

Magnitude of 'Tax Refund' Hoax Now Apparent

By HENRY C. MacARTHUR
SACRAMENTO — (CNS) — When the 1969 legislature voted in 1968 to submit to the people a constitutional provision for a tax refund, whereby all occupants of privately owned residences would receive a rebate of \$70 on their property taxes, it apparently had no conception of the vast amount of paper work that would be involved in the process.

State Controller Houston I. Flournoy's staff, which has worked for months getting ready for the big push, will start putting the checks in the mail.

Approximately \$168 million will be mailed to some 2.5 million homeowners throughout the state. Two and a half million checks are a lot of checks, even though the lists of recipients are furnished by the 58 counties.

The postage bill alone is enough to stagger the ordinary businessman's imagination.

And the bill for 2.5 million envelopes won't be easy either. Add to this the printing costs of the checks, the work that went with putting them into a computer, stuffing the envelopes, and the wedding out of the chiselers who tried to get more than one \$70 refund, and you have a job that in magnitude could stump an efficiency expert.

But sending out the checks isn't all. They have to be cashed, run through a bank, and be returned to State Treasurer

Ivy Baker Priest for reconciliation.

This is going to be one of the hard parts of the operation. Although Mrs. Priest is changing to a computer system for bank reconciliation, which must be accurate to the penny, processes have not as yet been completed satisfactorily. Faced with a double job, it may take some time to complete this work.

Of course the mailing of checks is no new operation for the state of California. This mass process began back in

1938, with the start of the unemployment insurance program. At that time, only now antiquated IBM machines were available for this mass job, but without this automatic process, it would have been an almost impossible task to have accomplished the job, which was minimal compared to the volume handled by the state at the present time.

Now the state has many types of mass mailings, including unemployment insurance, relief checks, old age

pension checks, compensation checks, along with checks paying for the normal functions of government. It is somewhat frightening to think about the amount of checks the state government alone puts out each month. Yet generally, the job is done efficiently and well, and there are minimum complaints that the money does not arrive on time. All of which is a tribute not to the computer, but to the people who program the computer, for a machine still has to have

a human brain behind its operations.

The question is whether the one-time rebate check of \$70 is worth the effort. The pittance remittance will do hardly anyone any good, for the simple reason that it will go back to the government anyhow in the form of increased local taxes next year. The wise recipient will cash the government check, and store the money away for the payment of the advances in next years taxes. No wonder the whole operation has been termed a "hoax."

Your Right to Know

Is the Key to All Your Liberties

Comment and Opinion

A-4 PRESS-HERALD

JUNE 6, 1969

Hope Sunday Plea

Hope is a word. Hope is a commodity. Hope is also a city.

Hope is a commodity this troubled world sorely needs. And the City of Hope is a rare-place that offers this priceless commodity.

The free, nonsectarian Pilot Medical Center is now in its 56th year of lifesaving service to men, women and children from Torrance and from everywhere, stricken with cancer, leukemia, hereditary disorders, and diseases of the heart, blood, and chest.

The unsurpassed medical care and the scientific research at the City of Hope offer hope for the body. The City of Hope's respect for the dignity of the individual and its belief that we are "our brothers' keeper" offer hope for the spirit.

This Sunday, June 8, thousands of volunteers will march door-to-door in Southland communities on behalf of the City of Hope.

Apollo 8 astronaut Lt. Col. William A. Anders is 1969 honorary chairman, and Reid L. Bundy, editor and co-publisher of the Torrance Press-Herald, is local chairman of this annual Hope Sunday drive.

Your Hope Sunday contribution will help meet urgent needs. The annual operating budget of the City of Hope is \$14 million, and a \$10 million "New Horizons" expansion program is now putting the City of Hope years ahead on the frontiers of medicine.

Remember — no patient pays at the City of Hope. When your neighbor calls on Hope Sunday, open your door and your heart! Give generously!

A Letter To My Son

By Tom Rische

High School Teacher and Youth Worker

Dear Seniors,

You're about to find out whether high school was really worthwhile.

In class countless times, you've asked, "Why do we have to study all these boring things?" Now, you'll have a chance to find out for yourself, as you move out into the "real world."

You may be surprised. Some things that I took in school that I would have rated totally irrelevant then, later — sometimes years later — turned out to be most beneficial. Some of my favorite classes proved to be fun, but utterly worthless. Even some teachers who yelled at me make a lot of sense now.

Many students and parents think that a good education involves learning as many facts as possible. A certain amount of knowledge is desirable, but two-thirds of the people who get fired from their jobs lose out because they can't get along with others, not because they couldn't do the job.

Hopefully, high school was a testing ground for you to prove what you could do. Chances are that the average high school graduate has pretty much set his future patterns by the time he graduates. Sure, some will blossom later, and some of the "hotshots" will coll off, but on the average, this is true.

If high school has succeeded, it will have given you not only some kinds of skills which will be useful in the future, but a better idea of what society is all about, and how you relate to it.

You've passed your high school tests. With drive, you can pass the test of life.

Hoping for all "As,"
OLD MAN RISCHIE

To Tear Down a Building—

—FIRST, ATTACK ITS FOUNDATIONS.



SACRAMENTO REPORT

Mobile Home Owners of State Spared Tax Hikes

Threat of additional taxes for more than half a million owners of mobile homes in California appeared to have evaporated, for this legislative session at least, with the recent refusal of the assembly revenue and taxation committee to give approval to three measures, one of which according to estimates, would have more than doubled the levies on these residences.

The bills were "held in committee," which is tantamount to killing the measures.

Two of the measures, AB 1922 by Assemblyman Alan Sieroty, D-Los Angeles, and AB 2171, by Ray Johnson, R-Chico, had virtually similar provisions. They provided that the "in lieu" tax, which is collected by the state department of motor vehicles, and returned to the counties in

which the mobile homes are located, be abandoned in favor of direct assessment.

This, according to representatives of the mobile home owners' association, who opposed the bill, would result in a material increase in taxes, and as well, would result in an inequitable tax, as 58 different assessors would fix the values, and there would be 58 different tax rates in counties of California.

Such a situation inevitably would cause extensive moving of the mobile homes to the county with the least taxes, causing concentration in probably one or two counties, and causing heavy losses to operators of mobile home parks who have invested millions of dollars in providing spaces in these areas.

Another bill, AB 2171, also

by Assemblyman Johnson, would have boosted the mobile home tax under the present in lieu system of taxation by as much as 50 per cent. This too, was "held in committee" after strenuous objections to the imposition on new taxes by Assemblyman John Quimby, D-San Bernardino, and Frank Murphy, R-Santa Cruz.

Quimby's objection to the proposed tax increase was on the grounds that residents in mobile homes generally are retired persons, who during their lives have already contributed maximum taxes to cities and counties.

He said that the mobile home parks are usually populated with people whose children have grown up, and that their contribution to the educational system already has been made.

Further, Quimby pointed out, there is less need in a mobile home park for fire protection, police protection, and the other municipal necessities for community living. Therefore, the older group of citizens should not be required to pay excess taxes, he contended.

The bills were sponsored by representatives of the real estate profession, on the grounds that the department of motor vehicles scale for taxes was unrealistic, in that it has not been changed for many years, and that as a result, mobile home owners are not paying their fair share of taxes.

However, the sentiment of the committee favored the mobile home owner. It was pointed out that the owners generally are a group which is entitled to a tax break, in that it is generally composed of older citizens, who are on fixed incomes, and are entitled to consideration as their productive days are virtually over. Such consideration is granted by the federal government in completion of federal income tax returns.

HERB CAEN SAYS:

Our Startling Picture For Today: Frayed Arms

Think about it: If it weren't for your hands, your arms would fray at the ends . . . Today's business note: The 20-year-old accounting firm of Fong and Tong, in the Columbus Tower, has changed its name to Tong and Fong . . . Potential graffiti: Earthquake experts are fault finders . . . Newscaster Bill Endicott on Channel 4 reporting a bad scene in Sacramento: "Protesters yelled 'pig,' 's.o.b.' and other four-letter words at the Governor" — but who counts? . . . Wondering muse: The new American Legion commemorative stamp shows an eagle with a right wing only, which is understandable; what I don't understand is why the eagle is thumbing its nose . . . From Joyce Haber's H'wood column, as printed in the S.F. Chronicle, detailing a torrid court scene in the Darren McGavin divorce: "The goings-on, according to court reporter Scuttlbutt—" Is that old Aloysius T. Scuttlbutt? I thought he's retired years ago.

Dr. Frank Conzelman, President of the American Association of Petroleum Geologists, commenting on the Santa Barbara oil disaster: "The ultimate measurable loss to mankind may well be infinitely greater in terms of barrels of oil than of sea fauna. The latter are replaceable, the former are not." Since he made this remark before an audience in Dallas, you may be sure there was not a dry eye or well in the house.

General Uzi Narkess, the liberator of Old Jerusalem during the Six Day War, was asked how Israel felt about paying France for Mirage jets that were never delivered. "I'm more concerned about the Phantom jets promised."

Report from Our Man in San Francisco

Used us by the United States," he replied. "The Mirages turned out to be Phantoms and every night I pray that the Phantoms don't turn out to be Mirages." . . . A letter from one Robert F. Jefferis, protesting "obscene" movies and plays, ends hotly: "Just let them try to stage such libertine goings-on in Havana, Peking or Moscow." Right. Vive le difference . . . The same day the John Birch Society blasted sex education as "a filthy Communist plot," the Chinese Communists blasted sexual activity among the young as "a nefarious capitalist plot." John Welch and Chairman Mao may be seen dancing together any night now.

Domestic Note. A noted Pacific Heights art figure locked his wife out of the house the other post-midnight by the dramatic expedient of nailing boards across the front door. She wriggled in through a window at about 4 a.m. and eventually wormed her way back into his good graces. But the door will never be the same . . . Writer Paul Jacobs is back from the Middle East, where

(in Beirut) he had a session with leaders of the terrorist organization, Al Fat'ah. "Hello, Paul," greeted one of the Arabs, explaining when Jacobs looked startled: "I met you when I was a student at UC in Berkeley, and you gave a speech there. I learned a lot of useful things in Berkeley!" . . . California wine growers are jumping on their grapes for joy. The 1968 yield in France was a sour one (about 4 on a scale of 10) while the domestic crop will turn out to be one of the all-time best.

The Bohemian tenants in the old apt. house at Greenwich and Grant — a structure redolent with memories of Ken Kesey, Jack Kerouac and other geniuses — have organized themselves into the Grant-Greenwich Tenement Association to protest "huge" increases in rent, "bad" conditions and such "intolerable" devices as a \$5-a-day charge for anyone visiting a resident there . . . "These tenants are not your ordinary sleep-around hippies," says Mrs. Arnie Lazarus, a ring-leader in this movement. "Some of them have been engaged to marry for many years but are unable to, for various personal reasons. They can't afford the outrageous rent increase, let alone pay the penalty for an occasional visit to their loved ones. Why, one resident had to declare his girl friend as a 'pet'!" . . . Eternal vigilance is the price of being a landlord.

THE MONEY TREE

More Smiles to the Mile Means Money in the Till

What makes you take one airline over another? The multi-billion-dollar airline industry has apparently decided it's the smile on the face of a stewardess.

After pouring millions into the purchase of new jets, the air carriers have come up with the ultimate sales weapon — the girl who was there all the time. More than ever before, she is today bearing the brunt of the competitive battle in the industry.

United Air Lines, the nation's largest airline, probably paved the way for this battle with its "Friendly Skies" campaign. Introduced in late 1965, "Fly the Friendly Skies of United" turned out to be the best promotion in the airline's history.

The success was measurable in dollars and cents. United increased its share of the air travel market. Both American Airlines and Trans World Airlines could read those figures.

Now everyone wants to get on the "friendly" bandwagon. American Airlines has been spending its massive advertising dollars to feature its people, making the point along the way that its girls have to do more than just look pretty.

TWA is giving its people bonuses based on report cards filled in by passengers. This is the "our people make you happy, we make them happy" approach.

The last word in this trend must be the new Eastern Air Lines push, announced as "a revolutionary new airline fuel." What is this new fuel?

yes, you guessed it — "the smile." Eastern says it's now "using this new fuel on all our flights." As against the scowl used previously?

Eastern points out that "the

A Look at the World of Finance

"smile" will make a big difference. "Take-offs seem about 25 per cent faster . . . meals tastier . . . landings even smoother. And flying more fun than it ever was."

Northwest Orient has joined the "friendly" club too. They're running ads for their nonstop New York to Seattle flight, pointing out that they give you "four attentive stewardesses instead of two, so they can spend more time with you."

Little do the thousands of toiling stewardesses aboard jets realize the power they have. Why they hold the fate of the airlines in the quiver of their lips.

Bigger planes and increased air travel have meant a vast expansion in the corps of stewardesses. American Airlines alone has 4,000 on the payroll today, and many more will be needed in the future. The Boeing 747 coming into service at the end of this year will carry 12 stewardesses. All smiling, of course.

The need, however, is still far short of the demand. For every 100 girls who apply for a stewardess' job, only three make it. This continues to rank as a "glamor-puss" job. Money is certainly not the

lure. A stewardess begins at about \$380 a month — and she buys her own uniforms. After three years, she may be making as much as \$500 a month.

But after three years, she's not likely to be flying any more. The average length of service is a little over two years. A stewardess' uniform seems to be the quickest route to the marriage altar. You still have to be single to become a stewardess but you're no longer fired if you marry while in service. Most quit. (Do they continue to smile at their husbands?)

The airlines recruit with this husband-quest firmly in mind. In a booklet Eastern sends to would-be stewardesses, the airline points out: "After all, the same poise, grace and efficiency for which Eastern stewardesses are noted are the qualities every man seeks in a wife!"

So that's no Mona Lisa smile. There's nothing inscrutable about it. That's salespower. And it may explain why a recent novel based on the life of stewardesses was entitled, "Coffee; Tea or Me."

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