

File No. 189
Subject STATE HIGHWAY

DATE OF INVOICE	DESCRIPTION	AMOUNT OF INVOICE	DEDUCTIONS	NET AMOUNT OF INVOICE
6/1/16	Cuyamaca Water Co. Sched. #6645 <i>SEP 18 1916</i> <i>fm</i>	8.55		<i>189</i>

CALIFORNIA HIGHWAY COMMISSION, SACRAMENTO
PLEASE DETACH THIS STATEMENT OF SETTLEMENT BEFORE DEPOSITING CHECK

NO RECEIPT NECESSARY

San Diego, Cal., June 1, 1916

M California Highway Commission,
Mr. Beckford, Engineer,
El Cajon, Calif.

To **Cuyamaca Water Company, Dr.**
 FLETCHER BUILDING
 916 EIGHTH STREET, BETWEEN BROADWAY AND E

ALL DELINQUENT BILLS DRAW EIGHT PER CENT. INTEREST

For water furnished during the following months:

December, 1915, 5000 gals. @ 15¢ per M gals.	75
January, 1916, 8000 " " " " "	1 20
February, 1916, 8000 " " " " "	1 20
March, 1916, 12000 " " " " "	1 80
April, 1916, 12000 " " " " "	1 80
May, 1916, 12000 " " " " "	1 80
CUYAMACA WATER CO.	8 55

PAID
 SEP 12 1916
 L.S.M.

189

FORM NO. 425

DIVISION PURCHASE ORDER

DIVISION NO. VII

ORDER NO. 77453

STATE OF CALIFORNIA
 DEPARTMENT OF ENGINEERING
 CALIFORNIA HIGHWAY COMMISSION

El Cajon, CAL June 1, 1916. 191

TO The Cuyamaca Water Co., San Diego.

GENTLEMEN: PLEASE DELIVER AS FOLLOWS—PRICES TO BE AS STATED HEREIN:

SHIP WHEN	SHIP TO	ADDRESS	SHIP VIA
As directed			

RECEIVED
 JUN 30 1916

QUANTITY	DESCRIPTION	REGULATION NO.	PRICES
57000 gals	Water furnished for camp use from December 25 to June 1 1916 @ 15 ¢ per thousand gallons		8.55
	December 1915, 5000 gals .		
	January 16 8000 "		
	February 8000 "		
	March 12000 "		
	April 12000 "		
	May 12000 "		
	57000 "		

VII S.D. 12 C.D93
 Commissary

form

189

NOTICE
 Above numbers must show on all invoices, or they can not be audited for payment.
 Deliver no goods without written order. Send B/L stating weight and rate.
 Invoices must be rendered in TRIPLICATE.
 Acknowledge and state definitely when shipment will be made.

CALIFORNIA HIGHWAY COMMISSION
 BY *[Signature]*
 PURCHASING AGENT

San Diego, Cal., July 1, 1916.

M California State Highway Commission,
J. G. Beckford, Engineer,
El Cajon, Calif.

To Cuyamaca Water Company, Dr.
FLETCHER BUILDING
916 EIGHTH STREET, BETWEEN BROADWAY AND E

ALL DELINQUENT BILLS DRAW EIGHT PER CENT. INTEREST

DATE OF INVOICE	DESCRIPTION	AMOUNT OF INVOICE	DEDUCTIONS	NET AMOUNT OF INVOICE
7/1/16	Sched. #6703	25.80		

CALIFORNIA HIGHWAY COMMISSION, SACRAMENTO
PLEASE DETACH THIS STATEMENT OF SETTLEMENT BEFORE DEPOSITING CHECK

NO RECEIPT NECESSARY

CUYAMACA WATER CO.
PAID
SEP 27 1916
L.A.M.

RECEIVED
SEP 27 1916

189

For water furnished during the month of
June, 1916, as follows:

12,000 gals. @ 15¢ per M gals. (for pump)	1 80.
240,000 " " 10¢ " " (for road work)	24 00.
	<u>25 80.</u>

CUYAMACA WATER CO.
PAID
SEP 27 1916
L.A.M.

189

267

San Diego, California,

May 4, 1917

State Highway Commission,
Los Angeles, California.

Gentlemen:-

Will you kindly mail me at your earliest convenience a copy of the contracts and specifications as used on your present paved road work and typical of a mountain division.

Yours very truly,

Engineer,

Escondido-Del Mar Paved Highway.

E:K

200-2

San Diego, California
July 13, 1922.

California Highway Commission,
Pacific Finance Building,
Los Angeles, Calif.

Gentlemen:

We, the Board of Directors of the San Diego Chamber of Commerce, realizing the importance of making easily accessible to the public California's greatest asset, its Big Trees, respectfully petition your honorable body that in locating the Skyline Boulevard from San Francisco to Santa Cruz and the South, that said route be so located as to directly pass through the Santa Cruz Big Trees, one of the wonders of the world.

It is the most easily accessible of all the Big Trees of California, and will be seen by the greatest number, and this feature should not be overlooked in the construction of the Skyline Boulevard, owing to the fact that it is only a question of time when the Skyline Boulevard will be extended along the coast from Santa Cruz to Los Angeles, and thereby furnishing one of the world's most wonderful motoring attractions.

SAN DIEGO CHAMBER OF COMMERCE

Per, _____

1774 5-22 2022
COMMISSIONERS
N. D. DARLINGTON, CHAIRMAN
CHARLES A. WHITMORE
GEORGE C. MANSFIELD

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS

CALIFORNIA HIGHWAY COMMISSION
FORUM BUILDING
SACRAMENTO

STATE HIGHWAY ENGINEER
AUSTIN B. FLETCHER
ASSISTANT STATE HIGHWAY ENGINEER
THOS. E. STANTON
ATTORNEY, CHARLES C. CARLETON
ACTING SECRETARY

July 28, 1922.

230-2
Col. Ed. Fletcher,
920 Eighth Street,
San Diego, Calif.

Dear Mr. Fletcher:

Your letter of July 19th, relative to construction of highways through Indian Reservations, was presented to the Commission July 26th.

The writer was directed to advise you that this matter will receive the consideration of the Commission.

Your letter of July 24th, enclosing copy of letter from Division Engineer Patch, was received after the last meeting. This will be presented to the Commission at its next meeting.

For your information would state that the Commission has not yet received definite instructions as to procedure for handling such work.

Yours very truly,

CALIFORNIA HIGHWAY COMMISSION,

By

R. A. Murray
Secretary.

FOR THE PRESS

Sacramento, California,
May 1, 1922.

CALIFORNIA HIGHWAY COMMISSION

N. D. Darlington, Chairman; Chas. A. Whitacre and George C. Mansfield, Members; and A. B. Fletcher, State Highway Engineer.

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U. S. ROAD CHIEF PRAISES CALIFORNIA STATE HIGHWAYS

California highways were praised by Thomas H. MacDonald, Chief of the U. S. Bureau of Public Roads, in an address delivered in New York at a dinner given by the Highway Committee of the National Chamber of Commerce, on March 1st, 1922. Mr. MacDonald took as his subject "Things That Are Not So", and spoke upon reports circulated in the East derogatory to the highway system. He said: -

"People say that the roads of California have gone to pieces and that they have been gradually giving up the ghost. The Bureau made a very careful survey of 1,290 miles out of the entire system of about 1,500 miles of concrete roads which have been built in California since 1909; that is a period of over ten years.

In that ten-year period, of the entire mileage that has been built, less than thirteen per cent is all that shows signs of distress or has broken down. And those roads, gentlemen, were four and five inches thick and seventy per cent of all which showed distress were laid over clay and adobe soils. It is my judgment that they would have shown about the same distress when laid over that kind of soil had they been very much thicker."

"Most of the things that we have known about highways are not so", said Mr. MacDonald in his introductory remarks. "You will find flat contradictions of practically everything we have accepted as trite and academic and almost proverbial."

One of the axioms that Mr. MacDonald assails is the "commandment that thou shalt not build a road which will not last longer than the bond".

Mr. MacDonald cited New York, which like California is widening and thickening its old roads and said:

"The State of New York issued bond for \$100,000,000 and I have seen within very recent times articles written in which it is said that the roads are going to pieces so badly that they will be gone before the bonds have been paid. Probably the road surfaces built with the proceeds of those particular bonds will be gone before the bonds are paid. But it is a fact that this year in New York State we are in cooperation with the State, widening those old macadam roads with eighteen feet of concrete, leaving a strip of the old macadam in the middle.

This work has only just begun but successfully so making a twenty-four-foot surfaced roadway in place of the old twelve or fourteen-foot macadam surface, on the same roadbed that was built with the bond money and at a cost which is enough less than the average cost of new construction of concrete eighteen feet wide to absorb the first cost, that the State has invested.

In other words, so far as I can see it, New York State by the investment of \$100,000,000 and by building cheap roads when her needs were for cheap roads, has been having the service of those roads all these years at not to exceed the interest cost and has all the investment left."

HIGHWAY CONTRACTS ACCEPTED

Contracts have been completed and accepted by the California Highway Commission as follows:

Merced County - Northernly boundary to Arline;
J. A. Costello, Jr., Contractor; asphaltic surfacing.

Orange County - Fullerton to northernly boundary;
Riley and Peterson, Contractors; asphaltic surfacing.

Sacramento County - Maintenance Shop building;
M. E. Hopper and Son, Contractors.

Humboldt County - Concrete arch bridge across
Bear Creek; Frank H. Green, Contractor.

Sanford County - Westernly boundary to Ione;
W. J. Schmidt, Contractor.

FOR THE PRESS

Sacramento, California,
May 3, 1922.

CALIFORNIA HIGHWAY COMMISSION

N. D. Darlington, Chairman; Chas. A. Whitmore and George C. Mansfield, Members; and A. B. Fletcher, State Highway Engineer.

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NEW SECRETARY ELECTED

Roy A. Murray, Promotion Secretary of the Y. M. C. A. at San Francisco, has been elected Secretary of the California Highway Commission to take the place of John F. Galvin of Richmond, who resigned to become a member of the State Civil Service Commission. Mr. Murray has had extensive experience in work similar to that he will undertake as Secretary of the California Highway Commission. The appointment is effective June 1st.

DRAYMEN OFFER CO-OPERATION.

Co-operation of draymen between Marysville, Sacramento, Stockton and Vallejo in the enactment of proper motor vehicle regulations for the protection of State highways was reflected in a meeting held recently in Sacramento between members of the California Highway Commission and members of the Draymen's Transportation Corporations.

The delegation of draymen was headed by Senator J. M. Inman, and consisted of C. E. Wilkins, C. C. Lockett, H. S. Dawson, W. C. Russell, J. W. Galway and G. F. Albright.

The draymen expressed a desire to see the motor transportation business brought under proper regulation, and measures taken for the protection of highways and the apprehension of irresponsible truckmen who injure the business and the highway by gross overloading and speeding.

APPROACHES TO BRIDGES

An allotment has been made for constructing approaches to two bridges over Kings River in Kings County.

SONOMA COUNTY SURFACING.

An additional allotment for continuing the gravel surfacing on the Black Point Cut-off from Fairville to the easterly boundary in Sonoma County has been made by the California Highway Commission.

HIGHWAY DISTRICT AND BRIDGE SOUTH OF
SAN FRANCISCO.

The need of additional highway facilities south from San Francisco, and of a bridge across the lower San Francisco Bay at or near Dumbarton, were presented to the California Highway Commission a few days ago at Sacramento by a delegation consisting of Supervisors R. J. Welsh and Emmett Hayden of San Francisco, and John McBain, of San Mateo.

The delegates advised the Commission of their plan to form a Highway District of San Francisco and San Mateo Counties. They asked for the co-operation of the Commission in the appointment of an engineer to serve with the engineers of the two counties interested.

The gentlemen asked the California Highway Commission to complete a former survey and estimate for a bridge and approaches at Dumbarton, and also to cause a study to be made of an alternate crossing at Coyote Point. This survey was authorized by Senate Bill 109, passed by the 1917 Legislature and carrying a special appropriation for the work, which appropriation is not entirely exhausted.

The Commission agreed to do the work and endeavor to have its estimate available by September next, which is the time for fixing the tax rate in San Francisco.

SAN JUAN CONTRACT

A contract for widening and thickening the State highway between San Juan and the Pajaro River was awarded on Tuesday by the California Highway Commission to W. A. Dontanville of Hollister. The contract calls for the improvement of 4.57 miles of highway. The specifications call for laying a new concrete slab over the old 15 foot concrete slab. The new slab will be 20 feet in width. The old slab will be covered with four inches of new concrete. The shoulders which extend the width of the road to 20 feet will be 8 inches in depth.

The contract price, not including materials which the State furnishes, is \$47,802.50 against an estimate of the engineering department of the California Highway Commission of \$66,937.50. The State furnishes material to the value of \$70,825.00.

LET CONTRACT FOR TAHOE-UKIAH SECTION.

A contract for a section of the Tahoe-Ukiah highway between Upper Lake and the west boundary of Lake County was awarded on Tuesday by the California Highway Commission to Redmond-Page & Company of San Francisco. The distance covered in the contract is 9.01 miles to be graded 18 feet wide in cuts and 21 feet in fills. The bid was \$167,359.50 as compared with an engineer's estimate of \$168,020.40. The State furnishes materials to the value of \$6,296.36.

A total of seventeen bids were received for this work.

HIGHWAY CONTRACTS ACCEPTED.

Contracts have been accepted and approved by the California Highway Commission in the following counties:

San Joaquin - asphalt surfacing of widened highway from Tracy to point three-fourths of a mile easterly;

J. A. Costello, Jr., Contractor.

Butte - bridge over Feather River on Oroville lateral;

Healy-Tibbitts Construction Company, Contractors.

Tehama - concrete highway, Los Molinos to Red Bluff;

Lynn S. Atkinson, Jr., Contractor.

Fresno - concrete shoulders and asphalt surfacing from Selma to Kingsburg;

California Construction Company, Contractors.

Mendocino - two concrete girder bridges across Long Valley Creek;

Rocca and Caletti, Contractors.

Los Angeles - concrete highway from Lancaster to Rosamond on adobe subgrade specially treated with oil as protection against alkali and to overcome expansion in subgrade;

Southwest Paving Company, Contractors.

San Luis Obispo - Partial acceptance of graded road from Estrella River to one mile north-east of Shandon;

Frank C. McIntire, Contractor.

FOR THE PRESS

Sacramento, California,
May 8, 1922.

CALIFORNIA HIGHWAY COMMISSION

N. D. Darlington, Chairman; Chas. A. Whitmore and George C. Mansfield, Members; and A. B. Fletcher, State Highway Engineer.

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ROAD BUILDING EXPERIMENTS

The California Highway Commission, jointly with the U. S. Bureau of Public Roads, also with the co-operation of the Columbia Steel Company, in the use of its property, is to continue to completion the Pittsburg highway tests started last spring by the Company to investigate the strength of different types of concrete highways, with particular reference to the effect of reinforcing steel. At the conclusion of the tests already instituted, the Commission and the Federal Bureau expect to start an entirely new series of tests on the same ground, which has been offered for the purpose by the Steel Company.

The fact that expenditures for highways in the United States last year, amounted to approximately \$600,000,000, an amount which places road building among the big industries of the country, justifies a considerable expenditure for experiment to determine just how they should be built to meet the needs of the ever increasing traffic.

When riding over a finished road very few people think of the problems, many and varied, which its building gives rise to. For instance, the cost of oil, gas and repairs, for motor vehicles can be varied by simply changing the location, the curves or the grades. The type of surface also must be considered in the economic operation of vehicles. Problems also arise in connection with the materials and methods of construction and maintenance of the surface. There is also the proper selection and design of the surface which includes consideration of the subgrade.

Problems of interest to a certain locality are usually investigated by the various state highway and educational institutions throughout the country, the Bureau of Public Roads co-operating by way of furnishing part of the personnel and special instruments and equipment. At present, there are in progress eight investigations of this character ranging in size from small laboratory tests requiring but one investigator and little equipment, to experimental roads like the Pittsburg highway, requiring a corps of research engineers and expensive equipment and apparatus. These activities show that the country has gone into the road building business in earnest and should give assurance that the great mileage of roads to be built will be the best and most economical that science can develop.

MAKES TEST OF HIGHWAY ROTARY SNOW PLOW

An interesting report upon an experimental operation of a rotary snow plow at Big Creek in Fresno County has been submitted to the California Highway Commission by J. B. Woodson, Division Engineer, of the office with headquarters at Fresno. The plow was tested out under adverse conditions on a Fresno County mountain highway. Grades averaged 14 per cent with some running 20 percent. The snow reached a depth of from 12 to 14 feet.

Mr. Woodson reports that he believes that under favorable conditions, where the grades are not excessive and in freshly fallen snow up to five or six feet in depth, a highway rotary snow plow could be operated successfully.

CALIFORNIA STATE HIGHWAY MILEAGE AND FUNDS

By the end of the present fiscal year California will have completed around 3007 miles of its State highway program, or about half the mileage incorporated in the State system by the various bond and legislative acts pertaining to highways. In addition to this 3007 miles are 946 miles of special appropriation roads which are not included in the list of completed highways. Some of these 946 miles are equal to the State highway standard for finished roads, but the majority will need radical reconstruction. The total mileage in the State system for both building and maintenance is over 6300 miles or close to 10% of all dedicated public roads in the State, exclusive of incorporated cities.

Of the 3007 miles built by the California Highway Commission, 1765 miles are concrete base roads, with or without asphaltic surfacing, 305 miles are paved roads of other types and 937 miles are graded roads.

Since January 1 of this year, the Commission has contracted for 103 miles of new construction; 46 miles of gravel surfacing and 30 miles of asphalt surfacing. Its program for the year calls for \$15,000,000 in new highway construction.

During 1921 average costs for the different types of roads were roughly as follows:

Graded roads \$12,000 per mile.
Bituminized macadam \$21,000 per mile.
Concrete Base \$30,000 per mile.
Bituminous Pavement \$24,000 per mile.

The total expenditures of the department to April 1, 1922, exclusive of Motor Vehicle Funds, which are used almost exclusively for maintenance, amounts to \$52,646,084, and the estimated unobligated balance available from all sources, exclusive of Motor Vehicle Funds, is \$33,700,000. At the present rate of construction these funds will be largely obligated during 1922 and 1923.

FIGHTING VALONA SLIDE.

The California Highway Commission and the Southern Pacific Company are engaged in a battle to conquer the Valona Slide on the Martinez-Oakland Road.

Tunnels are being driven at the base of the hill to drain the water that has resulted in the development of slide conditions. Water to the extent of 120 gallons per minute is being collected in the different tunnels and drifts, which water formerly flowed into the slide.

Indications are thought favorable to overcoming the drainage conditions with its resultant slide, threatening both highway and railroad.

The Southern Pacific Company is in active charge of the work with the California Highway Commission, assisting in its financing.

At the present time, travel is being accommodated across the slide by a temporary bridge.

SUTTER COUNTY WORK.

The California Highway Commission has authorized an extension of contract in Sutter County to include the improvement of the road across the Wadsworth Canal. At the time the highway was improved under the contract, the bridge and its approaches had not been completed. These have been completed and the extension of the concrete pavement over this exception is now authorized.

CONVICT WORK ON KLAMATH RIVER LATERAL.

Construction of a section of the Klamath River Lateral of the State highway from Happy Camp to a junction with the main State highway north of Yreka has been authorized by the California Highway Commission. The work will be undertaken by convict labor, the convict camp now at Ingot, Shasta County, being moved to the more isolated Klamath Section.

The summer's work will begin at Happy Camp, to which point the United States Forest Service is now building a road. Approximately 20 miles of work will be undertaken this summer.

The Section undertaken will be entirely in Siskiyou County.

The convict work, which has been in progress on the Alturas lateral from the Camp at Ingot, will now be taken over by a free labor organization under the direction of the California Highway Commission.

FOR THE PRESS

CALIFORNIA HIGHWAY COMMISSION

N. D. Darlington, Chairman; Chas. A. Whitmore and George C. Mansfield, Members; and A. B. Fletcher, State Highway Engineer.

-oOo- Sacramento, Cal. Aug. 2, 1922.

ONE CENT A DAY EACH, COST OF HIGHWAYS NOW
Chief of Bureau of Public Roads Says Highway
Expenditures not keeping Pace with Increased Service
Demanded.

Ten Years at One Hundred Million Dollars a
Year will Complete Federal Aid System of
180,000 Miles.

The following brief extract from an address recently given by Thomas H. MacDonald, Chief of the United States Bureau of Public Roads, before the Highways Committee of the National Automobile Chamber of Commerce in New York City, gives an excellent authoritative and condensed picture of the present status of our American Highway Building.

Mr. MacDonald said:

"In the building of our railway systems, the same individual or corporation, the same owner, owned both the rolling stock and the roadbed. In highway transport the individual owns the rolling stock, while the public has undertaken to provide the roadbed. It has not up to this time done a very good job.

"In 1910 we were spending for all highway purposes in the United States about \$120,000,000. That was largely for the horse-drawn vehicle and its expenditure constituted pretty largely a service to the agricultural population, which at this time represents about 40% of our people. At the same time in 1910 there were only about 500,000 automobiles in the country.

"In the eleven-year period we have increased our motor vehicle registration about 1,800% and we have only increased our effective road expenditures for road purposes about 400%. Thus we have been lagging very far behind in the building of

roadbeds for the rolling stock.

"In 1921 our estimate of the accumulated investment in highways for the eleven-year period was \$2,526,000,000, exclusive of the amount we have spent for maintenance each year. The estimate of rolling stock values is \$8,790,000,000. That is, there has been over three times as much investment in rolling stock between 1910 and 1921 as we have expended during the same period for highway construction.

"Our expenses last year for all road purposes were about \$600,000,000. That includes not only the federal and state expenditures for the main state highways, but the local expenditures outside of the municipalities, such as the township, county and district expenditures. And based on that total estimated cost is my estimate that it costs the American individual, each man, woman, and child in the United States, about one penny per day for highways."

Mr. MacDonald went on to point out that 7% Federal Aid System called for by the Federal Highway Act passed last year will amount to about 180,000 miles, of which 70,000 miles are already improved. He stated that the balance of about 120,000 miles could be completed in ten years if Congress appropriated \$100,000,000, a year during that period. This system can be completed in 15 years at the rate of \$75,000,000 a year and it would require 20 years if the Federal appropriations are restricted to \$50,000,000 per year. Mr. MacDonald asks:

"With ten millions of motor vehicles in this country, how long can we wait for a system of roadbeds over which to operate that rolling stock?"

BIDS OPENED FOR FOUR SECTIONS OF STATE HIGHWAY.

The California Highway Commission received bids July 31st, 1922, on four sections of State highway:

1. Colusa and Sutter Counties, between Colusa and Long Bridge, about ten and nine-tenths miles in length, to be graded and paved with Portland cement concrete.

Low bidder, Bonnell, Savage & Fenn, Tacoma, Wash.,	
Total with Corrugated metal Pipe,	\$113,764.80,
Total with Reinforced concrete pipe,	\$113,972.80,
Engineer's Estimate, Total with Corr. Metal Pipe,	\$126,009.90,
Engineer's estimate, Total with Rein. Conc. Pipe,	\$136,534.90.

2. Inyo County, between Fish Springs and S. E. Ccr. Sec. 33, T. 8 S., R. 33 E., M.D.B. & M., about eleven and seven-tenths miles in length to be graded.

Low bidder, Redmond, Page & Pond, Alameda, Calif.,	\$67,333.50,
Engineer's Estimate,	\$64,036.00,

3. Kern County, between Cottonwood Creek and First Crossing Kern River, about six and eight-tenths miles in length, to be graded.

Low bidder, W. S. Mead, San Francisco, Cal.,	\$281,157.00,
Engineer's Estimate,	\$248,052.00,

4. Madera County, between Arcola School and Borden Station, about eighth-tenths mile in length, to be surfaced with asphalt concrete.

Low bidder, Federal Construction Co., San Francisco,	\$13,860.00,
Engineer's Estimate,	\$15,400.00.

All bids exclusive of materials furnished by State.

FOR THE PRESS
CALIFORNIA HIGHWAY COMMISSION

N. D. Darlington, Chairman; Chas. A. Whitmore and George C.
Mansfield, Members; and A. B. Fletcher, State Highway Engineer.
Sacramento, California,
November 2, 1922.

GASOLINE TAX IN THE UNITED STATES.

Thos. H. MacDonald, Chief, United States of Public Roads,
recently stated that:

"\$40,000,000 annually can be raised for road
building and maintenance by a tax of one cent a gallon on
gasoline. This method of raising funds is rapidly growing
in favor."

The following information which has been secured
from the Office of Public Roads with regard to the gasoline
tax in the United States, is, therefore, of timely interest.

STATES HAVING A TAX IN OPERATION

Four states had a gasoline tax prior to January 1,
1921. Since then, 13 states have put such a law into
operation. Several other states are now considering such
a tax. The seventeen states which have such a law now in
operation are as follows:

Arizona	Louisiana	Oregon
Arkansas	Maryland	Pennsylvania
Colorado	Mississippi	South Carolina
Connecticut	Montana	South Dakota
Georgia	New Mexico	Washington
Kentucky	North Carolina	

AMOUNT OF TAX

In 15 states, namely: Arizona, Arkansas, Colorado,
Connecticut, Georgia, Kentucky, Louisiana, Maryland, Mississippi,
Montana, New Mexico, North Carolina, Pennsylvania, South Dakota
and Washington, the tax is 1c per gallon at the present time.
In 2 states, it is now 2c per gallon; Oregon and South Carolina.
In Maryland, after January 1, 1923, a 2c tax will become effective.

APPLICATION OF THE FUND

In 10 states, the money goes into the general state
road fund: Arizona, Connecticut, Georgia, Kentucky,
Louisiana, Maryland, New Mexico, North Carolina, Oregon
and Washington.

In 4 states, Arkansas, Colorado, Pennsylvania and South
Carolina, 50% of the money goes to the state road fund
and 50% to the county road funds.

In Mississippi, 40% goes to the State Highway fund and 60%
to the county highway funds.

In Montana, two-thirds of the fund goes to the state
general fund and one-third to the county school fund.

DISTINCTION BETWEEN GASOLINE FOR MOTOR VEHICLES
AND FOR OTHER PURPOSES.

In 9 states, Arizona, Georgia, Kentucky, Louisiana,
Montana, New Mexico, North Carolina, Pennsylvania and
Washington, there is NO distinction made between gasoline used
for motor vehicles and that used for other purposes.

In the case of gasoline purchased for use in other than
motor vehicles, arrangements are made for a refund in
four states: Arkansas, Colorado, Connecticut and Oregon.
In South Dakota, the tax is 1c a gallon on gasoline sold
for use by motor vehicles.

**NEW YORK STATE PUTS JAIL SENTENCE ON USING
HIGHWAYS WITH OVERLOADED TRUCK.**

New York state has established a fine of \$50 or a month in jail as the minimum penalty for the first offense in using overloaded motor trucks on the public highway. For the second, a minimum fine of \$50 or two months in jail. For the third offense, the minimum fine is \$100 and the registration of the truck is suspended for a period of not less than 30 days nor more than 6 months. The new law just passed to protect the state highways, limits loads to 28,000 pounds, with a maximum load per wheel of 9,800 pounds and a maximum load per inch of tire of 700 pounds. Use of rubber tires worn to within one inch of the metal flange is prohibited. Trucks not exceeding 2 tons capacity are limited to a speed of 20 miles per hour, and trucks of over two tons to 15 miles. Trucks with pneumatic tires are allowed an additional five miles per hour speed. Excess loads when discovered must be unloaded on the roadside. Under the new law 150 truck drivers were fined in one day.

CONTRACT AWARDED IN SAN MATEO COUNTY.

The California Highway Commission awarded contract November 1, 1922, for a total of 13.5 miles of highway, between Sneath Road and Half Moon Bay road, 30 ft. grading and 29' x 5" gravel surfacing, to P. L. Burr, San Francisco, California, on bid of

	\$335,814.00
Engineer's Estimate	321,425.50
Plus materials furnished by the State.	13,479.35
Making total cost	\$350,293.35.

SEVENTEEN STATES HAVE GASOLINE TAX.

In view of the clearly expressed sentiment from many sources and organizations relative to a tax on gasoline in Michigan, the proceeds to be devoted to highway maintenance and construction or kindred purposes. State Highway Commissioner Frank F. Rogers has been gathering all the information possible from the states in the Union which have thus far adopted such a measure. He has sent out a questionnaire to those states, seventeen in all, and the following gives some of the results of these inquiries:

STATE	Rate Per Gal.	Estimated Receipts for year.	No. of cars Registered	Average per car.
Arizona.....	1c	\$166,021.56	35,049	\$4.73
*Arkansas.....	1c	99,342.60	68,500	1.45
*Colorado.....	1c	627,965.31	125,600	4.63
*Connecticut....	1c	666,983.10	141,008	4.73
Florida.....	1c			
Georgia.....	1c	720,000.00	131,976	5.45
Kentucky.....	1c	411,938.95	125,000	3.30
Louisiana.....	1c	400,000.00	80,000	5.00
Mississippi....	1c	300,000.00	50,000	6.00
Montana.....	1c	220,737.93	61,000	3.93
New Mexico.....	1c	337,282.77		
*No. Carolina..	1c	660,000.00	153,000	4.31
*Oregon.....	2c	1,034,605.10	118,615	8.74
Pennsylvania... 1c		2,504,672.76		
So. Carolina... 2c				
*So. Dakota..... 1c		652,125.36	120,592	5.40
Washington..... 1c		943,394.86	194,983	4.84

* Exemption allowed on gas used for other purposes than motor vehicles.

REVENUE SERVICE

In view of the clearly expressed sentiment that many
years and organizations relative to a tax on the value of
property, the proceeds to be devoted to highway improvements and
general improvement on railroad property...
The new law...
The new law...
The new law...

TABLE A
STATE AND LOCAL TAXES
FOR 1917

State	Local	Total	Rate
Alabama
Arizona
Arkansas
California
Colorado
Connecticut
Delaware
District of Columbia
Florida
Georgia
Idaho
Illinois
Indiana
Iowa
Kansas
Kentucky
Louisiana
Maine
Massachusetts
Michigan
Minnesota
Mississippi
Missouri
Montana
Nebraska
Nevada
New Hampshire
New Jersey
New Mexico
New York
North Carolina
North Dakota
Ohio
Oklahoma
Oregon
Pennsylvania
Rhode Island
South Carolina
South Dakota
Texas
Vermont
Virginia
Washington
West Virginia
Wisconsin
Wyoming

* Exemption allowed on new motor and light trucks
motor vehicles.

Mechanics
M.C.

Ed Fletcher Papers

1870-1955

MSS.81

Box: 4 Folder: 11

**General Correspondence - California
State. Highway Commission**



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