

TORRANCE HERALD and LOMITA NEWS

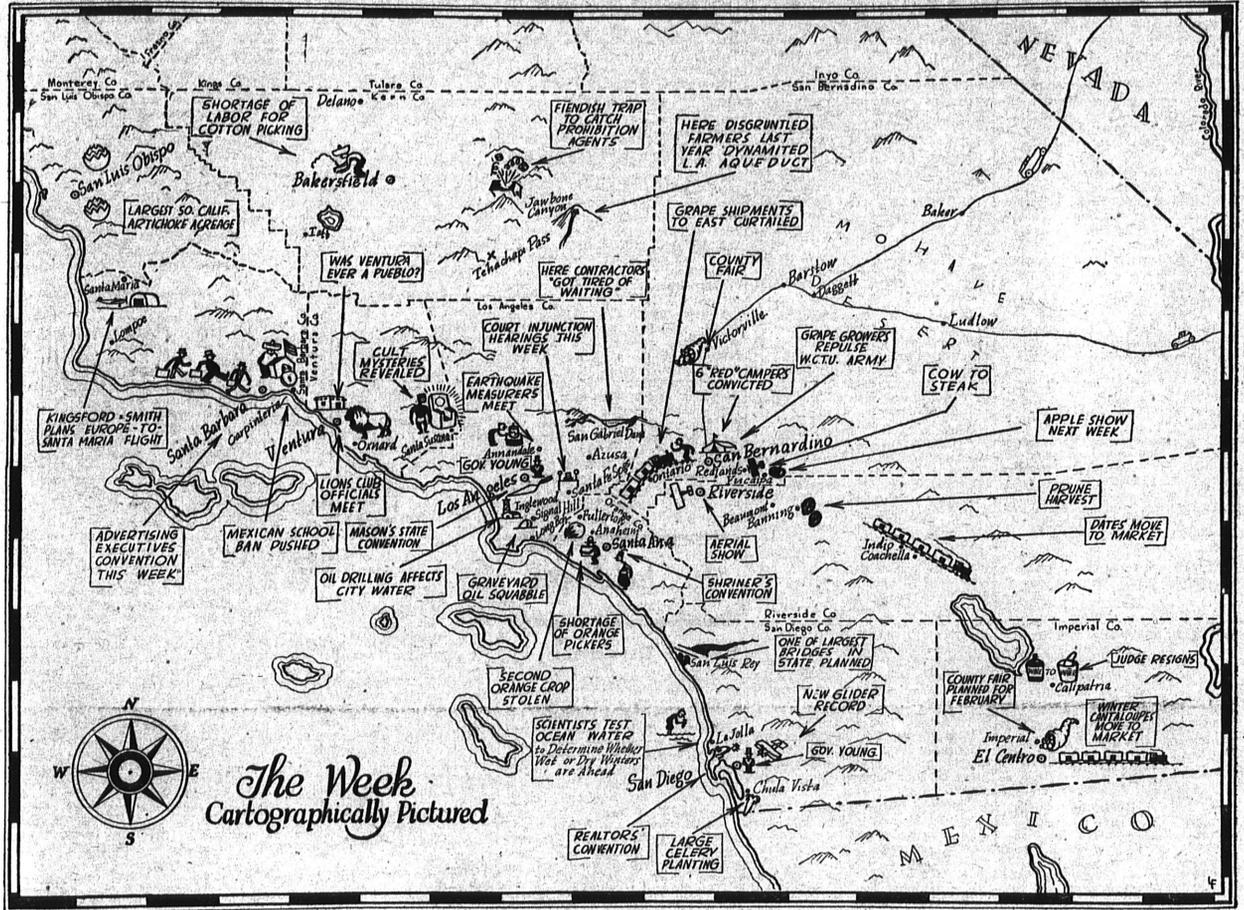
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Lomita, Calif.



The Week
Cartographically Pictured

State Affairs

The Governor Young's Week

The inauguration of new functions of State government, the speeding of old and the routine of running the Big Business which is California's still left Governor Young time last week for four departures from regular channels of State business.

He found time to cheer California realtors (conventioning at San Diego) for their progression in relations with the public; he got San Francisco's Bay Bridge investigation (Federal-State Water Commission, News Review, Oct. 7-13) thoroughly going, and began an investigation into a northern water situation which loomed as precedent-establishing for all parts of the State.

Sandwiched between these activities were his attention for most of one day to San Francisco office affairs, a speech before the Oakland convention of the California League of Municipalities, his dash to Los Angeles, thence to San Diego to address the Men Who Sell the Earth, back to Los Angeles to organize the California State Olympic Games Commission. Departing from Sacramento on Thursday and returning Sunday night, Governor Young set a record for travel, for simultaneous dispatch of business.

Napa Water. The State of California is one of the largest landowners in Napa County, for in that county are located the Napa State Hospital, the State Veterans' Home,

the State Game Farm.

It was, therefore, with good reason that Governor Young listened intently last week when a delegation of Napa County landowners visited him at the State Capitol.

Looming suddenly from an inconspicuous start, Napa Valley, famed in old days for its wines, now famed for its fruits, placed a problem "of the first water" squarely before the Executive. The California-Hawaiian Sugar Refining Corporation at Crockett (largest plant of its kind in America), the delegates' petition declared, would deplete in two years time the water table underlying Napa Valley by its proposed withdrawals from Suscol Wells of from three to six million gallons of water daily. These wells are owned by the refinery, which proposes to transport the water from Napa County to Contra Costa County (across the Bay) to meet an acute industrial shortage caused by encroachment of salt water in the lower Sacramento River.

Declared the delegates to Governor Young: Geological surveys show the water, once withdrawn, cannot be replaced by natural means in the lifetime of a generation.

Governor Young, disturbed, told delegates that the affair was precedent-establishing, inasmuch as other communities might be faced by similar situations. He took the matter under advisement, then delegate Hyatt to make a careful investigation.

Bay Bridge. Whether the much-discussed San Francisco Bay Bridge enterprise (News Review Oct. 7-13)

can be built by the public revenue bonding method will depend upon traffic. Therefore the new Federal-State Water Commission, headed by Mayor Egan, as its first step at organizing last week in Governor Young's office, called upon the Department of Public Works for a survey of all through travel and suburban traffic entering San Francisco from Oakland, or vice-versa.

It was broadly intimated by members of the Commission that the bridge never can be financed by vehicular traffic alone; that electric and steam rail traffic must help pay the cost.

League of Municipalities. Thursday found Governor Young at Oakland, later at the State offices at San Francisco. At Oakland, Governor Young, in one of the closing addresses of the general convention of the League of Municipalities, extolled the rapidity with which cities of the West have improved their form of government. Sandwiched in this speech were excerpts from the Governor's famed and much-repeated "State Finance" speech.

Earth Sellers. Arriving in Los Angeles Friday morning, Governor Young did not go to his offices in the Associated Realty Building, but left directly for San Diego where the California Real Estate Association's convention awaited him (see Conventions).

To the Men Who Sell the Earth, onetime Realtor Young (News Review, Sept. 30-Oct. 6) spoke briefly, lauded their progressivism, their attempts to improve their relations with the public.

Olympic Games. The fact that Saturday was Columbus Day, a legal holiday, and that all offices of the State departments located at Los Angeles were closed, did not deter Governor Young from arriving at his offices in the Associated Realty Building at 7:30 a. m.

Chief among the Governor's activities was to meet with the newly

appointed California Olympic Games Commission (News Review, Sept. 23-29, et seq), to preside as temporary chairman until the election of William May Garland, Los



B. B. MEEK

...swung the pendulum southward. Angeles real estate tycoon, as directing head of that body.

In the afternoon, the Governor, accompanied by Louis B. Mayer, movie executive and a member of the Olympic commission, motored to the Metro-Goldwyn-Mayer studios, at Culver City, where, with Lord Mayor Gustav Boess of Berlin (see People), Governor Young toured the talking stages, was presenter when a "voice record" of Boess was played back to him.

Routine Matters. Among others, the following routine matters occupied Governor Young's time last

week: He proclaimed Fire Prevention Week, emphasized the "need for drastic action" by California judges in dealing with incendiaries (News Review, Sept. 30-Oct. 6).

He formally and officially accepted the resignation of Will C. Wood, State Superintendent of Banks (News Review, Oct. 7-13).

He appointed George W. Hawley, Berkeley engineer, as State Supervisor of Dam Construction and Maintenance.

The Government Gas-Tax Roads

Every California motorist who drives into a gas station, has his tank filled, pays to the State three cents on each gallon purchased. Last year the State realized an income of \$106,000,000 from this tax, and, according to the provisions of the gas tax law, turned the money over to the Department of Public Works for the construction and maintenance of public roads. State highways.

While the gas tax law theoretically compels the operator of a motor vehicle to pay his share of highway construction, not every section of the State has voiced satisfaction in its workings. Especially dissatisfied has been Southern California. The Southland's grievance: the ten southern counties, having more automobiles per capita than any other region of the State, pay the larger share of the tax, yet northern California has received the greater share of road construction. This has been due partly to the fact that many enterprising Southern California cities and counties had already voted bond issues, had proceeded with road improvement without State aid, while northern counties, less enterprising, had de-