

Associated Press.
is exclusively entitled to
all rights of publication
and otherwise credited in this
local news published herein.

MONDAY,
JULY 8, 1918

GOVERNMENT REALIZES NEED OF MILITARY ROADS

WASHINGTON, July 8.—Governmental agencies dealing with highway problems fully recognize the vital military and economic importance of the country's roads, according to a letter from Secretary of Agriculture Houston to Arthur H. Fleming, chief of the state council's section, council of national defense.

The secretary, whose department administers the federal aid road act, stated also that the government recognizes that it is necessary to construct, reconstruct or maintain roads essential for military and vital economic purposes and to defer action on roads not of this class; and that it is desirable wherever possible, to use local materials for road building maintenance in order to relieve railroad traffic.

Important highways, as described in the secretary's letter, include only those utilized, or to be utilized, by the military establishment, those which carry a considerable volume of materials and supplies essential to war industries, and those which have a bearing on the production and distribution of food supplies, connecting population and shipping centers with surrounding agricultural areas.

Duties of Highway Council
Attention is called to the formation of the United States highways council. This body was suggested by the secretary to co-ordinate federal agencies interested in highway problems. The council is made up of a representative each from the department of agriculture, the war department, the railroad administration, the fuel administration and the war industries boards. It will form a unified agency for dealing, on behalf of the federal government, with highway construction, maintenance and policies. It will, of course, through the office of public roads, and rural engineering of the department, continue the close contact already established, both formally by law and informally by practice, with the state highway commission in each state.

The office of public roads and rural engineering and the highways council will actively consider the supply, for highway purposes, of road oils, asphalt and other bituminous road materials controlled by the fuel administration, and the matter of priority production for highway materials controlled by the war

industries board. They will also, in contact with the railroad administration, aid in securing, so far as practicable, facilities for the transportation of road materials and supplies. Furthermore, the office of public roads and rural engineering will act as the medium for furnishing information and assistance on highway problems, especially to state highway authorities in meeting the various difficulties which they encounter.

Work Planned Before War
When the United States entered the war the work of planning state highway systems, so that, as far as necessary and feasible, they would connect with the systems of other states, was well under way. This resulted from efforts to administer the federal aid road act, so that the made of vital importance for economic military and other purposes should first be dealt with. The federal aid road act, involving an aggregate five-year expenditure, directly and from state and local funds, of \$160,000,000 in addition to at least \$200,000,000 spent independently each year by the states, provides that the states must maintain the roads and that before any money can be expended the roads must be selected and approved and plans, specifications and contracts submitted. It also provides that the federal government must inspect the construction of the roads.

War Road Policy Adopted
Soon after the United States entered the war, the department of agriculture requested the state highway commissions to join it in directing expenditures only on roads of prime importance for economic and military purposes. In this undertaking the secretary says, the department has received the co-operation of state authorities.

The department has been actively co-operating with the capital issues committee in its task of keeping out of the market road bonds the issuance of which was not urgent from the point of view of aiding the nation in winning the war.

The secretary also calls attention to the fact that road engineers have been provided by the department for each of the army cantonments and for work on roads elsewhere in which military authorities were interested.

HIGHWAY MEETING QUICK IN RESULTS

Governor of Arizona Wires
Appreciation of Local
Paving Celebration.

Editor San Diego Union: That happy results have followed the highway meeting at the San Diego Athletic club Wednesday night is evidenced by the following telegram received by me Thursday from Governor Hunt of Arizona:

"I thank you for the kindly sentiments expressed in your telegram, as well as the cordial welcome accorded our representatives. Am only sorry that state business did not permit me to be present personally on this happy occasion, the completion of a hard-surfaced highway from Phoenix to San Diego, our dream of many years. Will you kindly express my compliments to Lieutenant Governor Merriam and especially to the good people of San Diego.

"George W. P. Hunt,
Governor of Arizona."
Representatives from Arizona and particularly the chairman of the state highway commission, C. E. Addams, certainly made a most favorable impression as a man of ability and punch who gets what he goes after. FIRST VISIT IN YEARS

For the first time in 11 years the state authorities of Arizona have visited San Diego, a splendid omen for future and most friendly relations. Our transcontinental highway interests are mutual.

Arizona has a northern highway completed from east to west, U. S. 66, via Flagstaff and Needles. They are now assured of the completion of central highway, No. 60, within the next two or three years, via Socorro, Springerville, Globe, Phoenix, Blythe and Los Angeles, while practically completed is U. S. No. 80 connecting with U. S. No. 90 from Florida, and the Broadway of America from New York, Memphis and Dallas.

I am certain that Arizona sees the necessity of the completion of these three national highways through their northern, central and southern borders, and it is only a matter of time, with patience, good will and working together, until we can see San Diego's dream of 20 years, a transcontinental highway connecting San Diego, El Paso and the east along the Mexican border.

The tourist travel in dollars and cents means as much to San Diego as the benefits from our naval activities or any industry that San Diego has.

NATIONAL PAVING PROGRESSES
Few people realize that every foot of the highway, San Diego to El Paso except 30 miles, is paved; that within two years every foot of the way from Florida to California will be paved, and within three years U. S. No. 80 San Diego to Savannah, Ga., and San Diego to New York over the Broadway of America, will be paved, as well.

I hope the San Diego chamber of commerce and San Diego California club will go the limit to divert the southern route so San Diego may get its full share of national highway travel.

At this time
good San

VIEWS OF COMMISSION ON CONCRETE ROADS PRESENTED

SAN
DIEGO SUN
7/10/20

Following the recent concrete and anti-concrete arguments in the county, The Sun has been asked to print the following letter, sent to the board of supervisors some time ago by the county highway commission, and setting forth some of the ideas of the commission on road materials:

Gentlemen: We are submitting herewith plans and specifications for three of the main arteries of travel in San Diego county, providing for bids to be received on only concrete pavement. We are also submitting plans and specifications for a section of road in a location not considered one of the main arteries of travel, which plans and specifications permit of alternate bids being received on several types of road, included among which are the black base, with Warrenite, Willite, or other asphaltic surfacing, and on macadam base with the same types of surfacing.

The construction of a hydraulic cement concrete base affords in itself a good pavement for a number of years, and it affords for the future a permanent base upon which to construct a wearing surface of whatever type may be selected or considered necessary. The last named advantage is entirely lacking with asphaltic base pavements.

In regard to the matter of comparative costs on concrete and black base pavements, we would call your attention to the recent bids on Tide street, in San Diego, where bids on black base pavement were higher than bids on surfaced concrete. We would also call your attention to the history of the bidding in Fresno county, where they have determined that there is practically no difference in bids received on black base work and on straight concrete work.

The engineer of Fresno county states that he does not consider that there is a financial saving in the first cost of black base pavement construction as compared with unsurfaced concrete construction.

We would call your attention to the bids recently received in Maricopa county, Arizona, where, on a \$4,000,000 project, bids on concrete construction were lower than the bids on black base or Warrenite construction. It is interesting to note that federal aid for these roads would have been withdrawn if the Warrenite bids had been accepted.

We would also call your attention to the recent bids on Chatsworth boulevard, in San Diego, where the low bid on a four-inch black base pavement was practically the same per square foot as the bids recently received by the county for five inches of straight concrete pavement on the Lemon Grove road.

We would respectfully recommend that bids be called for as per our plans and specifications herewith submitted and trust the same will meet with your approval.

Yours truly,
COUNTY HIGHWAY COM.
Sherwood Wheaton, chairman; F. M. White, Ed Fletcher.

PAVING PROPOSITION [1920] DISCUSSED AT MEETING

(Special to The Union)
ESCONDIDO, May 26.—An enthusiastic meeting of about 100 residents of Escondido was held at the chamber of commerce here tonight at which speeches were given by Sherwood Wheaton, chairman of the county highway commission; F. M. White, a member of the commission, and Engineer Morton.

All three spoke of the paving proposition and during his speech Wheaton said that with the exception of one or two places the inland road between Camp Kearny and Escondido would be paved. These two strips, according to Wheaton, cannot be paved owing to the fact that the highway commission has not the right of way over them. It is planned, however, to condemn these parts in order that the whole road may be paved. A vote of confidence was given Wheaton by the commission.

CEMENT ROAD TO CALIFORNIA IS BEATEN, FINAL

Substantial Majority Assures
Week End Trail
Has Lost

PHOENIX, Nov. 22.—Amendment 100 under the provisions of which the state of Arizona would construct approximately 100 miles of cement road as a link in the Phoenix-Los Angeles highway, was decisively defeated as the result of late returns received here last night from outlying counties.

The fate of the amendment had been in doubt since election day due to the fact that no record of the vote on the proposition was kept in many counties and the figures in these counties were not available until the official count which commenced yesterday.

Complete official returns from 11 counties and incomplete unofficial returns from the other three gave the following vote:

For the amendment, 21,243; against the amendment, 22,929.

Returns from Mohave and Apache, the last two counties to report, reached here tonight and added more than 1200 to the negative majority. An increase in the negative vote in Co-chise county was also reported as a result of the official count.

THE ARIZONA REPUBLIC

Meeting With Officials On Road To Casa Grande Valley Called By Chamber Tuesday

Gov. George W. P. Hunt, members of the state highway department, and members of the Maricopa county board of supervisors were invited yesterday to meet with the road committee of the Chamber of Commerce on Tuesday afternoon at 3:30 o'clock to discuss the Phoenix to Casa Grande via Chandler road and the Black Canyon highway.

The meeting has been called, according to Judge Frank O. Smith, chairman of the Chamber committee, in the hope of bringing about early provision of the road work necessary to give people of the Casa Grande district an outlet to the Salt River valley.

The officials will also be urged to accompany members of the road committee on a visit in the very near future to Prescott to hold a joint

conference there with Yavapai county officials relative to a north and south road across the state.

About five miles of work remains to be done in Maricopa county, it was explained, to insure the proposed Casa Grande to Phoenix road. It is to be urged that the five mile link, extending south from Chandler to the Maricopa county line, be put into good condition. Provision has already been made for the 25 mile link northward from Casa Grande to the Maricopa line.

The Casa Grande and North and south roads have both been made part of the road program of the Chamber for 1924. The north and south road, it is urged, calls for a highway kept in first class condition southward from Flagstaff through Prescott, Phoenix and Tucson to Nogales.

San Diego Delegation Sends Vanguard Here By Airplane

"San Diego rejoices with Phoenix and all Arizona in the culmination of its dream to be on a transcontinental railroad. Your enterprise in the development of the Salt River valley is the reason for this marvelous railroad development, the completion of which we are here to help you celebrate tomorrow." This was the message brought to Phoenix by Col. Ed Fletcher, honorary vice president of the San Diego Chamber of Commerce and president of the Borderland Highways association, who arrived in Phoenix late yesterday afternoon in an army airplane from Rockwell field, San Diego.

Col. Fletcher is the vanguard of the San Diego delegation which will arrive in a special car this morning to help Phoenix celebrate the opening of the main line railroad. Being a flying enthusiast, Colonel Fletcher sought the fastest means of transportation and accepted the use of an airplane which had been placed at his disposal by Colonel Harry Graham, commander of Rockwell field. Colonel Graham had intended to make the trip with Colonel Fletcher, but was unable to do so, but sent Lieutenant Ned Schramm along to pilot the machine.

The trip of nearly 500 miles from San Diego was made in three hours and five minutes. The plane landed at the Fairgrounds at 5:45 yesterday afternoon, Lieutenant Schramm being unable to locate the municipal landing field.

Colonel Fletcher heralded his approach to Phoenix with a shower of "Hello Phoenix" dodgers as the plane circled over the city.

"Phoenix is certainly on the job," the colonel exclaimed as he was met by Ken Waner and Fred Pane of the Standard oil company here, as he was emerging from the cockpit of the machine. "I thought San Diego was a pretty fast town, but it has nothing on Phoenix. That is the spirit that builds cities," the colonel added.

Colonel Fletcher carried a letter to Mayor Frank A. Jefferson of Phoenix from Mayor John L. Bacon of San Diego, expressing regret at the latter's inability to attend today's celebration. It follows:

"I deeply regret being unable to attend Phoenix' celebration of the opening of the main line of the Southern Pacific railway at your beautiful city.

San Diego extends congratulations to her sister city, and expresses the hope that this may be one more means of rapid and satisfactory development of the beautiful and prosperous city of Phoenix.

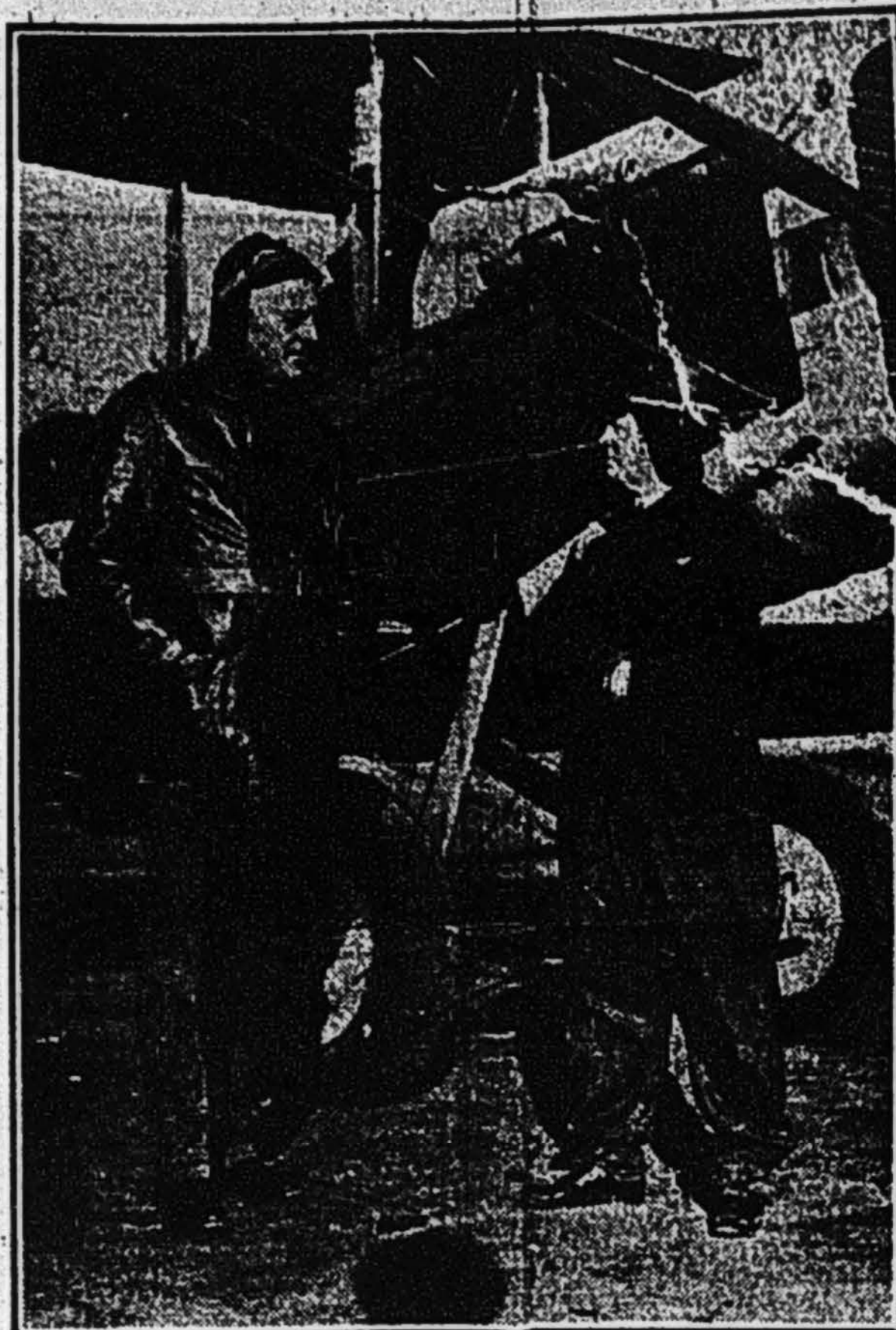
This letter goes by airplane through the courtesy of the United States army, and we hope that its very means of transportation may prove to be a closer link between Phoenix and San Diego and help promote a firmer spirit of co-operation and good will between the sister cities and sister states.

(Signed)

"JOHN L. BACON, Mayor"

Colonel Fletcher is perhaps best known in Arizona for his activities in promoting a transcontinental highway and other good roads activities. He is planning a trip from San Diego to Savannah, Georgia, next week by automobile over the Borderland highway for the two-fold purpose of helping Texas solve her highway problems and in the general interest of better transcontinental highways.

Colonel Fletcher is a great San Diego booster. Even while he was bubbling over with enthusiasm at the progress and prosperity of Phoenix, he just could not resist making



At the left, above, is shown Colonel Ed. Fletcher, honorary vice president of the San Diego Chamber of Commerce and president of the Borderland Highway Association, who arrived in Phoenix late yesterday afternoon by airplane to help celebrate the advent of the main line railway. He deluged the city with good will greetings before landing at the Fair Grounds. Col. Harry Graham, commander of Rockwell Field, through whose courtesy the plane was furnished for the trip, is shown at the right. Colonel Graham had intended making the trip with Colonel Fletcher, but was prevented from doing so at the last minute. The plane was piloted by Lieutenant Ned Schramm, one of the best known fliers at Rockwell Field.

In a little praise for him home town. "Many people fail to realize," the colonel said, "that San Diego is your nearest California seaport, and we want Arizona and Phoenix to claim it is their own. We have every facility for shipping. We want your cotton and other products. We want you to visit us during the summer months and let us return the visit in the winter."

"In order that we may do so, let us complete at the earliest possible date the paved highway under construction from Phoenix to Yuma and San Diego—a federal aid road approved by the state authorities of Arizona and California as well as the United States Government. When this highway is built, San Diego is pledged to encourage the construction of any other highway connecting Arizona and California."

"Your marvelous farming experiment along the Gila river Yuma demands a paved highway to the earliest possible date."

has completed the missing link in our highway to Phoenix—the paved road through the sand hills. Let us together build up the most thriving community in the Pacific southwest, extending from Phoenix to San Diego."

The party which will arrive by train from San Diego this morning is in charge of E. E. Byers, head of the traffic department, and A. J. Klaus, head of the statistical and trade development department of the San Diego Chamber of Commerce. The party includes Benjamin J. Green, Charles J. Holliday, Charles E. Wilson, Theron P. Griffith, Charles W. Brown, Mr. Roadhouse, Paul Schofield, Mr. M. M. Grace, Charles E. Byers, Fred McGee, Hugh Cassidy and G. H. Schmidt.

which each contestant of the contest will be judged on his popularity in English.

MAY SIGN ROAD TO CALIFORNIA BY WAY OF AJO

Other Communities Along Southern Route Tire Of Maricopa Attitude.

AJO ROAD IS NOW IN GOOD SHAPE

Fight May Be Made To Take Bankhead Highway From Phoenix Entirely.

By G. A. MARTIN.

TUCSON, Ariz., Oct. 14.—Phoenix and Maricopa county will permit the Automobile Club of Southern California to place its signs along the Maricopa county roads forming the Bankhead highway of southern Arizona or the towns along the highway from El Paso to Yuma will sign a road to Yuma.

This was the unanimous decision here yesterday afternoon of the directors of the Southwestern Bankhead Highway association, called together for the special purpose of taking action on the refusal of the supervisors of Maricopa county to permit the California club to erect signs, after representatives of Maricopa county had jointly agreed on last May in Douglas with representatives of every community from El Paso to California to have the California club post the signs.

A Unanimous Decision. Every community along the line was represented here, except Phoenix and Bisbee. Phoenix had been invited to have representatives here, but sent nobody.

The representatives present yesterday were: President Fred Sutter, of Bisbee; secretary Ely Martin, of Douglas; and directors J. J. Bowen, of Bisbee; George E. Buxton, of Douglas; Shad Boker, of Tucson, and G. A. Martin, of El Paso. The Bisbee and Douglas men were authorized to represent Tombstone in the meeting and also had assurances that they could speak for Deming and Lordsburg in the matter.

The writer made a motion at the opening of the meeting that president Sutter be instructed to go to Phoenix to consult with the Maricopa county commissioners in an effort to induce them to stand by their agreement of last May, to have the Southern California club place signs along the Bankhead.

To Get Results or Break Off. J. J. Bowen, of Bisbee, amended the motion to the effect that president Sutter be instructed to call another meeting of the board of directors, if necessary, after he consults with Maricopa officials, to amend the constitution and bylaws of the association to change the route by way of Ajo to Yuma instead of by way of Phoenix to Yuma. The motion as amended, seconded by Mr. Buxton, was unanimously carried.

Mr. Buxton then offered a resolution that judge Sutter be instructed to inform the Maricopa county commissioners that unless they stood by the agreement made by Maricopa and Phoenix representatives at Douglas in May to allow the California club to sign the Bankhead, other cities on the route will at once take steps to sign the road west from Tucson to Yuma through Ajo and that at the next annual meeting of the Bankhead Highway association, which is to be held next April in Phoenix, steps will be taken to change the Bankhead highway and route it west through Ajo and Yuma from Tucson rather than through Phoenix as at present. This was unanimously passed.

Now Phoenix Was Helped. The Bankhead route was taken through Phoenix only after a hard fight made by El Paso, Bisbee, Douglas and Tombstone delegates for Phoenix. "This is what we got for

(Continued on page 2 column 2)

HERALD

MAY SIGN ROAD TO CALIFORNIA BY WAY OF AJO

By G. A. MARTIN.

(Continued from page 1.)

what we did for Phoenix," said one of the delegates yesterday. "It is time for us to go without Phoenix."

"Phoenix will shoot straight or we will quit," said judge Sutter. "You won't send me over there but once. Phoenix will either live up to its agreement to allow this road to be signed or we will sign the road to Ajo and forever sever our connection with Phoenix as far as cooperating in road affairs is concerned. We all get together on a good proposition at Douglas last May and Phoenix has broken it."

A letter from the Arizona Automobile club offering to place signs along the entire route in Arizona, but asking assistance from the boards of supervisors, was read and ordered tabled.

Would Eliminate Signs.

The Arizona club is placing signs along the Bankhead in Maricopa county. This club cannot place signs in New Mexico or in Texas and the California club refuses to place its signs east of Arizona unless it can continue them through Arizona. This would leave El Paso and New Mexico unable to sign except at an expense prohibitive.

This entire matter was thrashed out at the Douglas meeting when the agreement was reached with the California club to place the signs. At that time the representatives of Maricopa county agreed to it.

The road to Ajo from Tucson is reported good and automobilists can make the trip from Tucson to Yuma in a day, easily, it was reported at the meeting, while it takes two days from here to Yuma by way of Phoenix and the road west of Phoenix by way of Yuma is very poor.

The Ajo-Yuma Road. R. E. Fishburn, a member of the highway commission of this (Pima) county, said:

"The United States army convey chose the route from Tucson to Yuma, by way of Ajo, as the most practical route."

The road west of Phoenix to Yuma is now very poor—practically impassable—and as that is the route chosen by the Bankhead highway, this condition blocks through traffic on the Bankhead. Phoenix has to route traffic out by Blythe and Ehrenburg, west of Phoenix, and make tourists leave the Bankhead west of Phoenix, so our slogan of 'Bankhead all the way' is a misnomer anyway, if we keep routing travel by way of Phoenix.

100 Miles Graded.

"West of here by way of Ajo, the road is good. Pima county has already graded a good road for 100 miles and we have only 50 more to build across the Papago reservation to complete the road to Ajo. Then west of Ajo we have 57 miles to grade to connect with the Yuma county line."

Yuma county is now building east to Stovall and from there will build to connect with our road west of Ajo. It will be but a few months until there will be a graded road from Tucson to Yuma by way of Ajo, decidedly the best road across western Arizona.

It is going to cost Pima county \$200,000 to finish the road, but we are going to do it and we want your support.

Many Cars Over Route.

"Last Sunday and Monday 40 cars went west from here by way of Ajo and 40 cars came from the west."

The California club has a mission to build a contract for 10 miles of concrete road east from Holtville to Yuma. The road from Holtville to San Diego is paved.

It will not be long until the road from the eastern line of Arizona to San Diego through Tucson, Ajo and Yuma will be a boulevard.

President Sutter said: "Roads never made signs, but signs make a road."

Need Of Signs.

"The great need of today is signs so that people can travel without getting lost. This Ajo road is good enough for anybody. It cuts off 100 miles in the distance to Yuma and it is better now than the road west of Phoenix to Yuma."

The Southern Arizona highway from Hodes to Yuma is far superior even today to anything in northern Arizona and once we get the tourists started this way, we will keep them coming.

"We must place a man at Socorro, N. M., to send the tourists down the Rio Grande to El Paso and then west through here. If Phoenix wishes to shoot straight we will do business, but if not, we can go without Phoenix."

Mr. Fishburn, backed by Monte Mansfield, another member of the Pima county highway commission, said regardless of what Phoenix does, Pima county will sign the road between Tucson and Yuma by way of Ajo and send all business that way that it can.

Bisbee Determined.

"We will mollify Maricopa if we can," said Lawrence Clark, manager of the Bisbee Review, "but if we can't then let's sign by way of Ajo and Yuma and go without Maricopa."

As an indication of the splendid condition of the road across southern Arizona, the Bisbee-Douglas delegation made the trip here from Bisbee yesterday, a distance of 160 miles, in two hours and 55 minutes in J. J. Bowen's Studebaker "big six."

The return to Bisbee last night was made in three hours, the gear only being changed once—climbing out of Tombstone canyon into Bisbee.

Birney Tells About New Road To Chihuahua City; Praises State Enterprise

El Pasoan Relates Where To Get Gasoline, Oil And Water.

Editor's Note: Mr. L. Birney, chairman of the good roads committee of the chamber of commerce, for a number of years has been an ardent advocate of the highway movement in El Paso and Chihuahua. He is even more enthusiastic on that score, since his recent return from Chihuahua and inspection of the work being done on the highway which will link that city with El Paso.

According to Mr. Birney, "No. 1" and "No. 2" highways are being built in Mexico City, which would bring untold numbers of automobiles to this point. He referred to the advantages that will result from the highway as a result of the highway from there to Mexico City, in that it will be a direct line, and that it will be a direct line, and that it will be a direct line.

Very few people in El Paso and vicinity realize the fine highway being pushed to completion from El Paso to the City of Chihuahua. It was recently my pleasure to make a trip over this highway, and I will advise without fear of contradiction that it will be a fine, completed road, and that it will be a fine, completed road.

It is something in the southwest. It will be a fine, completed road. It is something in the southwest. It will be a fine, completed road. It is something in the southwest. It will be a fine, completed road.

South, to the railroad station of Laredo. After leaving the Juarez valley you proceed across the first mesa and across the sand dunes several miles to the east of the railway and 35 miles south in Samalayuca and the highway comes across to the railroad at which point water and gas can be had; five miles beyond this at a permanent road camp, splendid water can be had; eight miles below this water can be had at a section house; six miles below this at Candelaria and 11 miles below this at a section house, water can be had. Water can also be had at Laredo.

For the next 31 miles (which puts you 15 miles below Villa Ahumada) the grading for the new highway is completed and the stone and concrete under-passes are being placed but the caliche base and gravel have not yet been put on. These 31 miles are "slow travelling." The engineer explained to us that this 31 mile stretch would be completely surfaced by November 1.

Points at which water and gas can be had on this 31 mile stretch are as follows: From Laredo to Villa Ahumada, 14 miles, water, gas and hotel; eight miles below Villa Ahumada, section house; seven miles below that in Vado, water. This is the end of the road now under construction.

Use Old Road.

From here on for the next 35 miles the old road must be traversed. Sixteen miles beyond the end of this new grade, on the old road is Mochizuma, the half-way point between Juarez and Chihuahua on the railroad where gas, water and "oil" can be procured; El Segundo, 23 miles beyond Mochizuma; El Tercero, seven miles beyond El Segundo; both water and gas; Mochizuma, 36 miles beyond El Tercero; water, gas and hotel; 40 miles beyond Mochizuma, water, gas and hotel; 44 miles beyond Mochizuma, water, gas and hotel; 48 miles beyond Mochizuma, water, gas and hotel; 52 miles beyond Mochizuma, water, gas and hotel; 56 miles beyond Mochizuma, water, gas and hotel; 60 miles beyond Mochizuma, water, gas and hotel; 64 miles beyond Mochizuma, water, gas and hotel; 68 miles beyond Mochizuma, water, gas and hotel; 72 miles beyond Mochizuma, water, gas and hotel; 76 miles beyond Mochizuma, water, gas and hotel; 80 miles beyond Mochizuma, water, gas and hotel; 84 miles beyond Mochizuma, water, gas and hotel; 88 miles beyond Mochizuma, water, gas and hotel; 92 miles beyond Mochizuma, water, gas and hotel; 96 miles beyond Mochizuma, water, gas and hotel; 100 miles beyond Mochizuma, water, gas and hotel; 104 miles beyond Mochizuma, water, gas and hotel; 108 miles beyond Mochizuma, water, gas and hotel; 112 miles beyond Mochizuma, water, gas and hotel; 116 miles beyond Mochizuma, water, gas and hotel; 120 miles beyond Mochizuma, water, gas and hotel; 124 miles beyond Mochizuma, water, gas and hotel; 128 miles beyond Mochizuma, water, gas and hotel; 132 miles beyond Mochizuma, water, gas and hotel; 136 miles beyond Mochizuma, water, gas and hotel; 140 miles beyond Mochizuma, water, gas and hotel; 144 miles beyond Mochizuma, water, gas and hotel; 148 miles beyond Mochizuma, water, gas and hotel; 152 miles beyond Mochizuma, water, gas and hotel; 156 miles beyond Mochizuma, water, gas and hotel; 160 miles beyond Mochizuma, water, gas and hotel; 164 miles beyond Mochizuma, water, gas and hotel; 168 miles beyond Mochizuma, water, gas and hotel; 172 miles beyond Mochizuma, water, gas and hotel; 176 miles beyond Mochizuma, water, gas and hotel; 180 miles beyond Mochizuma, water, gas and hotel; 184 miles beyond Mochizuma, water, gas and hotel; 188 miles beyond Mochizuma, water, gas and hotel; 192 miles beyond Mochizuma, water, gas and hotel; 196 miles beyond Mochizuma, water, gas and hotel; 200 miles beyond Mochizuma, water, gas and hotel; 204 miles beyond Mochizuma, water, gas and hotel; 208 miles beyond Mochizuma, water, gas and hotel; 212 miles beyond Mochizuma, water, gas and hotel; 216 miles beyond Mochizuma, water, gas and hotel; 220 miles beyond Mochizuma, water, gas and hotel; 224 miles beyond Mochizuma, water, gas and hotel; 228 miles beyond Mochizuma, water, gas and hotel; 232 miles beyond Mochizuma, water, gas and hotel; 236 miles beyond Mochizuma, water, gas and hotel; 240 miles beyond Mochizuma, water, gas and hotel; 244 miles beyond Mochizuma, water, gas and hotel; 248 miles beyond Mochizuma, water, gas and hotel; 252 miles beyond Mochizuma, water, gas and hotel; 256 miles beyond Mochizuma, water, gas and hotel; 260 miles beyond Mochizuma, water, gas and hotel; 264 miles beyond Mochizuma, water, gas and hotel; 268 miles beyond Mochizuma, water, gas and hotel; 272 miles beyond Mochizuma, water, gas and hotel; 276 miles beyond Mochizuma, water, gas and hotel; 280 miles beyond Mochizuma, water, gas and hotel; 284 miles beyond Mochizuma, water, gas and hotel; 288 miles beyond Mochizuma, water, gas and hotel; 292 miles beyond Mochizuma, water, gas and hotel; 296 miles beyond Mochizuma, water, gas and hotel; 300 miles beyond Mochizuma, water, gas and hotel; 304 miles beyond Mochizuma, water, gas and hotel; 308 miles beyond Mochizuma, water, gas and hotel; 312 miles beyond Mochizuma, water, gas and hotel; 316 miles beyond Mochizuma, water, gas and hotel; 320 miles beyond Mochizuma, water, gas and hotel; 324 miles beyond Mochizuma, water, gas and hotel; 328 miles beyond Mochizuma, water, gas and hotel; 332 miles beyond Mochizuma, water, gas and hotel; 336 miles beyond Mochizuma, water, gas and hotel; 340 miles beyond Mochizuma, water, gas and hotel; 344 miles beyond Mochizuma, water, gas and hotel; 348 miles beyond Mochizuma, water, gas and hotel; 352 miles beyond Mochizuma, water, gas and hotel; 356 miles beyond Mochizuma, water, gas and hotel; 360 miles beyond Mochizuma, water, gas and hotel; 364 miles beyond Mochizuma, water, gas and hotel; 368 miles beyond Mochizuma, water, gas and hotel; 372 miles beyond Mochizuma, water, gas and hotel; 376 miles beyond Mochizuma, water, gas and hotel; 380 miles beyond Mochizuma, water, gas and hotel; 384 miles beyond Mochizuma, water, gas and hotel; 388 miles beyond Mochizuma, water, gas and hotel; 392 miles beyond Mochizuma, water, gas and hotel; 396 miles beyond Mochizuma, water, gas and hotel; 400 miles beyond Mochizuma, water, gas and hotel; 404 miles beyond Mochizuma, water, gas and hotel; 408 miles beyond Mochizuma, water, gas and hotel; 412 miles beyond Mochizuma, water, gas and hotel; 416 miles beyond Mochizuma, water, gas and hotel; 420 miles beyond Mochizuma, water, gas and hotel; 424 miles beyond Mochizuma, water, gas and hotel; 428 miles beyond Mochizuma, water, gas and hotel; 432 miles beyond Mochizuma, water, gas and hotel; 436 miles beyond Mochizuma, water, gas and hotel; 440 miles beyond Mochizuma, water, gas and hotel; 444 miles beyond Mochizuma, water, gas and hotel; 448 miles beyond Mochizuma, water, gas and hotel; 452 miles beyond Mochizuma, water, gas and hotel; 456 miles beyond Mochizuma, water, gas and hotel; 460 miles beyond Mochizuma, water, gas and hotel; 464 miles beyond Mochizuma, water, gas and hotel; 468 miles beyond Mochizuma, water, gas and hotel; 472 miles beyond Mochizuma, water, gas and hotel; 476 miles beyond Mochizuma, water, gas and hotel; 480 miles beyond Mochizuma, water, gas and hotel; 484 miles beyond Mochizuma, water, gas and hotel; 488 miles beyond Mochizuma, water, gas and hotel; 492 miles beyond Mochizuma, water, gas and hotel; 496 miles beyond Mochizuma, water, gas and hotel; 500 miles beyond Mochizuma, water, gas and hotel; 504 miles beyond Mochizuma, water, gas and hotel; 508 miles beyond Mochizuma, water, gas and hotel; 512 miles beyond Mochizuma, water, gas and hotel; 516 miles beyond Mochizuma, water, gas and hotel; 520 miles beyond Mochizuma, water, gas and hotel; 524 miles beyond Mochizuma, water, gas and hotel; 528 miles beyond Mochizuma, water, gas and hotel; 532 miles beyond Mochizuma, water, gas and hotel; 536 miles beyond Mochizuma, water, gas and hotel; 540 miles beyond Mochizuma, water, gas and hotel; 544 miles beyond Mochizuma, water, gas and hotel; 548 miles beyond Mochizuma, water, gas and hotel; 552 miles beyond Mochizuma, water, gas and hotel; 556 miles beyond Mochizuma, water, gas and hotel; 560 miles beyond Mochizuma, water, gas and hotel; 564 miles beyond Mochizuma, water, gas and hotel; 568 miles beyond Mochizuma, water, gas and hotel; 572 miles beyond Mochizuma, water, gas and hotel; 576 miles beyond Mochizuma, water, gas and hotel; 580 miles beyond Mochizuma, water, gas and hotel; 584 miles beyond Mochizuma, water, gas and hotel; 588 miles beyond Mochizuma, water, gas and hotel; 592 miles beyond Mochizuma, water, gas and hotel; 596 miles beyond Mochizuma, water, gas and hotel; 600 miles beyond Mochizuma, water, gas and hotel; 604 miles beyond Mochizuma, water, gas and hotel; 608 miles beyond Mochizuma, water, gas and hotel; 612 miles beyond Mochizuma, water, gas and hotel; 616 miles beyond Mochizuma, water, gas and hotel; 620 miles beyond Mochizuma, water, gas and hotel; 624 miles beyond Mochizuma, water, gas and hotel; 628 miles beyond Mochizuma, water, gas and hotel; 632 miles beyond Mochizuma, water, gas and hotel; 636 miles beyond Mochizuma, water, gas and hotel; 640 miles beyond Mochizuma, water, gas and hotel; 644 miles beyond Mochizuma, water, gas and hotel; 648 miles beyond Mochizuma, water, gas and hotel; 652 miles beyond Mochizuma, water, gas and hotel; 656 miles beyond Mochizuma, water, gas and hotel; 660 miles beyond Mochizuma, water, gas and hotel; 664 miles beyond Mochizuma, water, gas and hotel; 668 miles beyond Mochizuma, water, gas and hotel; 672 miles beyond Mochizuma, water, gas and hotel; 676 miles beyond Mochizuma, water, gas and hotel; 680 miles beyond Mochizuma, water, gas and hotel; 684 miles beyond Mochizuma, water, gas and hotel; 688 miles beyond Mochizuma, water, gas and hotel; 692 miles beyond Mochizuma, water, gas and hotel; 696 miles beyond Mochizuma, water, gas and hotel; 700 miles beyond Mochizuma, water, gas and hotel; 704 miles beyond Mochizuma, water, gas and hotel; 708 miles beyond Mochizuma, water, gas and hotel; 712 miles beyond Mochizuma, water, gas and hotel; 716 miles beyond Mochizuma, water, gas and hotel; 720 miles beyond Mochizuma, water, gas and hotel; 724 miles beyond Mochizuma, water, gas and hotel; 728 miles beyond Mochizuma, water, gas and hotel; 732 miles beyond Mochizuma, water, gas and hotel; 736 miles beyond Mochizuma, water, gas and hotel; 740 miles beyond Mochizuma, water, gas and hotel; 744 miles beyond Mochizuma, water, gas and hotel; 748 miles beyond Mochizuma, water, gas and hotel; 752 miles beyond Mochizuma, water, gas and hotel; 756 miles beyond Mochizuma, water, gas and hotel; 760 miles beyond Mochizuma, water, gas and hotel; 764 miles beyond Mochizuma, water, gas and hotel; 768 miles beyond Mochizuma, water, gas and hotel; 772 miles beyond Mochizuma, water, gas and hotel; 776 miles beyond Mochizuma, water, gas and hotel; 780 miles beyond Mochizuma, water, gas and hotel; 784 miles beyond Mochizuma, water, gas and hotel; 788 miles beyond Mochizuma, water, gas and hotel; 792 miles beyond Mochizuma, water, gas and hotel; 796 miles beyond Mochizuma, water, gas and hotel; 800 miles beyond Mochizuma, water, gas and hotel; 804 miles beyond Mochizuma, water, gas and hotel; 808 miles beyond Mochizuma, water, gas and hotel; 812 miles beyond Mochizuma, water, gas and hotel; 816 miles beyond Mochizuma, water, gas and hotel; 820 miles beyond Mochizuma, water, gas and hotel; 824 miles beyond Mochizuma, water, gas and hotel; 828 miles beyond Mochizuma, water, gas and hotel; 832 miles beyond Mochizuma, water, gas and hotel; 836 miles beyond Mochizuma, water, gas and hotel; 840 miles beyond Mochizuma, water, gas and hotel; 844 miles beyond Mochizuma, water, gas and hotel; 848 miles beyond Mochizuma, water, gas and hotel; 852 miles beyond Mochizuma, water, gas and hotel; 856 miles beyond Mochizuma, water, gas and hotel; 860 miles beyond Mochizuma, water, gas and hotel; 864 miles beyond Mochizuma, water, gas and hotel; 868 miles beyond Mochizuma, water, gas and hotel; 872 miles beyond Mochizuma, water, gas and hotel; 876 miles beyond Mochizuma, water, gas and hotel; 880 miles beyond Mochizuma, water, gas and hotel; 884 miles beyond Mochizuma, water, gas and hotel; 888 miles beyond Mochizuma, water, gas and hotel; 892 miles beyond Mochizuma, water, gas and hotel; 896 miles beyond Mochizuma, water, gas and hotel; 900 miles beyond Mochizuma, water, gas and hotel; 904 miles beyond Mochizuma, water, gas and hotel; 908 miles beyond Mochizuma, water, gas and hotel; 912 miles beyond Mochizuma, water, gas and hotel; 916 miles beyond Mochizuma, water, gas and hotel; 920 miles beyond Mochizuma, water, gas and hotel; 924 miles beyond Mochizuma, water, gas and hotel; 928 miles beyond Mochizuma, water, gas and hotel; 932 miles beyond Mochizuma, water, gas and hotel; 936 miles beyond Mochizuma, water, gas and hotel; 940 miles beyond Mochizuma, water, gas and hotel; 944 miles beyond Mochizuma, water, gas and hotel; 948 miles beyond Mochizuma, water, gas and hotel; 952 miles beyond Mochizuma, water, gas and hotel; 956 miles beyond Mochizuma, water, gas and hotel; 960 miles beyond Mochizuma, water, gas and hotel; 964 miles beyond Mochizuma, water, gas and hotel; 968 miles beyond Mochizuma, water, gas and hotel; 972 miles beyond Mochizuma, water, gas and hotel; 976 miles beyond Mochizuma, water, gas and hotel; 980 miles beyond Mochizuma, water, gas and hotel; 984 miles beyond Mochizuma, water, gas and hotel; 988 miles beyond Mochizuma, water, gas and hotel; 992 miles beyond Mochizuma, water, gas and hotel; 996 miles beyond Mochizuma, water, gas and hotel; 1000 miles beyond Mochizuma, water, gas and hotel.

Very few people in El Paso and vicinity realize the fine highway being pushed to completion from El Paso to the City of Chihuahua. It was recently my pleasure to make a trip over this highway, and I will advise without fear of contradiction that it will be a fine, completed road, and that it will be a fine, completed road.

South of Chihuahua, a similar high grade highway has been built, paralleling the railroad, from the new model city of Las Delicias, in the center of their new irrigated district to Camargo or Santa Rosalia, a distance of 40 some miles. There is a 45 mile stretch that you now have to travel on the old original road between Chihuahua to this new model city of Las Delicias, this, however, is saved for the filling in of this gap with a high grade highway very soon.

General Rodolfo M. Quevedo, governor of Chihuahua, realizes the tremendous value that automobile tourism travel would be to the republic.

General Rodolfo M. Quevedo, governor of Chihuahua, realizes the tremendous value that automobile tourism travel would be to the republic.

Here is an opportunity that awaits only an intelligent and well-organized effort on our part. If a potential traffic flow through this city of some 200,000 visitors a year—next year the figure may be greater—means anything to the city, this project ought to be given serious thought.

If San Diego is to have this travel, if the 200,000 motorists entering at Yuma during the year are to enjoy our beautiful introduction into Southern California, we must advertise what we have to offer. The first necessity is for printed matter, maps, illustrations and the like, showing the advantages of the San Diego route. Nothing of the sort, we are informed, is now available in any quantity. Organizations interested in the Old Spanish Trail, the Dixie Highway, the Broadway of America and U. S. Highway No. 80, might be depended upon to give such matter a fair distribution. Next, in view of the tremendous traffic now coming through, the local chamber of commerce would no doubt be justified in detailing a representative to drive east along this travel route and spread the information—not only distributing literature, but taking every opportunity personally to meet and advise tourists bound for the coast.

There are no doubt some thousands of these travelers who, given their choice, would still prefer the 150 miles of desert driving and the saving of 34 miles into Los Angeles; but the great majority of motorists coming out to see California would certainly prefer the jaunt into San Diego, escape from the desert stretch, and the 80 miles of coast highway which the San Diego route has to offer. They do not come this way because they do not know the advantages it offers.

The real reason why some 150,000 coast-bound motorists avoid San Diego every year, is simply that San Diego has overlooked a bet. It has not given them the information that would bring their travel this way.

Why? For the motorist, the route turning off at Holtville and going north is 34 miles shorter than the road to Los Angeles via San Diego; but that is hardly a conclusive reason, for the Holtville-to-Los Angeles road via Brawley includes 150 miles more of desert travel than the drive through via San Diego. Most motorists would avoid that, if they were familiar with the San Diego route.

A POTENTIAL TRAVEL

SD UNION 11/30/28

WILLIAM M. WHEELER, President and Treasurer.
Delivered by carrier, 95 cents a month. By mail in California, \$2.45 for 3 months; \$5.50 for 6 months; \$11 a year; outside of California, \$11 a year. Sundays only, in California, \$3.50 a year. Subscriptions invariably in advance.

FRIDAY MORNING

die mill to be built in the new model town of Las Delicias.

This new model town already has 5000 people. All street are being paved and modern water works and sewerage now being put in. Every building being built must be approved by the government's architect. The prevailing type of homes are of a light colored stucco finished with dark red tile roofs and trimmings; business houses are of the same type finish.

Las Delicias is laid out with many plazas and circles, surrounded by an immense circular boulevard and bisected by several boulevards. The project construction is under the supervision of Chief Engineer Carlos Blake who is doing a job that will be a monument to him.

To give a further idea of the immensity of it, there has been spent by the Electric Bond and Share people for their two dams on the Concho, the original large dam at Bonquillas and the secondary dam about in the center of this irrigation project at Rosetilla, plus the government appropriation for the irrigation project, 18 date, ten and one-half million dollars.

The power from these dams is transmitted by high tension transmission lines to Chihuahua City, Parral, the three little cities in this new irrigation project: Torreon, Coahuila, Gomez Palacio, Durango and to numerous mines over the state of Chihuahua.

With the expenditures necessary to build the two additional dams on the San Pedro river and the development of the balance of this project from the 55,000 acres to the 210,000 acres, together with the high grade highways that the government is building throughout the project, it will bring the expenditures to many additional millions.

This will give people who have not been fortunate enough to visit the state of Chihuahua in the last few years some idea of what is bringing the prosperity that it is now enjoying for the state of Chihuahua is certainly "booming."

of Mexico. Only recently he made a tour of the Juarez Chamber of Commerce and the El Paso Chamber of Commerce that we join him in sending a committee to Mexico City to seek additional federal aid to complete this wonderful highway the entire distance across the state of Chihuahua. Every street in the City of Chihuahua is also paved with bituminous paving at this time.

Tells of Construction.

Mexico does things up in a very fine way, not only when they decide to build highways but when they decide to utilize their streams of water for irrigation. They now have completed about one-fifth of the two hundred ten thousand acre irrigation project, from which the water supply comes from Bonquillas reservoir and which will also be augmented by two additional reservoirs on the San Pedro river. It will be remembered that the Electric Bond and Share Utilities people were allowed to build the Bonquillas dam on the upper Concho river for the development of power and that the water after coming through the turbines is turned back to the government in the Concho river and that the government is taking this water out at this point by a diversion dam through a main canal several times larger than our main canals in our Elephant Butte project at El Paso.

Forty thousand acres are under cultivation this year; 55,000 acres will be under cultivation by Jan. 1, 1935.

This is being beautifully laid out by the government with gravel highways around each tract and shade trees set out on each side of the highways. To give you a more concrete idea of what this means, around these tracts now under cultivation are 100 miles of gravelled highway and 140 miles of gravelled highways yet to be gravelled, to serve the 55,000 acres which will be under cultivation by Jan. 1, 1935.

The water is brought to these tracts from the main canal by lateral canals, with concrete and rock headgates and spillways. There are already three cotton gins serving this project, an oil mill and a spinning mill.

HIGHWAY SLAUGHTER

STATE traffic deaths for October were the greatest in number for a single month since the automobile came into use. At least 879 persons met death in motor vehicle accidents, including pedestrians killed, exceeding by 12 the previous peak month of December, 1933. For the first 10 months of this year, 2247 persons were killed in California, 342 more than last year.

With December listed in the records as the worst month for accidents, these figures should strike home to every automobile driver in the state. And the officials responsible for regulation and enforcement may well do some worrying.

Controversy and confusion still exist as to what steps to take to reduce accidents. There will be a proposal before the Legislature to remove the speed limit entirely, with more discretion vested in traffic officers in deciding when a car is going too fast under given conditions. There will be another to fix an even more definite speed limit. State figures show that 84 per cent of drivers keep their speed down to 45 miles an hour or less even under the most favorable conditions.

The drunken driver problem is another that requires careful consideration. T. Raymond Cato, chief of the highway patrol, protests against the leniency of judges and juries and urges a more drastic enforcement of the law, making it a felony to drive while under the influence of liquor. Others who have studied the problem just as closely believe that the penalty for drunken driving should be reduced by making it a misdemeanor, because they are convinced that convictions and punishment would then become more general. Under the present act, a drunken driver must actually be detected in a serious or fatal accident before a jury will convict or a judge send him to prison.

Elimination of grade crossings is another way in which traffic accidents can be reduced. The State Railroad Commission has a list of 229 grade crossings where major highways cross mainline tracks, all of which should be eliminated as soon as the money can be found. It estimates the cost at \$32,879,000, and it looks hopefully to the proposal at Washington that elimination of grade crossings be made part of a great public works program.

On every front the war against highway slaughter must go on until we win it as the railroads won their war against death on the rails, for which this country was once notorious. We can scarcely regard ourselves as a civilized people while we continue to permit the killing of 30,000 persons a year on our highways.

Council Urges State To Complete Dixie Highway on Point

Col. Ed Fletcher asked the council today to adopt a resolution urging the state highway commission to complete the ending of the Dixie highway through San Diego to the old Spanish lighthouse on Pt. Loma. The council complied with the request. Col. Fletcher also has asked the chamber of commerce and the board of supervisors to take similar action, he stated to the council.

Tribune
July 11/32

UNION 12/6/34

Lagging Law

TWO MEN who are qualified to discuss traffic regulation with authority presented a six-point safety program this week in San Diego which reveals how far traffic regulation has lagged behind traffic development.

R. C. Wilkinson, president of the California Highway Patrolmen's association, and Judge Dean Sherry of the local bench have had ample opportunities to observe this lag. The program they propose offers an excellent basis for an intelligent attack upon the problem of promoting safety upon the highways.

On the ground that existing traffic laws "breed disrespect not only for the traffic laws but for all laws," they advocate replacing the arbitrary speed limit with a reckless driving law.

The reason for the change will be accepted as adequate by every thoughtful motorist. The law now in force, which was last revised in 1929 no longer fits today's situation. It arbitrarily prohibits a speed of more than 45 miles an hour with the exception that under certain rather vague conditions a higher speed is permissible.

This means that every motorist and every traffic officer as well always is just a little bit hazy on the important point of whether a specific car is or is not breaking the law. The qualification is a concession to the demand for speed—which is stimulated constantly by the sales arguments of motor car makers.

"Speed" is dangerous. There is a perfectly definite connection between constantly increasing speed on the highways and mounting death rolls. But speed is a relative term. Rapidly changing traffic laws demonstrate that when the law bears down too heavily upon an arbitrary limit it incites rather than discourages law-breaking.

The problem of enforcement seems to be this: the law must do everything possible to improve the driving ability of the average motorist and, at the same time, must equip traffic officers with more effective weapons for dealing with the incompetent and or reckless driver.

The program presented before the Hammer club this week seems to be a step toward solving this problem. It is a recommendation from a professional director of traffic and a qualified student of traffic troubles. We believe that it merits close scrutiny from the public and the legislators who soon will take up the task of revising the state law at Sacramento.

The program suggests at least one principle which will be useful in Sacramento. It predicates any individual's right to drive upon his ability to drive reasonably well. It suggests a warning system which, if it can be applied universally, would establish written records of driving performance wherever a driver habitually attracts attention on the highways. Until the law can force drivers to qualify for this right, speed and recklessness will keep ahead of lagging enforcement.

SUNDAY, SEPTEMBER 11, 1939



Columbus Losing Traffic Due to D. O. H. Condition In Georgia And Alabama

"A friend of mine from Atlanta motored out to California, coming over U. S. No. 80. She was shocked at the dusty roads through Georgia and Alabama particularly, and amazed that every foot of the highway is practically paved from Dallas to San Diego," states Col. Ed Fletcher, of San Diego, California, in a letter received by the Georgia State Auto association here Saturday.

"My suggestion is that the chambers of commerce of Shreveport, Monroe, Vicksburg, Jackson, Meridian, Montgomery make a tour through to Savannah, and come back by Atlanta making a date to meet the Georgia highway commission and urge the completion of this most important highway the shortest and best from ocean to ocean," continued Mr. Fletcher, who is the president of the Dixie Overland Highway association, which was organized in Columbus.

"I will prepare an article that will show that section of the country what you are losing. A trip of this kind will stimulate the early completion of U. S. No. 80."

"Today," continued this highway executive, "the travel is going around you to Florida over U. S. No. 90 and Memphis over the Broadway of America. I pledge you that we will have fifty chambers of commerce in California and Arizona and New Mexico as well as western Texas plugging for you with 500 gasoline stations plugging for U. S. No. 80. If you will only complete that missing link with some kind of a hard surfaced road between the Mississippi river and Savannah, Georgia."

"For \$5,000 or \$6,000 a mile you can get a good hard surfaced oil macadam road that will last 10 years and will serve as well as a foundation for future paving. Again I repeat the second largest source revenue in the state of California is our tourist travel, a golden stream, that will be worth millions to your section once your highway is completed. When your job is completed I promise you to bring a delegation of 1,500 from California and the west on a motorcade similar to the one we put over to Memphis for the Broadway of America convention," concluded Mr. Fletcher.

A reply to the California president of the first transcontinental highway promoted by Columbus, contained the following:

"What you complain of in the day of dust roads in Alabama is about to be removed. The Alabama Highway department in announcing its proposed emergency program for 1932-1933 provides for paving a large part of the highway in Alabama. One exception is about 36 miles west of

Phoenix City. The paving will be completed between Tuskegee and Opelika which will give an all paved road to Atlanta and New York. As for Georgia the state highway department announces that all the gaps in U. S. No. 80 will be paved during this and next year. You understand that U. S. No. 80 and the Dixie Overland are different roads between Columbus and Dublin." Local cooperation was extended to Col. Fletcher.

By A. H. GARDNER HIGHWAY PUBLICIST

Last week I mentioned the fact that the new highway over the Divide had been disfigured by the placing of signs right smack on the highway right-of-way and tonight I pick up the July issue of Arizona Highways and in the minutes of the Commission meeting for May 23rd, as printed therein, I see that they turned down (and justly so) the request of a state official to place signs having to do with his department.

THE PREVIOUS RULING OF THE COMMISSION BE ABIDED BY AND NO SIGNS BE PERMITTED ON THE RIGHT-OF-WAY EXCEPT THOSE OF THE DEPARTMENT." The commission is right and it is now up to you to see that the disgraceful bunch of signs on U S 80 right-of-way from Tombstone to the state line near Rodeo are removed and especially that disgraceful lot of ugly painted by politicians on the rock walls on the Bisbee side of the Divide. There are many people who will not vote for men and women whose names disgrace the highway rights-of-way as these signs. This is no new thing for I have seen writing each two years against the practice of disfiguring the highway right-of-way with these signs; at this year it seems more of an affront because the state has just finished a fine piece of work on the divide and to have it plastered with these cheap signs makes it more objectionable and so, Mr. Click, if you are on the job, let us hear you "click." And let us say, that if this practice which is forbidden by the Commission is allowed to stand, the next thing we see the joy of driving the Divide will be completely killed by the vicious color combinations and jarring of these cheap signs on the eyes of nature on the road side.

Up in Maricopa county an election two able women organized a road show and good luck to work with the Colonel in highway work.

Thursday, August 4, 1932.

SPEAKING of HIGHWAYS



tween Nogales and Tucson will also be paved.

Grafters, impostors and what not continue to GRAFT on the people along various highways with radio, fake maps, greeting cards and what-not in the advertising way, racketeers, practically every one of them, and yet campgrounds, hotels, cafes, service stations, continue to fall for these "fakirs" when if they would just call up their local Chamber of Commerce they could save thousands of dollars yearly from the tips the Chambers would give them. It is the same way with highway organizations and, if you don't believe it, just ask the San Diego Chamber of Commerce, an organization that has been having some unpleasant moments because of various things. Maybe the Yuma Chamber has been passing thru a similar experience, but old Bob Hayes over in El Centro has been sitting on the side lines and watching his neighbors thrash out a few problems.

No, Capone hasn't or didn't have all the "rackets" cornered, he left a few for radio stations, impossible highway organizations and fake advertising promoters along legitimate highways. Barnum was right: there

Some day there is going to be "pure food" law passed that will apply to people making false statements about highways, such as mileage, condition, service and the like. A lot of false statements are being made about this and that road, lots of misleading maps are being gotten out in Arizona. That kind of stuff is rank rotten, unfair and, in the long run, will lose. The truth is, the only lying won't make it shorter; if your road is full of grades and curves, lying won't remove either. The only way in my opinion is to tell the truth about your competing lines and emphasize truthfully the merits of your own roadway. The policy of Broadway of America is not to knock any route but to place before the worthwhile tourists its many attractions and the one big fact that Broadway of America is the transcontinental highway that has NO DIRT ROAD, but has the MOST PAVED MILEAGE OF ANY ROUTE CROSSING AMERICA.

Two things must be making that grand old man, Col. Ed Fletcher, happy now; the one is the near approach of a paved transcontinental highway from San Diego to New York City (Broadway of America) and the fact that the San Diego Chamber of Commerce has just had an "opener" in highway matters that the Colonel has been trying to show them.

Texas and Argentina Linked In Plan to Push Completion Of Inter-American Highway

Fund of \$1,000,000 Voted by United States Congress
Appreciated—Work Expedited by Need
of Furnishing Employment

Weekly Latin-American Article

This is the second of a series of weekly articles on the improvement of land, aerial, floor and maritime communication in the Americas.

By George Howland Cox

Staff Correspondent of The Christian Science Monitor

In the interest of an inter-American highway, furthering trade and tourist intercourse among the American republics, no financial donation has attracted more favorable comment than the \$1,000,000 voted by Congress to allow the United States to cooperate with Latin-American governments in the survey and construction of a highway some day to extend from the Texas border to Argentina.

The United States Bureau of Public Roads, which recently completed what might be called a pre-series of inter-American reconnaissance surveys, has been granted an additional appropriation of \$75,000 to continue surveys locating feasible routes, plans and estimates of cost. Though considerable remains to be done before an inter-American highway becomes an accomplished fact, the American countries have officially registered approval by pushing forward their respective sections of construction begun some time ago.

Says the Pan American Union of Washington: "The past decade has witnessed the awakening of intense interest in highway construction throughout the American nations, and, during the past few years of general economic distress, construction has actually increased in many countries as a means of combating unemployment."

Connecting Roads Lacking

Communication over roadways has been troublesomely lacking in the Central American republics. In Panama, it is true that roads have been built, but they have been neither passable during all seasons of the year nor connected by roads extending from the coasts.

As a result, produce shipped either to the lowlands or to the upper regions has depended upon railway transportation. It is the hope that some day this inconvenience will have been nullified, and in a measure it is with this objective in mind that the Central American-Panama section of the inter-American highway is being constructed.

A recent survey prepared by the Inter-American Highway Reconnaissance Commission brings forth interesting data on the work now in progress throughout the five Central American countries and Panama. Since the building of roads is important to this section of the Americas, a brief summary of the survey is not amiss.

Beginning in Panama, the report points out that a highway from Panama City to the Costa Rican border has been completed and is, except at short intervals, an all-weather route. In Costa Rica, the survey explains, only some 45 miles of a proposed 360-mile roadway has been finished. Why this is so is not revealed. However, to complete the remaining 315 miles of construction between \$11,000,000 and \$26,000,000 will be needed, according to the type of work.

Dirt Roadway in Nicaragua
Turning to Nicaragua, the commission finds that well-located sections of dirt roadway can be utilized in the inter-American highway of the future. Nicaragua's cost is set at \$14,314,000. Honduras, perhaps the most inaccessible Central American nation by road, will repair 85 miles as its share of the inter-American links. Curiously enough it will be the one Central American nation whose capital will not be touched by the main artery. From the capital (Tegucigalpa) a road will be extended Pacificward, tapping the great highway in San Lorenzo at the Gulf of Fonseca.

El Salvador and Guatemala already have excellent pieces of highway building. In El Salvador numerous sections of a present roadway will be used, and in Guatemala an automobile road, now in operation, can, after certain refitting, be used

from the Mexican to the Salvadoran borders.

With regard to other highway construction, the Pan American Union mentions that Argentina is making use of some 1,000,000 pesos, paying the way of a building program to extend through 1947. It likewise notes that in Peru some 2000 miles of a total 2030 miles are passable during dry weather. That Chile has under consideration a highway from the northern boundary of Peru to Santiago, far down the west coast. And finally, that Mexico is concentrating its efforts toward the completion of a highway from the Mexican-United States boundary to the Guatemalan border line at the Suchiate River.

In conclusion, there is good reason to believe that the American republics recognize the importance, politically and economically, of an adequate inter-American highway system. The \$1,000,000 voted by the United States Congress for construction and surveys can be taken as proof that an increased Pan-American trade is expected.

OUR DREAM COMING TRUE IN FEW YEARS

Colonel Fletcher Points Out
Work Already Done on
Route From San Diego to
Panama Via Mexico, D. C.

By Col. Ed Fletcher
Alaska to Argentina, an all-American highway, a dream if you please, coming true.

We all know of the hard surfaced highways built between Mexico and Canada; many of us know of the hard surfaced road under construction from the United States to Alaska on the western slope, which should be completed within the next two years; but few of us know of the plans or what already has been done to build a highway from Laredo, Texas; Nogales, and San Diego to Mexico City and the work already accomplished from Mexico City to Panama canal. The Laredo to Mexico City highway will be hard surfaced and completed within a few months, and a highway is rapidly being constructed from Mexico City to Mazatlan.

Only in the last few days President Rodriguez has announced construction of the highway down the peninsula from Tijuana via Ensenada to La Paz, opposite Mazatlan. Nearly 40 miles already is constructed toward Ensenada.

Today the Central and South American people can reach the United States only by air or water. The United States is cooperating splendidly with our Central and South American neighbors in making a dream of a hard surfaced highway to Panama and Argentina come true.

Many of our citizens are aware that the Pan American Union, Feb. 12, 1923, passed a resolution to give the United States the initiative for the building of an inter-American highway. It is recommended by all governments members of the Pan American Union that they cooperate.

Some have initiated a road which identified a definite line for the American Union to cooperate in the reconnaissance surveys to develop the facts and to report to Congress as to the feasibility of possible routes, probable cost, economic service and such other information as will be pertinent to the building of an inter-American highway.

The reconnaissance survey has been completed from Laredo to Panama, 2300 miles. There already is completed 1200 miles of hard surfaced highway, 800 miles of good all-weather road, 630 miles of passable road in dry weather, 500 miles of trails or no road. The highway leaves Mexico City follows the Pacific coast slope to Panama.

Where new construction is involved the estimates are based on a width of graded highway 28 feet, and surfaced highway 18 feet, with a maximum grade of 7 percent and minimum radius of curvature kept at 104 feet.

United States to Buy Steel
More than half the entire population of upward of 4,000,000 people reside in the provinces to be traversed by the highway.

President Roosevelt recently signed a bill appropriating \$1,000,000 for purchase of fabricated steel and materials toward construction of 173 bridges in the Central American states. Where bridges are built it is inevitable that soon will come trails and roads. Rome was located where a bridge was built. The estimated cost of bridges is \$3,234,000, and it is expected that the Central American states will supply the rest of money and labor to complete the necessary structures. The Central American states have set an example for South America to do like.

(Continued on Page 2, Col. 2)

TROPIC AUTO TOUR DREAM IS COMING TRUE IN FEW YEARS

(Continued from Page One)

with the result that the United States, in cooperating with all the South American states, this week work commenced a reconnaissance survey to Panama down the west coast to Chile and over the Andes to Argentina.

President Roosevelt recently signed a bill appropriating \$250,000 as the United States part in carrying on the good work of completing this survey in South America. Within a year we will have something definite as to distance and costs of highway construction.

It is only a matter of time when it will be within reach of most of us to make a jaunt down to South America in from four to six weeks—round trip, if you please—visiting from 12 to 20 foreign countries. We will get a better understanding of our neighbors and they of us, undoubtedly bring a closer bond of union between all the peoples of North and South America.

Scenic Tourist Lures

The tourist travel will increase by leaps and bounds. It means everything worth while for us. North America is most anxious, at minimum expense, to visit Alaska with its perpetual snow and ice and natural attractions, or to enjoy Mexico City of 1,750,000 people, the pyramids built before the Aztecs and Toltecs came; its marvelous cathedrals, shrines and convents depicting the early history of Mexico; that volcano of our early childhood days—Popocatepetl, 18,000 feet high and perpetually covered with snow—within a few miles of Mexico City; also the Sleeping Lady mountain and Mt. Orizaba. Cuernavaca is on the eastern slope in the tropics with its shrines, cathedrals, beautiful homes and, above all, the historic Cortes palace. The archeological remains of an ancient civilization at Merida, Yucatan; the recent Mayan excavation near Oaxaca, Mexico; the marvelous ruins of Guatemala, which are of great interest and value, scattered as they are widely among the mountains. The marvelous scenery along the volcanic range in Guatemala, with its 18 distinct cones of major proportions, all provide such a vista as cannot be observed anywhere else in the world.

Only between the United States and the isthmus of Panama are tropical conditions available to the tourist. The mere fact of having a sea-land route between the United States and the Panama alone will create

international interest and travel.

The results of tourist expenditures in some of the states of the United States, in Canada, in Mexico and in Panama are evidence of the economic value of tourist travel. It is capable of reversing an existing balance of trade, and in the case of the inter-American highway as projected, this potential source of national wealth would be entirely in favor of the Central American republics.

Employment for Thousands

The survey recently completed demonstrates that from an engineering standpoint the construction of the inter-American highway is entirely feasible. Expenditure of funds necessary to complete the undertaking will give employment to many thousands of laborers, now idle in the countries traversed, put money in circulation, increase purchasing power, and raise the standard of living. The highway will continue living standards at a higher level and increase the trade of the Central American countries.

The effect of this highway in creating cordial relations, racial understanding and good neighborliness, and in the unlocking of economic wealth now inaccessible, would be tremendous.

The Pacific coast is vitally interested in the early completion of the west coast highway from Tucson and Nogales south; also from San Diego and Ensenada to La Paz down the peninsula. There is no more beautiful or wilder country on the North American continent than down the peninsula.

It is up to the chambers of commerce and municipalities of the Pacific coast, as well as the western slope, to pass resolutions addressed to President A. L. Rodriguez congratulating his country on his active work, and urging the early completion of the highway in Mexico as all these in the United States who desire to travel by automobile, can go to Mexico City and make the circle via the western coast highway to California and return. This trip should be made practical and possible within two or three years from date. Let us assure President Rodriguez and citizens of Mexico that we want to be neighborly; that we will welcome them to the United States, and in return we will send them a golden stream of tourist travel from neighbors who would love to visit their country, enjoy its beauties and prove to them our sincere friendship and cooperation.

HIGHWAY WILL UNLOCK ECONOMIC WEALTH



NEW YORK (AP)—The New York City Police Department on Monday said it had arrested a man suspected of plotting to blow up the World Trade Center.

Subline
87-7/34
PAGE EIGHT

ROAD IS PLANNED PAST DAM, WORD OF FLETCHER AS AID ASSURED

Another highway of vital importance to San Diego and Imperial county is in the making. Col. Ed Fletcher's suggestion of a Colorado valley highway from Las Vegas, past Boulder dam, Searchlight, Needles, Parker, Blythe and to Calexico via Niland and the Imperial valley, is a step nearer coming true.

When completed it means diversion of transcontinental travel from United States highway 81 from Salt Lake to Las Vegas, United States highway 66, Albuquerque via Needles to Los Angeles at Needles, United States highway 60, Phoenix to Los Angeles at Blythe, as well as hooking up all the towns along the Colorado river and shortening the distance 150 to nearly 200 miles from Las Vegas to El Centro.

Fletcher and Supervisor LeRoy Richards have presented the matter to the board of supervisors of Imperial county and by a unanimous vote the supervisors went on record to dedicate as a public highway a road from Niland to the Riverside county line and asked the California highway commission to cooperate with them in selecting the route. The same plan will be adopted in Riverside county.

Richards made an appeal for 100 percent cooperation on behalf of the board of supervisors of San Diego county. He stated: "It is not our intention to come here and dictate, but to cooperate. We have not the authority to ask for any particular highway, but we do urge something definite be done."

Fletcher, with a 10-foot map, graphically described the location of the proposed Colorado valley highway and showed the missing links. He also read resolutions passed by 37 chambers of commerce, irrigation districts and municipalities including Las Vegas, all the cities enroute and in San Diego county approving the project. Fletcher also produced letters from the California highway commission, Earl Lee Kelly, director of public works; Engineer E. Q. Sullivan, in charge of San Bernardino county, and E. E. Wallace, engineer in charge of Imperial and San Diego counties, pledging their support and hearty cooperation with good prospects of including the necessary funds in the coming budget for the completion of this splendid work as far as their jurisdiction covered. It will be necessary to acquire federal funds to assist in completing the highway from Niland to Blythe in another state highway system.

Fletcher already, in Washington, has laid the foundation for such finances.

Fletcher today stated: "Next to the Broadway of America, this highway, when completed, will divert thousands of cars, seven or eight months of the year, from each one of the three transcontinental highways into Imperial valley. San Diego will get its full benefit. We shorten the distance from El Centro to Boulder dam by nearly 200 miles and we can easily reach Boulder dam from San Diego in eight hours when this highway is completed. No finer trip on earth than this, particularly during the six or eight, fall, winter and spring months of the year. Imperial county is appreciative of what all of San Diego county is doing to help promote this great enterprise. The gratifying thing is that with two exceptions, every municipality and every chamber of commerce in San Diego county passed resolutions and showed their interest in this new highway that will mean so much for San Diego county."

Allice
9/15/34
Section 3

ROADS ASSURED FOR S. D., SAYS FLETCHER

Col. Ed Fletcher, who just has returned from Sacramento on a business trip, brings the good news of the financing of the regrading of the Campo-Potrero highway and assurance of a splendid United States forest highway on Palomar mountain which will enable the trip to be made from Henshaw dam up the mountain over the present highway, connecting with the proposed observatory site and the state park and with the new highway now being constructed from the La Jolla Indian reservation to the top of the mountain, thereby making the circle.

"Director of Public Works Kelly pledged Assemblyman Charles W. Stream and me that \$50,000 of the federal emergency funds would be immediately set aside, with the approval of the bureau of public roads, and the Potrero grade put in permanent condition, as well as the straightening of the road to the east. We have Mr. E. E. Wallace, district highway engineer, to thank for recommending this improvement. Wherever possible, local labor will be given the preference," said Fletcher.

"I took this matter up with Mr. Earl Lee Kelly at the request of Supervisor LeRoy Richards and this is just one more thing for which we have to thank Mr. Kelly. Mr. Kelly also pledged the state's co-operation in construction of the new Palomar road. The state cannot spend money on any but state highways, but a recommendation from the state highway commission to the forest service and the bureau of public roads is the procedure to secure the new forest highway over Palomar mountain."

"Forester Interested
While in San Francisco on private business, I had a few hours to spare and contacted Regional Forester Stuart R. Shaw, who became interested in the project. By letter today I received from Mr. Shaw the information that Mr. Bruce Burnett, engineer of the forest service, will be here within 10 days or two weeks to make a report on the proposed project. I called on the United States bureau of public roads. Mr. Bright, who has charge in the absence of Dr. L. I. Hewes, who now is in Germany. Mr. Bright has promised to send an engineer down within the next few weeks, representing the bureau of public roads. It is up to County Engineer Ernest R. Childs and the county planning commission to be ready for these engineers on arrival, so that a definite plan, estimates of cost and location of road may be agreed upon mutually. I am sure we will succeed."

"California is fortunate in having the governor interested in the acquisition of a national redwood forest, and at the special session of legislature the necessary approval was given, in accordance with the present law of California. At least 200,000 or 300,000 acres will be purchased, most of it cut-over timber land, as well as some virgin timber. It is hoped that the virgin timber along the Klamath river will be acquired by the government and thus stream made forever a national park. Land owners owe a debt of gratitude to acting Gov. Merriam and the administration for the legislation passed at the special session, easing the burden of taxation. I have every reason to believe that business is picking up a little in the north and hope this fall that southern California and San Diego can commence to feel the impetus of renewed confidence and prosperity."

\$50,000 ASSURED POTRERO GRADE

An appropriation of \$50,000 for improving the Potrero grade on the Campo road has been pledged by Earl L. Kelly, state director of public works, subject to the approval of the bureau of public roads. Col. Ed Fletcher yesterday wired the county supervisors. If the bureau refuses to approve the appropriation, Fletcher stated, Kelly pledges the funds will be put in next year's budget for that purpose. "Kelly also agreed the state will cooperate in every way possible in building Palomar road to observatory," Fletcher's wire said. Fletcher notified the board he expected to see the federal public road officials in San Francisco before returning to San Diego. His visit with Kelly was made at the suggestion of the supervisors. He praised Assemblyman Charles W. Stream for his assistance in securing the pledge.

[1935]?

Would Make Record Time Trip Through Texas To Florida

Col. Ed Fletcher, President of the Borderland Highway Association, San Diego to El Paso, has written recently to State Highway Department, Austin, with regard to making a time record automobile trip from San Diego to San Augustine, Florida, through Texas. He mentioned in this connection that a trip had been made from New York to San Francisco in four days, four hours and 45 minutes.

President Fletcher planned to make the drive from San Diego via Fort Worth, Dallas, and Shreveport. On the return trip would pass through Houston and San Antonio. The idea of the record trip, as given by Mr. Fletcher, was to encourage travel from California to Florida over the only highway open the year round, every day in the year.

This fact that the motorist can travel over a Texas

highway every day in the year, should be a very good incentive for selecting the through Texas route.

President Fletcher says that he has all Chambers of Commerce and radio stations in sympathy with the proposition, and that the states, California and Texas, will get splendid publicity by the trip. Practically every foot of the way from San Diego to El Paso, is surfaced or paved, according to information given by President Fletcher.

The Borderland Highway Association President, took occasion in his letter to extend a cordial invitation to Texas State Highway Commissioners to visit San Diego and inspect the highways.

A bronze statue of Col. Fletcher stands in the Plaza at San Diego, in honor of his years of work in behalf of highway development.

A HEARING ON THE PROPOSED CHANGES IN THE I. V. S. D. ROAD

Before proceeding further with the revival of the proposal to alter the grade on the Imperial Valley-San Diego highway, a public hearing by the county board would be most advisable.

Many valley residents are not aware of the details of the proposal and still others are not sure of its advisability and necessity. Among the latter especially are residents in the cities of Holtville, Imperial and El Centro who are not certain but that the proposal contains a provision for taking traffic on a material portion of it, along the border through Calexico.

With the exception of a short time many months ago there has been little public opportunity to consider and weigh the factors involved in the plan, and before a venture of this size actually gets started, most of us would like to see what it is all about.

Some of the questions which arise and which should be answered are:

Isn't the project almost entirely to the benefit of San Diego?

Although the application is to be made to P.W.A., where are the unemployed to come from who are to be used on the job?

Is it correct that the two counties must raise somewhere between \$300,000 and \$500,000 and if so, how?

What share of this is to be paid by Imperial Valley? Do we receive that much benefit from the change?

If the purpose is to reduce shipment costs to San Diego to the same price as prevails for truck shipment to Los Angeles, where does the Imperial Valley farmer benefit?

Would lowering the grade on this part of the highway, and lowering the grades almost as steep at several other points, provide the truck operators as level a route as they demand?

By eliminating grades on the East-West route, and thus helping San Diego get our trucking business, how would that help reduce trucking rates from San Diego into the Valley? San Diego would benefit from the former but without the latter, Imperial Valley could be getting no equal benefit.

chants to help take trade from valley merchants?

Although all the publicity stresses the elimination of about 9 miles of mountain grade, why does the proposal include twenty miles of connecting road from the underpass on highway 51 to Derksen's corner, a short distance from Calexico?

Does the proposal include hard surfacing and if not, what assurance does the county have that the state highway system will provide such? Or that the highway system will take over the Calexico Cutoff in the state secondary system.

What good would the twenty-mile cutoff do to the other part of the valley except district No. 1?

What about Brawley's contention that the best route is via Kane Springs and Julian?

Would the reduction in grade from a maximum of 8 per cent at a few spots down to an average of 4 1/2 per cent to 5 per cent, bring the reduced shipping costs which are anticipated? If so, what assurance do we have the truckmen's promise in this respect would become fact.

Is the whole project worth the \$1,300,000 to \$1,800,000 which is estimated?

In fact, what is the estimated cost of the project? Quotations vary and no one seems to know exactly what the cost would be.

Has the entire matter been properly and thoroughly investigated?

Only intense study, public hearing and discussion can answer these doubts on the part of Imperial Valley people. If the project is meritorious it should

VALLEY APPROVES HIGHWAY PROJECT; WPA AID ASSURED

EL CENTRO, Sept. 22.—(Special) Imperial county board members here today with San Diego county board members, to insure success of the \$1,300,000 Mountain Springs road project.

After the Imperial Valley supervisors unanimously approved a resolution supporting the project, State Sen. Ed Fletcher announced that construction of a road camp to house 1000 unemployed stogie men probably would begin within 30 to 60 days on a site near the top of Mountain Springs grade.

Opposition to the construction was voiced at first by a delegation of farm bureau leaders and Imperial valley ranchers in the hearing before the supervisors. Later the farm bureau members favored the project.

Hoover Voice Objections In a debate with Sen. Fletcher, C. O. Hoover, Imperial county farm bureau president, opposed the Mountain Springs project for fear it would interfere with development of farm-to-market, arterial highways in the valley. He said: "Because federal money is available the people should not seek to take it just because it is free."

Citing the number of persons killed annually on the present dangerous grade, Senator Fletcher added: "With the elimination of

(Continued on Page 2, Col. 5)

MORNING, SEPT. 22, 1934

REPORT

VALLEY APPROVES HIGHWAY PROJECT; WPA AID ASSURED

(Continued from Page 1)

the present steep grade, an estimated saving of \$1 a ton on transportation of market produce out of the valley will be effected.

"Many lives will be saved. The road will be shortened, curves eliminated and great trucks will bring the produce from Arizona and Imperial valley to San Diego."

\$677,407 for Labor Support of Frank Y. McLaughlin, state WPA director, and Harry Hopkins, national WPA director, has been assured for the construction, Senator Fletcher announced.

Purchase of a 164-acre site near the Imperial county line with water and facilities for the unemployed single men's camp was reported by T. Leroy Richards, San Diego county supervisor.

"Neither county will expend money on the work," Richards said. "The highway will be built on a man-hour basis. It will give work to the unemployed, unmarried men."

With Richards and Senator Fletcher from San Diego county were 19 Russell Bailey, secretary, County Highway association, and John deCola, assistant county road engineer, who advised the supervisors on technical phases.

Tom White, service station operator, suggested that tunnels be bored through the mountains to carry the highway and pipe water to San Diego. White said: "The tunnels may be damp enough to furnish the water for San Diego." Sen. Robinson, Imperial county rancher, was among those speaking against the Mountain Springs grade project.

Senator Fletcher said total cost of construction will be \$1,300,000. He divided the expenditure into \$677,407, labor; \$500,000, superintendence; \$800,000, water, equipment and supplies. He said state highway report 10,974, "man-months" of labor will be expended in the project.

Of considerable interest to property owners and old-timers is a case initiated today by the filing of a complaint in the county clerk's office by Eugene Scharr, V. Hall and the Democratic Central Committee of that city and real property owners within the city against the city of San Diego, the county clerk, the city treasurer, and the councilmen. The complaint is couched in legal language, but its purpose as explained by the parties is to prove the genuineness of the old maps of the city lands and to preserve copies for future reference. The case is also of interest as being the first brought in this county under the recent act of the legislature authorizing declaratory judgments.

The complaint details the grant of the city lands to the Mexican Pueblo of San Diego by the Mexican government, the succession of title by the present city government, and the confirmatory patent issued by the United States of America. It is then alleged that in order to dispose of certain of the city lands, it became necessary for the board of trustees of the city to have surveys made, these surveys creating smaller subdivisions and the meeting of that purpose being made up of two maps of the city lands, one by Charles H. Peck, in 1855, and the other by James Preece in 1870. It is stated that the originals of these maps were filed and deposited with the board of trustees, and that the city clerk, as well as the treasurer and custodian of the city clerk, but that in 1880 they were destroyed by fire. Copies of the maps are attached to the complaint and the petition asks that the genuineness of these maps be determined and that the copies be made of the true copies.

The details of the plaintiffs. It is stated that the movement to prove these maps originated with interested parties not connected with the city government, but that the city authorities are now desirous of proving the genuineness of the maps and will doubtless co-operate in the obtaining of judgments for the plaintiffs. It is further stated that the maps are of considerable interest and value.

Plan Will Be Adopted If Highway Program Is Approved

A plan to take over county road engineers, or county supervisors of the smaller counties, as resident engineers for the state highway division if the administration's highway program is approved by the legislature, was announced yesterday by Earl Lee Kelly, director of the state department of public works.

The program contemplates the transfer of all county roads to the state system and the abolition of all county road taxes.

Seeks To Stop Opposition.

Kelly said opponents of the program have contended-county road engineers are more conversant with local road problems than are the state engineers. He believes the plan to use the county engineers as resident state engineers will remove this opposition. On the other hand, Kelly contends the highway district engineers are thoroughly conversant with local problems, as most of them have jurisdiction over only a few counties.

Tolls Of Expenditures.	
1	2
3	4
5	6
7	8
9	10
11	12
13	14
15	16
17	18
19	20
21	22
23	24
25	26
27	28
29	30
31	32
33	34
35	36
37	38
39	40
41	42
43	44
45	46
47	48
49	50
51	52
53	54
55	56
57	58
59	60
61	62
63	64
65	66
67	68
69	70
71	72
73	74
75	76
77	78
79	80
81	82
83	84
85	86
87	88
89	90
91	92
93	94
95	96
97	98
99	100

Kelly quoted figures to show that the county boards of supervisors in 1980 spent \$72,000,000 on roads and \$42,000,000 in 1984.

He declared that the state, with its \$30,000,000 raised by an increase in the gasoline tax of 1 cent, can take over all the work performed by the supervisors last year and still give back to the cities \$2,000,000, according as their share of their gasoline

tax allocation is increased from quarter to half a cent. It is

Kelly pointed out that in 1937 the counties will be required to be paying back relief moneys allotted them from the \$20,000,000 railroad bond issue, the first voted by the state. The gasoline tax moneys were pledged by the counties the event they otherwise had failed to repay the funds drawn by the for relief.

Under the administration program the repayment of this money would be undertaken by the state from the gasoline tax allocated to the district in which the debt county is included.

He believes the counties will become bankrupt insofar as road construction and maintenance is concerned within a comparatively few years.

Must Be County Residents.

Another amendment to the legislation would require that the men employed on road projects by the state be residents of the county where the bulk of their labor is to be performed. This is to remove the objections based on contention that county residents would not be employed on road work in their home counties if the state takes over the maintenance and construction of roads.

Figures are correct as of 10:30 a.m. The state has an

vestment of \$4,000,000 in equipment, used 25 per cent of the time on highways handling 67 per cent of the traffic, while the county have an investment of \$3,000 in equipment which is used 20 per cent of the time on roads handling 11 per cent of the traffic.

100

Yuma Gateway Vital, Fletcher Tells Road Body

Sen Ed Fletcher on the eve of his departure for Washington where he will make a plea for a direct eastern airline route from San Diego, told the Highway 80 chamber of commerce dinner meeting last night the Yuma gateway to southern California is still of the greatest importance to this city.

The session, attended by delegations from many communities along Highway 80 in San Diego and Imperial counties, was held in an El Cajon blvd. cafe, with W. H. Rhodes, of El Centro, chamber president, presiding.

Advocating that San Diego "hire a good man and keep him on the road across this country," diverting tourist travel into the state via Yuma and across Imperial valley to San Diego, Sen. Fletcher said the records show Highway 80 is losing out in tourist travel to gateways to the north.

Fletcher also related the humorous and dramatic incidents of the early days when there were no railroads, highways or settlers along an Imperial valley stretch of the highway. ~~and~~ ^{along} the highway was built, and ~~and~~ ^{while} it has meant to the two southern counties.

Morgan Kanton, state deputy director of public works, said the proposed new "bee-line," four-lane highway from Yuma cannot be built in the immediate future, "as I don't see where the funds would come from, with all our efforts going into national defense."

The deputy director said traffic is increasing in this state much faster than the state can find the money to maintain roads. The state doubled its highway miles in the years between 1933 and 1937, he said, and "it has now lost half of its construction and upkeep money through diversion of part of gas tax funds to cities and counties."

Others who spoke on the program included John Faddis, county supervisor; John Hettich, chamber secretary; Humphrey N. Lane, president of El Cajon Boulevard Civic association; Harrison Mason, president of councils of chambers of commerce and civic clubs of San Diego county; Arthur Shephard and other former supervisors of Imperial county who were active in getting Highway 80 constructed.

E. E. Wallace, district state highway engineer, reviewed the road-building programs of the moment, as well as several proposed highways.

After the program, the other guests stood and cheered Sen. Fletcher as he left the building to pack for an early start today. He will leave by plane at 7:15 this morning, and will visit Boston and New York, as well as Washington, before returning to San Diego.

Entertainment included a "girl show," presented by waitresses from drive-in cafes along the highway.

A conviction that too much emphasis has been placed on failure of the California highway commission to include a low-elevation road from San Diego to Yuma in the state highway system, says the state need not preclude construction of an excellent state highway in the future. "We have plenty of time in the next six or seven years to work that out," he said.

state's share of the federal post-war inter-regional highway system was expressed yesterday by C. Arnholt Smith, local member of the commission.

Smith also questioned wisdom of spending \$200,000 now for a survey of the San Diego-Yuma route when construction of the road "would not be practical for the next six or eight years." The state commission agreed to begin in April preliminary surveys on the low-elevation route, with \$200,000 of the total cost to be borne by the city and county.

Smith declared he is "all for a route to Imperial valley" and insisted that the United States "to promote national defense, and commercial tourist activity."

"Congress is a long way from drafting all its post-war high legislation; and I am confident when peace comes the necessity for the San Diego-Yuma canal will be obvious."

Moreover, unless Arizona would connect Yuma and Phoenix into the inter-regional system, value to San Diego of the low-elevation highway would be limited, Smith pointed out, adding that "our roadway would only run to somewhere near the foot of Mountain Springs grade and stop."

Although the Arizona commission has agreed to begin studies of a shorter route between Phoenix and Yuma and at a recent joint meeting of the California and Arizona highway commissions here expressed interest in improving connections between San Diego and Arizona agricultural and trade centers, "Arizona considers Los Angeles, with its greater population, a more important terminal than San Diego," Smith explained.

Under the federal government's inter-regional highway system, each state has been allocated mileage to be constructed after the war, but designation of the routes has been left entirely to the states. Smith emphasized that this program is merely an overlay of existing federal road aid and provides only for uniformity of construction.

The San Diego-Yuma highway is not, at present on the state's international program. In a letter to Robert Hays, San Diego chamber of commerce representative in Washington, Smith wrote recently that "the California commission was unable to find the mileage required to put the road from San Diego to Yuma on the system unless it would take the road from Los Angeles to San Diego, leaving off the north-south roadway."

Smith contended that inasmuch plans already are made for post-r work on State Highway No. 1 to the northern San Diego county limits—a project requiring all available highway funds for four years—it would be folly not to approve this project before beginning on the Tuma-San Diego route, which would cost \$10,000,000, extend only as far as Jacumba. In addition, Smith said, "we've got to face looking for an additional expenditure of \$10,000,000."

Smith said the nation's consular will not fund the extraordinary expense of a road, benefiting only the planned Phoenix road toward Los Angeles, a prisoner's alleged mileage

...both. It must

3 1/2 MILLION SEEN FOR S.D. ROADS

State Program Within County Announced; to Begin in April

By RICHARD C. BERGHOLZ
Evening Tribune Staff Writer

SACRAMENTO, Jan. 5 (Special)—The State plans to spend \$3,655,000 for state highway improvements in San Diego County during fiscal 1953-54.

That's the amount included in the next fiscal year budget. It has been submitted by the State Division of Highways and approved by the State Highway Commission.

The law provides that work under the next fiscal year budget can be started next April; instead of waiting until the year begins July 1.

Here's what the State plans to do in San Diego County:

1—Complete Montgomery Freeway from its present Palm City terminus to the Mexican border; 3.8 miles; estimated cost, \$1,225,000.

2—Build a new slow-traffic lane for trucks on Torrey Pines grade of Highway 101; estimated cost, \$200,000.

3—Widen and improve Highway 80 (El Cajon Boulevard) from College Avenue to La Mesa Boulevard; 2.5 miles; estimated cost, \$380,000.

4—Realign, grade and pave Highway 78 between Oceanside and Vista; 6.7 miles; estimated cost, \$750,000.

5—Grade and pave a portion of Highway 79 between Warner Springs and the San Luis Rey River; 1.2 miles; estimated cost, \$75,000.

6—Spend up to \$1,027,000 to acquire rights-of-way for future highway construction projects in the county.

Among projects contemplated are the Palm City-Silver Strand route; the section between Lake Hodges and Escondido, and sections of Pacific Highway in San Diego between Washington Street and the north city limits.

State highway officials said there just isn't enough money available to finance badly needed

improvements to Highway 80 east of Alpine. Projects included in the 1953-54 budget had higher priority, they said.

Nor does the new budget contain any funds for Highway 101 between Del Mar and Carlsbad. Officials said the present improvements to the major highway will be finished by next May. These improvements include four-laning and widening where possible.

But the State considers these Highway 101 improvements only temporary, officials said. Sometime in the future, a full freeway will have to be built, connecting the south end of Oceanside-Carlsbad bypass with the north end of Torrey Pines-Rose Canyon freeway, they said.

But no funds have been appropriated for the job and no route has been adopted by the State Highway Commission for the freeway.

Importance of Mountain Tunnel Cited by Fletcher

A tunnel through the Laguna Mountains to Imperial Valley and the East is "the most important project" being studied for San Diego, Col. Ed Fletcher, long an advocate of highway development in the county, said yesterday in an interview.

"I am happy to see our San Diego Highway Association, the Chamber of Commerce, the City Council and the Board of Supervisors taking interest in making a study to determine the feasibility of building a really competitive highway through our coastal mountains for possible highway, railroad and water transportation," Fletcher said.

"There will be nearly two million people in San Diego and Imperial Counties within 10 years," he remarked. "What a congestion and what a demand there will be for that tunnel! And it will take many years to build a tunnel."

"There are several routes to be investigated, and possibly two tunnels may eventually be built."

"As the result of my surveys and studies in co-operation with the Highway Development Association," Fletcher said, "I am sure such a tunnel is an engineering possibility and an economical project. It could be built either by toll road or in co-operation with the federal, state, county and city governments."

"Next to a bountiful supply of water, this tunnel is the most important project facing the county. It would benefit both San Diego and Imperial Counties, as well as Arizona and the East."

"By all means, the newspapers,

Fletcher Asks Conference on Canyon Road

Following up his suggestion that the county start joint procedure with city and federal authorities to extend and improve Wildcat canyon road as a through route, Sen. Ed Fletcher today notified the board of supervisors that S. B. Show, regional forester at San Francisco headquarters, will be here July 25 to discuss the proposal.

Sen. Fletcher asked the supervisors to join with city officials in a conference on that date.

Reasons Cited

Confirming his talk with the board earlier this week concerning "joint construction of a county highway through the Barona Indian reservation to a connection with the county highway on the San Diego river above El Capitan lake," Fletcher stated he felt the road, by way of Wildcat canyon to Barona, was needed for the following reasons:

"1—It will connect with a direct road to Ramona, traversing splendid agricultural country that will be developed when a good highway is completed, adding much to taxable valuation and increased income to the county."

'City, County Obligated'

"2—The county and the city are both obligated officially to build a connecting link with the San Diego river road above El Capitan."

"3—The city of San Diego obligated itself officially before the supervisors closed the necessary county highway within the El Capitan reservoir site to build a highway above high water mark along the old flume's right-of-way, bypassing El Capitan lake, a distance of eight or 10 miles. This has never been done."

Shared Three Ways

Fletcher expressed belief that with the three parties involved, county, city and U. S. forest service, to share the expense, the Wildcat-Barona route would "eliminate the necessity of the city fulfilling its obligation to build the eight or 10 miles of road up the river from El Capitan dam."

He said also that the route, if adopted, "will be four or five miles shorter than the old road up the river."

Supervisor Walter Bellon, board chairman, said he would try to arrange the conference.

Army Engineers Turn Down Proposed Laguna Tunnel Plan

By FRANK MACOMBER
WASHINGTON (Copley Press Leased Wire)—The Army Engineers have turned down an official thumbs down on the proposed Laguna Tunnel project to provide a low-level rail and highway connection between San Diego and the Imperial Valley.

Col. William F. Cassidy, division engineer at San Francisco, has advised California legislators that both division and district engineers have recommended the project be sidetracked at least for now.

"The principal reasons for not recommending the survey project from both an economic and engineering viewpoint. But

time are that it is evident the actual funds never have been project could not be economically justified at this time and study.

The proposed low-level highway would start at a belt-line freeway southwest of Sweetwater Lake and stretch eastward, with a three-mile tunnel between Procter and Jamul Creeks, through Potrero, Canyon City and Campo to a series of two tunnels through the Laguna Mountains to determine whether the boring of a railroad-highway tunnel through the Laguna highway then would run eastward to a junction with U.S. Highway 80 west of Coyote Wells.

Moosa Canyon Crews Assured, Says Fletcher

Construction of the Moosa canyon cutoff from Escondido to Temecula, which will save motorists 13 miles of travel, should be completed within six months, now that state prison directors have agreed to continue the state prison camp in that area and the use of prison labor on the project, State Sen. Ed Fletcher said Friday.

Fletcher said that the reconstruction of U.S. Highway 395 from San Diego to Riverside, also to be completed with prison labor, will save 25 miles.

Highway 395 is important both as a military and a post-war thoroughfare, the senator said.

He expressed gratitude for the cooperation of Charles H. Purcell, state director of public works, and of the state highway commission and prison directors in making continuance of the prison camp and the highway reconstruction possible.

"The prison directors recently pledged to the highway commission that they can have as many prisoners as the commission can use in the construction of Highway 395 in San Diego county, and the prison directors will furnish the necessary skilled men as well," Fletcher said.

Gov. Warren's proposal for reorganization of the state industrial relations department (AB 1391, Lyons) and enlarge the industrial accident commission, reached the senate floor with finance committee ok of a \$110,000 appropriation to carry out its terms.

The upper house finance committee also acted favorably on AB 1963, and other bills, Johnson, a series providing \$854,000 for care of spastic children, and AB 1555, Fourt, which would make \$180,000.

(Continued on Page 4, Column 2)

Highway Champion Recalls Long Fight For Coast Route



ED FLETCHER

Arizonians are likely to take U. S. Highway 80 between Phoenix and San Diego pretty much for granted these days, but to Ed Fletcher of the California city it's the product of years of toll and effort.

Mr. Fletcher, a member of the California State Senate, is visiting Phoenix friends who helped him make the highway dream a reality.

"It took many years to conquer the Colorado river, the desert and the mountains—but San Diego and Phoenix had dreams of a national highway system over the southern route open every day of year for travel. Now it is completed and paved from the Atlantic to the Pacific," he said.

Completion of the road was accomplished only through the efforts of men like George W. P. Hunt, Arizona's late governor; U. S. Grant, jr., son of the president; E. F. Sanguinetti of Yuma; F. A. Gillespie of Gila Bend; Monte Mansfield of Tucson, and others of similar caliber, Mr. Fletcher recalls.

Sandwiched in with those road efforts was even a plan to annex San Diego and Imperial counties in California, to Arizona—by which the Baby State might obtain a seaport. Mr. Fletcher recalls that move died when Arizona would not acquiesce to the suggestion that the new area be called Southern California.

Phoenix Link Mapped

The drive for a highway began after San Diego won the right to connect with the Imperial valley by an improved highway. Shortly after, Governor Hunt and Mr. Fletcher decided to enlarge on the project, build the slender highway ribbon on to Phoenix.

"At that time, there were no roads to speak of in the desert country," Mr. Fletcher said. "The Yuma bridge had yet to be built; the sand hills had yet to be conquered; and a road had to be completed through the mountains."

The first step was to complete the mountain grade, so Mr. Fletcher and Fred Jackson, vice-president of the First National Bank, raised the funds by private subscription.

It was Mr. Fletcher's grading outfit that completed the Mountain Springs grade in the coast state. Its route was virtually the same as the present improved highway.

In 1911 Governor Hunt wired Mr. Fletcher that he would build a dirt road to Yuma if the Californian would see a similar highway through from the coast. Mr. Fletcher immediately formed the San Diego-Arizona Highway Association and he was chosen its first president.

"The association first tackled the construction of the Yuma bridge," Mr. Fletcher said. "We decided the federal government should pay one-third of the cost since the highway bordered on the Yuma Indian Reservation. Arizona

and California each would pay another third.

Funds Were Withheld
The estimated cost was \$25,000 each. Within four months and eight days the state legislatures had contributed their share on the condition that the balance of the money be raised. But Governor Johnson of California vetoed our bill on recommendation of the state engineer, who thought the bridge would cost \$150,000 to \$200,000."

Mr. Fletcher's dander was up with the governor's veto and he promptly raised his state's share through private subscription. That money was sent to Washington, the federal government provided its share and the bridge became a reality—for only \$73,800.

When Mr. Fletcher presented a bill to the California legislature, it was paid without any further fuss. But the bridge represented only a portion of the fight. Los Angeles

was hot for a national highway, too, and attempted to have the road routed through Miland.

Mr. Fletcher stepped to the front again and planked the sandhills from Yuma to Holtville, shortening the distance by 46 miles and stealing a wide lead on the Los Angeles move.

Obstacles Overcome

Difficulty reared again when Yuma county was unsuccessful in selling bonds to complete the highway from Yuma to the Maricopa county line west of Gila Bend. The California group again raised money by private subscription and donated it to the Yuma board of supervisors.

The project received a huge moral boost, however, when Dr. I. W. Hawes of the U. S. Bureau of Public Roads recommended the federal aid system be routed by way of Yuma, as against the Phoenix-Blythe-Los Angeles project.

Thus it was that the background

was laid for the present excellent paved highway that serves Arizona and the southern coast line of California.

"Few people realize the hardships it took," Mr. Fletcher said. "And there was yet one other battle to develop. That was the building of the road from Gila Bend to Casa Grande, which shortened the distance across the continent 80 miles, as compared with the route via Phoenix."

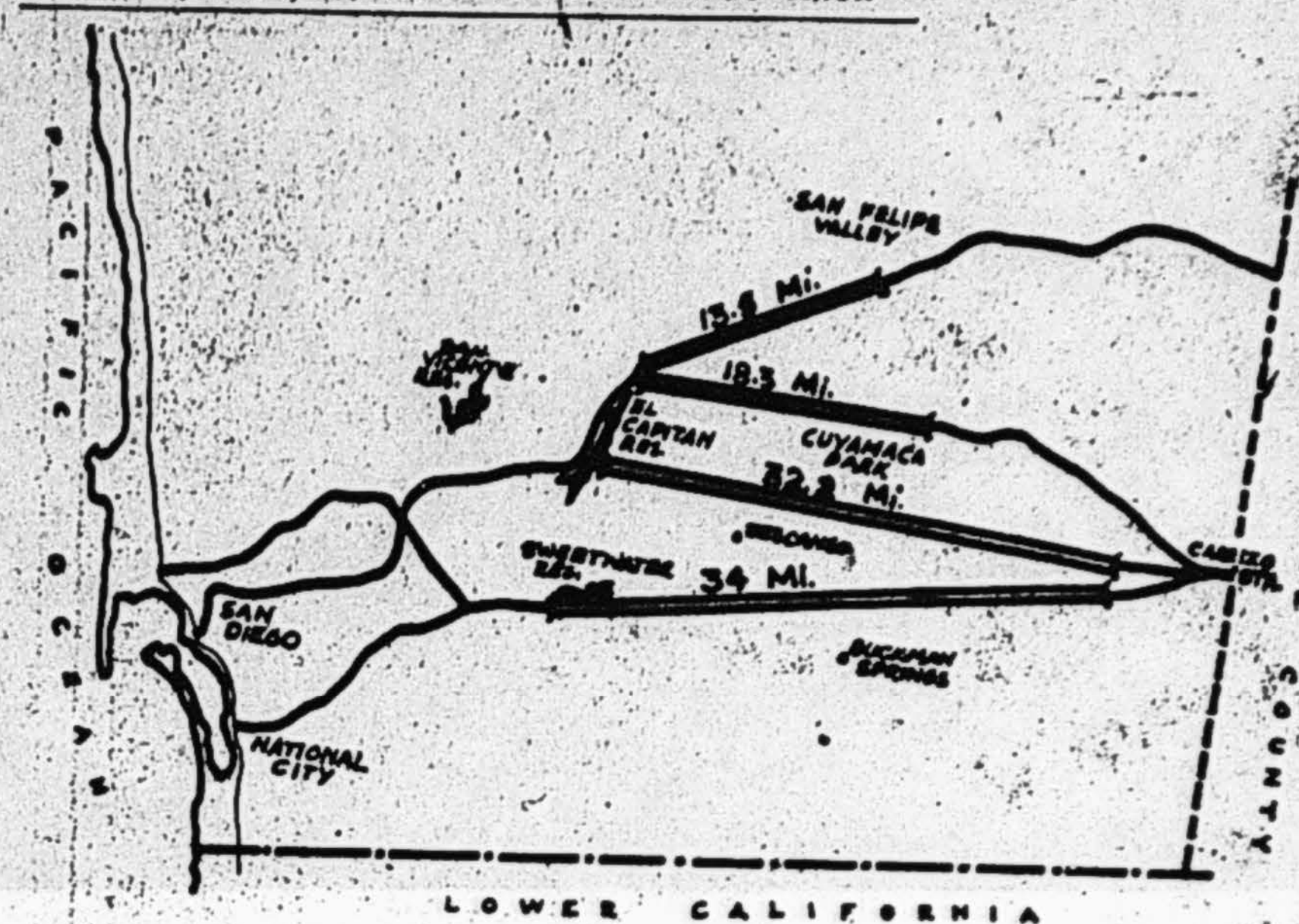
"This road was built by private subscription; a compromise was made in Arizona whereby the state made the Gila Bend to Casa Grande road a state highway as well as from Phoenix to Blythe."

Mr. Fletcher, a native of Massachusetts, has resided in San Diego

58 years, and in that time has become closely allied with many projects that have been of benefit to Arizona.

He was instrumental in the building of three major water developments in San Diego county, including the Henshaw Dam, the San Dieguito Mutual Water Company and the Cuyamaca Water Company. Mr. Fletcher has been a state

senator 12 years, has served on his state's highway commission, and the state park commission.



Map shows routes the proposed Great Southwest Tunnel might follow, according to surveys made by G. S. Powell. The map shows tunnel distances and proposed road hookups. Three of the projected routings would lead toward a terminus in eastern San Diego County. From there the road would go southeastward into Imperial Valley. The top routing would go east toward the Salton Sea.

Tunnel Boosters to Offer Four Routes at Hearing

San Diegans boosting the Great Southwest Tunnel project through the mountains to the East may offer not only a 34-mile routing, but also three alternate proposals to a congressional committee in Washington Tuesday.

This was indicated yesterday by Col. Ed Fletcher, former State senator, who said he had sent copies of surveys on the three alternate routes to members of a local committee at Washington. The committee is seeking a \$250,000 appropriation to finance a complete survey by the Army Engineer Corps.

HAVE NO CHOICE

Tunnel boosters told the Realty Board here March 8 that they favor no particular routing over others. They presented contour maps showing at what points tunnels could pierce the mountains. They said that tunnel lengths vary and that whatever routing the Army Engineers recommend would be all right with them.

Col. Fletcher said yesterday he has considered tunnel possibilities for years in the interest of better highway connections with Imperial Valley and the East.

ROUTE DESCRIBED

"Our surveyor, G. S. Powell, furnished me information on several possible routes," said Fletcher.

"Tunnel route No. 4, the route that has received the most attention recently, would be 34 miles long and would leave the easterly end of the tunnel at 1100 feet elevation, arriving in the vicinity of

Sweetwater reservoir at 900 feet elevation.

"On Route No. 3 the tunnel would be 32.2 miles long. The easterly portal would be at 800 feet elevation and would arrive at the westerly end in the vicinity of El Capitan reservoir at elevation 775, a little above El Capitan's brim-full level.

"On Route No. 2 the tunnel would be 18.3 miles long. It would leave the easterly portal at elevation 1750 and arrive at the westerly portal at elevation 850, above El Capitan reservoir.

"Route No. 1 would take off at elevation 2600 in San Felipe Valley and reach its westerly portal at elevation 950 near El Capitan reservoir."

Gas Tax Boost Sought:

Build Self-Support Into Highways Bill

By JOHN H. O'BRIEN

WASHINGTON, June 23.—Democratic leaders have decided that their highway bill will be financed through an increase in the gas tax and other taxes and are setting up machinery to accomplish this.

Responsibility for the increase will pass from the Ways and Means Committee, the customary legislative agency to the Public Works Committee, whose Democratic members have written an acceptable, if not perfect bill.

As now planned, the bill will have a built-in provision

for a one-cent increase in the Federal gas tax, a higher diesel fuel oil tax and higher taxes for heavyweight truck tires.

The increases are expected to produce approximately \$17,000,000,000 in the 12-year life of the bill. It is not a complete financing of the contemplated expenditures, but added money probably will come from expanded use of the new highways, which means consumption of more gasoline.

The Democrats realize that if they produce a bill that is silent on financing, the Republicans will fight it all the way and they will get some Democratic

help. The Republican view is this:

"If they attempt to pass a bill that simply adds to the national debt and demands a revision upward of the debt ceiling, just to embarrass the Administration, we will fight to beat it, even if we get no bill at all."

The Democratic view: "We don't dare just bring out a money-spending bill without a money-raising bill. We would be wide open for national criticism."

Explosive Issues Await the Legislature

Taxation, Roads, Possible Attempts to Control Oil Output Herald Hot Session

By Vernon O'Reilly

Taxation, highways and possible renewal of attempts to control oil production in California look like harbingers of another stormy session of the Legislature beginning Jan. 5.

Probably the biggest problem coming up is how to keep California in the black without increasing taxes.

Governor Warren has asked for drastic budget cuts. Instead, he is getting from his executive departments requests for more funds for 1953-54 than the whopping \$1,200,000,000 budget of the current fiscal year.

From 70 to 120 million dollars more must be found somewhere to find the increased state aid to education voted on Nov. 4.

This proposition raised the basic aid to schools from \$90 to \$120 per pupil per year on a basis of average daily attendance, and the ceilings for total aid from \$120 to \$180 per pupil per year.

Some Skepticism

Some legislators are skeptical that any compensating reduction of taxes in local districts will result from the state increase. There is nothing in the law, they point out, to assure any such reduction.

Perhaps the only hope of control of this item lies in the Legislature's power to redefine "average daily attendance."

One Assemblyman who did not

wish his name used, said flatly he saw no hope of providing the additional money without finding some new source of revenue.

Clearly foreshadowed is an attempt to increase California's 20-year old sales tax from 3 to 4 per cent. But this would be chiefly for the benefit of cities and counties with the state acting only as a collection agent.

Highways, Too

What to do about California's critical highway deficiencies will be a hot issue.

The report of the Collier Committee is expected to pose a picture supporting either an increase in gas taxes, a billion-dollar highway bond issue, or a combination of both.

Meanwhile, rumbles arise from Los Angeles, and are echoed here, that metropolitan areas are tired of having to pay the major share of highways taxes while most of

the money goes to the cow counties.

Legislation may be presented authorizing metropolitan areas to set up freeway authorities which would levy and collect their own gas taxes and spend the revenues for local needs.

Such legislation would spell the death of the State Highway System as it is now set up. But it would be fought fiercely by the cow counties, which control the Senate. There undoubtedly will be a pitch

made to enact a ton-mileage tax on trucks. This will arouse the trucking interests. But Senator Randolph Collier (R., Yreka) has indicated it is his belief that trucks do not pay their fair share of costs of highway upkeep.

A Bay Area Assemblyman said he had heard in Southern California a rumor that a new oil production control bill may be introduced this year.

"If this fight comes up again it will make the highway fight look like peanuts," he said.

Tote-Your-Own Folks With Freight To Carry Are Moving More of It Themselves

Swift Builds Big Truck Fleet To 500 From 200 in 1941; Kroger Gets in Deeper

But Truck Lines Gain, Too

By JOHN D. WILLIAMS

Staff Reporter of THE WALL STREET JOURNAL

DETROIT—A tote-your-own trend is shaping up in the world of inter-city freight hauling.

You get the tip-off on it from motor makers as they thumb through statistics on who is buying their big trucks. The figures show that an increasing number of the heavy hauling vehicles are being sold to folks who plan to use them for moving their own wares—as contrasted with professional trucking outfits who haul for others.

White Motor Co., of Cleveland, figures it is now selling 65% of its trucks to buyers who plan to use them themselves, compared with only 55% pre-war. A spokesman for Trailmobile, Inc., Cincinnati truck-trailer producer, says 50% of his firm's output is now going to private users; the pre-war figure was 35%.

Talk with many big firms having a lot of freight to move and you get the same story.

Swift & Co., the big Chicago meat packer, has built up its fleet of heavy-duty, long-haul trucks from 200 in 1941 to 500 now. Swift is now buying about two new long-haul trucks each week.

Kroger Fleet Swells

Kroger Co., the 2,300-store Midwest grocery chain, now owns 750 truck-tractors, 1,250 trailers and 150 small trucks—a "stable" that's grown 8% in the last year alone. Back in 1940, Kroger owned 650 truck-tractors, only 850 trailers, and about the same number of small trucks as now.

In 1938, when the national Council of Private Motor Truck Owners was founded, it had only 18 company members. Most of its members operate at least some long-haul trucks. By 1942 there were 356 on the council's rolls; today there are about 600. Among them are some of the biggest companies in the country, notably in the oil, chemical, brewing, food and textile industries. Thousands of smaller concerns belong to similar state groups.

The impetus behind the growth of private truck fleets is mainly a matter of dollars and cents, their owners say. H. O. Mathews, general manager of transportation and distribution for Armour & Co., Chicago meat packer, figures a 25,000 pound load carried 2,000 miles would cost his company about 32 cents a mile by rail and 24 cents by privately-owned truck. Swift finds trucking 25% cheaper than rail on its Chicago-Evansville, Ind., run.

"A lot of shippers who were using railroads are turning to trucks to obtain lower costs and better control of merchandise," says a White Motor spokesman. Since 1946, rail rates for hauling less-than-carload lots—generally considered most directly competitive with truck freight—have climbed more than 90%, on the average. For-hire truck rates have risen, too.

Dropped Contract Hauling

Emerson Teal of the Michigan Milk Producers Association, a farmer group, recalls: "In 1933, we started hauling our own milk and supplemented it with contract truckers. The contract people couldn't meet our required rates, so we switched completely to private operation in 1949."

The association now ships its milk from farm to city at an average cost of 14 cents a hundred pounds. Twenty years ago, when it relied entirely on for-hire hauling, the cost was 27 cents a hundred pounds. Says Mr. Teal: "We figure we can transport at 2 cents a hundred pounds below the cost of a for-hire carrier today."

On the better control of merchandise subject, a Kroger representative says: "We feel it's a good investment to control our own deliveries. Our drivers have keys to our stores and can unload any time at night or day."

Truck Lines Gain, Too

The growing haul-your-own trend doesn't mean that the people who make a business of trucking are losing ground. By and large, they report big gains in revenue in recent years.

C. A. Justin, vice president of the Geo. F. Alger Co., a big for-hire trucker headquartered in Detroit, contends his outfit serves its 5,000 customers "at the lowest possible rate in each classification of freight." He maintains that greater experience gives contract lines an edge over private operation. Alger's annual revenue has risen ninefold, to over \$10 million, in the past decade.

A representative of Associated Truck Lines, based in Grand Rapids, Mich., takes a similar stand. His company now boasts a fleet of 100 trucks, against 950 a year ago and 500 in 1942. He says the trend to more private hauling is largely limited to big manufacturers and adds: "Any private hauler who has to make a return trip empty had best review his costs before losing his shirt."

The private operators are naturally aware of this one-way-haul pitfall and are working at distribution setups to sidestep it. Swift, for instance, trucks meat and cheese from Chicago to Evansville, Ind., brings back burlap, wine and cotton for its own use. Since 1946, it has increased its share of truck hauling (as against rail) between the two cities by 50%.

Tolls Held Able to Finance Only Small Bit Of Needed Highways

Economist Says Public Shouldn't Be Deceived Into Notion of "Painless, Taxless Cure"

WASHINGTON—(AP)—Toll roads and turnpikes will answer only a small part of the problem of financing an estimated \$50 billion worth of needed highway construction, a national conference on highway financing was told.

Speakers at the opening session of the two-day conference, sponsored by the United States Chamber of Commerce, said toll roads could pay for themselves on only about 5,000 to 8,000 miles of the most heavily traveled routes in the country.

"While the possibilities of toll financing are not to be overlooked, neither should the public be deceived into the notion that there is the painless, taxless cure to our highway ills," said R. M. Cettai, University of California transportation economist. It was he who gave the \$50 billion highway cost estimate.

The conference debated a proposal of the conference of state governors that the Federal Government withdraw from gasoline taxation, leaving less money for road and highway work than now is available.

Mr. Cettai suggested what he termed an interim solution: As a state raised its gasoline tax, the Government would cut the Federal levy in that state by the same amount. Direct state revenues would be increased by about \$1 billion a year, with the funds being available in the states where the tax was collected.

"After a time the Federal Government could repeal its tax, and the states could then adjust their taxes in the light of highway con-

Trans-U.S. Roads Would Start in S.D.

Super-Military Highways to Canada, Jacksonville Listed in Federal Bill

By FRANK MACOMBER

WASHINGTON, April 10 (Copley Press Leased Wire)—San Diego would be the terminus of a transcontinental east-west superhighway and a border-to-border thoroughfare from Mexico to Canada under a new 12-billion dollar defense highway bill introduced by Sen. Harley Kilgore (D-WVa).

Referred to the Senate Public Works Committee, the measure would authorize construction of a divided highway from San Diego to Jacksonville, Fla. One road would be for passenger cars, the other for trucks and buses.

An identical double-highway would be constructed from San Diego to Puget Sound along the Pacific Coast.

Would Be Toll-Type

The bill provides both roads would be toll-type. Each would be built on a right-of-way 450 feet wide, with ample parking space on either side and between the truck-bus and passenger car strips. At intervals of about every 12 miles, the right-of-way would be expanded to 3000 feet to make room for service stations, repair shops, restaurants, tourist camps and recreational facilities.

Creates Corporation

To launch construction of a network of new superhighways, the bill would create a Transcontinental Highway Corp., to be chartered under the laws of any state. It would draft plans for the highways. These would be approved by Army engineers before work could start, because of the national defense nature of the legislation. A commission would be created to operate the corporation. It could acquire

property to align either the East-West or North-South routes and condemn land where owners declined to sell.

The Government would reserve the right to take over the highways in case of war or emergency "to transport troops, military supplies, equipment and implements of war . . .

The corporation could issue bonds up to 12 million dollars and could collect toll charges for use of the roads. These would be set by the Interstate Commerce Commission at a rate which would pay for maintenance, operation and interest on the bonds and create a reserve to retire the bonds at maturity.

Bonds Exempt

The bonds would be exempt from federal, state or local taxation because they are to finance a system aimed at "promoting the national defense."

In addition to the roads using San Diego as a terminus, the system would include superhighways from San Francisco to Boston; from Florida to the Great Lakes region and New York, and another from the Canadian border in Minnesota to Laredo, Tex., where it would connect with the Pan-American Highway to Central and South America.

Lobby Hatcheting Slows Up State's Intensive Program for Highways

(This is the sixth article in a series pointing up the critical need for a definite highway expansion program in California.)

By WILL STEVENS

What has California been doing all these years to improve its State Highway System?

Plenty—despite the hatcheting efforts of certain lobbyists; the somewhat understandable attempts of counties and city officials to grab all they could get for their own balliwick, and the dismal performance of some legislators who, for a brief but shameful interlude in 1947, had neither the political guts nor wisdom to back the interests of the people who elected them.

Through it all, across the decades, California continued to grow bigger faster than anybody dreamed could happen.

To understand the needs of the highway system now, it is necessary to understand this background.

FIRST BOND ISSUES.

At the turn of the century, counties were responsible for their own roads. In 1898, a Bureau of Highways was created, and by 1909 a State Highway System had been mapped. With both vision and courage, the bureau—between 1911 to 1919—asked Californians to approve three bond issues, totaling \$73,000,000. All three were approved.

It began with \$18,000,000, for construction of 3,000 miles of highway. In 1916, the bureau added another 690 miles to the system. And another bond issue, for \$15,000,000 was approved—\$12,000,000 for the original mileage, another \$3,000,000 for new construction.

In 1917, \$3,000,000 a year in federal aid began.

In 1919, a third bond issue was approved, totaling \$40,000,000—half to be used on the original system, the other half for 1,800 additional miles of highway. Population then was 3,500,000—we've gained 8,000,000 people in thirty-two years. There were approximately 1,000,000 cars on California's highways.

SAME OLD QUESTION.

By 1923, the bond money of 1919 was almost gone. The State Highway System wasn't complete. County roads were in bad shape.

There arose the same question California faces today:

"How shall we finance all this?"

The legislature adopted a gaso-

line tax of 2 cents a gallon. It also increased registration fees and passed a 4 per cent gross tax on trucks and buses.

In 1927, the gas tax was increased to three cents—two cents now going to the State Highway System and one cent to counties.

And then, in 1933, Governor Frank Merriam proposed use of gasoline funds for general purposes. People were saying there wasn't enough money for schools and other similar essentials: the highways were "getting too much."

COUNTIES INCLUDED.

The feeling then was that local taxes were too high. So, to give some relief to the property taxpayers in the counties, all county roads—previously the responsibility of the counties—were taken into the State Highway System. And for the first time, the legislature began to spend money—State money—within cities.

The intent was to relieve the county tax burden.

But the effect, as it related to California's highways, was to double the problem of the bureau—now the highway commission—by increasing the State Highway System mileage from 6,500 to 14,000 miles without giving the highway commission any more money for the additional 7,500 miles. Actually, its income was slashed.

Up to this point, it had been the practice to bring a State Highway up to a city boundary, and then say: "It's all yours." But as part of the total operation in 1933, the counties only dumped their roads into the State's lap.

The cities demanded and got a quarter-cent a gallon out of the gasoline tax money, to be used on State Highways running through cities.

CITIES GET MORE.

Representatives from the cities made another pitch two years later. In 1935, the legislature allocated another fourth of cent per gallon in gas taxes, to be spent inside cities on streets—as differentiated from State highways running through cities, for which the cities already were getting a quarter-cent per gallon out of the gas tax.

That ended major highway legislation—until 1947, when a new highway bill produced one of the stormiest battles in California's legislative history. The battle lasted six months. From it emerged one of the most politically courageous legislators in State

history, Sen. Randolph Collier of Yreka.

The State senate mapped out and sent to the assembly the basis of a plan for a modern system of safe and efficient highways, providing a long-term program of construction to be financed through increases in highway user taxes.

BILL RIDDLED.

The bill was taken up by the assembly and then assigned to the committee on revenue and taxation. Few changes were made in basic plans for modernizing the system, but amendments in committee sessions tore it full of holes.

This is important to remember, because it could happen all over again at the next session of the legislature.

The assembly committee eliminated the Senate-approved 2 cents increase in the gasoline tax, which would have produced an additional \$49,000,000 annually.

The 4½-cent increase in diesel fuel tax, expected to produce \$3,700,000 a year, was junked.

And junked right along with the diesel fuel tax was the ton-mile tax on commercial vehicles, which would have produced \$9,000,000 a year.

Thus the assembly committee eliminated \$82,000,000 from the bill, despite the rising death toll even, and the dwindling mobility on the State highways.

MEASURE FOUGHT.

Oil companies and trucking interests, opposed at the time to an increase in highway user taxes, fought the measure every inch of the way.

Senator Collier, chairman of the joint legislative committee which drafted the measure, announced that it had become meaningless, and warned that he would urge Governor Earl Warren to veto it.

Newspapers throughout California, protecting the interests of the people, began to roar in protest. Warren joined in the rising chorus. Finally, as a compromise, the senate and assembly agreed to appoint a special joint committee of both houses and start with a clean slate.

Out of this came passage of the Collier-Burns Highway Act of 1947, and the State senate—assembly interim committee on highways which Collier heads today.

It increased gasoline taxes from 3 to 4½ cents, diesel fuel taxes from 3 to 4½ cents, license plate

SLOWS TRAFFIC

shows how slow moving trucks on the outmoded Bayshore Highway south of San Mateo decreases

fees from \$3 to \$6, and doubled weight taxes for trucks and buses. It placed a 3 per cent tax on supertrucks and directed this money into the highway fund, taking it away from the general fund. The measure also put a \$2 tag on operator's licenses.

But the show wasn't over. The counties and cities moved in, at the expense of the State's major highway system.

Counties, receiving 1 cent of the gas tax and a share of registration and weight fees, were given an additional ½ of a cent of gas taxes.

Cities, which had been getting ¼ of a cent for major streets and an additional ¼ of a cent for State highways within cities, also got their ½ of a cent, making a total of ¾ of a cent for city streets. In addition, the State took over complete financial responsibility for construction and maintenance of State highways inside cities.

Thus, in relation to needs of the State highway system at that time, only five years ago, more money went to county roads and city streets than to the State highway system; not in actual dollars—but in relation to the best figures on needs of the State's major highways at that time.

FUNDS LEFT.

Present taxes will produce, in ten years, about a billion and a half for State highway construc-

tion and rights of way. That is what will be left after the State takes care of the highway patrol, administration, the motor vehicle department, and gives the counties and cities their share of present taxes. This will be spread out, over ten years.

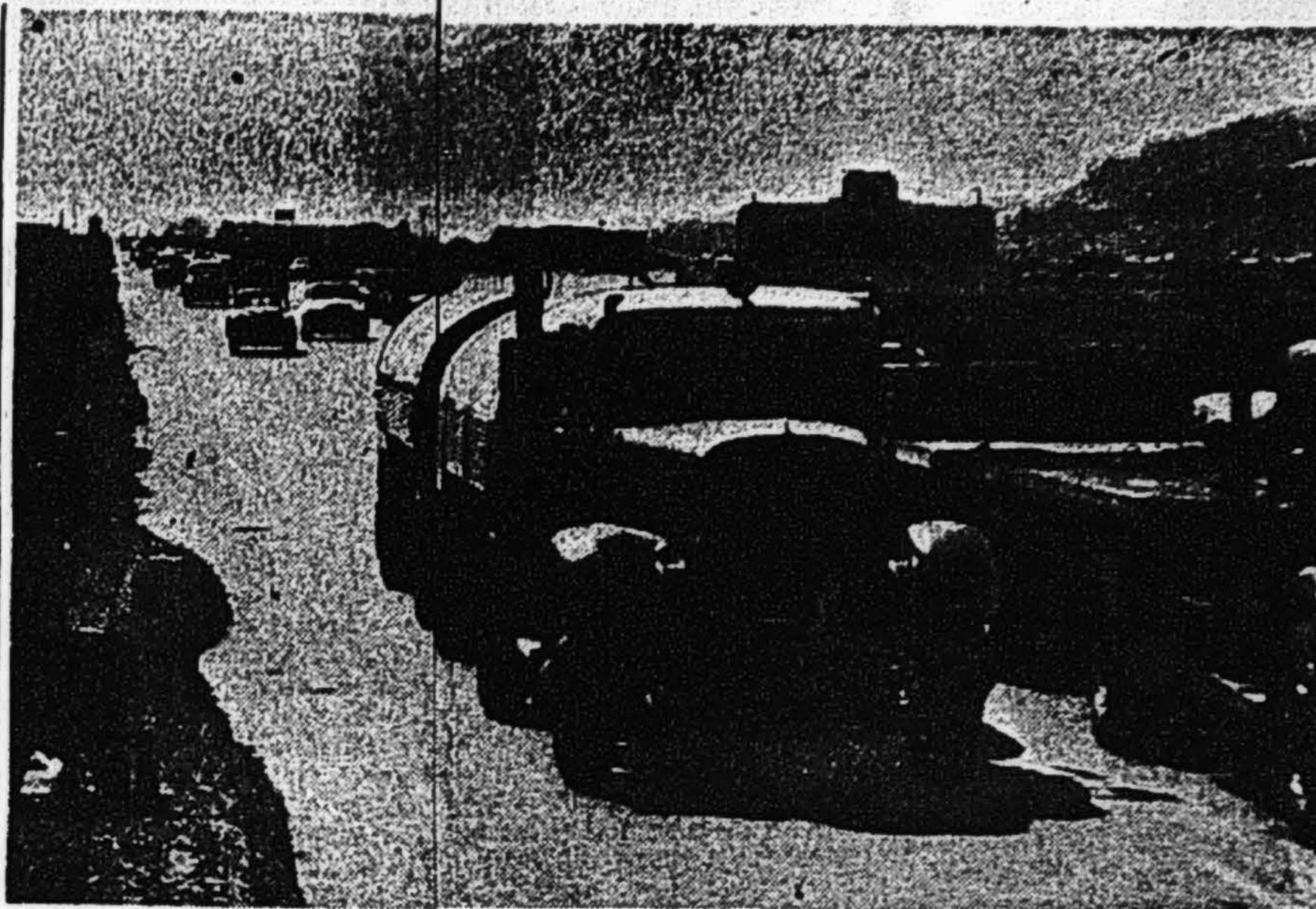
Against that billion and a half, the deficiency of our highways totals three and a half billion. So, California—over the next ten years—will have a billion and a half dollars coming in, against a three and a half billion dollar deficiency.

That's why a billion is needed—right now.

Collier puts it this way:

"We had a deficiency inventory under \$1,700,000,000 in 1947. In the first five years of the 1947 legislation we will have spent about \$450,000,000 to correct these deficiencies, but instead of reducing our total needs, we now have an inventory of more than \$3,000,000,000. And because of higher costs and increasing traffic, I suspect the figure will be higher."

(Tomorrow: "Killer routes" on California highways.)



Navy Plan Shell Batt

'FIGHT GAS TAX,' TRUCKERS URGED

Leader Says U.S. Government
Should Let States Handle Levy

CORONADO, Jan. 31 (Special)—The Federal Government should get out of the gas tax business and let the states take over the field for highway building, the head of the American Trucking Association declared here today.

Walter F. Carey, president of A.T.A., called on the trucking industry to unite in the fight for federal exclusion from the gas tax field in an address to the fourth annual convention of the California Motor Transport Association, Inc., in Hotel del Coronado.

Cites Gas Tax

The Federal Government now collects two cents in taxes on every gallon of gasoline sold, Carey said in a prepared speech. That amounts to more than 800 million dollars a year, he said. Carey suggested that the Federal Government abandon its gas tax levy and that each of the 48 states enact a "special two-cent gas tax for highway purposes only."

Would Aid Roads

He urged that almost a billion dollars in highway funds into modern road-construction programs—"without imposing one cent additional tax on any motor vehicle owner."

The fact is, he said, that the nation "is running out of roads." "The trucking industry along with other highway users is suffering already from time loss and fuel loss brought about by unnecessary delays due to congested highways," Carey said.

Winds Up Today

His talk highlighted the final day of the four-day convention—biggest in the association's history. Resolutions were screened by a convention committee for consideration later today.

The annual dinner dance, featuring the orchestras of Les Brown and Eddie Bergman, closes the affair tonight.

'Let's Find Out'

Sen. William F. Knowland (R-Calif.), new chairman of the Republican Policy Committee, told about 1000 listeners here yesterday that he hopes Secy. of State



WALTER F. CAREY
"Burning out of roads"

Dulles, asks some searching questions of United Nations members regarding their part in the Korean War.

"Let us find out now, before another aggression breaks out elsewhere in the world, just who really believes in an effective collective security system," Knowland said.

Entitled to Know

"The new Administration is entitled to know, the new Congress should know and the American people must know who can be counted on and which nations are giving lip service only (to the U.N. campaign in Korea)."

The Korean War doesn't have to continue as a hopeless stalemate, he said.

"Chinese Nationalist troops could be used in Korea. The China coast could be blockaded effectively. More South Korean troops could be trained.

Suggests Ways

"Chinese Nationalists could be freed for commando raids on the Chinese mainland. Economic sanctions could be imposed on Russia and her satellites.

"What a terrific force would be released if a universal period of prayers for the freedom of all oppressed people behind the Iron Curtain was offered up in every church throughout the free

TRUCK INDUSTRY SECOND LARGEST U.S. EMPLOYER

Only Agriculture Hires More Workers
Than Fast-Growing 'Giant on Wheels'

When speaking of economic giants in the United States, one has to include the highway transport industry.

In 10 years this big fellow has doubled in size and has directly created jobs for approximately 6 million persons.

The trucking industry, then, is second only to agriculture as an employer.

Leaders are proud of the industry's amazing growth and the low-cost transportation trucking is providing for America. They report, however, that this is just the beginning. New developments in the truck factories indicate even greater gains in the future.

RESEARCHERS BUSY

What are some of the developments coming up?

For one, there is turbine power for trucks. And high horsepower Diesel engines are expected to cut costs almost in half within the next few years. Automatic transmissions and new types of springs also probably will play vital roles, along with many other scientific productions.

United States' trucking industry is composed of some 9 million trucks of all kinds—more than half of all the trucks in the world.

About 85 percent of the vehicles in this nation are used by manufacturers, farmers and business firms to transport goods.

PRIVATELY-OWNED

About 5 million trucks are in the hands of private carriers (excluding farmers); about 2½ million are farmer-owned and operated; more than a million are for hire, and about half a million are government-owned.

In the "for hire" category are two major groups—common carriers which transport any freight anywhere for anyone, and contract carriers which

The "truck fleet is of immeasurable aid to industry. Each year more than a million new trucks, and 50,000 new trailers are purchased. The trucks and trailers in turn are built with goods bought from other industries: rubber, steel, plastics, ball bearings, glass and others.

PLASTICS USED
Estimates by automotive manufacturers indicate truck and trailer producers each year use 6 million pounds of plastic, 7 million pounds of tin and 115,000 tons of rubber.

Enough glass—25 million square feet—is bought each year by truckers to inclose all the major league baseball parks, the American Trucking Association has reported.

Gasoline purchases by truckmen amount to more than 10 billion gallons annually.

MANY 'LITTLE MEN'

In view of the imposing figures mentioned, it seems almost incredible that the highway transportation industry is essentially made up of small businesses. Tremendous individual trucking firms are rare.

There are 25,700 fleets of trucks in the United States with more than eight trucks in each fleet.

but they total less than 15 percent of all trucks in use. Fifty-six percent of the nation's trucks are owned by individuals having only one truck. A fleet of 700 trucks is considered tops in the field.

What does the trucking industry represent in terms of dollars?

From records of the Interstate Commerce Commission on interstate and intrastate operations, motor carriers were paid some 4 billion dollars for their services. This was about half the figure for railroad freight services.

Revenue of purely intrastate for-hire trucks, not included in the trucking figure, would raise the total immensely.

Redwood Empire Auto Traffic Up

SAN FRANCISCO — Automobile traffic into the Redwood Empire showed a 20 per cent increase in October over the same month in 1951, the Redwood Empire association announced today.

State quarantine stations on the Oregon-California line counted 19,476 automobiles entering California on U. S. 101 and U. S. 199, last month, as compared to 16,118 in this period a year ago.

The association pointed out that 13,311 automobiles of the total for October of the current year bore out-of-state license plates against 10,662 of the total for the corresponding month of 1951. This amounts to a 24 per cent increase in traffic from other states.

The association attributes the steady increase in automobile traffic into the Empire over the years to its aggressive, nationwide promotion of the attractions of San Francisco and the north-bay counties and of the area's all-year highway system, hinging on the Golden Gate bridge.

Solons Seek Way to Finance 10-Year Highway Expansion

By RICHARD C. BERGHOLZ
Evening Tribune Staff Writer

SACRAMENTO, Jan. 8 (Special) — California's legislators, struggling over plans for a billion-dollar, 10-year highway building program, learned today it would cost 200 million dollars just to "service" a billion-dollar bond issue.

A. Alan Post, legislative auditor, quoted figures showing Californians would get only four-fifths of their total bond issue to use for actual highway construction. The other one-fifth would go for bond redemption and interest payments, he said.

Three main approaches to the highway program have been discussed here so far:

- 1—A pay-as-you-go plan, financed by increased gasoline tax and highway user levies.
- 2—A bond issue, serviced by highway user tax revenue and spread over at least a 20-year period.
- 3—A brand-new system of toll roads.

On the pay-as-you-go proposal,

Sen. Randolph Collier (R-Yreka) plans to offer a bill calling for another 1½-cent gas tax hike and proportionate boosts in other fuel taxes and vehicle levies.

Legislation may be offered next week after more conferences aimed at "unanimity" on the advisability of bond issue financing for highways.

On the toll road plan, the University of California's Institute of Transportation and Traffic Engineering plans to submit its detailed report next week on the toll road system used in some Eastern states.

The report also will review the study made two years ago by the State Division of Highways on the feasibility of a toll road linking Los Angeles and San Francisco. The report then was

negative.

Representatives of the League of California Cities reportedly are opposed to bond-issue financing for the highway program.

And Assemblyman Harold Levinger, (R-Santa Monica), G.O.P. floor leader, declared:

"I'm definitely opposed to a bond issue for highway financing. And the November elections are, in my opinion, a mandate against any tax increases anywhere and this means no gas tax increase."

Assemblyman Marvin Sherwin (R-Piedmont), chairman of the budget-studying ways and means committee, adopted a "wait-and-see" attitude.

But he added:

"I don't see that toll roads can solve California's basic highway problem."

State Bond Debt Hits New High

SACRAMENTO — AP — California's bonded indebtedness has climbed to a new high of \$983,000,000.

Legislative Auditor A. Alan Post reported the figure to the joint legislative budget committee in reviewing the cost of state propositions approved by the voters November 4th.

Of the \$983,000,000, Post said \$511,000,000 in bonds are outstanding, \$337,000,000 are unpaid and \$140,000,000 have been redeemed.

Post estimated passage of Proposition No. 2 — increasing state support of schools — will cost \$72,000,000 a year. Committee members asked whether Roy Simpson, the superintendent of public instruction, would seek additional funds beyond that.

Post said Simpson testified before an assembly subcommittee before the election "at the moment" he favored continuing the extra support which the legislature has been voting outside regular funds for school services not covered by Proposition 2.

Noting this might mean \$50,000,000 on top of the \$72,000,000, Senator Arthur Breed, Jr., (R-Oakland), called it "fantastic" to my way of thinking.

A spokesman for Simpson said the department of education is preparing a "reasonable" school apportionment bill and he could not say whether it would propose expenditures augmenting provisions of No. 2.

State Highway Estimate Filed

SACRAMENTO — Increases in gas and diesel taxes and other motor vehicle user levies plus a \$500,000,000 bond issue were advocated by economist Richard Zettel today as the best way to solve California's \$3,416,383,000 highway shortage.

Zettel told an attentive audience of high-ranking state legislators, highway commissioners and state officials that California must accelerate its highway building program if it is to keep abreast of growing needs.

He recommended gasoline and diesel taxes be increased by one cent a gallon from the present rate of 4½ cents a gallon. Other highway user taxes including the \$6 registration fee and special truck taxes should be boosted about 22 per cent, he said.

In addition the economist proposed that a \$500,000,000 bond issue be submitted to the people, to be repaid from increased taxes. The bond issue proceeds, he said, would permit more highway construction work to be done immediately.

Zettel's proposals were offered on the heels of a mile-by-mile survey of the state highway system made by the Automotive Safety Foundation which showed deficiencies in the system totaling nearly \$3,500,000,000. The ASF predicted 8,350,000 vehicles would jam California highways by 1970.

Lawmakers Face Highway Decision

Billion Dollars Regarded As Needed for Program

SACRAMENTO, Feb. 17 (AP) — The California Legislature is going to have to make a billion-dollar decision on improvement of the state's highways.

All sources agree that present revenues just won't build roads fast enough to keep up with the growth of traffic—not in a state with nearly six million vehicles.

Gov. Warren wants the State to undertake a 10-year program to provide a free-way system from border to border, financed by increased highway use taxes.

Legislators as a whole agree on the need for speeding road construction. But there's no united front as yet on how to pay for it. Let's take a look at proposals awaiting review when the legislature ends its recess Feb. 24.

To begin with, experts say that present highway taxes will fall short of producing the three billion dollars or more needed in the next 15 years to bring the major highways up to par.

To take up the slack, Sen. Randolph Collier (R-Yreka), co-author of the present highway financing law and chairman of the Legislative Fact Finding Committee on Highways, proposes a system of deficit financing.

His plan: Borrow a billion dollars through a bond issue; build highways as fast as possible; retire the bond debt by a cent and a half boost in the 4½ cents per gallon gasoline tax, plus hikes in other highway taxes.

Other suggestions:

California to borrow up to 3½ billion dollars from the Federal Government now and repay it

from future highway revenues without raising taxes.

A 700-million-dollar bond issue, spendable at 100 million a year, to be retired by a one-cent a gallon gas tax increase and a corresponding increase in other road user levies over a 10-year period.

Several proposals shy away from bonds. They would keep the state on a "pay as you build" basis. One bill would raise the highway taxes proportionately for 10 years. The gas tax increase would be 1½ cents under a set of companion bills.

Other Vehicle Bills

Other proposals would enable cities and counties to finance local projects through state-issued bonds and repay the debts through deductions from their future highway allocations while others would set up an authority empowered to issue bonds, build toll roads and charge tolls for the bond retirement.

Besides highway bills, measures dealing with motor vehicles and the people who drive them include:

Setting up a driver-supported motor vehicle compensation insurance fund akin to workmen's compensation. Compensation would be paid to all injured parties in an accident, regardless of blame, according to a fixed schedule.

Asks Undercover Cars

Requiring applicants for driver's licenses to have insurance or show financial responsibility.

Allowing the California Highway Patrol to operate 30 percent of its cars devoid of markings that might tip off speeders.

Specifically forbidding undercover cars.

Allowing the use of radar to catch speeders.

Governors Suggested

Denying licenses to cars that can go over 55 miles an hour effective in 1956.

Requiring all cars to be equipped with governors limiting speed to 60 miles an hour.

Making it illegal for used car dealers to turn back speedometers unless they notify the state motor vehicle department.

Setting up a partially state-supported system of behind-the-wheel drive red uac toninuplici wheel driver education in public schools.

Compulsory Inspection

Banning trucks from highways from 6 p.m. Saturday to midnight Sunday with the exception of emergency vehicles and trucks carrying newspapers and perishables.

Requiring parking garage and parking lot operators to be licensed by the State.

Making compulsory the biannual inspection of motor vehicles for brakes, etc.

State Truck Roads Urged By Fletcher

(The Union's Sacramento Bureau)

SACRAMENTO, April 25 (Special) — Legislation calling for separation of truck and passenger car traffic, with a system of truck roads to be built by state bond issues or revenue bonds, is proposed to state officials by Col. Ed Fletcher, of San Diego.

Fletcher, also a former state senator from San Diego, is a pioneer in California highway development.

Under Col. Fletcher's proposal, truck highways would be built from the Oregon line to the Mexican border, with east-west roads as well. Trucks then would be prohibited from using the regular state highway system.

FUNDS SOUGHT

Col. Fletcher also urged the state to press for return of a bigger share of the 50 million annually collected by the federal government as motor vehicle fuel taxes.

He said the state is getting back about 29 million dollars a year. The legislature already has memorialized Congress to take such action.

The San Diegan cited the vital part trucks play in the state's transport pattern, but said if they were compelled to stay on their own highways, much work

could be eliminated.

This would mean, he said, that regular highways would be built for passenger cars only, with the trucking industry building its own grades to meet its special requirements.

TIME NECESSARY

"It will take time," he wrote highway commissioners, "but if truck highways were built, using heavy-duty roads, unquestionably our present gasoline tax funds could build and operate our passenger highways with the same tolls as are charged today."

"As a temporary solution I favor a one-cent increase in the gasoline tax but legislation should be passed immediately laying the foundation for future construction of super-highways for trucking purpose only."

California Faces Great Problem In Highways

In a sense California has been victimized by two of her greatest assets—her high level of economic prosperity and her salubrious climate.

These factors have combined to present the state with a staggering problem. It is perhaps the greatest problem, as measured in dollars, which any state ever has faced, namely, the development of an adequate highway system.

Not only have economic opportunities and a mild climate attracted millions to California in one of history's greatest migrations but the high level of earnings has brought close the fabled presence of two cars in every garage.

And not only do Californians have more automobiles per capita than any other people in the world but they use them more because of good year round driving conditions. And as nowhere else commerce moves on the highways.

The financial problem presented by these conditions is shown in a report of the Automotive Safety Foundation which was read to high state officials in Sacramento this week.

The report states 37 per cent of California's 14,223 miles of state highways need improvement right now and within 15 years 88 per cent of all such highways will be inadequate.

To meet the deficiencies which currently prevail and to provide for the increase in automobiles and population which reasonably can be expected within the next decade and one half will require an expenditure of at least \$3,500,000,000.

Nor is this a matter of merely affording glassy smooth surfaces. It has come to the point of preventing California from becoming traffic bound, of affording safe transportation and of keeping essential commerce moving.

The problem is not new. It has been creeping up on California for many years. But it is growing in acuteness in a sort of progressive ratio as more people buy automobiles and truck traffic continues to increase, and moreover as metropolitan areas become more congested.

It is only too apparent that present financing methods fall short of coping with the problem. Not only is the state falling to catch up with the backlog of needed projects but she is falling behind the growth in highway traffic.

The gas tax increases voted in the past merely recognized the problem, did little to alleviate it.

How the operations of so-called private carriers over the highways are growing was related in yesterday's issue of this newspaper by John D. Williams of its Detroit bureau. Private carriers are truck lines which carry freight only for their owners. That fact distinguishes them from common carriers, which hold out to carry cargoes for all and sundry, and from contract carriers which haul the goods of other than their owners but only under standing agreements.

Private carriers enjoy certain advantages over the other two classes of highway freighters. They are exempt from the regulatory jurisdiction of the Interstate Commerce Commission except as to safety measures. They can arrange their trip schedules to serve the interests of their owners exclusively; they are free of obligation (as common carriers are not) to accept consignments promising little or no net return.

The nature and growth of the private highway carriers lie at the heart of the controversy between the railroads and the truckers as to whether these competing transport media are or are not under equitable public regulation. Railroad management has been accused of attempting to destroy the highway carriers by campaigning for state tax levies alleged to be necessary if the truckers are to pay their fair share of the cost of building and maintaining the public roads.

Railroad spokesmen do in fact assert that at least the high capacity "highway freighters" enjoy the equivalent of a subsidy through their comparatively light taxation. To which the trucking interests indignantly reply that the total

of taxes on highway users greatly exceeds the highway cost account.

It comes as something like news that a railroad publication makes the startling assertion that 95 per cent of the trucks in the country actually help the railroads and that only the remaining 5 per cent "can possibly be considered as railroad competitors." Writing in *The Penny*, R. J. Littlefield, general tax agent of the Pennsylvania Railroad, nevertheless protests that this 5 per cent of the trucks—450,000 vehicles engaged in long-haul commercial traffic—pay less than their equitable share of the cost of highway construction and maintenance, while the private motorist and the short-haul trucker are mulcted. He adds that state governments, concerned over the effect on highways of the increasing weight of huge highway freighters, have begun to restrict weights and speeds.

A number of states have in fact gone further and enacted highway use taxes based on ton-miles of truck performance. Generally speaking, they have enacted these laws in response to findings of their highway engineers, which are in practical agreement that heavy truck operators are in effect subsidized by the taxation of light vehicles out of proportion to the wear they inflict on road structures.

Equitable regulation of the highway carriers as users of public property, as to tax rates and in other respects, is primarily an engineering problem. The engineers of the state highway commissions will doubtless solve it in time, probably with some diminution of the present advantages of the private highway carriers over rail transport, but certainly without destroying them.

Bomar to Attend Highway 90 Meeting

The San Diego-California Club will plan its activities for the coming year. The association has printed 100,000 maps of the route from Texas to California and they are being distributed in West Texas and New Mexico.

5/14 Vertical
HORIZONTAL
Public Vehicle
City of San Diego

Realistic thinking must be given to means of financing a stepped up highway building program. Every idea, such as raising the gas tax, floating bonds or building toll roads on through routes, should be explored thoroughly.

The matter is not one which can wait indefinitely. Any further delay can transform a pressing problem into an emergency. There is no practical way of keeping people from coming to California or from using the public highways.

It is hopeful that Governor Earl Warren says he will have some proposals to make to the legislature in January. The lawmakers should tackle the problem earnestly—and boldly. The situation cannot be corrected by study groups or a faint hearted approach.

Compromise Offered for Lumber Trucks Roads

A compromise between motorists and logging trucks in the fight for space on the highways through the Western forest areas was offered yesterday at the concluding session of the Pacific Logging Congress here.

Under the plan, sort stretches of highway between the forests and mills would be designated natural resource roads, with special traffic regulations and educational programs for motorists, and logging trucks would be allowed to haul heavier loads.

PAY EXTRA FEES.

The trucks in turn would pay extra license fees for road maintenance and construction and construction and safety regulations would be more strictly enforced.

The traffic problem caused by competition for space on northern California, Washington and Oregon roads, especially in the summer tourist season, has become critical for both the public and the logging industry, with the accident rate and bad feeling increasing each year, it was pointed out.

The plan was offered by Emmitt Aston of Omak, Wash., chairman of the natural resource roads committee, in his report to the congress.

Some 2,000 loggers, representing the major lumber companies of eleven western states and

British Columbia, have been meeting at the St. Francis Hotel since Monday.

HERE TO STAY.

Logging trucks are here to stay, Aston said, since they are the only means of getting logs from the forests, and modern forestry methods will make the forests permanent.

He recommended that payload weight limits in the West be raised to 80,000 pounds, exclusive of the weight of the truck, for five axle trucks. The gross weight limit in California now, including weight of the truck, is 76,800 pounds maximum.

This increase in the weight limit per truck would allow loggers to reduce the number of trucks on the road by 23 per cent, he estimated, and would reduce the cost of lumber by about \$2 a thousand board feet.

SAFETY FACTOR.

Modern logging trucks are built with a safety factor far past the 80,000 pound limit, he

said, and with proper tires would put more load per square inch on the road than a small auto.

The extra costs of heavier road construction would be borne by extra license fees on the trucks, and the trucks would travel only on the natural resource roads.

The stretches of road, which would average only three or four miles in length, would have special regulations controlling speed and passing.

The plan will be offered to governments in all the timber States, he said.

In the summary of activities of the Congress, Col. W. B. Greeley of the West Coast Lumbermen's Association, Seattle, said the investment in lumber is growing greater each year and is likely to grow much larger as science ex-

pands the activities of the industry.

PROTECT INVESTMENT.

It is the responsibility of the loggers and the public to protect this investment in one of our greatest natural resources, he said.

In its report, the resolutions committee urged increased efforts to stop forest fires, and intensive screening of logging truck contractors to reduce accidents.

They also resolved to ask Congress to direct the Bureau of Census to make surveys of forests. These surveys were made until 1948, when Congress discontinued them.

The meeting concluded last night with a banquet and dance at the Palace Hotel.

D BUSINESS

Page 5

State Highway Needs Here Told as Commissioners' Meet

Top priority needs of San Diego were cited to members of the State Highway Commission at a luncheon July 22 at El Cortez Hotel. The event was co-sponsored by the highway committees of the San Diego Chamber of Commerce and Downtown Association and the Highway Development Association.

Commission Chairman Frank B. Durkee declared members of the State highway group are aware of San Diego's rapid growth and are happy to receive recommendations which showed agreement by San Diegans on major projects.

About 100 attended the luncheon.

Commissioners present, besides Durkee, were H. S. Chase, Sacramento; James A. Guthrie, San Bernardino, and Fred W. Speers, Escondido. Commissioner Robert E. McClure, Santa Monica, toured County highways with the group but was unable to attend the luncheon.

Neil Brown, luncheon chairman, listed four top priority projects favored by the sponsoring organizations in this order:

1. Complete remaining portion of work on Viejas Grade, Highway 80.
2. Complete Highway 101 to freeway standards from Leucadia south through the City of San Diego.
3. Construct and complete a freeway from Grossmont summit westward to Highway 101, including traffic in-

terchanges at major intersections. Reconstruct traffic interchange at intersection of Highway 80 and Highway 395.

4. Improve and realign Highway 78 between Vista and Escondido to high standards.

Log Trucking Restrictions Pose Problem

SAN FRANCISCO. — Restrictions now being placed on transportation of logs over public highways poses a mighty problem over the west's forest industries. Herbert W. McMahon, of the Ralph L. Smith Lumber Co. of Anderson, told the 43rd annual Pacific Logging Congress last week.

Tracing the rapid development of log transportation by motor truck, McMahon, chairman of a panel on the subject, said World War II was what gave impetus

to log truck techniques.

"Up to then there had been a preponderance of railroad logging, sometimes fed by truck at the woods end," he said. "But about 1940, good railroad logging shows were beginning to become scarce, and various other factors tended to wash up railroad logging in most places. Then the war came on with its insatiable cry for more logs to help our fighting men. There was only one way to get them out of the woods, and the truck was it."

After the war, McMahon pointed out, the expected slump in wood demand did not come. Instead, the demand increased. With the public wanting lumber in unprecedented volume, there was a tendency to encourage log truck traffic. Eventually, he explained, the public got to feeling the emergency was over, and restrictive laws began to take shape.

"These laws and their enforcement programs have now become so restrictive that they represent a serious problem to the development of the forest industry and

areas dependent on it," he said.

Engineer Says Haulers Need Better Press

SAN FRANCISCO—Log haulers on public highways face a serious public relations problem, Fred J. Grumm, Sacramento, consulting highway engineer, told the 43rd annual Pacific Logging Congress here last week.

"Deservedly or not, the reputation of the log trucking industry with the people is bad," Grumm declared. "Some newspapers have helped build up in the public mind the idea that all log trucks are too large, their loads are too big, there are too many of them and they travel too fast."

Grumm, who recently finished a survey of the log trucking problem in six western states, said too few people hear about efforts within the industry to comply

with the rules and "get out of the doghouse with the public."

He said the fact that responsible operators have excellent traffic relations on public roads does not seem to "register" generally, but "the whole industry gets tarred with the bad-relations brush."

What's needed, he added, is to "tell the public effectively what you are doing to improve road relations; that you are contributing to the state economy by developing a natural resource that is not going to be exhausted rapidly but is renewable, and that, consequently, you're going to be here making a lumber a long time, with steady employment for many people, paying plenty of taxes, and rebuilding, improving and maintaining many miles of county roads."

Billions Now Needed For State's Roads

Big Growth Pointed Out

By WILL STEVENS

California has outgrown the State's 14,000 miles of highway system.

To understand the critical need for more and better highways, it is necessary for Californians to realize the almost unbelievable growth of their State in the last twelve years.

The Cowboy and Indian days are gone.

California has become a multi-billion dollar State, concerned with billions rather than millions of dollars.

STORY OF GROWTH

To bring their highway system to a point where it can handle the extra load created by 4,500,000 newcomers, migrants and otherwise, in twelve years—and the additional load another anticipated 2,500,000 will have created in another eight years—Californians are going to have to think in terms of this tremendous multi-billion dollar growth.

It is because of this growth that our highways have become inadequate. The story behind California's highways is the story of California's growth.

Here are the figures—from millions to billions in twelve years: Gross cash farm income is up

(The State's highway situation, because of the unprecedented growth of California, has become critical. Decreasing mobility, because of a record number of cars and trucks and trailers, is creating traffic jams. Bottlenecks have become common. The traffic toll is skyrocketing.

(Here, in the second article of a series, are examples of this growth—and its effect on our State highway system.)

from \$672,000,000 in 1940 to \$2,500,000,000—an increase of 304.9 per cent. Crops are up from \$500,000,000 to \$1,500,000,000—290.8 per cent. Livestock is up from \$500,000,000 to \$1,000,000,000—82.5 per cent.

EVERYTHING UP

Why? Because there are more people, by the millions. There is more of everything.

Bank debits are up from \$27,000,000,000 to almost 113 billion—312.9 per cent. Total individual income is up from \$5,500,000,000 to \$21,000,000,000—280.1 per cent. Total wages and salaries are up from \$3,500,000,000 to \$14,000,000,000—314 per cent since 1940.

Millions to billions. It has happened in twelve years. And it directly relates to the Big Slowdown on your own system of California highways.

Private construction is up from \$700,000,000 to more than two and a half billion. Residential construction is up from \$413,000,000 to more than a billion and a half

(Continued on Page 6, Vol. 3)

(Continued from Page One)

—298.8 per cent. Public construction is up from \$250,000,000 to \$1,000,000,000.

How much was available for your major State highways last year, the major highways that bear the fearful burden of all this growth? A total of \$130,000,000. Now back to billions:

In manufacture, the added value in twelve years is up from \$1,000,000,000 to \$6,000,000,000—423.5 per cent. Factory payrolls are up from \$701,000,000 to \$3,500,000,000.

Thus is California growing.

Retail sales are up from \$3,000,000,000 to \$13,000,000,000—331.1 per cent. Food store sales are up from \$784,000,000 to \$3,500,000,000—345 per cent. Automotive store sales are up from \$450,000,000 to more than two billion—371.7 per cent. General

merchandise sales are up from \$411,000,000 to \$1,500,000,000—254.4 per cent.

Millions to billions—in twelve years. And to the population increase of four and a half million people over that period, add an anticipated 2,500,000 in the next eight years—driving on highways, and being supplied with essentials by truck and trailer on a system planned to carry roughly one-third the present load.

Again and again, it must be stressed that the story of highway needs is a story of California's growth. Look at this growth:

On the basis of 1950 census figures, the population of northern California increased from 3,059,029 to 4,642,590 in a decade, a gain of 51.8 per cent. Forecast for 1960: 6,046,500—only a million less than California's total population twelve years ago.

In the San Francisco Bay area alone, the increase skyrocketed from 1,784,308 to 2,681,322, a gain of 54.6 per cent. Forecast for 1960: 3,455,000—roughly half the State's total population twelve years ago.

More people means more cars, more trucks, more trailers, more buses.

Figures are generally dull—except in California.

But these population figures for various counties relate directly to you and your State system of highways, no matter where you yourself may live. For easier reading, the figures are in round numbers, with the 1960 population forecast in parenthesis:

Alameda County: 513,000 in 1940 to 740,000 in 1960 (960,000); Contra Costa County: 100,000 to 299,000 (445,000); Marin County: 53,000 to 86,000 (116,000); San Mateo County: 112,000 to 256,000 (373,000); Santa Clara County: 175,000 to 291,000 (396,000).

These people drive our highways. Their essentials are transported over our highways—highways that aren't adequate. No wonder there have been 40,000 deaths and 980,000 injured on California highways in the last twelve years.

On the central coast, Monterey County's population is up from 78,000 to 131,000 (1960 estimate: 195,000). On the north coast Del Norte from 4,800 to 8,100 (11,300). In the Sacramento Valley, Sacramento County from 171,000 to 273,000 (388,000).

LIVES ON WHEELS

In the Sierra, Placer County from 29,000 to 42,000 (52,000). In the San Joaquin Valley, San Joaquin County from 125,000 to 201,000 (273,000).

San Francisco's gain ranged from 635,000 in 1940 to 775,000 (850,000); Los Angeles zoomed from 2,756,000 to 4,152,000 (5,320,000).

How does this growth relate to the problem of our highways? How does it relate to you?

California lives on wheels.

It is not merely a problem of more and better highways to assure safer driving conditions, although the terrible traffic fatality toll of the last twelve years—more than a million dead and injured—surely leaves its own tragic conclusion for eleven and a half million Californians to contemplate.

The problem also is one of transport and supply.

Virtually every community in the State is able to exist only because the daily needs of its people are supplied by trucks, and trailers, fanning out from thousands of scattered points. Seventy-five per cent of California's transport today is by truck, and trailer.

Trucks travel on roads and highways. Out entire economy, day after day, night after night, around the clock, depends on those roads and highways.

Everything on your table, from breakfast through lunch to dinner, is hauled over roads and highways—milk, bread, coffee, sugar, fruit, vegetables, eggs, canned goods, frozen foods, meats, desserts.

To house all the new millions of Californians, homes are being built, thousands of new subdivisions are rising.

To build those homes, steel, lumber, cement are required. Trucks carry those supplies into the new subdivisions, over roads and highways.

As the urban population increases all over the State, the total of commuter buses increases.

As new schools are built, new

fleets of school buses appear.

More people mean more supplies—more milk trucks, bread trucks, meat trucks, fruit trucks, cement trucks, vegetable trucks, grain trucks—all of them traveling roads and highways over which which an additional four and a half million Californians—since 1940—also are traveling.

The terrific beating these cars—and these trucks and trailers—are giving California's highways is obvious. But the fundamental problems are mobility and safety.

Mobility wasn't a problem fifteen or twenty years ago, when California's highways were adequate to handle their burden. It is today—and is becoming worse.

It's going to take a billion dollars to begin to solve it, which sounds big—but isn't—not in multi-billion dollar California.

(Tomorrow: What is wrong with California's highways?)

Pennsylvania Turnpike Financing Shows Benefits of Good Highways

**Safety,
Speed**

Rising Costs Also Disclosed

By SILVER FREEMAN
Automobile Editor of the Hearst Newspapers

The original stretch of the Pennsylvania Turnpike—160 miles—cost \$76,250,000 to build. The next part—100 miles—cost \$87,000,000. The latest extension—67 miles—cost \$77,500,000, which shows how costs of highway construction have risen with inflation.

Of the total cost—\$240,750,000—the Public Works Administration loaned \$29,250,000, and the public invested in turnpike bonds worth the remaining \$211,500,000.

AHEAD ON PAYMENTS.
The Turnpike Commission, a Governmental body separate and distinct from the State highway commission, is about six years ahead on its repayment schedule. Not one cent of the taxpayers' money is in the turnpike.

Even during the war years of restricted traffic, the turnpike met its obligations.

Financially, the turnpike will have had its best year during 1952. A record number of more than 12,000,000 vehicles is expected to have passed over it, and receipts are expected to be \$20,000,000.

The highway had its best day on Saturday, August 30, 1952, when \$95,000 in tolls were collected.

A BOOMING BUSINESS.

During August 1, 1,366,583 vehicles traveled the highway at a cost of \$2,232,720. The use of the road during the Labor Day week end was 36 per cent greater than in 1951.

The Pennsylvania Turnpike is a booming business, and it is small wonder that many other States are eyeing it.

Nearly \$60,000,000 has been collected in tolls since the opening of the original 160 mile stretch.

The road is popular with truck fleet operators because it saves them valuable time and operating costs despite the toll rate. Speeds are up to 50 per cent



IDEAL TURNPIKE—Two level and three level traffic across the 118 mile New Jersey Turnpike, newest of the magnificent toll roads that are planned for many States. There are no crossings at grades, no stop signs or lights, no left turns. The parkway in the center of the turnpike is from eighteen to ninety-four feet wide. Through the first eight months of 1952 the turnpike carried an average of 48,600 vehicles per day, 110 per cent more than engineers anticipated.

greater than on competing, free State highways. Miles per gallon gone up 73 per cent, a tremendous saving, and ton miles per gallon times miles per hour, a figure that shows the rate at which the truck's worth is accomplished, go up a sensational 210 per cent.

NEW JERSEY PROJECT.

In fact, so successful has the Pennsylvania Turnpike been that the neighboring State of New Jersey constructed a \$220,000,000 toll road from the George Washington Bridge over the Hudson River, north of New York City, to the Delaware River, north of the Maryland and Pennsylvania borders.

The entire turnpike was opened in January of this year, and it has attracted so much traffic that improvements that were planned for many years hence are already being made.

The "design characteristics" of the New Jersey Turnpike are much the same as those already described for its Pennsylvania counterpart. The number of twelve foot lanes varies from four to six. The center dividing parkway varies between a minimum of eighteen feet to a maximum of ninety-four feet. There are outer shoulders of ten feet, inner of five feet.

TRAVEL OVER ESTIMATE.

During the first seven months of operation, travel over the New Jersey Turnpike was an amazing 110 per cent more than engineers anticipated. Revenues were 96 per cent more than expected.

The present traffic volume was not expected until sometime in the early 1960s.

The public, it is obvious, wants good roads, and will pay at least a penny per mile, and probably more to ride on them.

The speed limit on the New Jersey road is sixty miles per hour.

There are seventeen traffic interchanges and there are service stations and restaurants at convenient intervals.

The full length fare for the 118 miles for passenger cars is \$1.75. This is a higher per mile rate than the Pennsylvania Turnpike because of the added cost of constructing certain sections of the highway. The highest truck rate is \$5.

REDUCES TIME.

It is possible to travel across New Jersey in two hours, a

journey that previously took from four to six hours, in comparative safety.

The new turnpike will eventually connect with the Pennsylvania, the New York Thruway from New York to Albany to Buffalo, and an expressway leading across Delaware and Maryland to Washington.

It is America's most modern road, but there are others now abuilding or planned, and each one, building upon the experience of others, seems better than the last.

Toll roads, then, are answer to one part of the traffic jam.

The San Diego Union

PAGE 2

SATURDAY MORNING, AUGUST 6, 1955

IGNORED BY STATE

Highway 80 Neglect Hurts County

BLUEPRINTS for the improvement of Highway 80, Southern California's most neglected major artery, are gathering dust while the State Highway Commission makes plans for work on other roads. Continuation of this practice can produce ill effects on the economies of San Diego and Imperial counties. Highway 80, properly developed, would have a major role in the future of this area.

The plans which suggest the means of cutting out curves and decreasing grades in Highway 80 were drawn up after a survey by the State Division of Highways in 1946.

Between then and 1951 improvements were made in the road. Since that time major work has been at a standstill.

The 1946 survey showed that Highway 80's major troubles are in a 17½ mile stretch in the mountains which divide San Diego and Imperial counties. This part of the highway has grades in excess of 5½ per cent, and two of the hills represent 7 per cent climbs.

It is considered feasible to decrease the grade of at least a half of the 17½ mile area to 4 per cent or below. Doing this would cut five miles from the 90-mile road connecting El Centro and San Diego. With this work there still would be grades up to 6 per cent but these would be in less objectionable parts of the highway.

Why has work stopped on Highway 80? Why is this major transcontinental highway neglected?

The major reason given by the State Highway Commission is that the traffic count is greater on some other highways.

Traffic count, of course, must be a factor in determining highway fund allocations, but it should not always be the No. 1 determinant. Some roads, like 80, are used less because they are not sufficiently improved.

Highways 101, 395 and 80 are San Diego County's three most important roads. Of the three, 80 is the least improved. Still, like the other two, it is a major defense artery. It is essential to evacuation plans. It is important in transporting military materials.

There are other things to consider. The highway's importance in bringing trade from the valley farms to the port of San Diego cannot be counted in terms of traffic numbers. The value in developing this route for transcontinental tourist traffic is great.

These things must be measured more in terms of future traffic instead of present.

To neglect Highway 80 further because of traffic counts is like ignoring the value of developing of the Pan American Highway, for example, because traffic that way in the past has been minor.

IMPROVING U.S. 80 Highway Group Consults Fletcher

Col. Ed Fletcher, a pioneer road booster here yesterday was asked by the San Diego County Highway Development Association for advice on how best to get improvements to U.S. Highway 80. The association acted at a meeting in Hotel San Diego after reading of a story by Fletcher in The San Diego Union Sunday outlining highway needs.

Invited to speak with Fletcher at next Monday's association meeting were Mitchell Angus, executive manager of the San Diego Convention and Tourist Bureau, and Sen. Hulse (R-El Centro).

Association members expressed concern at reports from Fletcher, confirmed by others, that it is now easier to get to Phoenix and some other Arizona points by East-West highways north of U.S. 80. The Highway 80 route is shorter, association members said, but is not as well improved as the Los Angeles routes eastward.

Union May 5th 1950

DETOUR ON THE VIEJAS GRADE

'When Will State Keep Pledge?' Asks Col. Ed Fletcher

Editor's Note: The San Diego Union herewith presents the history of a continuing highway problem in San Diego County and the views of Col. Ed Fletcher, pioneer San Diegan, on courses of action for its solution.

By COL. ED FLETCHER

San Diego County has received ill treatment by the State Highway Commission in the vitally important reconstruction of Viejas grade between Alpine and Descanso on U.S. No. 80, our only direct outlet to the East.

I want the citizens of San Diego to know the facts. The prison camp was withdrawn by the State Highway Commission after the Viejas grade was half constructed, and transferred to another location in the State, with the result that for the last six years nothing has been done. There was a definite pledge at the time that the State Highway Commission would soon let a contract itself for the reconstruction.

If the prison camp had not been moved, the cut-off between Alpine and Descanso would have been completed three years ago.

▼ ▼ ▼

I am sure the citizens of San Diego will be interested in the background of prison camps and in the paroled prisoners, and demand the return of our original camp. They have done remarkable work in San Diego County in the past.

As your state senator from 1935 to 1947 I was a member of the Prison and Reformatory Committee. The wardens of both prisons — San Quentin and Folsom — made their annual report to us.

One warden stated that we had 286 prisoners eligible and out on parole. As I had personally paroled many prisoners, as the record in Sacramento will show, I asked him how many there were then eligible for parole.

His answer was, "I'm sorry to say, there are more than 2,000."

It was astounding to me that through neglect and our lack of interest more than 2,000 able-bodied men who had the right to enjoy God's sunshine and make a little money as well as learn some useful occupation were still in state prisons, with no one taking an interest in their welfare.

▼ ▼ ▼

At the next session of our Committee I suggested, and the Committee unanimously agreed, that we pass a law creating, as I remember, 10 prison camps with 200 men each, under the supervision of the State Highway Commission to build roads in out of the way districts, paying them a small daily wage and their board. Their salary to be cumulative and paid at the end of their parole in a lump sum.

We met terrific opposition from labor and the contractors but the bill became a law and I was instrumental in getting the first prison camp in San Diego County. We found a splendid site with running water and trees below Lake Henshaw. The citizens know the rest! Those prisoners made good.

They built the road down the San Luis Rey Valley, they did splendid work on Palomar, they built the short-cut from Escondido to Temecula, cutting 15½ miles from the distance to Riverside.

They serviced the road, as I remember it, from San Isabel via Warner's Hot Springs to the Riverside County line, doing a wonderful job under the jurisdiction of the California Highway Commission and then we were assured by the California Highway Commission that they would complete the road from Alpine to Descanso, nearly eight years ago.

▼ ▼ ▼

Part of this promise was kept. What a splendid job was accomplished. And then nearly six years ago, without notice, away went that camp to another location in California.

It was common knowledge that labor brought the necessary political pressure to bear on the governor and the State Highway Commission. We were promised by the California Highway Commission that a contract would soon be let to complete the reconstruction between Alpine and Descanso, giving us a straight road on a 4 per cent grade, as I remember it, and shortening the distance a mile or two.

The present highway with its curves has created many hazards and accidents and demands immediate action. I have seen six trucks at different times, loaded with alfalfa, that have scattered their bales for a quarter of a mile, on the Alpine-Descanso grade.

I realize the State Highway Commission has done a wonderful job within the City of San Diego and in its suburbs. They have spent millions in building a road to Tijuana, and another road from Ocean side to Escondido, but why did they not keep their pledge and complete this most important section of U.S. 80 between Alpine and Descanso?

There is unanimous demand in this county and Imperial Valley for the completion of this section of U.S. 80 immediately. Why don't we demand the return of the prison camp and let them finish that job. The camp is still there. Either that or have the commission live up to its pledge to let a contract for this work immediately.

It is 10 long years since the state started the reconstruction of that highway. Let's make it safe for travel, shorten the distance and give a road that the people of Imperial Valley and the eastern tourists will come over.

Los Angeles has now a direct highway to Blythe and Phoenix and it is in magnificent condition. The oldtimers can remember when the bulk of the tourist travel came via Yuma, Imperial Valley to San Diego. But the Los Angeles route is now the favored one and the route maps show the direct route to Los Angeles.

▼ ▼ ▼

It is now a safer and faster route from San Diego to Phoenix by taking 395 via Escondido, Hemet and Banning to Blythe and Phoenix than from San Diego via El Centro, Holtville, Yuma and Phoenix. We made the drive a short time ago to Phoenix via Escondido, Banning and Blythe comfortably in seven hours although it is more than 30 miles longer and there are splendid roads the entire distance. It took us 7½ hours to come home from Phoenix via Yuma, El Centro and the Mountain Springs grade.

Our route direct to Phoenix is not nearly in as good condition for travel.

When will San Diego and Imperial Valley unitedly de-

mand the early completion of the Viejas grade, and when will we get the same standard of highway that the state is giving to the Los Angeles, Blythe, Phoenix route, our competitor in tourist travel?

We need to bring pressure to bear on Arizona. We still have in Arizona on the Yuma to Phoenix road deep dips, only 24 foot length culverts, no passing solid line, etc. This slows up traffic, while from Phoenix to Blythe to Los Angeles, the modern, up-to-date highway is in perfect condition.

In California from Yuma to San Diego part of the highway is in poor condition, and of course the gradings and curves slow down traffic and must eventually be brought up to standard and a 4 per cent grade. That will come later, but let's get the State Highway Commission to complete the Viejas grade at an early date by contract or prison labor.

Ed Fletcher Papers

1870-1955

MSS.81

Box: 70 Folder: 14

**Business Records - Other Fletcher Activities -
Highways - Miscellaneous highway clippings**



Copyright: UC Regents

Use: This work is available from the UC San Diego Libraries. This digital copy of the work is intended to support research, teaching, and private study.

Constraints: This work is protected by the U.S. Copyright Law (Title 17, U.S.C.). Use of this work beyond that allowed by "fair use" requires written permission of the UC Regents. Permission may be obtained from the UC San Diego Libraries department having custody of the work (<http://libraries.ucsd.edu/collections/mscl/>). Responsibility for obtaining permissions and any use and distribution of this work rests exclusively with the user and not the UC San Diego Libraries.