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Viewpoint  
OPINION BACKGROUND

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# Dade's Portals Need Not Be Ugly

## Highway Entrances Present Shabby Face

For motorists, the first impression of Greater Miami comes when they enter Dade County via one of several highway entrances. The two articles in this section begin a series on the shabby state of some of these entrances and what can be done about it.

BY NIXON SHELLEY

Despite the millions of dollars spent to lure tourists to Dade County, nothing has ever been done to create a highway entrance in keeping with claims made in brochures for the area as a beautiful vacation land.

Hopes of doing anything to improve such entrances as U.S. Highway No. 1, Route 27 and Tamiami Trail were abandoned long ago.

Utilization of these older entrances has been in progress for so many years, thanks to poor zoning laws, that to make any major change is a monumental task.

But because of President Johnson's executive order on highway beautification act, Dade today has a chance to get at least one striking entrance.

The expressway system offers the single workable means and the best opportunity. Then the federal act may be able to accomplish what Dade County has been unable to do.

OF THE \$1.4 million in federal funds recently made available for highway beautification in Florida, a good chunk is expected to be spent on Dade's expressway system, which also will receive a major part of the federal funds allocated for interstate highway construction in Florida during the next two years.

Contracts have been let, or soon will be, for the landscape planting of the south end of the expressway, between South Federal Highway and SW Eighth Street. And the beautification of the roadway now on the planning board will be implemented as soon as they are completed.

Funds are expected to be allocated later for the landscaping of that part of Interstate 95 north of Miami which already has been completed.

Highway officials have received no schedule, however, indicating when these funds might be released.

But the fact remains that Dade is now in a position to get the kind of highway entrance that has been talked about for many years.

JAMES E. VANK, consulting landscape architect for the city of Miami, believes

there is an opportunity to do something spectacular with the Golden Gate interchange.

According to Vank, it would be easy to transform this drab mass of concrete overpasses into an entrance that would give motorists a thrill.

"What you need is money and a plan," Vank said. "There's plenty of room for planting oaks, flowering trees and native palms — the kind of things that would mean something to a discriminating motorist."

Recently the Dade County Park Department and City of Miami got together in a joint effort to plant the middle and west end of Jelle Falls Causeway. Miami Beach has agreed to plant the east end.

Coconut and cabbage palms were used almost exclusively. "Fancy" plants requiring special maintenance were avoided. The palms, once established, will require no further attention.

Anyone driving over this causeway cannot help being impressed by the effectiveness of the planting. It should give some hint of what might be accomplished on other expressways.

THE TREND toward improving the appearance of the county's expressways has been in progress but for a short time. Coral Gables and Miami Beach were leaders in parkway planting. Miami lagged behind because of the costs involved.

When Alan Weinstein was elected to the Miami City Commission four years ago, she got little cooperation in her efforts to speed up the beautification of the city's thoroughfares. And it took her nearly four years to get a billboard ordinance passed.

But the attitudes of politicians and business leaders toward beautification have changed sharply during the past two years.

Coral Gables and Miami Beach have proved that making their cities attractive pays off.

Washington's national fair will not result in any drastic overnight changes. But it provides for a long-range program to phase out billboard jungles and to eliminate much of the gaudy billboards that exist in so much of Miami.

COUNTY-WIDE, however, there seems



U.S. 1 in North Miami Presents This Cluttered, Ugly Scene



Neat, Landscaped AIA in Golden Beach Provides Pleasing Appearance

little hope of accomplishing very much in the way of beautification along old thoroughfares for years to come.

A general clean-up or screening of highest areas could be a major step in that direction.

But nothing is being done to correct the blighted sections along Route 27

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# Air Pollution: Will It Destroy Our Children?

BY PHILIP NEYER

WASHINGTON — Man may be changing earth's climate. It doesn't stop there.

OUR CHILDREN could die in a world of swirling heat and violent storms.

POLAR ICE could melt and the oceans rise to swallow low-lying coastal cities.

The "green" Question, today, by our own acts of air pollution.

This is not idle speculation of extreme futurists. Warnings have been issued by responsible scientists in and out of government.

It is a simple prediction from two unopposed facts: We are adding fantastic amounts of carbon dioxide to the atmosphere carbon dioxide is a heat trap.

The process could turn the earth into a giant greenhouse.

"And we're not doing anything about preventing it," says Vernon C. Macdonald, chief of the air pollution divi-

sion of the Public Health Service.

Carbon Dioxide On the Increase

IT IS POSSIBLE, of course, that some potential dangers could be of only secondary interest. We worry of air pollution — those that cause local poisoning or lung disease — before the climate change comes.

But Macdonald, who seems rarely to jettison and has the task of imparting shocking information with a studied, professional calm, thinks the air pollution problem ought to be treated — first.

In burning coal, oil, and natural gas, we are releasing over a relatively short period of time carbon dioxide by the ton. A million tons will engulf it. It forms carbon dioxide — CO<sub>2</sub>.

Since Charles E. Dreyfus opened the first successful A-B-E (A-B-E) automobile in

1902, the amount of carbon dioxide in the earth's atmosphere has increased by eight percent.

That is, nearly as much as the year 2000 is set to go up another 20 per cent.

"Can it increase," explains Macdonald, "to 100 times the amount it is now? It is possible."

Other Poisons Entering Body

IF YOU WERE born before 1940, you can remember a time when dirty air was not a problem. It was in that

IN OTHER words, the air is getting warmer. As far as middle-class people are concerned, today can take the form of a warning: The average temperature by several degrees before the century ends.

The lengthiness of such a time would change air temperatures. But not to warm them. It is a warning, says Macdonald. The polar ice caps could melt and raise the level of the oceans, flooding coastal areas.

"And if it does get to the point where it changes climatic conditions, we won't be able to do anything about it," says Macdonald. "I will be too late."

"I think we ought to start fairly soon to get the scientific information we need to handle this possibility early on."

Other Poisons Entering Body

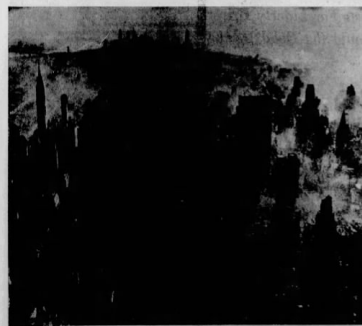
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People are probably getting a little better educated on the subject.

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Smog Filters from Skyscrapers in Biggers, U.S. City

S.F. THE MIAMI HERALD Sunday, Nov. 28, 1965



Sign-Filled Scenes Like This Greet Motorists on U.S. 1...strip aiming for commercial enterprises gets much of blame for cluttered look.

# Go for a Drive on U.S. 1 For a Lesson in Ugliness

By SIMON SMILEY

Miami Beach

It must have been a political rally... although today's political rallies may find that hard to believe.

You come to Miami and... drive south on U.S. 1... you see a different kind of ugliness.

Understandably, the... development which... the city's ugliness.

ALTHOUGH the state is... the city's ugliness.

## First of a Series

The signs of U.S. 1... ugliness... ugliness.

IN THE PAST 12 months... ugliness... ugliness.

ALTHOUGH the state is... the city's ugliness.

ALTHOUGH the state is... the city's ugliness.

## Bad and Good on the Same Dade Highway



Trash Litters Roadside of Old Cutler Road at Black Creek.

Elsewhere on Old Cutler, Mahogany Trees Line Roadway



Elsewhere on Old Cutler, Mahogany Trees Line Roadway

## Dade's Portals Needn't Be Ugly

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through Persimmon, Hialeah Gardens and Hialeah.

Strip zoning generated by the county government in the past has resulted in a hodgepodge of commercialization from Homestead to South Miami, with signs glaring in confusion. If any averages are being made to improve this 20-mile

highway strip, nothing exists to show it. Some years back the county is a commercial firm... ugliness.

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# Unchecked Air Pollution Could Change the Earth



What Smog Does to a City—and a Citizen

...pollution irritates eyes of man on congested street in Los Angeles

California authorities... unchecked air pollution... ugliness.

Perhaps We'll Change Fuels... ugliness... ugliness.

Los Angeles Has Tied Hard... ugliness... ugliness.

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# Air Pollution: Will It Destroy Our Children?

By PHILIP MEYER  
Of Our Washington Bureau

WASHINGTON — Man may be changing earth's climate. If he doesn't stop:

**OUR CHILDREN** could choke in a world of stifling heat and violent storms.

**POLAR ICE** could melt and the oceans rise to swallow up our coastal cities.

The cause? Ourselves, today, by our own acts of air pollution.

This is not idle speculation of science fiction. Warnings have been sounded by responsible scientists in and out of government.

**It is a simple projection from two undisputed facts: We are adding fantastic amounts of carbon dioxide to the atmosphere; carbon dioxide acts as a heat trap.**

The process could turn the earth into a giant greenhouse.

"And we're not doing anything about preventing it," says Vernon G. Mackenzie, chief of the air pollution divi-

sion of the Public Health Service.

## ★ ★ ★ *Carbon Dioxide On the Increase*

**IT IS POSSIBLE**, of course that these potential dangers could be of only academic interest. We might all die from other kinds of air pollution — those that cause lead poisoning or lung disease — before the climate changes come.

But Mackenzie, who wears tweedy jackets and has the trick of imparting shocking information with a studied, professional calm, thinks the air temperature problem ought to be tackled — now.

By burning coal, oil, and natural gas, we are releasing, over a relatively short period of time, carbon trapped by half a billion years of fossil building. Combined with oxygen, it forms carbon dioxide — CO<sub>2</sub>.

Since Charles E. Duryea operated the first successful American automobile in

1892, the amount of carbon dioxide in the earth's atmosphere has increased by eight per cent.

That in itself is significant. But between now and the year 2000 it will go up another 25 per cent.

"As it increases," explains Mackenzie, "it has a blanketting effect. It cuts down the infrared radiation going from the earth out into space."

## ★ ★ ★ *May Wait Till It's Too Late*

**IN OTHER** words, the air is getting warmer. As far as scientists today can tell, this process could raise the average temperature by several degrees before the century ends.

The implications of such a basic climate change are enormous. Hot air is more turbulent than cold, so storms would be bigger and more violent. The polar ice cap could melt and raise the level of the oceans, flooding coastal areas.

"And if it does get to the point where it changes climatic conditions, we won't be able to do anything about it," says Mackenzie. "It will be too late.

"I think we ought to start fairly soon to get the scientific information we need to decide how serious this possibility really is."

## ★ ★ ★ *Other Poisons Entering Body*

**IF YOU WERE** born before 1949, you can remember a time when dirty air was not a problem. It was in the mid-forties when the first gray shadow of photo-chemical smog was noticed in Los Angeles. That shadow has now spread to urban centers everywhere, and multimillion-dollar efforts to stop it are not succeeding.

Health authorities do not understand the full meaning of this spreading grayness in the air. But they can guess.

People are probably getting bronchitis, emphysema,

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# Unchecked Air Pollution Could Change the Earth

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bronchial asthma, and lung cancer which they would not get if they could breath clean air.

The amount of lead and other poisons added to gasoline and pumped by automobiles into the air — and into our lungs — at an increasing rate, is approaching the danger point.

The environmental pollution panel of the President's Science Advisory Committee was so concerned that it recommended an early start on finding new sources of energy that won't produce pollutants. It could mean an end to automobile transportation as we know it.

There are other sources of pollution, but most of them stand still and can be coped with. The auto is everywhere.

## Air Is Dirty, Views Hidden

IN THE PAST 12 months, we have dumped about 133 million tons of various pollutants into the air, and \$5 million of these tons will come from the exhaust pipes of automobiles and other machines of transportation.

Manufacturing contributed 22 million tons; electric power generation, 15 million; heating, eight millions; trash burning, three million.

All of it, of course, can be traced to the population explosion and the rapid concentration of this population into the urban centers. Today, two-thirds of us live in urban areas, nearly all of us breathe dirty air, and the view of the landscape is hidden.

A recent visitor to Denver, who hoped to see again the great sweep of the Rockies he had last witnessed, there as a child in 1946, saw only vague gray lumps through the smog. In Washington, the breathtaking view of the Capitol that you used to get driving down 13th St. is, on most days, obscured.

And in Los Angeles, where it started two decades ago, cars pile into one another on the freeways because the drivers can't see through the smog.

## Los Angeles Has Tried Hard

THE DISHEARTENING thing about Los Angeles, which has had the problem the longest, is that it has tried the hardest and done the most to curb smog.

In the past 10 years, about \$180 million has been spent — most of it by private industry — to curb air pollution in Los Angeles. Oil refineries and trash dumps no longer pour smoke into the air and one of the foulest pollutants of all, sulphur dioxide, has been drastically reduced.

"In terms of standing sources of pollution, Los Angeles has done the best job in the country," says Mackenzie.

Los Angeles got the oil refineries to install devices to trap sulphur coming from the smokestacks, and it got the power companies to stop burning residual fuel oil for their generators. They switched to natural gas. Total industrial pollutants were reduced by around 80 per cent.

But still, Los Angeles last month had its worst attack of choking, eye-irritating smog in nine years, you could stand on a rooftop in suburban Inglewood and look east and not see the mountains.

The reason was automobiles.

California is working on the automobile, which has canceled out most of the other gains. New cars in California must have devices that cut the main pollutants by about two-thirds, and the Public Health Service has authority to require them nationally by the 1968 model year.

## Hope Detroit Will Find Way

BUT THIS is no kind of a permanent solution, and the Public Health authorities admit it, because the number of cars is going to keep right on increasing.

Mackenzie, still maddeningly calm about it, figures that the air will start to clear a little bit in Los Angeles and other cities as the new anti-smog equipped cars replace the older models. But then, along about the 1980's, things will start to get worse again as the number of autos starts to make up for the reduced emissions per car.

The big hope he says, is that in the interim, we'll find some better way to clean up after the automobile.



What Smog Does to a City—and a Citizen  
... pollutants irritate eyes of man on smog-filled street in Los Angeles

California authorities are already looking ahead. They have ordered another 15 per cent cut back in auto pollutant emission by 1970. The engineers in Detroit don't know how they will comply.

Another problem is that the present devices only work on carbon monoxide and hydrocarbons. They don't touch the oxides of nitrogen, such as the eye-burning peroxyacetyl nitrate, which is formed when sunlight hits the exhaust gases. California may ban these, too, and create another problem for Detroit.

The existing anti-smog gadgets cost from \$14 to \$30 a car, and the future, more adequate ones will probably cost more. Mackenzie says the motorist will get some direct return on this investment, because his engine will consume fuel more efficiently and his gasoline mileage will improve by, say, three per cent.

## Perhaps We'll Change Fuels

IF DETROIT doesn't come up with new and better answers, the scientists tell us it will be necessary to find some other way to travel than by machines which burn gasoline.

The President's science advisers suggest starting now to find a way to make a car run on electricity or nuclear energy or fuel cells.

Or, the pollution panel suggests, it may become necessary to de-emphasize personal transportation, and figure ways to make more people use mass conveyances.

Meanwhile, we have a problem, and its urgency is pinpointed by one of the panel members, Aaire J. Haagen-Smit, a biochemist at Cal Tech. Now, today, on Los Angeles freeways, he says, the carbon monoxide level frequently reaches 30 parts per million, which is enough to deprive your blood of five per cent of its oxygen capacity in eight hours. If you have emphysema or other breathing problems, you don't belong on those freeways.

## 7,000 Cities With Problems

AS A FAST-BREAKING problem, air pollution has sparked a fairly quick reaction from the federal government. Congress committed the U.S. to efforts to clean up the air with laws in 1955, 1963, and 1965.

At first the federal emphasis was on research and spreading information. But with the Clean Air Act of 1963, it started giving direct aid to cities wanting to take some of the filth out of their skies.

Since it entered the field 10 years ago, the federal government has spent or committed more than \$100 million. But the main spending will have to be done by state and local governments.



A Major Villain  
... big industry



Anti-Smog Test  
... using auto device

## Than In Most Urban Areas

# Dade's Air Is Cleaner

By STEVE ROGERS  
Nespe Staff Writer

In a country where most major cities are slowly choking in their own hot air, urban South Florida stands as one of a few remaining outposts where a good, deep gulp of air isn't followed by a cough.

South Florida's air, officials here say, is as pure and as fresh as you'll find it in any area so populous.

And with an eye at the millions of dollars smog-plagued cities are spending to clean up their air, health officers are giving a proportionate nudge or two to prevent air pollution in South Florida.

Not that there isn't some pollution. Not that there isn't some smog. Not that there aren't some of the harmful irritants in South Florida's air that reddens

eyes in Los Angeles. There is ... but there isn't as much.

National statistics show that our air has three to ten times less polluting particles than cities our size," says Robert Quick, director of engineering at the Dade County Health Department.

"We have no specific air pollution problems," he says. "We want to keep it that way."

To KEEP the air clean, the Health Department and a Metro Pollution Control Board have embarked on a preventative program stemming from a 1963 Metro pollution control ordinance.

The ordinance sharply regulates who can dump how much smoky debris into Dade's air and carries stiff penalties for violators.

"We can control most air-polluting factors except such

About all the federal government can do is show them how to identify the sources of pollution, give them technical advice on stopping it, and help with legal problems.

Mackenzie thinks the federal efforts have helped to stimulate local action. For evidence he points to a doubling of local air pollution control spending since 1961.

"But the states and cities are going to have to get a lot more active," he says. "I don't think the problem is an insoluble one at all. But we're not going to be able to do it on a shoestring."

At this moment, he estimates, every community with a population of 50,000 or more has a real air pollution problem, whether it is an industrial city or not. Even without industry, there are power plants burning residual fuel oil and city dumps where solid waste material is burned in the open.

All told, there are probably some 7,000 communities in this country with dirty air problems.

## Nowhere Near Enough Done

WHEN THE SCIENCE advisory panel reported to the President on air pollution, its main message seemed to be that nothing done so far is likely to come anywhere close to being enough.

Some people may have thought that when Congress passed the Clean Air Act of 1963 and the amendments of 1965, we could all quit worrying about the problem.

"But no knowledgeable people in the field had any such delusion — nor did informed individuals in the Congress," says Mackenzie.

One of the panel's recommendations was that there be a tax on pollution. It would provide economic pressure for power companies to stop burning low-grade fuel oil and on home and apartment owners to stop burning coal to refined oil or gas.

But one government can't tax another, and some of the main sources of pollution are governments themselves: From cities which burn their refuse to the federal government which uses residual fuel oil to heat some of its Washington office buildings.

It's enough to make life frustrating for pollution fighters. "You can say our attitude is one of cautious optimism," explains Mackenzie, as he managed a small, sad smile.

Controlling the automobile, one of the worst pollutants, will require a national effort, say Quick and John Gibson, chairman of the pollution control board.

"We have a million out-of-state cars each year in Dade, and 500,000 of our own," says Gibson. "It would be impossible for us to regulate them."

Gibson, who says air is becoming "one great big sewer in the sky," contends Dade air pollution will lessen when major local offenders mend their ways — something the ordinance will force them to do by 1968.

The worst offenders, according to Gibson, Incinerators at Coconut Grove and Coral Gables and Florida Power and Light Co.'s Cutler plant.