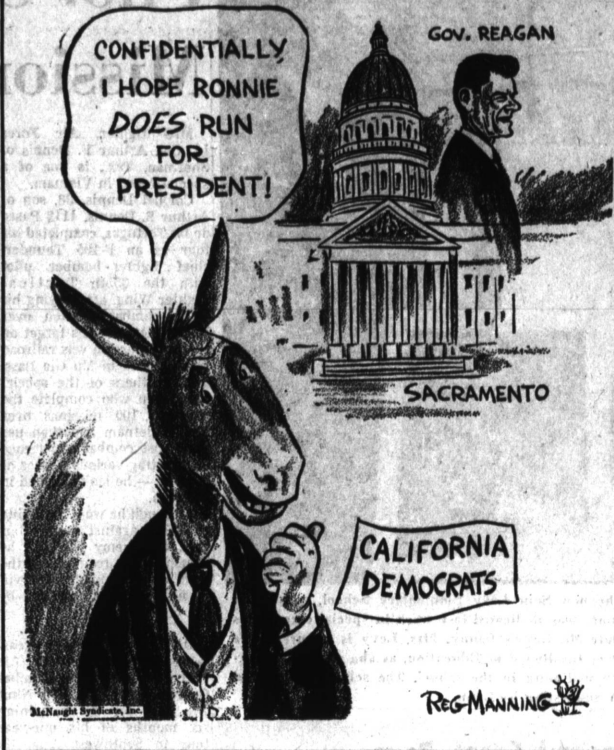
Some lovers are doomed to failure. And maybe they like it that way. To be accepted would be more than they can stand. Surely the prime example on the international scene is General Charles de Gaulle.

He went to South America to pry the Latins away from the United States. He flew to Canada to split the people of Quebec from Ottawa. And his latest trip to Poland to woo the Poles from Moscow was turned down even before he could get back to Paris. He was heralded at the airports and cheered in the streets, but when he popped the question, it was the same old answer: "No."

A less resolute suitor would have given up long before now. But not Charlie. I'm sure that right now he is planning further quests for the rejection he seeks. An accommodating world awaits him.

Abe Mellinkoff

## Anything 'T' Get Him Outta California



HERB CAEN SAYS:

## He's Back on Job, Trying To Play a Little Catch-Up

Caen Opens: Stalin's daughter, Svetlana Alliluyeva, will visit S.F. before the end of the year—as the guest of Grace Kennan McClatchy, whose father, Ambassador George Kennan, was instrumental in getting Svetlana into the country (Grace, who speaks Russian fluently, spent a month with Svetlana this summer on the Kennan farm in Pennsylvania) . . . Everett Dirksen isn't the only noted Republican who has made a phonograph record. For only \$2.50, you may buy something called "The Declaration of Independence 3-D Pop-Up Book" narrated on a "hi-fi" record by Gov. Ronald Reagan. (Wherever does he find the time?) The "3-D Pop-Ups" are cunning drawings of historical events, like Plymouth Rock landing on Jack Warner.

Somebody who never throws anything away sends me a June '65 issue of the Satepost, which contains a nice piece on Shirley Templeback, in which she confesses, laughingly, to being one of the "new old fogies." She also reminisces that when she was a child star, she was introduced to H. G. Wells, described to her as "one of the most important men in the universe." "Oh no, he is not," Shirley recalls replying. "God is the most important and the Governor of California is second." (This is still true.) "But my favorite," she continued, "was J. Edgar Hoover, who made me a G-man. He still wears his

Shirley Temple police badge when I go to see him." The country is in good hands, and support your local Temple. . . . An instructor at Foothill College in Los Altos had the temerity to denounce the John Birch Society, and last week received this message, among others: "Traitors beware . . . See the old man at the corner where you buy your papers? He may have a silencer-equipped pistol under his coat. That extra fountain pen in the pocket of the insurance salesman might be a cyanide gas gun. What about your milkman? Arsenic works slow but sure. These patriots are not going to let you take their freedom away from them. Traitor, beware! Even now the cross hairs are on the back of your neck. (Signed) Minutemen." That's why I always buy my papers from those coin-slot vending machines. No bulky old men for me.

By the way, my vacation newspaper reading was considerably enhanced by the revelation that nine countries sent observers to see if the Vietnam elections were free and fair—one of them being Greece! A nice ironical footnote for somebody's history of the war.

Bay City Beagle: Advertising Man Ed Weber sent his 7-yr.-old dgthr off to school

## A Letter . . . ... To My Son

By Tom Rische

High School Teacher and Youth Worker

Dear Bruce:

Will you go to college? I hope so, but I read that by the time you're ready, in the 1980's, the cost will be about \$6,000 a year. (Present estimated cost is about half that.)

I wouldn't hesitate to send you to a junior college for the first two years, although some people like to refer to them as "high schools with ashtrays." There seems to be considerable status in "going away" to a "big" college.

For many students, at least, I think junior colleges deserve consideration:

1. They're a transition between college and high school. Many high school graduates aren't ready to leave home. Through imma-

turity and/or too much partying, they'll flunk out of "big" colleges.

2. Junior college instruction usually is good, and frequently is better than that at some four-year colleges. Junior colleges require credentials and successful teaching experience; many colleges emphasize the "publishing" aspect and apparently care little about teaching ability.

3. Class size is less than at many four-year schools.

4. Courses required of sophomores and freshmen are pretty much the same everywhere. Specialization comes later.

5. Junior colleges are a heckuva lot cheaper.

Yours for the best for the least,  
Your dad.

## AFFAIRS OF STATE

# State's Aversion to Toll Roads May Be Weakening

By HENRY C. MacARTHUR

SACRAMENTO—The concept of toll roads has been particularly repulsive to Californians for a good many years, but the concept has a good chance of being revived in the light of mounting costs for roads, wider use of highways and freeways and what probably will be next year a request from the legislature to increase the gas tax.

About the only reason the people of the state escaped another increase in the gas tax this year was because of the necessity for imposing about a billion dollars in general taxes on the public. The legislature did not want to make too big a bite in any one year.

Now Gordon C. Luce, chairman of the state highway commission and state secretary of business and transportation, has come forward with the hope that when and if the state constructs a \$22.4 million highway to the proposed Walt Disney development in Mineral King, the legislature will "take some action to assess a parking fee or other type of toll on the highway users to help recoup construction and maintenance costs."

The state highway commission has the routing of this proposed highway under consideration. It already has budgeted necessary rights-of-way funds for the highway, and plans to budget construction money over the next several years.

The highway commission,

News and Opinions

On Sacramento Beat

in fact, has done everything it can do up to this point to pave the way for the highway, which will open up a vast area to all types of mountain recreation. Even if the Disney development were not contemplated, the highway still would be valuable in the promulgation of recreational facilities.

Maintenance and snow removal costs naturally would be high in a highway of this type, so there seems to be no cogent reason why the people using the road should not contribute to its construction and upkeep, even if the process breaks the tradition of toll-free roads in California.

There is little if any objections to tolls on the San Francisco - Oakland Bay

bridge, and other bridges in the bay area. Objections were limited even after users of the bay bridge paid for the structure, and planned to use it as free road. But the legislature continued the toll for upkeep and construction of the Richmond-San Rafael bridge.

Fundamentally, if motorists are going to have highways, they have to be paid for. The gas tax provided a means of meeting the costs, at least partially up to the present time. But it is not inconceivable that the imposition of taxes on gasoline eventually will reach a point where it is no longer feasible to raise the gas tax.

Many motorists feel this point has been reached already, so a supplemental source of highway revenue must be sought if California's road standards are to be kept up to par in the next few years. The highway system already is deficient and has been for many years as far as users are concerned.

Other states have turned to the toll road to meet some of the costs of highways, and this may come in for some serious consideration in California if no other means can be found.

## ROYCE BRIER

# Tokyo Teeming with New Millions, Has No Ghetto

The writer visited Tokyo six years ago, and again three years ago. On the second visit, the population was around 10.4 million, and this did not include about 7 million in the suburbs, most of them within commuting distance by train. Existing highways will not carry any considerable motor commuting.

The city is growing faster than ever, approaching half a million yearly. It is now 11.3 million, and is projected to about 15 million by 1975.

This is the most astounding megalopolis ever seen on earth in its swarming intensity. When you fly in half a day from Tokyo to San Francisco or Los Angeles, the latter seem empty. During Tokyo rush hours there are 500 pedestrians waiting for lights at each of four downtown crossings, and only half make it.

The tourist does not see much of this unless he takes a taxi in a three-mile traffic snarl. He does little

walking excepting the Ginza, not so gorged as commercial streets. He can, however, go to the rail stations and watch professional pushers loading coaches, probably the nearest thing to bedlam.

You can proceed seven or eight miles from downtown centers and still encounter moving rivers choking every street or alley.

Opinions on Affairs of the World

The Japanese, a most competent people, are baffled by this conglomerate. They had a chance to broaden streets and achieve space after the 1923 earthquake, and again after the war, but they didn't do it.

Yet the city's sewer lines reach only 30 per cent of the population, according to a New York Times story. Industrial smog is slowly killing vegetation and songbirds. Only the Imperial Palace compound is green,

but trucks bring new trees from the country.

All the evils besetting great cities everywhere in our century are in magnified scale in Tokyo. It has one or two advantages: there are no racial ghettos and the crime rate is low. Even the myriad alleys are safe for pedestrians at night, particularly foreigners. Moreover, there are no shanty towns such as blighted other great and growing cities such as Sao Paulo. But there is a waiting list of half a million for housing, and most of the poor live in cubicles.

The growth of automobile ownership has taken on awesome proportions in the 1960s. On holidays a three-hour traffic stoppage is normal on the Izu Peninsula or out toward Fujiyama.

Tokyo now has a five year plan, calling for a million public housing units, nine superhighways, extension of the water supply to 92 per cent of the population, and new suburban cities of 300,000 or more to disperse population. But this would add to the transportation problem, which is at the "choke-point," the Times story says.

It seems likely the five-year improvements will be wholly inadequate. American metropolitan dwellers will understand that, having experienced it in less intensive form for the past 25 years.

## Alan Grey

Says . . .

The Rams are riding pretty high . . . And for a valid reason . . . They didn't lose a single game . . . This exhibition season . . . They had no trouble with the Saints . . . A pretty strong eleven . . . And won the season opener . . . Thirteen to twenty-seven . . . The Rams this current season . . . Are surely not the same . . . It's kind of nice to watch them . . . And see them win a game.

## WILLIAM HOGAN

# Eric Ambler's Fan Club Has a Let-Down Coming

Eric Ambler, that master of the novel of intrigue, is off on a new tack in an entertainment called "Dirty Story." This will be published officially on Oct. 2, and members of the worldwide Ambler fan club will seize upon it instantly. But be warned, fellow members, this is something new for Ambler, and for you. There is danger here, a certain mystery, and some of the master's peculiar talent for creating tension. But none of it is "throat-constricting," to borrow a merchandising phrase from the jacket.

"Dirty Story" opens in familiar Ambler territory, Athens, then Port Said. But before long this entertainment takes on a political atmosphere in which international mining, or "rare earth" interests and their mercenary military units clash in a mythical African nation, the Republic of Mahindi.

In effect, this is a continuation of Ambler's "The Light of Day," which became the amusing film "Topkapi." That was about jewel thieves in Istanbul, and in it Peter Ustinov played Ambler's Arthur Abdel Simpson. A Middle East opportunist and by nature an optimist, Simpson is half-British, half Egyptian and usually in trouble with whatever government he is living under. "Your life is nothing but a dirty story," a British vice consul in Athens declares during some passport negotiations. Simpson's mad adventures in a Congolike setting become more of that "dirty story."

It is one that leaves admirers of the old Ambler slightly let down, and wishing he had allowed Simpson to remain in some shady area of the Eastern Mediterranean along with the jewel thieves, or spies of the old

pre-Fleming sort. Djibouti, for example, sounds terribly exotic, but it isn't Ambler country.

The maneuvering of mercantile armies in the new Africa do not generate the tight-lipped British tension of "A Coffin for Dimitrios" and "Journey into Fear" (which, by the way, remain classics of intrigue and worth reading if you haven't run across them in 20 years or so).

At the same time, Arthur Abdel Simpson is a remarkable, complex, inventive, even fascinating character who can create a mythical African nation of his own in an effort to enter the lucrative illegal passport business. If Burundi, or Bhutan, Malawi, or Gabon can issue passports, Simpson feels, his private republic can, too. So "Dirty Story" is a comedy after all (one thinks of Peter Ustinov's rolling eyes when he is forced onto the roof of the Topkapi Museum in Istanbul). A new-style Ambler. Just so you know.

Brooding Through the World of Books