Nation's Largest Cities Preparing To Gamble on Rapid Transit Systems

(EDITOR'S NOTE: The nation's big cities are becoming choked with traffic and civic planners believe rapid transit is the answer. The following dispatch is the first of a series of three reporting on what's in the future for city dwellers, how much it will cost, and how it will work.)

By BARNEY SEIBERT
United Press International

The nation's dozen or so largest cities are preparing to gamble $10 billion against the automobile in the next 17 years.

The money will go for rapid transit facilities which the cities hope will lure the American commuter out from behind the steering wheel of his car and into a seat in a bus or subway coach.

Stakes are high and the cities are at a disadvantage. For, while they are spending their $10 billion, three times that amount will be spent on urban freeway construction.

But most big city planners feel the investment must be made. Unless the commuter can be lured back to public transport, the planners foresee cities meeting the fate of Los Angeles, where a third of the downtown area is given over to parking lots, expressways and streets.

"A city and a region have to decide if they want to save their central core," said John Bailey, who distributes Philadelphia's municipal subsidies to privately operated rail commuter lines.

City planner C. W. Griffin Jr. of New York put it more bluntly:

"We should treat the commuting motorist as a public nuisance."

Despite a 131 per cent population gain in 20 years, department store sales in downtown Los Angeles dropped 32 per cent in a 12-year period, Kaiser Industries figures show. Downtown property values sagged and tax collections along with them.

The Kaiser study found that despite Los Angeles' hundreds of miles of freeways—the most elaborate such network in the world—the traffic jam has become a way of life. The sight of a driver in a stalled car shaving, reading a newspaper or dictating into a portable recording machine while he waits a break in traffic has become common.

For the urban complex of a million or more persons, many city planners say, rapid transit is the only answer. In the metropolitan area of half a million, they believe, city fathers should begin now to plan right-of-way acquisition for rapid transit and to provide interim solutions such as express buses or limited tramways.

The U.S. Census Bureau estimates that within 30 years 43 American cities will have a population of a million or more and will, presumably, be facing these problems.

Rapid transit is the mass movement of people on multi-passenger vehicles along an exclusive or "private" right-of-way. It most commonly implies use of rails (monorail or dual rail), as opposed to automotive, ferryboat or aircraft transport.

Advantages

Traffic engineers say rapid transit's chief advantage over the expressway is that one vehicle occupying the same space as four to six private cars can carry up to 60 persons while the autos would carry nine. Studies show the average rush hour commuting auto has 1.5 persons inside.

And rapid transit cars, moving along an exclusive right-of-way of their own at precise, controlled intervals, create no traffic jams.

That may be the reason rapid transit expansion plans in such cities as New York, Chicago, Boston, Cleveland, Philadelphia and San Francisco have met surprisingly little resistance from automotive interests—so long as funds for highways aren't tapped.

Standard Oil Co. of California said in one of its publications, "Rapid transit might temporarily reduce our company's sales of petroleum products . . . but in the long run the company's prosperity is tied to the healthy growth of the communities we serve. Rapid transit should contribute to this growth."

The American Automobile Association said in a policy statement it recognizes the "desirability of adequate public transportation systems."

The Automobile Manufacturers Association told the House Public Works Committee that rapid transit provides important peak hour service to downtown areas in large cities and urban freeway system requirements are relatively independent of transit to the downtown area.

The Highway Users Conference, like the AAA, has no objection to rail rapid transit but opposed diversion of highway funds to construct such facilities.

Boston's Jenny Oil Co. bought advertisements to further the cause of rapid transit in Massachusetts.

In 1906 a horse-drawn carriage could average 8 miles an hour through the streets of New York.

In 1963 the average speed of a car through the streets of New York is 6 miles an hour, traffic engineers have found.

New York has the nation's most sophisticated rapid transit system. Without it, the engineers say, traffic might come to a complete halt in the city.

Chicago's annual $838 million commuting bill could be cut by $205 million if one of three persons who drive to work could be induced to ride mass transit systems, according to an estimate of the city's First Federal Savings and Loan Association.

San Francisco, Los Angeles, Atlanta, Pittsburgh and Washington are facing serious commuter problems and are drafting plans for their first rapid transit systems.

New York, Chicago, Boston, Philadelphia and Cleveland — the only U.S. cities presently operating rapid transit systems —have mapped major expansion of existing facilities.

But recognizing the need for rapid transit is only a first step. Money must be found to build it, and the commuter induced to use it.

Needs Subsidy

Gene R. Schaefer, director of the WABCO Mass Transit Center, an information library on rapid transit at Pittsburgh, said "No major system may be financed out of the fare box alone. It must have a certain degree of subsidy.

"The return is not great enough to interest private enterprise. One by one, the major systems operating without some type of subsidy are going under."

Walter J. McCarter, president of the Institute for Rapid Transit, Chicago, said government officials in Washington must provide the stimulation "to get people to vote to pay for rapid transit."

Making rapid transit popular could be a greater problem than financing.

A survey of one Chicago suburb showed that to entice auto commuters to leave their cars at home you would have to pay them 55 cents a day, even though it was costing them about 3½ times as much to drive as to ride a bus and twice as much as to take the train.

However, planners noted that the same study showed that to be attractive to auto commuters, rapid transit would have to provide (1) greater convenience, (2) greater economy, (3) greater speed. If any two of the three factors were present the auto commuters said they would give up driving to work.

The planners also cite a Detroit test of better service under a federal experimental subsidy which brought a 17 per cent increase in bus use. A similar test at Boston, Mass., involving better service and lower rates drew a 25 per cent increase in commuter train use.

First Transits

Rapid transit began in 1863 when London built a 3.5-mile subway to connect three of its railway stations. Work began in 1898 on New York's first subway, the 76-mile Lexington Avenue line, which is still in use. The same year the French government began planning the first five lines of Paris' Metro. There are Rapid Transit systems in operation on all the world's inhabited continents.

The most modern rapid transit system in the world is the semi-automated subway under Stockholm, Sweden.

However, the Stockholm subway will be outdated by San Francisco's $792 million, fully automated rapid transit system, upon which work will begin this year. A new system also is under construction at Montreal, Que., and Toronto, Ont., is adding to its system.

Most of the world's rapid transit systems and all but one of those in the U.S. (Cleveland's) are integrated networks using subways in congested area, elevated lines through outlying areas and grade or below grade level routes through suburban areas.

There is a growing number of new-fangled variations.

A Texas department store is currently using a closed loop system to carry its customers to and from its parking lot. Among the cities with modern central distribution systems in operation are Tacoma, Wash., which has moving sidewalks in its central business district, and Dallas, Tex., with moving sidewalks at its airport.

STAR GAZER

By CLAY R. POLLAN

Your Daily Activity Guide According to the Stars.
To develop message for Friday, read words corresponding to numbers of your Zodiac birth sign.

1 Don't	31 Get	61 For
2 Seek	32 Away	62 Certain
3 You	33 Interview	63 Luck
4 Today's	34 Happiness	64 Ready
5 An	35 You	65 Letter
6 Should	36 By	66 Have
7 Aspects	37 Win	67 Facts
8 Find	38 Confusion	68 A
9 Congenial	39 Will	69 Side
10 Help	40 Promise	70 Secret
11 Keep	41 Worthwhile	71 Is
12 You're	42 And	72 Better
13 On	43 With	73 Likely
14 Away	44 For	74 Friends
15 Keep	45 From	75 Your
16 Be	46 In	76 Misgiving
17 Plans	47 The	77 With
18 From	48 Of	78 Of
19 Tempted	49 Your	79 You
20 Change	50 Conflict	80 Today
21 Of	51 Some	81 Great
22 Think	52 Mail	82 Wealth
23 In	53 Drudgery	83 Money
24 The	54 A	84 Affairs
25 Before	55 Today	85 About
26 Line	56 Special	86 Conduct
27 You	57 You	87 Financial
28 Company	58 Call	88 Limitations
29 Mind	59 May	89 Home
30 Fortunate	60 Money	90 Today

ARIES MAR. 22 APR. 20: 3-6-8-34 46-75-89-90
TAURUS APR. 21 MAY 21: 12-13-24-30 69-78-83-84
GEMINI MAY 22 JUNE 22: 1-16-19-36 40-48-81-82
CANCER JUNE 23 JULY 23: 57-59-66-68 70-76-85-86
LEO JULY 24 AUG. 23: 2-9-28-31 32-45-53
VIRGO AUG. 24 SEPT. 22: 5-33-39-58 61-64-67
LIBRA SEPT. 23 OCT. 23: 11-14-18-38 42-50-55
SCORPIO OCT. 24 NOV. 22: 22-25-27-52 54-62-65
SAGITTARIUS NOV. 23 DEC. 22: 15-17-23-26 43-49-87-88
CAPRICORN DEC. 23 JAN. 20: 51-56-60-63 71-77-79-80
AQUARIUS JAN. 21 FEB. 19: 20-21-29-44 47-72-73
PISCES FEB. 20 MAR. 21: 4-7-10-35 37-41-74

Good Adverse Neutral 11/22

Farmer's Share of Consumer's Food Dollar to Drop

WASHINGTON (UPI) —The Agriculture Department has predicted the farmer's share of the consumer's food dollar in 1964 will drop to 36 cents.

This is down a penny from the first three quarters of 1963 and down two cents from 1962. The 36 cents will be the lowest farm share of the dollar spent at retail for farm foods since the depression days of the 1930s.

In 1931, the farm share was 35 cents. It was 32 cents in 1932 and 1933, and rose to 34 cents in 1934. The highest take of the consumer's food dollar was 54 cents in 1945.

In a review of the marketing and transportation situation, the department said the marketing bill for getting the raw product off the farm and onto the check out counter at the food store probably will go up again next year. But the increase is expected to be smaller than in 1963. Marketing charges averaged four per cent higher in the first nine months of 1963 than in the same period last year and double the average annual increase during the past 10 years.

Continue Rising

The agency said operating costs for food marketing likely will average a little higher next year than in 1963. Unit labor costs probably will continue rising. The department said strength in raw material prices may bring price increases in some supplies and other goods bought by marketing firms, but the increases are not expected to be large. Unit transportation costs, except ocean freight rates, are not expected to rise and some decrease might occur. Depreciation, state and local taxes, and some other costs probably will continue climbing, the agency said.

Prices farmers receive for most major groups of food products in 1964 are not expected to change much from level this year except for wheat which will be lower than in 1963.

Open House Held At Phoenix High

PHOENIX — Attending the open house at Phoenix High School recently were almost 200 persons.

Following inspection of class rooms, parents were invited to the Home Economics room where refreshments were served. Coffee, punch and cookies were served.

A short program featuring the chorus was held in the gymnasium. The choral group sang several selections, including "Fifty Nifty United States," "The Sound of Music" and "I'm Sitting on Top of the World."

Also performing were the girls who make up Triple Trio, the singing group at Phoenix. The girls sang "Moon River."

Directing the chorus and Triple Trio was Gary Monical, head of the music department at Phoenix.

BEEFLAND

FARGO, N.D. (UPI) — The big surplus beef producing areas in the United States are the North Central and Great Plains, where 51 per cent of fed beef is produced, according to North Dakota State University. The states are Iowa, Minnesota, North and South Dakota, Missouri, Nebraska, Kansas, Oklahoma and Texas.

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PHOENIX PHARMACY

Trading Stamps Given By Car Rental Firm

NEW YORK (UPI)—You now can get trading stamps when you rent a car.

A car rental system (National) was among the record number of 8,600 new outlets which began distributing its Green Stamps in the three months ended Sept. 30, says the Sperry and Hutchinson Company.

The others included motels, dry cleaners, building supply dealers, feed stores and flower shops.

WORKING FOR UNCLE

NEW YORK (UPI)—Mutual Radio's November newsletter says a corporation in the 52 per cent tax bracket has to work until July 9th each year just to pay the government. Editorially, it added: "As a patriotic gesture we suggest that Congress set this date back to July 3rd. Thus, July 4th, Independence Day, would have a richer meaning all the way around."

Carthaginian City Ruins Uncovered on Shrub-Covered Hill

By ERNEST SAKLER
United Press International

MT. SIRAI, Sardinia (UPI) —The ruins of a Carthaginian city and bones of children slaughtered to assuage cruel gods have emerged from 25 centuries of oblivion on a shrub-covered hill of Sardinia.

Archeologists have no idea what the city was named in the ancient days when Carthage ruled the waves. It may remain known forever simplyy as "The City on Mount Sirai."

But the facts it has revealed about the Carthaginian settlers of this island are fascinating.

Merchants from Carthage — the proud Phoenician settlement near the present-day Tunis — had established a network of military and trade stations all over the western Mediterranean when Rome was still young. Sardinia was under their rule until the Romans wrested it from them in 238 B.C., shortly after the first Punic war.

But the long Carthaginian rule as that of the Romans, had left very little archeological trace in Sardina.

Only Statuettes

About all there had been in the way of Carthaginian relics until now were crude statuettes of Phoenician gods and goddesses found in sparse burial places.

The discovery of the city on Mount. Sirai, archeologist Sabatino Moscati reported in the Rome newspaper Il Messaggero came by chance. The site, a pink stone hill covered with shrubs and overlooking Sardinia's west coast, had for centuries been a lonely pasture.

During World War II, a small Italian artillery unit was sent there to set up an anti-aircraft battery.

The soldiers actually discovered the city but never realized it. While digging an ammunition dump, they came across huge underground chambers — and just decided that this saved them the trouble of digging any more. They dumped the ammunition there, removed it at the end of the war and forgot all about it.

The real discovery was the work of a bright local boy who climbed the hill looking for mushrooms and came back with a crude statuette of the Carthaginian goddess Tanit. The boy's employer went to the site, took pictures and informed the superintendency of antiquities in Cagliari.

Impressive Results

Moscati said that although excavations are still in the early stage, results have been impressive. Finds include the outer walls of the settlement, resting on the pink-streaked rock, an L-shaped building whose use is unknown, and numerous tombs.

But the most thrilling and macabre find was the city's shrine with its traces of human sacrifices.

Built on top of a monumental flight of stairs, the shrine includes an ante-room, a large hall and an inner sanctum with a stele (pillar) which may have been the local idol.

On one side of the shrine is a fireplace filled with ashes and with bones and teeth of children—undoubtedly sacrificed to the gods of Carthage.

All around the shrine are little urns with ashes of children —presumably more victims — surrounding steles of the goddess Tanit.

Moscati said some of the statuettes found here are definitely Sardinian in style despite their Carthaginian subjects, indicating a merger of the two cultures. This, he said, would explain the known fact that the Sardinians sided with Carthage in resisting the invasion of the Roman strangers.

Court Records

DISTRICT COURT

Jack Taylor Reader, violation of basic rule, $10.
Charles Meredith McHenry, no tail light, $10.
Griffen Edward Ownby, no fixed load license, $5.
John Edward Royer, truck speeding, $10.
Stephen Lee Clark, failure to yield right-of-way, $15.
Robert Hamilton Fenne, truck speeding, $10.
Bobbie Lee McFarland, no operators license, $5.
Marvin Lloyd Bowden, truck speeding, $10.
Eugene Howard Vincent, improper left turn, $15.
Joan Marilyn Mayfield, violation of basic rule, $15.
William Orved Bryon, violation of basic rule, $20.
Ronald James Stockman, no rear view mirror, $5.

NAME

SAN FRANCISCO (UPI) — San Francisco's first assistant U.S. Attorney of Chinese descent is Zeppelin W. Wong, so named because he was born on the day in 1928 when the dirigible Graf Zeppelin passed over the city.

LUMBER PROGRESS

WASHINGTON (UPI) — The lumber industry has evolved new experimental sizing and quality standards that could enable home builders to save $100 million a year, the National Lumber Manufacturers Association says. Three experimental houses built of lumber specially made to meet the new specifications will be erected at the New York World's Fair.

TEEN-AGE WEALTH

NEW YORK (UPI)—The total annual income of U.S. teenagers exceeds $10 billion, almost all of which is spent, according to an article in Sales Marketing Today magazine. The survey also noted that teen-age boys get only 22 per cent of their income from allowances and gifts while the girls get 40 per cent of their income from the same sources.

HOMECOMING QUEEN — Miss Judy Marzonie, 21, of La Canada, reigns Tuesday as the homecoming queen at the University of California at Los Angeles where she was chosen over 23 other finalists. Judy, blonde and blue-eyed, stands 5 feet, 6 inches and measures 34-24-35. (UPI)

The Medical Roundup

By Walter Alvarez

Emeritus Consultant in Medicine Mayo Clinic
Emeritus Professor of Medicine Mayo Clinic
(Register and Tribune Syndicate, 1963).

Really Low Blood Sugar

Some 10 or 15 years ago I used to get scores of letters from people who said that their doctor, who was an enthusiastic believer in the existence of a mythical disease called "functional hyperinsulinism," had been treating them for some time with a crazy diet which was just the reverse of what one should prescribe if the person had that very rare disease—a real low blood sugar due to a cancer of the islet cells of the pancreas (the big digestive gland back of the stomach.) The islet cells make the insulin which enables a young diabetic to stay well.

During the years in which I worked in the Mayo Clinic, I saw scores of people with a supposed low blood sugar come in, saying that they had been treated without success for a hyperinsulinism. They had come to the Clinic, hoping to get some relief.

People Got Huffy

Often these people got huffy when I told them, after talking to them for three minutes, that I knew they couldn't possibly have hyperinsulinism; they just didn't have the symptoms of it. They didn't get their distress after they had fasted, perhaps overnight, and they didn't get any relief when they ate half a box of candy. Often they told me they could get relief with a tablet of aspirin, or a cup of black coffee, which couldn't possibly have helped them if their symptoms had been due to a very low blood sugar.

Oftentimes these people brought with them the report of their blood sugar as estimated by a laboratory at home. Incidentally, the last patient who brought me such a report came in a few days ago. His blood sugar reading was 128 mgs., definitely higher than normal. His medical advisor must surely have been an enthusiast for the diagnosis of hyperinsulinism to diagnose it in the face of such a report. In perhaps nine out of 10 of the cases I studied at the Mayo Clinic, our laboratories found a perfectly normal blood sugar reading. In the other few cases the reading was a little low, but obviously not low enough (under 50 mg.) to produce any symptoms.

Actually, a few questions soon showed me that the woman with a supposed low sugar was having mild attacks of migraine or just jittery spells due to nervousness.

I happen to remember well the doctor who came to the Mayo Clinic, about 1927, suffering terribly from a real hyperinsulinism. His wife told me that at night she had to sit beside his bed so that, when in his sleep he began to twitch, she would take a medicine dropper and put syrup into his mouth. When he swallowed this, he soon would quiet down and stay quiet for an hour or two.

As I remember, this was the first reported case of a tumor of the islets of Langerhans. When a surgeon removed this tumor, our chemists quickly analyzed the tissue and as we expected, found it full of insulin.

I am happy to say that the real hyperinsulinism which is due to a tumor of part of the pancreas, is so rare that I have never found a case in my private practice, or for that matter, in the huge practice I had during my many years at the Mayo Clinic. The only patients I saw, and saw by the score, were those who had the phony hypoglycemia, or supposed low blood sugar, which for several years was a very fashionable disease.

As I often say, we doctors always have to have a fashionable disease that remains popular for a few years. The main one today is diverticulosis, or the coming of tiny pouches on the wall of the large bowel, which for 50 years we doctors disregarded because usually it is not a disease, but like gray hair, something harmless that comes with age.

Women Annoyed

In the past few years, some of the women who brought me in children with epilepsy were much annoyed with me because I did not accept their home doctor's diagnosis of convulsions due to a low blood sugar due to hyperinsulinism. A while ago, some of the neurologists at the Mayo Clinic, hoping to find cases of convulsions caused by functional hyperinsulinism, stuied 2500 patients who had what looked like epilepsy. They did not find a single case in which there was a low blood sugar!

I wish all physicians who still love to diagnose a functional hypoglycemia would read a recent article by Drs. R. R. Rynearson, E. M. Litin, and D. W. Mulder, of the Mayo Clinic, to see how hard it is to find cases of this fashionable disease. The symptoms one must watch for are: (1) spells of strange behavior, or what the family calls "thunderstorms" in which the person seems goofy or becomes ornery, (2) these episodes come at those times when the person has gone without food for many hours, like overnight. (3) The patient and his relatives should have noted that the taking of food always either prevented the episodes or quickly brought them to an end. In case of doubt, one should try to throw the person into an attack by having him fast for a day or two. One must measure his blood sugar, and one must disregard low values unless they get down below 50 mgs.; and then one must be able to relieve the symptoms quickly by giving the patient some syrup.

Dr. Alvarez discusses some of the causes of shortness of breath and suggests some helpful ideas in his booklet, "Pulmonory Emphysema." To obtain your copy send 25 cents and a stamped, self-addressed envelope with your request for the booklet to Dr. Walter C. Alvarez, Dept. MMT, Box 957 Des Moines, Iowa 50304.

INSURANCE FIRMS

NEW YORK (UPI) — The number of life insurance firms in the United States has passed 1,500, but only one per cent of them do business in all 50 states, according to the Institute of Life Insurance, which also notes that smaller life companies have been growing faster than many larger firms.

IN THE STRETCH

NEW YORK (UPI)—Stretchable fabrics, already dominating the sports clothing industry, are beginning to make huge inroads into dress garments for both sexes and all ages. Many of the fabrics are synthetic but some are made by processes that change the molecular structure of natural wool.

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69-Key, Two Keyboard Amplified Reed Organs. On Sale. Check Sears low price. Walnut veneer cabinet. $199.88
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So real-looking, light and cuddly! Soft, chubby arms and legs, whispy baby-like rooted hair, sleepy Glassene eyes. Plastic panties, booties. Your choice of one of the dainty outfits shown.

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Barbie's New Dream House by Mattel. Sears Price 5.88. Reg. 6.97. Has show-case window, stage, display alcove cabinets, furnishings and mannequin.

Dive, Loop, Roll With Stunt Planes. Sears Price 7.88. Reg. 9.27. Does all the stunts in the "book." Super-thrust hotshot engine with starter.

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