

Money Bugaboo Still Looms Over Legislators

By Henry C. MacArthur
SACRAMENTO — (CNS) — California's 169 legislature session, opening Monday, January 6, for the most part, will take up where the 1973 session left off.

Few, if any new problems confront the law-makers of the state this year, but it is concluded they will have enough to do in solving the problems left unsolved at the close of the last session.

Primarily, the problems con-

sist for the most part of money, which appears to be the major issue at all legislative sessions. Fortunately this year, it is not contemplated that new or increased taxes will be sought to grease the wheels of government.

The public has Governor Ronald Reagan's statement that such will be the case. While the governor does not exactly have the last word on this subject, it would be difficult to over-ride any veto of legislation should

the views of the legislature and governor differ. For this year, at least, there apparently will be sufficient tax income to meet the growing costs of government.

While on the subject of taxes, it may be well to note that further tax equalization will be one of the prime objectives of the 1974 legislature. Last year, this subject was given lengthy attention, and a small package of property tax relief enacted, but the over-all subject of equaliza-

tion was not touched.

While Governor Reagan has not as yet announced any complete or cohesive legislative program, it is anticipated that when he does, his will be one of the primary subjects.

Reagan's tax advisory group, headed by State Controller Houston Flournoy, has spent long and thoughtful hours on proposals to equalize the tax burden, and at least a part of these recommendations are expected to be presented to the governor, and

subsequently, the legislature sometime in January.

The matter of equalization is a difficult one, and probably won't be solved this year, if ever, but at least, some progress is expected as a result of the advisory group's labors.

On other subjects, a flood of bills pertaining to the state's colleges and the university, are expected to be introduced, all tending to assist in putting these back on a stable basis. Most legislators are incensed at con-

ditions as they exist on some campuses, and are anxious to curb the growing tendency toward student and professor control.

Another move will be made this year for the enactment of more stringent gun control laws, a move which failed in the legislature last year. It has even a dimmer chance of succeeding in 1974, as the prime mover, Assemblyman Winfield A. Shoemaker, D-Santa Barbara, was

defeated, and will be supplanted by a Republican assemblyman.

It is also expected that the old stand-by, abolition of capital punishment, again will be an issue, as it has been for the past 40 years. The U.S. Supreme court decision last November, which failed to abolish the practice, makes it again a matter of public interest.

More than 3,000 bills, touching on virtually every interest in public life, are expected during the session.

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Comment and Opinion
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A Balding Eagle

Is the American Eagle in danger of becoming "bald?"

In an old fable, a bird meets a fisherman with a can of worms and asks him for one.

"Sure," says the fisherman. "All I ask in return is one of your feathers."

A feather for a worm seems reasonable to the bird, so the exchange is made. The next day the bird is hungry again. He weighs the inconvenience of searching for food against the expediency of trading with the fisherman and decides in favor of expediency. After a few days, the bird has traded off so many feathers that he cannot fly. He continues to make his daily trip to the fisherman on foot until all of his feathers are gone. At this point, the fisherman picks up the fat, naked bird and cooks him for dinner.

As we enter the New Year, leaving behind a year marked with crime and violence, we might ask ourselves if the American eagle has a full plumage or is he missing feathers because of our expediency in bartering with criminals.

A persuasive argument can be made that the law-abiding citizen's freedoms diminish in direct proportion to the increase of criminal activity in our country. His risk of becoming the victim of a serious crime increased 15 per cent in 1967, and a similar rise is indicated for 1968. In many areas, fear forces the citizen to remain off the streets at night, and anxiety makes him suspicious of strangers. Some merchants are intimidated by thugs who walk away with merchandise. More and more businesses are adopting policies not to accommodate the public but to protect their property and thwart criminal assaults on their employees. The list of abuses keeps growing, and society's scope of rights and freedoms keeps shrinking.

Certainly, under the rule of law those who abide by the law should have protection equal to that of those who break the law. Many Americans feel that they do not have equal protection.

As we look to the future, we must bring the matter of crime and the criminal back into balance with the safety and welfare of the public. Concern and pity for lawbreaker cannot be permitted to deprive the peaceful citizen of his rights and freedoms. Palliative policies and appeasement are producing soaring crime rates and filling our streets with criminals who should be in jail.

In 1969, let us resolve to have fair but vigorous law enforcement, prompt and decisive prosecution, and realistic punishment of criminals. In dealing with crime, expediency is a shortcut to disaster. Let us not trade our freedoms for a can of worms.—J. Edgar Hoover, Director, in *January FBI Law Enforcement Bulletin*.

Other Opinions

Bridgeton, (N.J.) South Jersey Star: "One reason the Czechs could not put up stiffer resistance to the invading Russians is that all their guns had been turned over to the civil authorities. This fact should give pause to those who think we should be so willing to register our firearms, which would easily enable anyone in authority to confiscate them with considerable ease."

Red Bluff, (Calif.) News: "In a little over a year the 1970 census will be upon us. Some of what it will reveal about the population of the United States can already be foretold with some confidence . . . By 1970, it is already evident, half of all Americans will be 27 years of age or younger. In 1960 the corresponding figure was almost 29. It follows that political decisions will be made by younger people than was the case some years ago."

Torrington, (Wyo.) Telegram: "This information was passed out at last week's Chamber of Commerce meeting and we thought it was great: SEVEN STEPS TO STAGNATION: 1. We're not ready for that. 2. We've never done it that way before. 3. We're doing all right without it. 4. We tried that once before. 5. It costs too much. 6. That's not our responsibility. 7. It just won't work."

Tell City, (Ind.) News: "We wonder how many businesses . . . are going to be able to stand the increases confronting us. Many publications and numerous other businesses may be in the 'red' by late 1970 according to management consultant reports released recently."

Before the Break Can Be Spliced . . .



WILLIAM HOGAN

Ancient Auto Buffs Get Choice of New Histories

By order of tsar Nicolas II, the crest of the House of Romanov was used as a medallion on the Russo-Baltique, a pre-revolutionary Russian automobile which won several competitions, including the 1912 Monte Carlo Rally. This is one of the footnotes to automotive history I stumble across in precisely 16½ pounds of car books at hand, which would tend to prove a publishing notion that never has enthusiasm for cars and curiosity about their history been greater than it is today.

"Automobiles of the World," by Joseph H. Wherry, a car buff, writer ("The Jaguar Story," et al.) and photographer, is a whopping and erudite exercise in words and some 900 pictures gathered in Spain, Japan, Czechoslovakia (indeed "from all corners of the globe," as the publisher un-geometrically puts it).

Emphasis is on the vintage international machine. For example, the "Doktorwagen," a four-cylinder efficiency model made by the Opel people in 1909, very popular with country doctors in Germany; a boxy Swedish Volvo of 1927, dubbed

the "Jacob," or an incredibly topheavy 1911 Austro-Daimler 60-HP limousine; cars manufactured in Finland, Scotland, Argentina, and of course that Czarist Russo-Baltique. A mighty labor of love (Chilton; \$27.50).

"The Complete Encyclopedia of Motorcars, 1885-1968," edited by G.N. Georgano, a

Browsing Through the World of Books

British authority in the field, is a massive work crammed with some 2000 photographs ("every car ever made") plus 640 pages of text by a variety of international experts. The pictures are relatively small, six to eight on a double page; but you do get the feel of the Detroit Electric Broughton, 1908, or the Dewcar, 1913-14, produced in Eynsford, Kent, by Harold Dew, one of the earliest cyclecar builders, and so many others long since abandoned. A work designed for the specialist and collector, printed in England (Dutton; \$19.95).

"The Grand Prix Car, 1954-1966," by L.J.K. Setright, a British engineering and motor-

ing journalist, is an esoteric, for-the-record analysis which traces the development of Grand Prix cars, design philosophies, engineering problems and driving techniques of the period. Photographs, charts, designs, printed in England (Norton; \$18.95).

"Cars of the Early Twenties," by Tad Burness, a collector of materials of this period, is a beautifully illustrated project which takes a great deal of advertisements from the early F. Scott Fitzgerald days, several reproduced in color. The Cole Aero-Eight, a sport coupe produced by the Cole Motor Company, Indianapolis ("There's a touch of tomorrow in all Cole does today"); the Essex Coach, "an ideal family car for all seasons," at \$1145 (prices were clearly stated in those days); the King, "the car of no regrets;" the classic Pierce-Arrow, the Wills Sainte Claire, the Willys-Knight touring car (\$1375), the Dort Six, the Apperson, "the eight with 80 less parts," a Kokomo, Ind., product shown in front of the Taj Mahal. A wonderful show (Chilton; \$17.50).

Quote

Keep in mind that we are seeking positive and constructive suggestions to meet the needs of high school students and to prevent our fine California high schools from becoming so many battlegrounds. — Dr. Max Rafferty.

Expanded enforcement procedures have resulted in an increase of almost 70,000 arrests this year by the California Highway Patrol and more than 5,000 of this increase were for drunk driving. — Gordon C. Luce, state secretary of business and transportation.

Morning Report

The left-wing Students for a Democratic Society want a revolution and if they don't watch out, they are going to get it, too.

This is the outfit that led the march into Columbia University that featured the burning of a professor's research papers. That drove a New York Times editor off the platform at New York University and tore up his notes. That raised hell at San Francisco State College and stopped classes. All these activities in the furtherance of the academic process are accompanied by a screaming stream of obscenities.

At first this group only bored people. But now the public is getting annoyed as well. In fact a tough law might be passed forcing them to change their name to Slobs for an un-Democratic Society and then treat them roughly as such.

Abe Mellinkoff

HERB CAEN SAYS:

Pop Singer Gets Boost; It Was a Freudian Slip

When the good all-girl rock group called The Freudian Slips broke up, Drummer Teda Bracci of Redwood City went to L.A. and landed the second lead in "Hair." Reported the L.A. Times: "Miss Bracci, who just wandered in off the street for an audition, astounded everyone with a voice and comic sense that could hasten Ethel Merman's retirement." I think Eth' has already hung 'em up, but it's a nice plug.

Tip to souvenir hunters: If you'd like an original rivet off the Golden Gate Bridge, they're there for the taking in the sands around Fort Point. Workers are snipping off the oldies and replacing them with new ones on the span high above . . . Screenstar Michael Parks, here shooting an MGM TV pilot called "and Here Comes Bronson!" tackled and disarmed a berserk knife-wielder a couple of midnights ago at B'way and Kearny; this is not exactly in line with his TV role, that of a police reporter . . . Laughs at the Vacaville Medical Facility? Russ Taliaferro says he saw an inmate rushing down the hall with a dry mop clutched to his breast, shouting "I love Twiggy!"

Humor and rumor: When baseball heroes Stan Musial and Red Schoendienst get tired of drinking highballs in the Mark's lower bar they to the Top o' the Mark for even higher highballs, but if they're trying to outdrink the natives, they're overmatched . . . A mad painter has been loose

along Woodland Avenue (near the University of California Medical Center), painting "This is a sidewalk!", in green, yet, on the hood of every car parked across the sidewalk. Sorta funny, at that, if you have an overdeveloped sense of humor.

Bay City Bugle: Fred Her- rington, the dignified lawyer,

Report From Our Man In San Francisco

club man (Bohemian), and yachtsman (St. Francis) is also a good sport. Saturday afternoon, he'll get himself up to toga, sandals and wreath of grape leaves to reign as Bacchus over the Int'l Win-Tasting Festival at Vets Auditorium. The bacchanal is for all sorts of worthy causes, including getting loaded . . . How about this for a status symbol? Sam S a y a d, an Opera House trustee, will soon have golf club booties made from a piece of the Opera House's old gold curtain . . . That message on the marquee of the Hyatt House in B'lingame — "Watch Here For Delinquent Accounts" — produced a rash of angry phone calls from customers who may be slow pay but don't think they should be so advertised. Relax, everybody, it's only Asst. Mgr. Dick Buschman's tiny joke . . . Johnny Carson on the telly, telling about Hong Kong flu: "You feel awful, you suffer from a brain-busting headache, and you have this irresistible urge to go iron a shirt."

Dolores Clark, owner of The Smokehouse on Polk, hired a temporary janitor (a Thai) who stuck her with a \$67 phone call to Thailand. She can't locate him, but one of his friends explained: "He just had to call his family back home and tell them he'd made good in America!" . . . Credit Dan Biagi of Atherton's Cote d'Azur with the best line yet on this tiresome subject. To a customer wearing a white turleneck, Nehru and huge medallion, he smirked: "I an only deduce, sir, that you are an ordained wine steward."

ROYCE BRIER

City Problems May Pose Toughest Test for Nixon

During the Revolution, Philadelphia had a population of 40 thousand, New York and Boston, 30 and 20. During the Civil War, Chicago had 200 thousand population, New York (without Brooklyn) 500 thousand.

A century ago the country's population was 31 million, about one-seventh of that today. It is thus evident that the United States until at least 1900 was primarily a rural community, but this was also true of Europe.

The chief cause of the growth of cities was establishment of large manufacturing plants, which drew workers from the farm. But simultaneously, the American farm greatly increased its yield per acre.

The growth of cities has been rapid since 1900, and explosive since World War II, and this has created unprecedented urban problems. Most notable has been the formation of cluster cities in metropolitan suburbs. Now cities of 100,000 suffer the same kind of dis- these days about "the cities," locations that afflict great cities like New York and Chicago, though problems are less intense and specific in such areas as race relations and transportation.

So you see and read much these days about "the cities," since they now contain about

two-thirds of the national population.

President-elect Nixon, upon maning a move in urban affairs, and asked if he was "upgrading" them, said, "Urban problems have upgraded themselves."

Mr. Nixon's move was to name Daniel Patrick Moynihan

Opinions on Affairs of the World

as special assistant after Jan. 20, heading an Office of Urban Affairs. He said domestic problems have too often been divided between competing government departments. "Now we will have centralized direction and centralized advice." Moynihan has been associated with Harvard University in urban affairs planning.

Apparently he will be a kind of coordinator for Cabinet departments and bureaus which by law and tradition deal with urban matters. These include health and welfare, transportation, housing and urban development.

But it is evident he will wield considerable power delegated by the President, because he will be executive director of a new government body called the Urban Council.

If this is an accurate interpretation of Moynihan's duties,

he will face one of the biggest jobs in government.

In an article in the New York Times under the signature of Clayton Knowles, it was noted that the domestic role of the government has increased almost tenfold since Mr. Nixon was vice-president. At that time there were 45 domestic social programs, and today there are 435. The "social" budget, excluding Social Security, is about \$26 billion.

Many of the programs have gone under the Johnson name of the Great Society. Some deal with rural affairs, but increasingly city affairs have been thrust into the foreground. All have suffered due to the cost of the Vietnam war. They have doubled in cost since 1963.

How to get the money for a consolidated urban program will be Mr. Moynihan's problem — and of course, Mr. Nixon's.

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