

# Computerized Legislature Moves a Step Closer

By HENRY C. MACARTHUR  
SACRAMENTO — (CN) — California's legislature was another step toward modernization today with the approval of a subcommittee report of the joint committee on legislation, which contained a recommendation of implement the California legislative information program.

Assemblyman Eugene A. Chapple, R-Cool, is chairman of this committee, and Senator Stephen P. Teale, D-West Point, the chairman of the subcommittee, which has had a

program under study for some years contemplating application of electronic data processing to many legislative functions.

"The application of computer technology to legislative business," said Teale, "will expedite the flow of essential information, and also cut costs."

The program will provide, he said, for immediate searching of statutory documents, improvement of bill drafting procedures, and instantaneous access to the status of any bill

moving through the legislative process.

Also, according to Andrew R. Lolli, director of general services, the program will improve the service of the state printing plant, and cut costs significantly.

The department of general services, Lolli said, presently is taking bids for the installation of photo composition devices in the printing plant which can utilize the advantages of electronic data processing by accepting automatically the output of the legislative program

of information for offset printing.

Senator Teale explained that the computer program recommended will permit the legislature to utilize the vast information data banks already accumulating through the use of computers in various state departments.

The computers would produce millions of immediately accessible facts which would be programmed into the machines, and thus provide a system whereby legislation could

be based on fact rather than fancy.

As a side observation, it might also be supposed that time of debate might be reduced materially in both houses of the legislature, as members of the senate and assembly, with this vast set of facts available on an instant's notice, might be constrained to limit arguments to facts, instead of dreaming up matters which do not pertain to the measure being debated.

When the system gets working, which by its very nature is a long time in the future, the legislature might also shorten the sessions a great deal, thereby saving taxpayers a large amount of money now expended in expenses and other outlays necessary to keep the 120, \$16,000 a year lawmakers on the job, as the facts they need to pass laws would be immediately available rather than a subject of long research.

Use of computers for legislative information, as Chapple explained, is not a new idea. In fact, it is more than four years ago that experts in the computer field first started studying ways and means to put this development to work for the legislature.

But with the usual legislative disregard for new innovations, the state's solons have dallied on the subject, and even at this time, EDP is far distant from becoming a part of the legislative process.

## Your Right to Know

Is the Key to All Your Liberties

## Comment and Opinion

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### No Free Air

"Free as the air" has become an archaic expression. Air is far from free — that is, reasonably pure air. Mobile Oil Corp. has just issued a little booklet, entitled "A Primer on Air Pollution," that spells out in an ABC manner a few of the problems and the cost of correcting air pollution. As the booklet points out, air pollution "... involves your money, your health, and your emotions. It involves politics. And science. And superstition. And economics." The booklet then undertakes to explain in nontechnical language the prime causes of atmospheric pollution and what to do about them. In each instance, the point is clearly made that whatever is done will cost money and must be paid for by all of us.

For example, the pollution-causing sulfur content of petroleum can be refined out of heavy fuel oil. "But," says the booklet, "be ready to pay the piper."

A barrel of heavy fuel oil normally sells for about \$2 in the U.S. Reducing the sulfur in that barrel to 1 per cent costs about 60 cents, less 10 cents the recovered sulfur and other by-products are worth in today's market. So the original \$2 barrel, with its sulfur lowered to 1 per cent, could now cost as much as \$2.50. The U.S. consumes 650 million barrels of heavy fuel oil each year. That's an extra \$325 million annually to be added on to product prices.

As the booklet concludes, cleaning up the air is a national problem. Just wishing for it won't make the air cleaner. It will cost a lot of money, and the cost will fall on the people. The main thing to remember is that curing air pollution is far more than a political issue. The solution lies with scientific research and sensible planning so that communities, industries, and utilities can make sensible schedules of what needs to be done. Above all, remember that clean air is no longer free.

### This Is Summer?

Summer came swinging around the fog-shrouded corner the other day, believe it or not.

At least, the faithful Old Farmers Almanac says summer came around over the weekend as the sun passed over the equator to favor the northern hemisphere for a few months.

We'll have to take the word of those who keep track of such things, however. A check of the daily weather figures certainly wouldn't tell anyone it's summer.

Have heart, all you beach fans. About the time school opens again in the fall and the miserable winds begin to bring all that hot desert air in to the Los Angeles basin, summer will really be here. The beach will be peachie. The sun will shine all day.

Of course, schools will be open and interfering with day-long beach sessions, but it will be summer.

Meanwhile, enjoy the cool, refreshing ocean breezes. It's better than air conditioning.

### Something Is Right

Not everything is wrong about today's younger generation, according to Ross E. Harlin, an executive with the Oklahoma Gas and Electric Co.

The World War II Air Force veteran and active youth worker recently pointed out some of the things he had noticed about our young people which pleased him:

- For every Hell's Angels motorcycle gang, there are thousands of Boy Scout and Girl Scout troops and Camp Fire Girl groups.

- For every long-haired, uncouth, repulsive hoodlum, there are untold multitudes of decent, clean, upright young ladies and gentlemen who are the hope of the world.

- For every school dropout there are countless brilliant students who study infinitely harder than their parents did.

- For every crook in business, there are innumerable honorable and upright men who would go bankrupt before they would be dishonest.

- For every draft card burner, there are thousands of young men who are giving their last full measure of devotion in duty in far-off Vietnam.

This, says Mr. Harlin, is what he finds right about America and its young generation. It's an observation that would be hard to refute.

## The Old Run-Around



## Sacramento Report

### State Now Called Minor Shareholder in Schools

By RALPH C. DILLS  
Senator, 32nd District

The financing of California's schools and the means of getting funds to the state's local school districts remains a major issue during this 1969 legislative session.

The California Teachers Association has called for support of one \$372 million school finance measure, rebuilding the state's "unsound framework" for financing public schools because they say it is penalizing both students and local taxpayers.

Supporters of the measure point out that in 1953-54, the state paid 47.5 per cent of public school costs and the local taxpayers paid 49.1 per cent in a near-equal partnership. By 1967-68, the state had cut its share to 36.3 per cent, while lo-

cal taxpayers were paying 55.5 per cent.

This year, the state has cut its share to less than 36 per cent, thus making the state, traditionally and legally responsible for education, a minor shareholder in this enterprise.

Two other bills, each approved by the education committee of each house of the Legislature, are nearing the point in their legislative travels when they will be passed by the originating house and sent to the other for consideration. It is expected that a compromise school apportionment bill will emerge from the two measures, the product of a conference committee of the senate and assembly.

The most comprehensive of the two bills is from the assem-

bly side of the aisle, and features ten special areas of concern. The total of the increased school aid would be \$190 million. Only \$105 million was proposed by the administration for the 1969-70 fiscal year budget.

Under the proposed assembly bill, state aid for public schools would be increased from \$337 to \$360 per pupil in average daily attendance. Corresponding increases would be instituted in high schools, junior colleges, adult schools, and other tax-supported education services.

Maximum supplemental support programs would advance from \$60 to \$145 on an average daily attendance (ADA) basis at the elementary level and from \$40 to \$196 at the high school level.

The superintendent of public instruction would be authorized to annually increase the level of state aid in accordance with provisions of the state budget, under the proposed assembly bill.

Other areas covered in the measure include kindergarten exclusion from state aid, basic reading programs, special education, deficit situations, county service funds, cost effectiveness, and federal impact.

Public education and its funding in California is obviously reaching the crisis stage. The great majority of educators are determined that the youngsters in their charge will get the best education available that funds allow, and in many cases these funds are far below the required amounts.

Taxpayers, already overburdened with property, sales, and use taxes, are flatly refusing in many locales to allow school districts to override established bond debt limits, effectively cutting off additional funds so sorely needed.

New, more equitable means of financing the education of our ever-increasing crop of youngsters must be found; and the legislature is now actively exploring these means and their effects.

## HERB CAEN SAYS:

### Caens Take Crack Flyer To Denver 'For the Boy'

Years ago, Walter Winchell ran the following inside joke: "Why is Lucius Beebe so nutty about trains?" "Because the engines goes 'Woo-woo!'" Since it cast aspersions on his manhood, Lucas sued Winchell for it, but there's no denying that's one funny joke. What's even funnier is that we have a little Lucius Beebe in our own family. I'm not discussing his personal predilections, since at age four it's hard to tell, but Master Christopher Caen is absolutely wacky about trains. "Look, Daddy, I'm a choo-choo!" he'll say, crawling rapidly on all fours and trumpeting "Woo-woo Woo-woo!" To find a kid who's wacky about choo-choos in this jet-rocket age is touching, if not positively alarming, and it seemed time to do something about it.

Not that it's all that easy. As you know unless you've been living in a cave outside Katmandu, the long-distance passenger train is going the way of the two-bit martini and the 10-cent hamburger. Soon there will no longer be through passenger service across the Sierra to Chicago.

For young Christopher's introduction to the thrills of rail travel, we picked the Zephyr, "a crack flyer" (early journalistic speed through the spectacular gorges of the Feather River, races across the Nevada-Utah flatlands and plunges headlong into the Rockies to emerge, gasping, at Denver. "Well, there it is!" I said proudly as the bus pulled alongside the Zephyr, a silvery streamlined worm of gleaming aluminum. Christopher's face fell like an instant soufflé. Poor little beastie, he had been poring over Lucius Beebe's railroad book with their pictures of snorting old steam engines and mighty pistons. "It

looks like an airplane," he decided.

Soon we were under way, rattling past some of the more distinguished auto graveyards

Report from Our Man in San Francisco

of the East Bay, through various fascinating backyards with washing on the line and, at last, into the verdant reaches of the valley. The storybook names — Stockton! Sacramento! — came and went. Then we were streaking through the glorious Feather River canyon, and the adventure began to come alive. "Isn't this great?" I beamed to my wife, who had already retired to her lower berth. She extracted her nose from Time magazine long enough to peer out the window and comment: "No shortage of trees, I see." I stepped out into the hall and stumbled over Christopher, scuttling up and down the aisle on all fours. "I'm a puppy-dog!" he announced, trying manfully to sink his teeth into my calf. I tottered to the observation car just in time to hear a thicket man, apparently a veteran of many Zephyr crossings, say irritably to his wife: "I'm going to say 'Yes, the scenery is glorious' just once, my dear, and I trust that will suffice for the rest of the trip."

Eastbound probed the Zephyr, writhing sensuously in and out of tunnels. Sleep fitful after a bad dinner, but breakfast was excellent and the Colorado scenery overwhelmingly grand. We emerged from a six-mile tunnel onto a vast green tableland with Denver shining in the distance. As we checked into the good old Brown Palace Hotel, I said "Y'know, I wouldn't mind doing that again" but my wife was al-

ready on the phone. "United Air Lines, please," she asked, and Christopher whooped "Airplane! Oh boy!" Getting down on all fours, I announced "I'm a puppy-dog" and bit him right on the calf.

Add infinities: Raymond Hastings III notes that sheet metal barriers have been installed over the dressing rooms at Pierre's on Broadway, and conjectures that the North Beach Knit Hole Gang will have to look elsewhere. "But," he wonders, "do topless and bottomless dancers really care who peeks at them?" Apparently... Attention Ma Bell! Actor William Holden reports that he's leaving France because of the "terrible" phone system. "I couldn't reach my stockbroker in New York when I wanted to and I lost \$100,000," he complains. "I can't take any more chances like that." So he's moving from the Riviera to Rome? "Pronto, pronto!" and if anybody answers, hang up. It has to be a wrong number.

R. Halperin, exec vice-pres. of Raychem Corp., to fluff blonde wife of new exec: "Well, how do you like being a corporation wife?" Wife: "I don't know yet — I have not been to bed with enough members of the corporation"... I am blushing (pink): "I am Curious (Yellow)," the most talked about piece of Swedish porn in years, opens this week at the Presidio — and it's costing Mgr. Les Natall a record \$1. F. price: \$100,000 down against a \$250,000 guarantee... Pornography is a Gross National Product... June Muller, seeking police reaction to the proposed new uniforms, asked a patrolman: "How would you feel about wearing a beret?" Officer: "Okay, if they give me a cape to go with it!"

## THE MONEY TREE

### You Can Shop for Credit Under New 'Truth' Laws

By MILTON MOSKOWITZ

Beginning July 1, you will be able to compare the cost of credit the way you compare the cost of oranges in two different stores.

You will also be able to tell precisely what you are paying for buying on credit instead of using cash.

For the consumer who wants information before he buys, it's a blessing. For the storekeepers and other extenders of credit, it's frankly a headache, bringing with it a new load of paperwork.

No one can complain of not having had enough time to prepare for this new era. The federal Truth in Lending Act, whose provisions came into play July 1, was passed into law on May 29, 1968.

Only our neighborhood loan shark will escape the tentacles of this law, which covers every person "who in the ordinary course of business regularly extends or arranges for the extension of consumer credit."

In other words, there are going to be new rules now for banks, savings and loan associations, consumer finance companies, department stores, mortgage brokers, credit card companies — even doctors and dentists or plumbers and electricians if they charge you for

paying out your bills over a period of time.

Don't think for a moment the new law will save you money by imposing limitations on the

A Look at the World of Finance

amount that can be charged for credit. It doesn't. Neither minimum nor maximum charges are set.

What Truth in Lending does do is make it necessary for the credit merchants to tell you what they're charging. Then it's up to you.

For example, let's say you buy a car for \$3,000.

If you put down \$1,000 and pay the balance out over a three-year period, it's no longer enough for the dealer to finance the deal by simply stating that this will cost you \$65 a month. He will have to tell you the interest rate and point out that this is costing you \$234 in finance charges.

That \$234 is what it's costing you to finance that loan — and this is the kind of information you will get from all credit sellers under the new law.

Armed with this information, you can then shop. You can find out what it costs to borrow this money elsewhere. In the case of department store credit plans, you will know how much

more you are paying by not meeting bills with prompt cash payments.

Truth in Lending took many years to get through the Congress. It was fought every step of the way by finance companies and by retail organizations which claimed that such disclosures would put a crimp into their sales.

What do you think? Are you going to be shocked to find out how much you have been paying in credit charges? Will you shop for credit now? Will a high finance charge make you postpone a purchase?

Beginning July 1 you will have a chance to answer all these questions. Much of our economy is, of course, greased by the wheels of credit, and the answers will therefore have great significance.

Having information is one thing. Acting on it is something else again.

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