



PFES TAX CHANGE . . . Philip Watson, county tax assessor, addresses members of the Torrance-Lomita Board of Realtors after receiving a plaque of appreciation from Board President H. H. Lippard and Program Chairman L. Milton Isbell. Watson spoke in favor of Proposition 9, the so-called "Watson initiative" to limit property taxes to one per cent of market value. The measure would cut property taxes about in half.

In Torrance

Watson Defends Tax Cut Move

Philip Watson, county tax assessor, received a warm welcome from members of the Torrance-Lomita Board of Realtors when he spoke recently at the Board office in Torrance.

President H. H. Lippard and Program Chairman L. Milton Isbell presented Watson with a plaque of appreciation.

The county assessor spoke on behalf of Proposition 9, an initiative measure which would limit property taxes to 1 per cent.

If passed by voters in November, the proposition would cut the property taxes in half.

Watson said that Proposition 9 may not be the best measure, but that it is a "step in the right direction." Schools and welfare will not suffer from the cuts, he said, because the proposition would force legislators to provide a "fair and equitable, broadly based tax" to pay these costs.

He also pointed out that senior citizens are no longer able to enjoy the comfort of their homes due to the property tax burden. The renter would benefit from the proposition, too, Watson added.

The assessor said the proposition would improve the state's bonding credit. California's bonding credit ratings have dropped from AAA down to A, and sometimes to B, Watson said, largely because of an inequitable property tax structure.

The California Real Estate Association is supporting Proposition 9.

New Patient

A Torrance child, Alan Ericson, 5, son of Mrs. Lillian Ericson of 22421 Denker Ave., was among recent admissions to Orthopaedic Hospital.

Supervisors Will Back Rapid Transit Measure

By **BURTON W. CHACE**
County Supervisor
Development of an effective rapid transit system always has held a high spot on my list of priorities for Los Angeles County.

That is the main reason I recently brought a motion before the Board of Supervisors, asking them to endorse Proposition A. This is the bond issue which will finance \$2.5 billion for the first phase of the much-needed system.

The Board of Supervisors unanimously supported the

bond issue, urging voters to approve the measure on the Nov. 5 ballot.

IF APPROVED, the bonds will be sold to finance construction of an 89-mile high-speed rail system which serves the most heavily populated centers of the county. The bonds will be financed by a half-cent sales tax.

In this way, the system can be started without placing the cost burden on the already strained property

tax. While I endorse the rapid transit program, I consistently voted against financing it through the property tax—the small property owner is already saddled with too much of a bill.

The population of the county is more than seven million and it will increase to nine million by 1980. This fact alone underscores the future need for a rapid transit system.

BUT THE need is not simply one to meet future

growth. An effective rapid transit system which has the full confidence of the public is a necessity now.

Even the most ambitious and effective freeway program in the nation has not solved the area's basic need for mass public transportation. The freeways have failed to fully solve the traffic problems of the county, especially during peak hours.

It is the belief of the Board of Supervisors that Los Angeles County can no

longer remain in the "horse and buggy" era of public transportation. The time to do something is now, and it's up to the voters to do it.

BY APPROVING the rapid transit bond issue, voters will be endorsing a system which will revitalize the community, increase property values, and return more tax dollars because of better land use. The system would stimulate even greater business growth in the county, not to mention

the reduction in seasonal unemployment which will result.

Any delay in development of the system will be costly. A delay of just one year, for example, would add another \$150 million in construction costs.

Facts and figures emphasize the need for an effective rapid transit system for social as well as economic reasons. However, the decision is in the hands of the voters.

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