



**New Program Choices** With local organizations state's population growth and planning programs for the fall and coming year, Southern California Gas Co. announces its annual program bureau selections. Fisher's presentation is particularly suited for church time.

groups, women's clubs and par-ent-teacher associations. He speaks on "You Can't Bat From the Bench." The utility's community service events had an audience of more than 140,000, including about 75,000 junior high and

the Bench." "Us Uncultured Americans?" features John Arnold Ford, noted Southland music leader who is producer of the world-famous Pilgrimage Play. He is co-sponsored by the Hollywood Bowl Assn. about which he speaks along with singing a few vocal selections. the past year. The offerings include talks

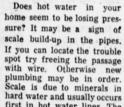
service clubs, church groups and other organizations. Humorous Stary Gange is thavailable to groups with more tional speaker Bill Fisher. Gange's talk centers around the vations.

## **Fowls Now Fair**

high school science students, attending presentations during

The dove-hunting season in California will run from Sept. 1 to Sept. 30 with a daily bag limit of 10 and a total posses-sion limit of 20 the Depart-ment of Fish and Game has announced announced.

The pigeon season will last from Sept. 28 through Oct. 27 in 13 northern counties, and from Dec. 14 through Jan. 12, 1954, in the balance of the state state



hard water and usually occurs first in hot water lines. The only permanent solution is to switch to soft water.



**Gas Company Reports** 

spend over \$300 million per year, from their tax revenues

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## and state grants, on streets and

The Senate Committee kept working at the problem, how-ever. It appointed a citizer advisory group, made up of representatives of all organiza-tions interested in highway user taxes gles involved and to come up acceptable record. The Senate Committee kept on on-half per cent interest on motor vehicles, proceeds to be collected by the state, but to be used only for ravid transit purposes in the particu-lar county. The second required that cuest allocations of funds from matters, to study the fiscal an-gles involved and to come up with some acceptable recom-mendations as to how needed money should be raised. The g r o up unanimously recom-mended increases in highway user taxes.

AS A RESULT of all this CITIES and counties now study and effort, a bill was in-troduced in our 1963 session, embodying the advisory group proposals. In summary, it called

## embodying the advisory group proposals. In summary, it called for a one cent increase in the dational highway taxes will produce about \$60 million more. This will raise the aver-age motorist's highway tax bill about \$6 per year over the some \$42 he now pays. The rapid transit tax, if adopted, would produce an average of cities and counties for road purposes, and state grants, on streets and rodi. It is estimated that the additional highway taxes will produce about \$60 million more. This will raise the aver-age motorist's highway tax bill about \$6 per year over the rapid transit tax, if adopted. Since counties ar given only a short time to approve the tax raise for this purpose, no immediate action is foreseen.