

[illegible]

Shirley Ann
1944-1994



IN THE SENATE OF THE UNITED STATES.

DECEMBER 16 (calendar day, **DECEMBER 18**), 1919.

Mr. TOWNSEND introduced the following bill; which was read twice and referred to the Committee on Post Offices and Post Roads.

A BILL

To provide for the establishment and maintenance of a national highway system, to create a Federal Highway Commission, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 That this Act may be cited as the National Highway Act.

4 **SEC. 2.** That when used in this Act, unless the context
5 indicates otherwise—

6 The term "Federal Aid Act" means the Act entitled

7 "An Act to provide that the United States shall aid the

8 States in the construction of rural post roads, and for other

9 purposes," approved July 11, 1916, as amended by sections

10 5 and 6 of an Act entitled "An Act making appropriations

11 for the service of the Post Office Department for the fiscal

12 year ending June 30, 1920, and for other purposes," ap-

1 proved February 28, 1919, and all other Acts amendatory
2 thereof or supplementary thereto.

3 The term "commission" means the Federal Highway
4 Commission created by this Act.

5 The term "highway" includes rights of way, bridges,
6 drainage structures, signs, guard rails and protective struc-
7 tures in connection with highways, and housing facilities for
8 employees engaged in construction or maintenance of such
9 highways.

10 The term "State highway department" includes any
11 department, commission, or official of a State empowered
12 under its laws to exercise the functions ordinarily exercised
13 by a State highway department.

14 SEC. 3. That a Federal Highway Commission is hereby
15 created, which shall be composed of five commissioners,
16 appointed by the President, by and with the advice
17 and consent of the Senate. The commissioners shall
18 be appointed with due regard to a fair representation of the
19 geographical divisions of the United States. Not more than
20 three of the commissioners shall be members of the same
21 political party. The commissioners first appointed shall con-
22 tinue in office respectively for terms of one, two, three, four,
23 and five years from the date of the taking effect of this Act,
24 the term of each to be designated by the President at the time
25 of appointment, but their successors shall be appointed for

1 terms of five years, except that any person chosen to fill a
2 vacancy shall be appointed only for the unexpired term of the
3 commissioner whom he succeeds. Each commissioner shall
4 receive an annual salary of \$10,000. No commissioner shall,
5 during his term of office, engage actively in any other busi-
6 ness, vocation, or employment, or be interested directly or
7 indirectly in any business enterprise connected with the pro-
8 duction or sale of highway materials, or with the construction,
9 maintenance, or operation of other highways or with any
10 form of organized highway transportation. Any commis-
11 sioner may be removed by the President for inefficiency,
12 neglect of duty, or malfeasance in office. A vacancy in the
13 commission shall not impair the right of the remaining com-
14 missioners to exercise all of the powers of the commission.
15 Three commissioners shall constitute a quorum. The com-
16 mission shall annually choose a chairman from its own mem-
17 bership, and it shall have an official seal, which shall be
18 judicially noticed.

19 SEC. 4. That the commission shall establish an account-
20 ing division in its organization which shall devise and install
21 a proper method of keeping the commission's accounts. It
22 shall employ and fix the salary of a chief engineer and a
23 secretary, whom it may also discharge and may employ,
24 discharge, and fix the compensation of such accounting en-
25 gineering, legal, clerical, and other assistants as it may from

1 time to time find necessary. With the exception of the
 2 secretary, the chief engineer, and laborers employed on or
 3 in connection with the construction, maintenance, or repair
 4 of any highway under its jurisdiction, all employees of the
 5 commission shall be appointed from lists of eligibles to be
 6 supplied by the Civil Service Commission and in accordance
 7 with the civil-service law. The President, upon the request
 8 of the commission, may authorize the detail of officers of
 9 the military, naval, and other services of the United States
 10 for the performance of such duties as the commission may
 11 deem necessary in connection with its business, but no
 12 additional compensation shall be paid to such officers for
 13 such employment.

14 SEC. 5. That all of the expenses of the commission
 15 made necessary in the performance of their duties, including
 16 all necessary expenses for transportation incurred by the
 17 commissioners or by their employees under their orders upon
 18 official business in any other place than at their respective
 19 headquarters, shall be allowed and paid upon the presenta-
 20 tion of itemized vouchers therefor approved by the chairman
 21 of the commission. Unless otherwise provided by law the
 22 commission may rent suitable offices for its use, and make
 23 necessary expenditures for furniture, equipment and sup-
 24 plies, and for the printing and distribution of such publica-

1 tions and maps as it may prepare. The principal office of
 2 the commission shall be in the District of Columbia.

3 SEC. 6. That the commission shall establish, construct,
 4 maintain, improve, and regulate a national system of high-
 5 ways, composed of connecting interstate roads which shall,
 6 by the most practicable routes and with due consideration
 7 for the principal centers of agricultural and industrial pro-
 8 duction, afford ingress into and egress from each State and
 9 the District of Columbia. Such national system may in-
 10 clude highways to and from important water ports, and
 11 highways connecting at the border with the main highways
 12 in countries adjoining the United States; but shall not in-
 13 clude any highway in a municipality having a population,
 14 as shown by the latest available Federal census, of five
 15 thousand or more, except that portion of any such highway
 16 along which, within a distance of one mile, the houses
 17 average more than two hundred feet apart.

18 SEC. 7. That the commission may make all necessary
 19 surveys and maps in connection with the establishment,
 20 construction, maintenance, improvement, or regulation of
 21 the national system of highways, and may construct, main-
 22 tain, improve, and regulate any highway which is a part
 23 of the national system, or, in its discretion, may contract
 24 with any State highway department for such surveys or
 25 maps, or for the construction, maintenance, or improvement

1 of any such highway in such State. Any such contract
 2 with a State highway department shall be based upon and
 3 shall include plans, specifications, and estimates prepared
 4 by the commission, and the commission shall supervise and
 5 enforce the performance of such contracts.

6 The commission may purchase, lease, hire, or other-
 7 wise obtain all necessary supplies, equipment, and labor,
 8 and may operate and maintain such motor and other equip-
 9 ment and facilities as in its judgment are necessary for the
 10 proper and efficient performance of its functions.

11 SEC. 8. That the commission shall, from time to time,
 12 and subject to such changes as it may deem advisable, de-
 13 termine and select the highways which are to become a part
 14 of the national system and the order in which all or a part
 15 of such highways shall be established, constructed, main-
 16 tained, or improved. In selecting or establishing such high-
 17 ways the commission shall consult with, and, if possible,
 18 shall obtain recommendations from State highway depart-
 19 ments as to the routes which shall be followed in their
 20 respective States. Within two years after this Act takes
 21 effect the commission shall prepare, publish, and distribute
 22 a map showing the highways it has selected as a part of the
 23 national system, and at least annually thereafter shall pub-
 24 lish supplementary maps showing its progress in selection
 25 and construction.

1 SEC. 9. That the portion of the national highway sys-
 2 tem in each State shall equal 1 per centum of the total
 3 highway mileage actually used as such in the State as
 4 ascertained by the commission. In every State where such
 5 1 per centum will not suffice to enable the national highway
 6 system to afford at least two highways connecting with
 7 national highways in adjoining States, the commission shall
 8 increase the mileage of the national system sufficiently to
 9 provide two such highways.

10 SEC. 10. That the commission may select as part of the
 11 national system any highway or portion thereof which has
 12 been constructed by or in behalf of a State or civil sub-
 13 division thereof and accords with a standard deemed by the
 14 commission to be adequate for present and probable future
 15 traffic, or which, in the opinion of the commission, can be
 16 reconstructed to accord with such standard. The com-
 17 mission shall value the reproduction cost of any such high-
 18 way at current prices and wages, and shall construct, or
 19 may, in its discretion, contract with the State highway
 20 department for the construction of other highways connect-
 21 ing or correlating with the national system of a mileage
 22 equal in value to the highway or part thereof so selected,
 23 and to pay therefor out of the appropriation herein made.
 24 Such other highways shall be in addition to the mileage of
 25 the national system authorized in such State under this Act,

1 but no part of the cost of maintenance thereof shall be borne
2 by the commission or made an obligation of the Federal
3 Government.

4 SEC. 11. That no money appropriated by this Act
5 shall be expended in any State until the legislature of
6 such State assents to the provisions of this Act and to
7 the taking over by the commission of existing State roads
8 or rights of way as a part of the national system, except
9 that until the final adjournment of the first regular ses-
10 sion of the legislature held after this Act takes effect,
11 the assent of the Governor of the State shall be sufficient
12 to authorize such expenditures. In consideration of the
13 benefits to be derived by each State from the establish-
14 ment of a national highway system, it shall be a condi-
15 tion precedent to the construction by the commission of
16 any highway selected as part of the national system in
17 such State, that the existing right of way on the route of
18 such highway shall be transferred by the State or the
19 proper civil subdivision thereof to the United States as
20 fully as may be permitted under the constitution of the
21 State.

22 SEC. 12. That the consent of the United States is
23 hereby given to any railroad or canal company to con-
24 vey to the United States for the purpose of this Act,

1 any part of its right of way or other property acquired by
2 grant from the United States.

3 SEC. 13. That if the commission determines that
4 any part of the public lands or reservations of the United
5 States is reasonably necessary for the right of way of any
6 highway forming part of the national system or as a
7 source of materials other than timber for the construction
8 or maintenance of any such highway adjacent to such lands
9 or reservations, the commission shall file with the Secre-
10 tary of the Interior, a map showing the portion of such
11 lands or reservations which it desires to appropriate, and
12 if within a period of six months after such filing the Sec-
13 retary shall not have certified to the commission that the
14 proposed appropriation of such land is contrary to the
15 public interest or inconsistent with the purpose for which
16 such land has been reserved, such land may be appro-
17 priated and used for such purposes by the commission:
18 *Provided*, That if at any time the need for any such lands
19 or reservation for such purposes shall no longer exist, notice
20 of that fact shall be given by the commission to the Sec-
21 retary of the Interior, and such lands or reservations shall
22 immediately revert to his control in the same manner as
23 if they had not been appropriated by the commission.

24 SEC. 14. That the commission may acquire for the

1 United States, by purchase or by condemnation under judi-
 2 cial process, any real estate or interest therein which in the
 3 opinion of the commission is necessary to carry out the
 4 provisions of this Act and which can not be acquired in any
 5 of the ways hereinbefore provided. Payment therefor shall
 6 be made from the appropriations herein or subsequently
 7 made for that purpose. It shall be the duty of the Attorney
 8 General of the United States, upon application of the com-
 9 mission, to cause proceedings to be commenced, within thirty
 10 days from the receipt of such application at the Department
 11 of Justice, for the condemnation of such real estate, and to
 12 prosecute such action with due diligence.

13 SEC. 15. That only such durable types of surface and
 14 kinds of material shall be adopted for the construction and
 15 repair of any highway which is a part of the national system
 16 as will adequately meet the existing and probable future
 17 traffic needs and conditions thereon. The commission shall
 18 determine the types of construction and reconstruction and
 19 the character of improvement, repair, and maintenance, in
 20 each case selecting the type and character which shall be best
 21 suited for each locality, proper consideration being given to
 22 the probable character and extent of the future traffic. The
 23 commission shall establish an efficient method of maintenance
 24 for all highways comprised in the national system, which
 25 method shall be adequate for the needs of the traffic affected,

1 and shall set aside such sums from the appropriations herein
 2 provided as may be necessary therefor.

3 SEC. 16. That all highways in the national system
 4 shall, unless in the opinion of the commission rendered im-
 5 practical by physical conditions, excessive cost, or legal
 6 obstacles, have a right of way of the width of not less than
 7 sixty-six feet and a wearing surface of an adequate width
 8 which shall not be less than twenty feet.

9 SEC. 17. That the commission is authorized to issue
 10 permits and licenses for openings into, crossings over or
 11 under, or the use of any portion of the right of way of any
 12 highway comprised in the national system for purposes not
 13 inconsistent with the Constitution or laws of the United
 14 States or of the State affected. In every such case the per-
 15 mittee or licensee shall be required to make such payment
 16 under such procedure as the commission may prescribe, as
 17 will be sufficient to repair completely any damages done to
 18 the highway, and the receipts from such payments shall be
 19 credited to the appropriations made by this Act, and may be
 20 expended in the same manner as such appropriations.

21 SEC. 18. That the commission shall encourage a more
 22 general use of public roads and highways and shall collect,
 23 publish, and disseminate, for the benefit of all sections of the
 24 United States, useful information on highway transportation,
 25 construction, and maintenance.

1 SEC. 19. That the commission shall prescribe and pro-
 2 mulgate all needful rules and regulations for the carrying out
 3 of the provisions of this Act, including such regulations as
 4 the commission may deem necessary for preserving and pro-
 5 tecting the highways and insuring the safety of traffic thereon.

6 SEC. 20. That all powers and duties relating to high-
 7 ways or public roads conferred or imposed upon the Secre-
 8 tary of Agriculture by the Federal Aid Act, or by any Act
 9 of Congress making an appropriation for the Department of
 10 Agriculture, are hereby transferred to the commission, and
 11 the Secretary of Agriculture is hereby directed to transfer to
 12 the commission within thirty days after the appointment and
 13 organization of such commission, the personnel, equipment,
 14 material, supplies, papers, maps, and documents engaged
 15 upon or utilized in such work. The employees so trans-
 16 ferred shall retain their present grades and salaries. The
 17 appropriations now available to the Secretary of Agriculture
 18 for such highway or road purposes shall continue in force
 19 and effect, under the control of the commission, in the same
 20 manner as they were in force and effect under the control
 21 of the Secretary of Agriculture prior to the passage of this
 22 Act. If, under the laws of any State providing for coopera-
 23 tion with the Secretary of Agriculture in the administration
 24 of the Federal Aid Act, the commission can not be legally
 25 substituted for the Secretary of Agriculture, the Secretary

1 shall, pending a revision of such State laws, act jointly with
 2 the commission in the exercise of such powers of approval or
 3 disapproval as are incident to the administration of such Act.
 4 All powers and duties of the Council of National Defense
 5 under the Act entitled "An Act making appropriations for
 6 the support of the Army for the fiscal year ending June 30,
 7 1917, and for other purposes," approved August 29, 1916,
 8 in relation to highways or highway transportation, are hereby
 9 transferred to the commission, and the Council of National
 10 Defense is directed to turn over to the commission within
 11 thirty days after the appointment and organization of the
 12 commission the personnel, equipment, material, supplies,
 13 papers, maps, and documents engaged upon or utilized in
 14 the exercise of such powers or the performance of such duties.
 15 The employees so transferred shall retain their present grades
 16 and salaries. The powers and duties of agencies dealing
 17 with highways in military or naval reservations under the
 18 control of the United States Army or Navy, or with high-
 19 ways used principally for military or naval purposes, shall not
 20 be taken over by the commission, but such highways shall
 21 remain under the jurisdiction and control of such agencies.

22 SEC. 21. That on or before the first Monday in Decem-
 23 ber of each year the commission shall make a report to
 24 Congress which shall include a detailed statement of the
 25 work done, the status of each project undertaken, the alloca-

tion of appropriations, the expenditures and receipts during the preceding fiscal year under this Act and under the Federal Aid Act, an itemized account of the traveling and other expenses of the commissioners, and its recommendations, if any, for new legislation amending or supplementing this Act or the Federal Aid Act. The commission shall also make such special reports as Congress may request.

SEC. 22. That whoever shall willfully or maliciously injure or destroy any part of a highway embraced in the national highway system or property or material owned or controlled by the United States in connection with such highway, or shall willfully or maliciously violate any of the provisions of this Act or of the regulations prescribed and promulgated hereunder, shall upon conviction be fined not more than \$1,000 or imprisoned for not longer than one year, or both: *Provided*, That nothing in this Act shall affect the civil or criminal jurisdiction of the States over persons or property upon such highways, or the rights and duties of the inhabitants thereof with respect to the use and enjoyment of such highways.

SEC. 23. That if any provision of this Act, or the application thereof to any person or circumstances, shall be held invalid, the validity of the remainder of the Act and of the application of such provision to other persons or circumstances shall not be affected thereby.

SEC. 24. That for the purpose of carrying out the provisions of this Act, there is hereby appropriated, out of any moneys in the Treasury not otherwise appropriated, \$50,000,000, which shall become immediately available; \$75,000,000 for the fiscal year beginning July 1, 1920, and \$100,000,000 for each of the three succeeding fiscal years; in all, \$425,000,000, which shall be available until expended: *Provided*, That so much, not to exceed 5 per centum of the appropriation for any fiscal year made by this Act, as the commission may deem to be necessary for administering the provisions of this Act shall be deducted for that purpose and shall remain available therefor until expended. After making the deduction authorized by this section and such further deduction as the commission deems sufficient for maintenance, the commission shall apportion the remainder of the appropriation for each fiscal year among the several States in the same ratio that the mileage selected in each State bears to the total mileage selected in all States. These apportionments shall remain available for five years, and then if not spent through default of the State, shall be reapportioned among the other States in the same ratio.

SEC. 25. That this Act shall take effect on its passage.

A BILL

To provide for the establishment and maintenance of a national highway system, to create a Federal Highway Commission, and for other purposes.

By Mr. TOWNSEND.

DECEMBER 16 (calendar day, DECEMBER 18), 1919.—

Read twice and referred to the Committee on Post Offices and Post Roads.

ANNOUNCEMENT

Pittsburg, California, May 25, 1922

DEAR SIR:

Truck traffic was started on the Test Highway at Pittsburg, California, on November 9, 1921:

This traffic was suspended, temporarily, on January 28, 1922, when the pavement was in an impassable condition, due to this traffic and other conditions. During this period 3,668,100 tons of traffic passed over the Test Highway at an average speed of about thirteen miles per hour.

The accompanying drawings show the cracks and breaks that occurred in the pavement during the period from the time it was laid in July, 1921, up to, and including, February 28, 1922, a month after the traffic had been stopped.

The portions of the pavement that were rendered impassable, by disintegration, were all repaired during the early part of March, 1922, by replacing the broken portions with plain concrete, six inches thick. In addition, two new types of pavement, each thirty feet in length, were placed over tunnels "B" and "I" for the purpose of making a study of deflections on these two types. There was also installed, in these repairs, eight different kinds of expansion joints, for the purpose of making special studies of them.

The traffic tests will be resumed on June 1, 1922, with the idea of operating approximately forty-six five-ton trucks for a thirty-day period. One-half of this number will operate in one direction, on the inside of the track, while the other half will operate in the opposite direction on the outside of the track. It is thought that, at the end of this period, July 1, 1922, sufficient information will have been secured to complete the present tests.

In the meantime special tests are being conducted with individual motor vehicles, with the idea of obtaining all possible information in relation to the effect of various vehicles on our highways.

These tests were inaugurated by the Columbia Steel Company, of San Francisco, and were carried on by them from February, 1921, until March 15, 1922. During this period the general public assisted on a co-operative basis and there were some thirty odd contributors to these experiments, which contributions were fully appreciated by the Columbia Steel Company. Special mention will be made of these contributors and their contributions in the final report of the present tests, which report will be ready for distribution to those interested, shortly after the completion of the tests.

On March 15, 1922, the United States Bureau of Public Roads, and the California Highway Commission, assumed the financial burden of continuing with the tests, so that all operations, from that time on, are under the direction of these two agencies. Dr. L. I. Hewes, Deputy Chief Engineer, represents the United States Bureau of Public Roads, and Mr. A. B. Fletcher represents the California Highway Commission in the tests.

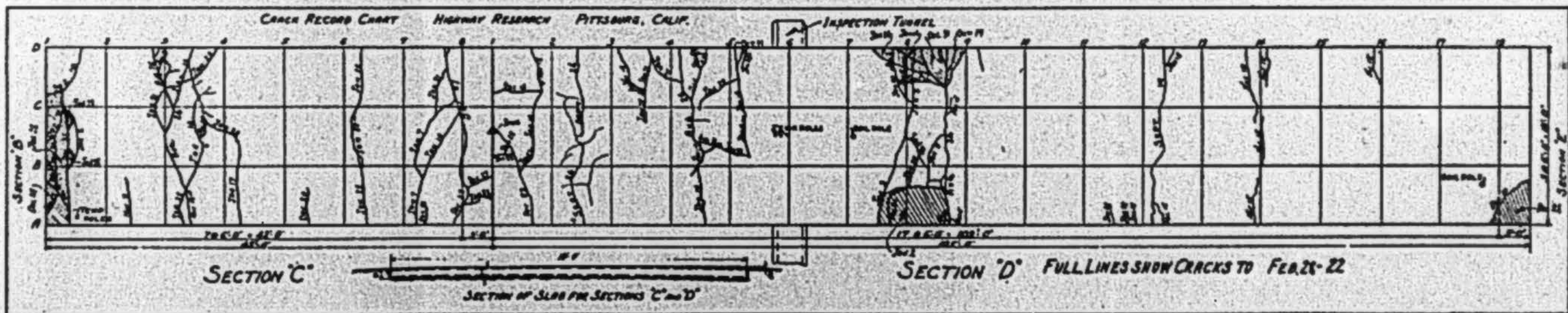
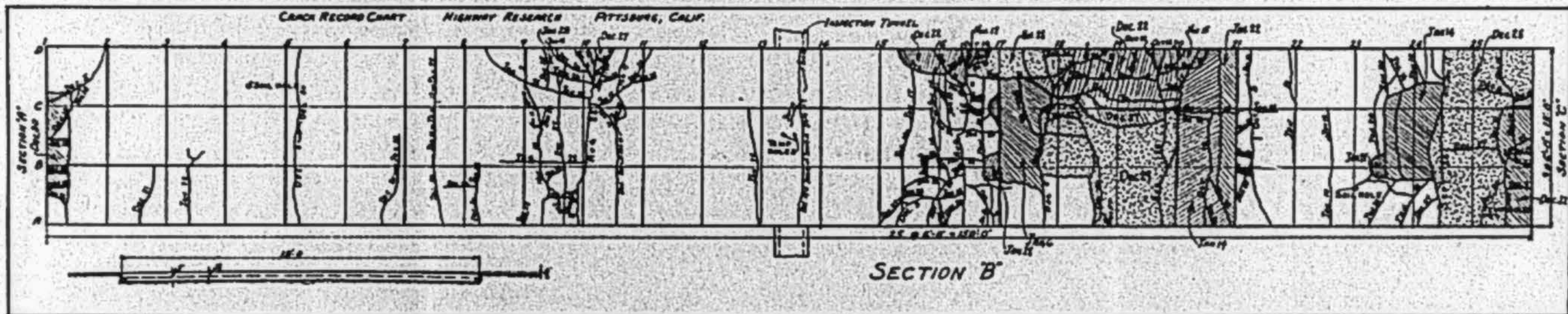
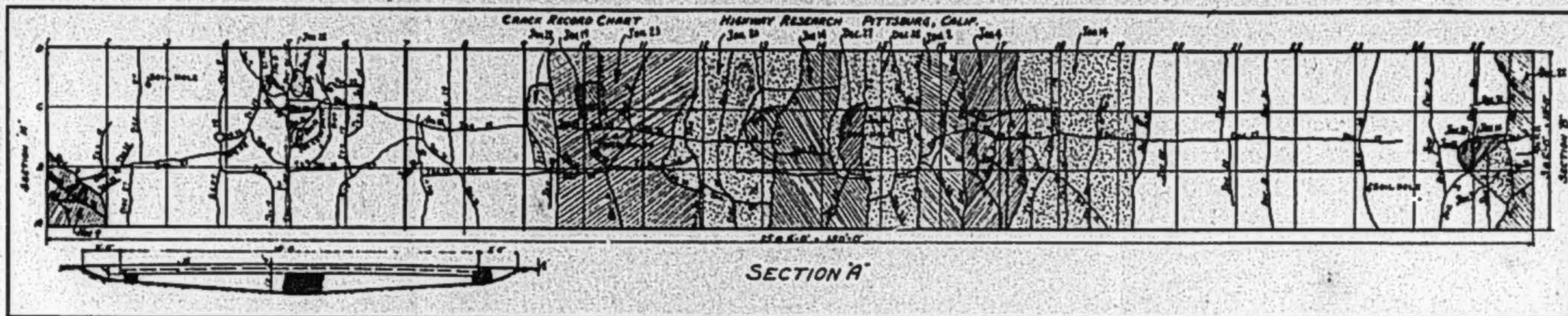
The policy of maintaining the tests open to the public, and the invitation to all those interested to be present at any and all times, still prevails. In fact there is no change of policy; the test will be conducted as in the past.

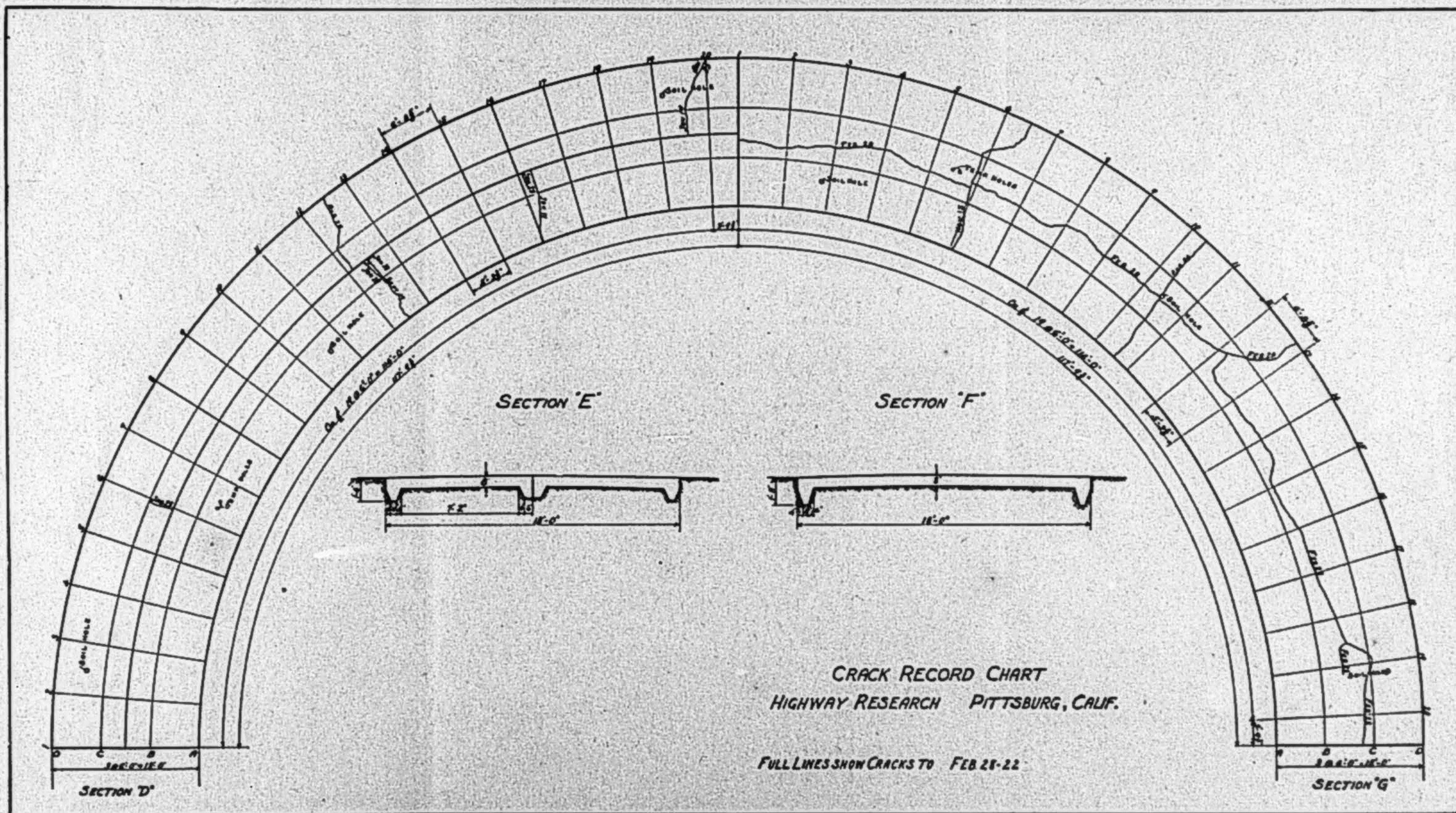
It is hoped that you and your friends will be present at the Test Highway, in Pittsburg, on June 1, 1922, when the truck traffic will be resumed.

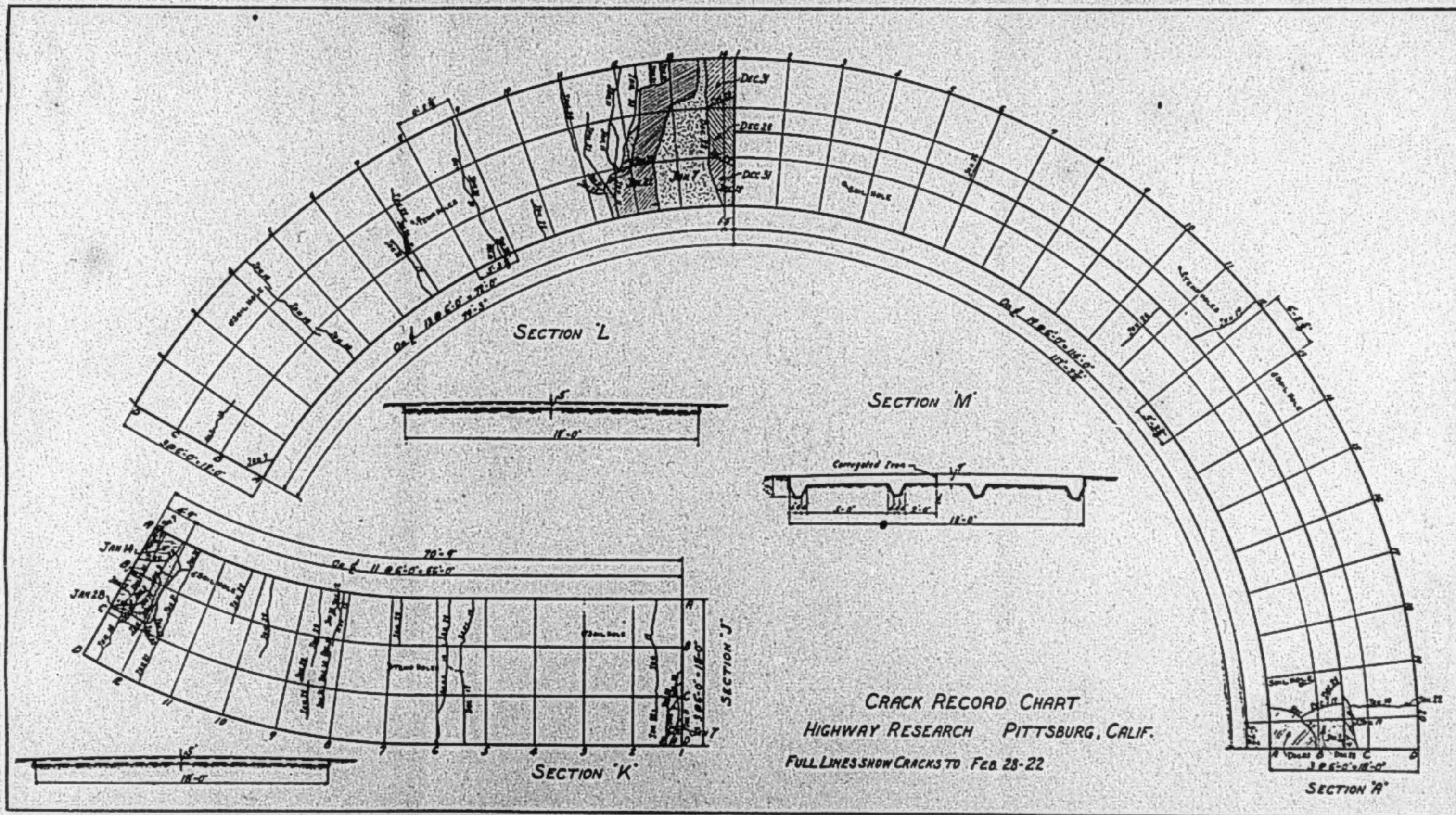
Yours very truly,

LLOYD ALDRICH,

Engineer in Charge.







May fifteenth, 1929.

National Automobile Club
1262 India Street
San Diego, California.

Gentlemen:

With reference to Membership No. 52775, Ed Fletcher,
which has been renewed from June 18th, under No. 83318-R,
will you kindly send us another identification card,
one for each car. We will appreciate this very much.

Yours very truly,

ED FLETCHER COMPANY

BY

GMV

W. H. ...
to ...
Bill

[4/1929]
CSM

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January 23, 1941

Important

Senator Ed Fletcher,
40th District,
Sacramento, California.

Dear Senator Fletcher:

Plans for future highway construction in California indicates that in spite of the increasing needs of our normal traffic and the new requirements for National Defense Highways, new highway construction and reconstruction in California is actually declining.

The principal cause is the reduced amount of Federal aid received by the State. During 1942, Federal aid for California Highways will decrease 10% as compared with 1940-41 and 25% when compared with 1938-39. During the same period the Federal Gasoline Tax imposed upon California motorists has been doubled, increasing the amount of Federal Gasoline Tax collected from California motorists from about \$17,000,000 per year to approximately \$35,000,000 per year.

Two thousand miles of California highways need further improvements and 650 bridges need to be replaced to meet military standards. Public Defense Agencies have designated 5595 more miles of the existing highway system as being of strategic military importance, requiring the expenditure of approximately \$150,000,000 to bring them up to military standards. Defense Officials estimate that military access and tactical roads needed in California immediately will cost approximately \$12,000,000 more. The total of these figures is beyond the financial capacity of the State Highway revenues.

The greater part of these required expenditures are for National Defense. Notwithstanding this, the Federal Government is actually reducing highway funds allocated to California and no provision has been made by the Federal Government to finance this necessary military construction. On the other hand, it seems apparent that the Federal Government expects the State to divert its revenues from the regular highway construction program to military roads. Unless something practical is done to correct this situation and provide adequate finances, we believe that many badly needed highway improvements throughout California will be cancelled, delayed or suspended.

Our Chapter has therefore adopted a resolution covering this subject and recommended that National Defense highway construction be considered as a special emergency problem and financed upon an emergency basis by the Federal Government with special National Defense funds. This recommendation is stated in the enclosed resolution which was adopted by our organization on January 13, 1941.

We submit this problem and recommendation to you and request that in your official capacity you exert every effort to accomplish a just and practical solution of our regular and military highway problems.

Thanking you for your co-operation, I remain

Sincerely yours,

F. J. Connolly
F. J. Connolly,
Manager

FJC UL
ENCL



REPRINTED FROM:

Harper's MAGAZINE

Who Shall Pay for Our Roads?

Richard L. Neuberger

AS HE drives along the road, the average motorist develops an almost pathological hatred of trucks. They crowd him into guard rails and they blot out his view of the traffic ahead. Against his better judgment, he risks life and limb to pass them when they are slowed by hills. He has a lurking suspicion they have increased greatly in number. As they bear down on him with the bulk of a freight train, he knows they have increased in size. But he does not know the crowning indignity: the fact that, considering the weight of his vehicle, he is paying approximately three times as much for the use of the roads as the proprietors of the biggest trucks.

The fees and taxes collected for the use of America's highways assess the owner of a four-door Ford sedan an average of thirty-four cents to move one ton of his car's weight one hundred miles over the open road. The operator of a truck-and-trailer combination sixty feet long pays only twelve cents for the same ton-mile accommodations. The sedan weighs a little over a ton, the commercial rig around thirty tons. And, to underline the unfairness, it is weight that is responsible for most of the cost of our roads.

A subcommittee of the United States Senate Committee on Interstate Commerce reported recently, "Experience has shown that an adequate pavement surface to carry passenger cars and trucks up to a licensed capacity of one and one-half tons may be built for \$15,000 per mile. Pavement surfaces equally serviceable for heavier trucks with licensed capacities up to twenty tons cost about \$46,000 per mile." And it might be added that some states, under the stress of wartime and defense transportation emergencies, have authorized trucks which gross not twenty tons but over thirty-five.

In pushing up highway maintenance costs, trucks are even guiltier. Before he moved on to the Senate, James H. Duff of Pennsylvania told his fellow governors, "Truckers are causing a ratio of deterioration on our highways of sixteen to one in comparison with private drivers." A New York State study estimated that sufficient funds to improve 26,000 miles of roads for passenger cars would prepare only 737 miles for heavy trucks.

According to the Bureau of Public Roads, we are now 74,000 miles behind in replacing obsolete and hazardous roads, and the break-

As a state senator in Oregon who helped to put through a weight-distance fee on heavy trucks, Richard L. Neuberger knows well how hard the lobbies will fight against similar efforts elsewhere to pay for road maintenance.

age is mounting steadily as trucks pile up 25 per cent of all highway mileage. Only 13 per cent of the bridges on the country's major trunk roads, says a congressional report, are rated to sustain twenty-ton trucks, though this weight is legal in every state and throughout the country as a whole the average weight limit has been inched upward to slightly over thirty tons. More than 10,000 spans should be reinforced or rebuilt, but the cost would be enormous.

The fact of the matter is that the country's traditional method of financing highways has broken down, with respect to both equity and adequacy.

WHEN Oregon adopted the first gasoline sales tax in 1919 and earmarked the revenue for road costs, it was generally regarded as an infallible means of paying for highways as they were used. The quantity of motor fuel determined the distance an automobile could travel; thus the gas pumped measured the roads required. The gasoline tax soon spread to every other state. It worked, too, as a device for distributing the burden among people driving cars of approximately the same size and weight. But it does not work when one vehicle weighs 3,000 pounds and another weighs 60,000; when one could practically fit in the cab of the other.

In the first place, consumption of motor fuel rarely rises in direct ratio to an increase in tonnage. In the second, the number of truck-and-trailer trains has multiplied six or seven times in some states in recent years. Obviously the van which is towed pays no fuel tax, yet it pulverizes the road as it passes. And tests in Oregon have showed that the gasoline consumption of the towing truck is not increased in any degree proportionate to the weight of the trailer. A truck-and-trailer grossing 70,000 pounds burns considerably less gasoline than two 35,000-pound trucks—a fact which, along with the need for only one driver, accounts for the popularity of tandems among truckers.

On top of all this, thousands of trucks have changed to diesel power, which operates more miles per gallon of fuel than a gasoline engine of identical rating. So, although the diesel truck is just as capable of cracking concrete and weakening viaducts, it contributes less money per mile through the classic road-

financing conduit of the fuel tax. Moreover, the Council of State Governments has pointed out, "Diesel fuel for highway use is harder to identify and trace than gasoline." The supposition exists that a good many diesel trucks punish the roads virtually scot-free.

Diesel or not, the big interstate highway haulers have been having a picnic. After analyzing truckers' income during 1949, the New York State Legislative Committee on Highways and Canals reported that the large motor carriers earned profits of three cents on each ton-mile of freight, contrasted with a return of less than half a cent for every ton of cargo carried one mile by the state's railroads. One trucking firm operating in a Western state paid only \$94,211 for the use of highways which made possible freight revenues of \$1,627,258—or a fee of 5.8 per cent, while railroads must regularly plow back 20 per cent of their income into maintaining and constructing tracks.

This has come about because the average motorist has been putting up the bulk of the funds needed for building roads far more sturdy than his car requires and for repairing roads which his car has not damaged. In a typical state today private-car owners contribute 68 per cent of the total revenue received from users of roads. Many states now have a gasoline tax of seven to nine cents a gallon, which is perilously close to the point of diminishing returns. And the truckers reap the profits.

IS THERE no valid way that trucks can be made to pay for the harm they do and the expensive road and bridge construction they demand?

As trucks multiplied on the highways during World War II, some engineers suggested that they pay their share in abnormally high license fees. Superficially the recommendation made sense, but it provided no gauge of usage. A special flatbed truck to move steam shovels, say, would pay the same plate fee as an over-the-road commercial hauler of equal tonnage. But the flatbed rig might travel only 3,000 miles a year to the other's 35,000 miles. To peg truck taxes solely to license plates is to offer a bonanza to the big interstate trucking companies whose fleets do the most damage.

However, there is an answer. Oregon, the state that pioneered in the gasoline tax, has

taken the lead in another highway innovation: the weight-distance tax, a schedule of graduated fees collected from commercial vehicles by the Public Utilities Commissioner. The fees are geared to two factors: the weight of the truck and the distance it travels, and they rise sharply in the upper tonnage limits.

For example, a dairy with a 6,000-pound pickup truck pays one-fourth of a cent per mile. A 30,000-pound Greyhound bus is charged 1.45 cents a mile. And a 68,000-pound truck-and-trailer must put out four cents a mile. Although the price changes with each 2,000 pounds of added weight, the changes are not uniform. From 8,000 pounds to 10,000 the fee rises one-tenth of a cent. But between 70,000 pounds and 72,000 (almost twice the weight of a railroad boxcar), the rise is one-sixth of a cent, which places the heaviest costs on the heaviest offenders.

The weight-distance tax has another advantage. It is as hard to hide from as the Canadian Mounties. A high license-plate charge can be circumvented by registering a truck in another state and then taking advantage of reciprocity agreements to operate across state lines. Raising gasoline taxes in an individual state merely induces interstate haulers, the worst culprits in destroying pavement, to have their fuel tanks brimming when the state line is crossed. But the weight-distance tax is collected from all trucks operating anywhere on the road system of a particular state, although farmer-owner pickups may be excepted.

Proponents of the tax concede that it is expensive to enforce—nearly 11 per cent of total weight-distance road revenues go for this purpose. But the money is not wholly wasted. Troopers who flag down trucks to examine speedometers can also check for overloading. On one investigation, 20 per cent of the log trucks in an Oregon county were found to be violating legal weight limits. Maryland cited one firm one hundred times for overloading. Michigan nabbed another trucking corporation on 177 separate occasions.

One of the offending Maryland leviathans weighed 156,000 pounds, more than twice the authorized maximum! Bridges and culverts all over the Free State today may be in a precarious position because of the punishment inflicted by this one truck before it was apprehended. Weight-distance patrols serve the

double purpose of collecting tax money and trapping such road-busters.

The gasoline tax which originated in Oregon quickly blanketed the nation. Over a similar extension of the weight-distance tax rage the bitterest political battles being fought in American state legislatures today. The ingenious levy already has spread full-blown to New York and Idaho, and in modified form to such states as Kansas, Colorado, and Wisconsin. Other states are now sending delegations to Oregon to see for themselves how the tax operates.

II

THAT truckers recognize the effectiveness of the weight-distance formula is demonstrated by the ferocity of their resistance in a dozen states where it has been proposed. After a committee of New York legislators visited Oregon to study the idea in action, a comparable bill was dropped into the hopper at Albany. At the height of the ensuing fight Governor Thomas E. Dewey told the press:

"This bill is being opposed by a powerful, highly-organized lobby, devoted exclusively to the purpose of preserving the extreme preference now enjoyed by the biggest trucks. This lobby is infesting the halls of the legislature and putting inexcusable pressure upon individual legislators at their homes."

The pattern and tactics are national in scope. Governor Forrest Smith of Missouri, in whose state the truckers defeated a \$12,000,000 tax measure, informed the *St. Louis Post-Dispatch*: "It is common knowledge that money changed hands on the floor of the House during the session." He further specified that the money had come "from the lobbyists for the truck interests" and announced that \$200,000 had been raised to defeat the bill. The *Post-Dispatch* added several charges of its own, pointing out that key legislators had appeared on the payrolls of trucking firms and that prominent truckers had turned in individual expense accounts as high as \$17,000.

In Illinois a leading truck lobbyist boasted in a letter soliciting funds from haulers, "I look with pardonable pride on our accomplishments in Springfield in the past, and it is a matter of record that no adverse legisla-

tion against the trucking industry in this state ever has been passed." When Governor Adlai E. Stevenson suggested a legislative investigation of the lobby working against his truck tax measure, even that persistent tormentor of the Governor, the *Chicago Tribune*, went along with him.

In Colorado the *Denver Post* and other newspapers called for the impeachment of a legislator in the trucking business who took a leading role in knifing all bills to tax trucks. And the *Post* emphasized that, despite the recalcitrance of the truckers about paying their share, the state was nevertheless building through the mountains "a heavy system of roads for a relatively few vehicles."

All over the land the story has been the same—in New Hampshire, Ohio, Maryland, Minnesota. A Michigan state senator said of the local truck lobby, "Never in my time has there been such a lobby at work as is operating here in the capital today." Salem, Oregon, is a long way from Lansing, Michigan, but I could duplicate his words. During my service in both branches of the legislature the lobby which worked to block substantial increases in the weight-distance tax was the most ruthless and determined I ever encountered.

THE anatomy of the lobby was visible, and this made its effectiveness clear. Truckers buy many supplies—vehicles, tires, fuel, spare parts, garage space. These suppliers were turned into a huge pressure group. I telephoned several of the people in my senatorial district who had snowed my desk with peremptory telegrams and soon learned that they were completely unfamiliar with the weight-distance bill.

"Why did you wire me then?" I asked one of the men.

His reply was candid: "Because I didn't want to lose some of my best customers."

As chairman of the Senate Committee on Highways, the publisher of a rural weekly newspaper led the fight for the truck tax. Each morning he came to my desk with advertising cancellations. The truckers were hitting him in the bank account. Other senators, less vulnerable financially but susceptible politically, were struck with the truckers' strongest secret weapon—the Teamsters' Union.

The truck drivers, who outnumber the

United Automobile Workers by 100,000, comprise the biggest trade union in the United States, and a union which is active in every city, town, and hamlet, especially in the Western states. Dave Beck, the burly Seattle labor czar who has gradually taken over sovereignty from the teamsters' seventy-seven-year-old president, Dan Tobin, is now dedicating nearly all his time and energy to the elimination of the weight-distance tax, which he considers a threat to the jobs of his dues-payers. In some instances the teamsters have even forced labor endorsement of candidates hostile to the social reforms traditionally supported by unions because they were in accord with Beck's stand on the weight-distance tax.

As these words are written, Beck and his members have joined the truck-line operators to circulate petitions for an amendment to the state constitution of Oregon forbidding a graduated mileage tax on trucks. If the amendment were enacted at the polls, Beck believes, it would weaken the weight-distance movement all over the country. Adversaries of the New York or Idaho versions could then claim the idea had been repudiated by the voters in its place of origin.

The rest of labor has gone along with Beck reluctantly, for the swaggering boss of the teamsters is not popular with the rank and file. However the advocates of the tax face heavy going politically when they are opposed by both organized labor and a powerful phalanx of transport corporations. Indeed, the Democrats in Oregon have been immobilized on the issue by this combination.

To be sure, the railroads, ever eager to do a competitor a disservice, are egging on the drive for stiffer truck taxes, and this has lined up Chambers of Commerce and other business groups behind the tax. But on the whole the activity of the railroads has merely provided the truckers and their allies with a convenient whipping boy. Anyone agitating for weight-distance is *ipso facto* a "stooge" of the Northern Pacific, the Union Pacific, or whatever railway happens to be dominant in a particular region.

III

WHAT is the truckers' real case against the weight-distance formula? It is predicated on a simple but con-

vincing set of statistics. Although trucks roll up 25 per cent of the total mileage on our highways, they number only 18 per cent of the vehicles using them, and already they contribute 32 per cent of all user fees. Weight-distance taxes could lift truck contributions to as high as 40 or 45 per cent by legislative enactment. Would this, they ask, be fair?

Furthermore, the principal beneficiaries, contend the truckers, would be the railroads. An increase in trucking rates would put many cargoes back on iron. The truckers admit that between 1947 and 1949 railway ton-miles of freight were dropping 20 per cent while truck tonnage and distance soared 17 per cent. But this, they insist, was necessary to prevent a transportation monopoly from developing. If the competition provided by trucks were reduced to the point of futility by truck taxes, the nation might be returned to the era when William H. Vanderbilt of the New York Central rid himself of the famous phrase: "The public be damned."

Some truth lurks in all of this, but it begs the question of who shall pay for the roads.

For many years the truckers vehemently denied that they were breaking up the highways. Then in 1951 the Maryland road tests were held. Eleven Eastern states appropriated \$246,000 co-operatively to determine, once and for all, the impact of heavy trucks on pavement. On a typical mile of U. S. 301, nine miles south of LaPlata, Maryland, the trucks wrote their record in broken slabs and crumbled edges. Vans and vehicles of various weights and sizes rumbled back and forth over different sections of the test strip for six months. Expert drivers were in the cabs. Engineers of the Bureau of Public Roads participated in a review of the results.

These showed that a truck with an axle load of 22,400 pounds cracked a cement slab 6.4 times more than a truck with an 18,000-pound load. When highway titans with twin sets of rear axles and wheels were used, 44,800-pound loads did 12.3 times as much damage as 32,000-pound loads on two axles. After repeated "passes" by trucks with twin-axle loads of 44,800 pounds, almost all the highway slabs were cracked.

Truckers complained that the experiment involved an artificial volume of truck traffic which few highways would ever actually experience, and in this they were right. But

they had no answer to the fact that damage was proved to be out of all proportion to weight increases.

The Maryland venture underwrote many statements the truckers had been challenging. It tended to sustain the claim of R. H. Baldock, Oregon's chief highway engineer and father of the weight-distance tax, that "only two factors seriously destroy roads—big trucks and weather." It made moderate the California legislative committee contention that "heavy vehicles should be held responsible for about 52 per cent of total road costs." And it provided powerful ammunition for the supporters of a truck tax. Furthermore, it pointed a finger at the long-distance behemoths which always have been the real target of a highway tax based on mileage and avoirdupois.

IV

IN THE *New York Times* recently the Firestone Tire & Rubber Company bought a full-page advertisement to announce that "it will take \$5,000,000,000 to \$7,000,000,000 a year for the next fifteen years to build essential roads, to modernize existing highways, and to maintain our present system in a satisfactory condition." The Bureau of Public Roads has warned that, at the present rate of disintegration, "only 56 per cent of the high-type roads now in use will be in usable shape in six years." And this proportion of the country's road system is valued at more than \$30,000,000,000. Neither Firestone nor the bureau has suggested where the money should come from.

As we have noted, the average driver is already carrying a formidable financial burden, and it would be tempting fate for any government, state or federal, to empty garages by increasing further the taxes on ownership and operation of cars. This leaves only two avenues for augmenting the \$2,500,000,000 now being spent on state-administered highways—from trucks or from a generous federal subsidy.

Many truckers obviously favor the latter. They cite the timbered land grants given to transcontinental railroads, the locks and canals and dredging paid for out of the public purse for barges and riverboats. But a subsidy for trucks would encounter a strong

psychological barrier. Locomotives and stern-wheelers do not share the same thoroughfares as the transportation equipment owned by nearly every American family. After dodging trucks all day on the road, would any driver with normal impulses look approvingly on outright grants from the federal treasury to provide roads which would meet the standards needed by these monsters?

Besides, trucks have already received a kind of subsidy, although not from the government. When they first came on the national scene in substantial numbers they inherited a road system pioneered with funds from the run-of-the-mill motorist.

Because America's principal highways are administered and constructed by the states, the regulation of motor vehicles has, so far, been a matter for the nation's forty-eight separate compartments. But local control and taxation of a business as big as trucking does not always work. Consolidated Freightways, which grossed \$18,500,000 in 1949, spanned

more state lines than many Class I railroads. And the number of big trucks is constantly growing. As affairs stand now, with trucks under state control, there is no uniformity in the levies extracted from these juggernauts of the asphalt. In Oregon with its weight-distance tax a 60,000-pound truck-and-trailer pays total taxes and fees of \$2,445 a year. In New Jersey the same unit, clicking off the same mileage, pays \$810. Before New York enacted a weight-distance tax in 1951, the Manning Committee of the state senate reported: "The owner of a twenty-two-ton tractor-semitrailer in New York pays \$140, while an identical truck in California would be taxed \$2,055." Clearly this situation cannot go on. If lobbying can block the weight-distance tax in enough state legislatures, it may eventually become another headache for the national government in Washington.

Wouldn't it be better to defeat the lobby whenever it appears, and enact the weight-distance tax in every state?

Huge trucks do more than their share of damage; pay less than their share of the cost

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Who Shall Pay for Our Roads?

Condensed from Harper's Magazine

Richard L. Neuberger
Oregon State Senator

AS HE DRIVES along the road, the average motorist develops an almost pathological hatred of trucks. They crowd him into guard rails and they blot out his view of the traffic ahead. Against his better judgment, he risks life and limb to pass them when they are slowed by hills. He has a lurking suspicion they have increased greatly in number. He knows they have increased in size. But he does not know the crowning indignity: the fact that, considering the weight of his vehicle, he is paying approximately three times as much for the use of the roads as the proprietors of the biggest trucks.

In fees and taxes, the owner of a Ford sedan is assessed an average of 34 cents to move the one ton of his car's weight 100 miles over the open road. The operator of a 30-ton truck-and-trailer pays only 12 cents for the same ton-mile accommodations. And, to underline the unfairness of this, it is weight that is responsible for most of the cost of our roads.

A subcommittee of the U. S. Senate Committee on Interstate Commerce reported recently: "An adequate pavement surface to carry passenger cars and trucks up to a licensed capacity of one and a half tons may be built for \$15,000 per mile. Pavement surfaces equally serviceable for trucks with licensed capacities up to 20 tons cost about \$46,000 per mile." And some states authorize trucks which gross over 35 tons.

Concerning highway maintenance costs James H. Duff, when Governor of Pennsylvania, stated that truckers were causing a ratio of deterioration on our highways of 16 to one in comparison with private drivers. A New York State study estimated that sufficient funds to improve 26,000 miles of roads for passenger cars would prepare only 737 miles for heavy trucks.

According to the Bureau of Public Roads, we are now 74,000 miles behind in replacing obsolete and hazardous primary roads, and the

breakage is mounting steadily as trucks pile up more than 20 percent of all highway mileage.

The fact of the matter is that the country's traditional method of financing highways is no longer equitable or adequate.

When Oregon adopted the first gasoline sales tax in 1919 and earmarked the revenue for road costs, it was generally regarded as an infallible means of paying for highways: the gas pumped measured the roads required. The tax soon spread to every other state. It worked as a device for distributing the burden among people driving cars of approximately the same size. But it does not work when one vehicle weighs 3000 pounds and another 60,000.

Consumption of motor fuel rarely rises in direct ratio to an increase in tonnage. A truck-and-trailer grossing 70,000 pounds burns considerably less gasoline than two 35,000-pound trucks. Thousands of trucks have changed to diesel power, which operates more miles per gallon of fuel than a gasoline engine of identical rating. So the diesel truck, although just as capable of cracking concrete and weakening viaducts, contributes less money per mile through the road-financing fuel tax.

The average motorist has been paying the bulk of the funds needed for building roads far more sturdy than his car requires and for repairing roads which his car has not damaged. In a typical state private-car owners contribute 68 percent

of the total revenue received from users of the roads. Many states now have a gasoline tax of seven to nine cents a gallon.

Is there no valid way that trucks can be made to pay for the expensive road and bridge construction they demand? Oregon has an answer: the weight-distance tax, collected from commercial vehicles. The graduated fees are geared to the weight of the truck and the distance it travels. A 6000-pound pickup truck pays one fourth of a cent per mile, a 30,000-pound Greyhound bus 1.45 cents, and a 68,000-pound truck-and-trailer four cents. The price changes with each 2000 pounds of added weight and rises sharply in the upper tonnage limits, which places the heaviest costs on the heaviest offenders.

The weight-distance tax already has spread to New York and Idaho, and in modified form to Kansas, Colorado and Wisconsin. Other states have sent delegations to Oregon to see how it operates.

The tax is expensive to enforce, costing nearly 11 percent of its revenues. But the weight-distance patrols serve the double purpose of collecting tax money and trapping road-busters. Troopers who flag down trucks to examine speedometers can also check for overloading. Twenty percent of the log trucks in an Oregon county were found violating legal weight limits. In Maryland, one leviathan weighed 156,000 pounds, more than twice the authorized maximum!

The truckers' case against the weight-distance formula is predicated on a simple but convincing set of statistics: Although trucks roll up 22 percent of the total mileage on our highways, they number only 18 percent of the vehicles using them, and already they contribute 32 percent of all user fees. Weight-distance taxes could lift truck contributions to as high as 40 or 45 percent.

Furthermore, the principal beneficiaries, contend the truckers, would be the railroads. An increase in trucking rates would put many cargos back on iron.

Some truth lurks in all of this, but it begs the question of who shall pay for the roads.

The Bureau of Public Roads has warned that, at the present rate of disintegration, "only 56 percent of the high-type roads now in use will be in usable shape in ten years." And this proportion of the country's road system is valued at more than 30 billion dollars. The average driver is already carrying a formidable financial burden, and it would be tempting fate for any government, state or federal, to increase further the taxes on passenger cars. This leaves only two avenues for augmenting the \$2,500,000,000 now

being spent on state-administered highways—from trucks or from a generous federal subsidy.

Truckers cite the timbered land grants given to transcontinental railroads, the locks and canals and dredging paid for out of the public purse for barges and riverboats. But trucks have already received a kind of subsidy: when they first came on the scene in substantial numbers they inherited a road system pioneered with funds from the run-of-the-mill motorist.

Because America's principal highways are administered and constructed by the states, the regulation of motor vehicles has, so far, been a matter for local control. Consequently, there is no uniformity in the levies extracted. Under Oregon's weight-distance tax, a 60,000-pound truck-and-trailer pays a total of \$2445 a year. In New Jersey the same unit, clicking off the same mileage, pays \$810. Clearly this situation cannot go on.

If truckers can block the weight-distance tax in enough state legislatures, it may eventually become another headache for the national government in Washington.

Wouldn't it be better to enact the weight-distance tax in every state?



Asked his opinion of a movie which had received a tremendous build-up, George S. Kaufman said: "Frankly, I was underwhelmed." — Leonard Lyons

Toward More Picturesque Speech

YOUNGSTERS Christmas Evesdropping (Anna Faye) . . . Windshield wipers applauding in the rain . . . Snow bandaging the street lights (Mossie Bishop in *Catholic Digest*) . . . Rows of well-mannered poplars escorted the road to the city (Eric Severeid) . . . As soft as a nudge from a kitten's nose (Wesley Hicks in *Toronto Telegram*) . . . Men carrying brief cases, faking work home . . . Ad for Gosard corset: "If you're thick and tired of it" . . . The new automobiles do what some people can't—shift for themselves.

The trouble with

- a budget is that it won't budge
- too many people today is that they want to eat their cake and have yours, too
- diet is that you get fed up with not being fed (Erskine Johnson in *Photoplay*)
- trouble is it always starts out just like fun (Leon Henderson)

Woman, complaining about insomnia: "I tried counting sheep but it only reminded me of the price of lamb" (Dan McCormick cartoon in *The American Magazine*) . . . Asked how old her brother was, a girl replied: "Nineteen going on Korea" (John A. Straley in *Investment Dealers' Digest*) . . . Confided an actress: "There are two things I can't stand about that woman—her face" (Will Leonard in *Chicago Daily Tribune*) . . . Young mother's lament: "When day is done so am I" (Lillian B. Edlin)

Robert Q. Lewis: I love to hear a southern girl talk. By the time she tells you her past, you are part of it . . . **Humphrey Bogart:** Men are born free and equal—however, most of them marry . . . **Clifton Webb** about Hollywood: There are so many yes men I call it the Land of Nod.

He believes that success depends on luck and pluck: luck in finding somebody to pluck (*Times of Brazil*) . . . There's nothing like a cocktail party to find out who your friends were (Robert Q. Lewis) . . . One party that always ends up in the kitchen is the hostess (Clifford W. Fitton in *The Saturday Evening Post*)

According to Charlie McCarthy: "If I had my life to live over I'd make the same mistakes—only I'd start sooner." Describing a cowboy: "His legs look like quote and unquote." "I may not be a Don Juan, Bergen, but I'm a Don sight Juaner than you are." Asked if his conscience ever told him what to do: "Yes, and then I tell *it* what to do." (NBC) . . . Bergen, complaining that he'd gotten fat on a trip, said: "I guess I gained a little in the interim." Charlie observed, "You gained a little in the outer rim, too." When Charlie complimented Dorothy Kirsten on her dress, she said, "Oh, it's just something I threw on." "Wow!" Charlie retorted. "You almost missed!" (CBS)

To the first contributor of each item used in this department a payment of \$10 will be made upon publication. *Contributions should be dated and the source must be given.* Address Picturesque Speech Editor, The Reader's Digest, Pleasantville, N. Y.

The Atchison, Topeka and Santa Fe Railway System

Railway Exchange, 80 East Jackson Boulevard, Chicago 4

F. G. GURLEY
President

December 30, 1952

Mr. Ed Fletcher
Ed Fletcher Company
1020 Ninth Avenue
San Diego 1, California

Dear Mr. Fletcher:

The proposal outlined in your letter of December 11, advocating a separate system of truck highways to be paid for by trucking companies, is most interesting. The creation of a system of truck highways so financed would relieve passenger motorists and farmers and operators of light commercial vehicles of the necessity for providing highways of a structural character much in excess of their needs and would greatly diminish the congestion and hazard now attendant upon the use of today's highways. The large intercity trucks which are primarily responsible for breaking down our highways would be obliged to finance their own rights of way as do the railroads and truck and rail competition would be placed on a fair competitive basis.

For your information, I am enclosing copy of excerpts from remarks made by Governor Theodore R. McKeldin of Maryland during a discussion panel of the National Governors' Conference in Houston, Texas, July 2, 1952, with respect to the creation of superhighways designed exclusively for the use of intercity buses and large over-the-road trucks. While Governor McKeldin states that "Those separate toll roads for trucks and buses may not come in your administration or mine — and probably won't —," he asserts that "If the traffic pattern continues in its present trend, they will come in time." With the volume of traffic increasing by leaps and bounds and estimates of required highway expenditures totaling more than 3 billion dollars in California and 100 billion dollars nationally, it seems to me, as it apparently does to you, that the time to consider the matter and take appropriate action is now.

The precise revenue loss to the railroads from diversion of traffic to the large intercity trucks has never been statistically measured and would be most difficult to determine. However, I believe I can furnish some information on this subject which, although a rough approximation, demonstrates the magnitude of the loss.

In 1926, before the trucking industry had attained such substantial proportions, trucks transported 3.96% of all intercity ton miles of transportation. By 1951, they handled 11.90% of all intercity ton miles of transportation. If they had continued to transport only the 1926 proportion of the intercity traffic, they would have handled 88,884,000,000 less ton miles of transportation in 1951 than they actually did. I believe that it is fair to assume that most of the 88,884,000,000 ton miles of transportation represents traffic which would have been handled by the railroads in the absence of truck

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Mr. Ed Fletcher

December 30, 1952

service. The average revenue per ton mile received by the intercity trucks in 1951 was 5.158 cents. Priced on that basis, the gross revenue amounted to \$4,584,637,000. Moreover, because principally high-rated manufactured traffic is involved, and rail and truck rates are approximately the same on this class of traffic, the railroads would have received about the same gross revenue as the trucking industry if they had handled the traffic.

I do not mean to imply that the entire volume of traffic amounting to \$4,584,637,000 was lost by the railroads to the trucks in 1951 because of unfair or improper competition. The trucking industry plays a vital role in the national economy. It affords a more flexible service, particularly for short hauls, than does the railroad industry, and serves some points not directly reached by the railroads. It is in many respects essential to the proper functioning of the rail system. And a substantial portion of the revenue loss suffered by the railroads is attributable to these facts. But, in my considered opinion, much of the traffic loss would not have been experienced by the railroads if the trucks had been required to "pay their way" and had been compelled to restrict their loads to those which could be safely transported without destruction of the highways.

It is idle to speculate as to the situation which would have existed had the railroads not experienced so serious a loss of traffic to the trucks since 1926. But I am certain that rail rates on basic commodities moving by railroad which are essential to the nation's economy would not have been as high as now because the larger volume of traffic handled by rail would have decreased the unit cost of rail transportation. Moreover, the huge cost of rehabilitation of our shattered highways and the current traffic congestion and hazard on the highways would largely have been avoided. It is not too late now to arrest the trend toward construction of costlier and costlier highways to accommodate the large size trucks and to prevent still greater congestion and hazard on the highways resulting from the operation of these trucks. Your proposal might well be the solution.

In any consideration of the question, it should also be borne in mind that the large size trucks for which costly highways are in large measure provided by other highway users seldom pay an equitable share of the tax burden. National ranking does not afford a sound basis for weighing the reasonableness of the level of taxes paid by the large trucks since the taxes in most states have not been fixed on a scientific basis in relation to total highway needs. However, it is interesting to note that although California stands relatively high in the national ranking in so far as property and user taxation of commercial vehicles is concerned, largely, I presume, because of the imposition of the gross receipts tax on the carriers for hire, there is a substantial disparity in the national ranking in so far as the lighter and heavier commercial vehicles in California are concerned. For example, note the comparative rank of the taxes paid on various sizes of commercial motor vehicles in California as reported in a study made by the New York State Joint Legislative Committee on Highways, Canals and Revenues in 1952:

Mr. Ed Fletcher

December 30, 1952

<u>Description</u>	<u>Total Property and User Taxes</u>	<u>Rank in Nation</u>
6,000-Pound Truck - Private Carrier	\$ 79.50	24
16,000-Pound Truck - Common Carrier for hire	433.33	5
25,000-Pound Truck - Common Carrier for hire	742.00	8
40,000-Pound Tractor-Semitrailer Combination - Common Carrier for hire	1289.34	11
60,000-Pound Tractor-Semitrailer Combination - Common Carrier for hire	1886.17	17

You will note that with the exception of the 6,000-pound light pickup truck that the taxes paid on the various classes of trucks operated on California highways stand progressively lower in the national ranking with the increased size of the trucks. These comparisons indicate that the heavier vehicles in California do not pay an equitable share of the tax burden.

Similar result appears from comparison of estimated 1952 property and user taxes on various classes of vehicles when stated on a ton mile basis. Based on facts and figures obtained from the United States Bureau of Public Roads and the New York State Joint Legislative Committee on Highways, Canals and Revenues, the Citizens Tax League of New York, in a report released to newspapers on Thursday, November 8, 1951, showed that the estimated 1952 property and user taxes on the various classes of vehicles operated on California highways would be as follows:

<u>Description</u>	<u>100 Ton Miles (Cents)</u>
3450-pound Plymouth	29.53
4300-pound Buick	28.16
6000-pound Pickup Truck	35.13
16,000-pound Truck	46.75
25,000-pound Truck	31.03
40,000-pound Combination	18.12
60,000-pound Combination	13.09

The information contained in the foregoing tabulation indicates that relatively lower taxes are paid by the heavier than the lighter classes of trucks. For example, the taxes on the 16,000-pound truck amount to 46.75 cents per 100 ton miles whereas taxes on the 60,000-pound combination amount to only 13.09 cents per 100 ton miles. Moreover, taxes on the larger size trucks which are principally responsible for diversion of traffic from the railroads, namely, the 40,000-pound combination and the 60,000-pound combination, are substantially less than the taxes paid on any other type of vehicles operated on the California highways.

I have endeavored in this somewhat lengthy letter to reply to the inquiries addressed me in your letter of December 11, 1952. While I have no objection to your using the information contained in this letter, I doubt the wisdom of making the letter itself public or quoting me on the subject. Every time a citizen like yourself asks that the taxes on heavy trucks be brought up

Mr. Ed. Fletcher

December 30, 1952

somewhere near the proper level, or protests against the wholesale destruction of highways by these big trucks, the highway operators try to turn the affair into a railroad-truck fight. They think that they can thereby prejudice the opposition. I don't want to play into their hands.

I very much appreciate your interest in protecting the railroads from unfair and subsidized truck competition, and trust that you will feel entirely free to call upon me for any further information which you believe I may be in a position to supply.

Very truly yours,

F. G. Surley

HIGHWAY SAFETY, CONSTRUCTION AND OPERATION
REMARKS BY GOVERNOR THEODORE R. MCKELDIN, MARYLAND
MEMBER OF DISCUSSION PANEL
NATIONAL GOVERNORS' CONFERENCE
THE SHAMROCK HOTEL, HOUSTON, TEXAS
WEDNESDAY, JULY 2, 1952

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SUPER HIGHWAYS FOR INTERSTATE BUSES AND BIG OVER-THE-ROAD TRUCKS,
SEPARATE FROM THOSE USED BY PASSENGER AUTOMOBILES AND OTHER LIGHT-WEIGHT VEHICLES.

The users of such bus and truck routes would, of course, have to bear, through tolls, the cost of construction, maintenance, management and policing.

Furthermore, the big interstate carriers, which now often avoid the toll roads that exist, should be required to use the super roads provided for them.

I am not anti-truck and pro-railroad, or vice versa. This suggestion is in the general public welfare—including the welfare of the companies operating busses and trucking businesses. Yes, I believe it would be to the advantage of such operating companies, as well as to the travellers in private automobiles, I believe it would be an important step in the promotion of highway safety.

I am not an engineer, and I fully realize there will be many objections—technical and otherwise—to this suggestion. Some angles of the objections undoubtedly will be justified. Some will be based on what individuals or corporations consider their self-interests.

There will be some who will label the whole thing "impossible", but we shall note that many things which were so labeled 50 years ago, a decade ago, or even a few years ago have become realities today. Invention is not the only offspring of Necessity.

One of the first objections will be based on cost. There are those who will say that the non-truck-and-bus business would not be sufficient to pay for the other toll highways, but as I have noted before many of the trucks now avoid the super highways to save the cost. It is true that a goodly number still use them at fees higher than those paid by passenger cars. However, it is quite possible that the cost of maintaining the passenger car super highways would decrease with the removal of the heavy trucks and busses. It is quite possible, too, that original construction costs might be reduced without damage to longevity, if the roads were not to be used by heavily loaded trucks.

I have no doubt that much of the work in the reduction of grades could be eliminated if the roads were built only for passenger cars.

The claim will be made, of course, that the number of trucks and busses using the special heavy-duty super highways would not be enough to meet the costs unless prohibitive tolls were charged.

Who knows? With the big jobs barred from the passenger car toll roads and required to use the heavy duty roads, it might be possible to build and operate the highways with the same tolls as are charged for such big vehicles now—or only slightly more.

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There would, in my opinion, be saving for the bus and trucking companies in time and improved schedules, in fewer accidents, perhaps even in reduced liability, property damage and collision insurance rates.

I see such possibilities as channelling, for safety and speed, into specified lanes of travel at the toll gates—lanes governed by the destinations of the vehicles to save time and avoid danger at the points where the trucks would leave the super roads. Message centers could be provided at the toll gates so that the truck and bus operators could receive telegraph, telephone, or radio instructions from their headquarters or terminals—and from which messages could be sent by the operators.

On the super highways reserved for passenger cars and light intra-state and inter-urban trucks, the safety results would be many, in my opinion.

I have mentioned, in connection with a saving in cost, the elimination of the necessity for cutting down hills and reducing grades. This, I believe, also would be a safety factor. Experts tell me that the monotony of the long, straight high speed super highways is one of the great danger causes, creating much weariness and sleepiness in vehicle operators.

More attention could be devoted to preservation and development of scenery along the passenger car super-highways, thus further relieving the monotony.

Policing would be easier with the trucks eliminated.

The trucks themselves are the cause of many accidents, particularly the big trailer trucks. Often the accidents are not faults of the operators, but that does not eliminate the hazard. The swaying trailer trucks are particularly dangerous when the roads are in a slippery condition.

The big trucks on the road create a mental hazard as well as an actual hazard for many drivers of cars, particularly the occasional drivers.

There would be less passing at dangerous places when the roads were used only for passenger cars.

This theme could be developed much further. I would like very much to hear your comments. I cannot promise to answer all objections now. As I said, I am not an engineer. Neither do I pretend to be a traffic expert. I am, however, considerable of a traveller, and I think I know a little about road hazards from personal experience and observation.

At any rate, I believe we should consider this seriously, and take it up with our engineers—yes, and with laymen, too—laymen who use the roads and pay for them. The bus and trucking companies should join in our discussions, and, indeed, even take the initiative.

Those separate toll roads for trucks and busses may not come in your administrations or mine—and probably won't—but we can at least lay the groundwork of thought.

IF THE TRAFFIC PATTERN CONTINUES IN ITS PRESENT TREND, THEY WILL COME IN TIME.

JANUARY, 1953

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Petree Cites Statistics Showing Critical Highway Needs of Western States



NEIL PETREE, Chamber President
... Autos, Highways—Problems of the Dynamic West.

In an address before the National Reclamation Association recently, Neil Petree, State Chamber president, called the West—“America’s most dynamic area.”

To illustrate the tremendous growth of the West in the past decade, Petree cited these figures:

Construction rose from \$1,513,000,000 in 1940 to \$5,635,000,000, in 1951. Electric power generation capacity rose from 6,347,000 k.w. in 1940 to 12,498,000 k.w. in 1950. Agriculture produced \$5,353,031,000 in cash farm income in 1951 or 18.4 per cent of the nation’s total.

Manufacturing employment rose from 575,000 in 1939 to 1,165,000 in 1951—more than double.

Then, Petree cited another gain for the burgeoning West. There were more automobiles per capita than in any other region in the country. The U. S. ratio was 3.1 persons per motor vehicle. In the eleven Western states, said Petree, “ratios ranged from a low of 2.0 in Wyoming to a high of 2.9 in New Mexico.”

“As population expands in the West, it can be anticipated that the effect will mean more motor vehicles and a corresponding increase in congestion.

(Continued on Page 2)

STATE HIGHWAY DEFICIENCIES PRESENT DIFFICULT PROBLEMS

According to studies by the Legislative Joint Fact-Finding Committee, during the next 15 years, California’s highway revenue system will produce about \$2 billions. Against this sum of available funds there is a highway deficiency of about \$3.4 billions. The exact way which will be used to “bridge the gap” constitutes one of the most difficult widespread public problems facing California today.

The State Chamber’s highway department, its Statewide and regional highway committees, are now engaged in the determination of an acceptable and equitable highway program which can be submitted to the Chamber’s Board of Directors for policy determination purposes.

During 1953 Sessions Lawmakers Will Face Serious Problems

The 1953 session of the California Legislature which convenes January 5 in Sacramento will consider some of the most serious and far-reaching problems yet to confront California lawmakers.

Many of these problems are aggravated if not created by the tremendous influx of population into the State. Rapidly expanding population has created shortages in schools and classrooms, crowded State institutions, mental and penal, and has resulted in an almost critical congestion of California streets and highways.

These developments together with inflationary effects will pose a serious financial situation as far as the State government is concerned.

The solution to these complex problems will require not only serious study and consideration of our legislators, but in addition will require the best thinking on the part of the entire citizenry in order to reach equitable and constructive decisions affecting State policy.

The State Chamber through its regional and statewide committees will continue to follow the important issues under consideration by both houses of the legislature. The Chamber will keep its membership informed of important developments by supplying factual information and carrying on its own intensive research programs.

In 1953, as it was in 1947, the State Chamber is a leading agency in the movement for an adequate highway and transportation system for California.

Unity Accomplished

In 1943, the State Chamber’s foresight brought about the necessary unified action which finally culminated in the Highway Act of 1947. In 1950, the Chamber recognized that the 1947 Act was insufficient to do a proper job. Special committees began studying the subject, support was given for a legislative study and now highway committee machinery is being made ready to evolve a program which will receive widespread backing from agricultural, industrial and commercial groups.

Highway Issues

Some of the issues to be “thrashed-out” by State Chamber committees are: How can the rural highway needs be balanced against the requirements of cities? Are present highway-user monies being properly allocated and spent? Should additional highway funds be allocated on the basis of minimum amounts for State highways located within each of the State’s 58 counties? Should pay-as-you-go financing be used for new money instead of credit financing? How can the multi-billions of dollars of highway deficiencies upon the State system be scaled down to categories of urgency? Should additional funds be allowed access roads? Should metropolitan areas be allowed special funds for heavily congested thoroughfares which are not on the State system as presently constituted? Should additional mileage of city streets be taken into the State highway system if they show high traffic counts? Should highway rights-

(Continued on Page 3)

Jack Z. Anderson Honored

Petree Presents Congressman With Testimonial During Chamber's Silver Anniversary Luncheon

One of the highlights of the California State Chamber's 25th Annual Meeting last month was the testimonial delivered to Congressman Jack Z. Anderson, tenth district, for his many services to California during the fourteen years he served in Congress.

Congressman Anderson, of San Juan Bautista, announced his retirement from active political life, earlier this past year. The eighth district, which he formerly represented, was re-apportioned by the 1951 State Legislature to become the Tenth Congressional District.

Neil Petree, Chamber president, introduced Anderson to the luncheon gathering of some 1,000 businessmen during the Chamber's sessions on Thursday, December 4. The testimonial presented to Anderson by the State Chamber reads as follows:

Commendation

The California State Chamber of Commerce, Agriculture and Industry commends JACK Z. ANDERSON for the meritorious service rendered to California in his capacity as Congressman from 1939 to 1953. By choice, after an honorable and distinguished career, he has retired from the Halls of Congress.

Winning the respect and admiration of his colleagues through integrity, unfailing courtesy, and outstanding ability, Jack Anderson gave a never failing cooperation in all matters of importance to California. He served with honor and distinction as a member of committees supervising our national defense preparations.

Jack Anderson was the Chairman of the Agricultural Subcommittee of the California delegation and his first-hand knowledge of our agricultural problems made him extremely helpful to the entire California delegation. In his energetic leadership, he appraised various Federal agencies of our agricultural problems and enlisted their sympathetic consideration.

Anderson Bill

In his capacity as a member of the Armed Services Committee, he made a significant and lasting contribution to the Nation. For five years, he battled valiantly, untiringly, and indefatigably for the enactment of the Anderson Single Supply Catalog System for the Defense Department and the civilian agencies of the Government. It was finally passed by Congress and signed by the President last summer. The Anderson Bill will save an estimated four or five billions of dollars per annum. This was the most important achievement in his fourteen years as a Congressman and it will stand as a monument to his Congressional career.

Jack Anderson, we look with pride and satisfaction on your fourteen years in Congress. We regret that you felt it necessary to retire from public life. We thank you for your services to the State and the Nation, and wish you many years of happiness.



JACK Z. ANDERSON

Petree Cites Statistics Showing Critical Highway Needs of Western States

(Continued from Page 1)

highway deficiencies and traffic casualties."

Highway conditions in the West presented other discouraging statistics as enumerated by Petree. "Although the eleven Western states showed a population of 13 per cent of the nation, deficiencies upon state and local roads in 1950 amounted to \$6,163,048,000 or about 20 per cent of the national total.

Automobile registration had reached 8,789,507 motor vehicles by 1951, 77 per cent more than in 1941. The national increase was 62 per cent for the same period.

"Traffic volume," said Petree, "has almost doubled in the eleven years from 1940 to 1951 and is expected to double again by 1970."

To meet this problem Legislative Fact-Finding Committees have been created in California, Idaho, Oregon and Washington

\$180 ADA to Cover Public School Need In Next Fiscal Year

Fear that the cost of Proposition No. 2 would exceed the constitutional floor of \$180 per unit of average daily attendance was recently dispelled at a meeting on December 16 called by the State Superintendent of Public Instruction in Sacramento.

The previous constitutional floor of \$120 was exceeded by \$27 per ADA in legislative appropriations for special aid for physically handicapped, mentally retarded, transportation and allowances for excessive growth in school enrollments in fast-growing districts. These items will be continued under the legislative formula adopted and will be held within the \$180.

This decision was made by a representative group of business, agricultural and public school interests who attended the meeting. In accordance with this consensus, the State Department of Education is preparing distribution formulas within this amount.

Estimated Cost

For the first year of operation of the new Constitutional amendment, the additional estimated cost by reason of the increase in average daily attendance is calculated to be \$62,500,000.

If the above items were to be appropriated to exceed the \$180 floor, the added cost would have been in excess of \$100,000,000, as argued by critics of the measure. This recent development reaffirms the position taken by the State Chamber in favoring Proposition No. 2 when it contended that the \$180 ADA would cover State appropriations for public school purposes during the next fiscal year.

While the \$62,500,000 is an added burden which will be carried by statewide levied taxes, it offers potential property tax savings which can be realized provided the Legislature adopts adequate election procedures with respect to notifying citizens of school elections for tax rate increases. Revision of school district codes to provide notification procedures was recommended recently by the State Chamber's board of directors.

and comprehensive highway finance studies have been made in California, Colorado, Idaho, Oregon and Washington.

"It is a basic conclusion that all public and private agencies concerned with the economic development of the West must be constantly alert to see that its development and continued prosperity are served by an adequately constructed and maintained highway network," Petree concluded.

Chamber Quotes

Excerpts from a recent address by James Mussatti, General Manager, California State Chamber of Commerce

"The program of government controls hinders the ability of our economic system to bring maximum production at the least cost.

"The expansion of government control of business has brought the ascendancy of the Federal over State and local government and with it a tremendous rise in the power of the executive and administrative branch of the government of the U. S.

"Controls have not worked—prices and wages have gone up and they will never work unless the government controls demand. That would mean the destruction of freedom for the government would tell us what we could buy. We should return forthwith to a free market economy for it is the only economy that allows both freedom and efficiency.

"We should denationalize that part of industry which is now 'socialized.' There are seven factors essential to the preservation of liberty and the free enterprise system. (1) A sound economic structure. (2) Organized minorities must not be permitted to substitute their will for the will of the Nation. (3) We must keep alive the spirit and practice of free and open discussion of all public issues. (4) We must maintain inviolate the governmental system of checks and balances. (5) The institution of local self-government must be preserved. (6) We must instill in the youth of the land the trait of self-reliance. (7) We must hold fast to the spiritual foundations of the Republic."

STATE CHAMBER SEEKS PATROL ON CALIFORNIA LABEL PIRACY

In its efforts to protect the "made in California" label from piracy by Eastern apparel manufacturers, the California State Chamber of Commerce will seek legislative approval of a resolution memorializing the Federal Trade Commission to patrol these abuses.

It appears that the Federal Trade Commission has the power to issue cease and desist orders wherever it finds unauthorized and illegal use by an out-of-state manufacturer of the name California. If the Federal Trade Commission can be formally requested by the Legislature of California to prevent this practice, a continuing and permanent system of surveillance of labeling practices could be established.

The move by the State Chamber had its beginning at the October 22 meeting of the Industrial Committee of the Southern California Council in Los Angeles. Ralph Pryne, Chairman of that committee, proposed this course of action to prevent the "label piracy."



RALPH PRYNE
Los Angeles

only illegally invaded this market, but could cause great harm to the distinctive label by misrepresenting the product.

The committee felt the "made in California" label denoted a style and quality consumers and retailers alike had come to regard as dependable merchandise. The committee deplored the practice of certain Eastern firms which had not

I. "Bud" Whiser, treasurer of California Sportswear, Inc., and William Kent, executive secretary of California Fashion Creators were present at the meeting. As representatives of the apparel manufacturing industries, both had advocated some type of control over this abuse.

Whiser, who was recently appointed to the Chamber's statewide industrial committee, pointed out that California has led the nation in the creation of styling in certain lines of clothing, particularly sportswear. The name California on a label has gradually grown to have sales appeal beyond that of apparel labels from other parts of the country.

Courts Unsuccessful

This has resulted in some out of state manufacturers from time to time resorting to the unfair practice of labeling their goods in various ways with the name California, thus misleading the buying public.

In the past California apparel manufacturers had made a number of unsuccessful attempts of forbidding this practice through the courts. It was pointed out that continuing to combat such abuses in the courts was a long, expensive process fraught with involved litigation.

Other organizations and associations throughout the state have now been alerted to this abuse and are following the leadership of the State Chamber in its work on this project which is statewide in character and involves final action on a national level.

The name California has assumed a magic significance in the minds of the buying public throughout the country. Prevention of its misuse will be an important service to California industry.

AGRICULTURAL INTERESTS SEEK RESEARCH PROGRAM

The assurance of an adequate research program will be the primary concern of agricultural interests throughout the State in the 1953 session of the Legislature.

Generally speaking, research for agriculture is lagging, authorities have warned. Individual farmers, as such, are not in a position to conduct the vast research programs necessary to find new and high producing varieties of food and fiber plants. Their research programs therefore must necessarily be conducted by agencies such as the University of California through its Experiment Station.

Nematode Pest

Agriculture is also faced with many problems relating to the control of plant

parasites and plant diseases. Chief among these parasitic pests is the nematode. This parasite takes an annual toll exceeding \$100,000,000 in crop losses.

The State Chamber is on record in requesting the Legislature to provide funds for an intensified research program with respect to this pest.

Along with the great strides made in industrial development in California during the past decade, the State Chamber recognizes the great value contributed by agriculture. In the same span of years, it has grown nearly to a three billion dollar concern as measured by actual receipts of farmers. In addition, farming has furnished the basis for many of the State's most important and flourishing manufacturing industries.

State Highway Deficiencies Present Difficult Problems

(Continued from Page 1)

of-way be acquired at an accelerated speed? Should the whole highway program be shelved pending a complete study of transportation facilities in the State?

These and numerous other problems are before the State Chamber committees. They will also be before the Legislature in 1953.

Any equitable highway program decided upon will have to have the widespread backing of all sections of the State. The State Chamber is engaged in "doing what it can" to bring about, through reconciliation of forces, a sound solution to a complex and intricate problem.

25 YEAR CLUB HAS NEW STAFF MEMBER

Although it has been in existence longer, the California State Chamber of Commerce recently held its silver anniversary meeting December 4 and 5 at the Fairmont Hotel in San Francisco.

Just prior to this event, the Chamber's Twenty-Five Year Club, composed of employees completing a quarter-century of service with the organization, added a new member to its ranks.

The new member is Amos H. Beck, sales manager for Northern California. Beck received the gold pin bearing the State Chamber's official symbol at ceremonies November 14 at 350 Bush Street. The presentation was made by James Mussatti, general manager.

On that day, twenty-five years ago, Beck joined the organization's staff in the membership department. The offices were then located in the Ferry Building at the foot of Market Street in San Francisco.

A native of Shenandoah, Pennsylvania, Beck first came west to Seattle in 1912 with the Northern Pacific Railway Co.

During his 25 years with the State Chamber, Beck has served in the membership department. In 1927 he was made director of membership for the Southern District in Los Angeles. In 1930 he was transferred to San Francisco as sales manager for Northern California.

Beck is the seventh living member of the Quarter Century Club, all of whom served in the days when the State Chamber was known as the California Industries Association and the California Development Association.

Other Twenty-Five Year Club members pictured here are:

Carol A. Hickman, club presi-

dent, who joined the California Industries Association, June 21, 1920, to do temporary work. She has been permanently employed ever since. For more than 25 years she has been secretary to the Chamber's general managers.

W. E. Stewart, who brought a background as naval and merchant marine officer, newspaperman, and forestry specialist when he joined on January 15, 1922. His present position as director of natural resources and water resources followed service as office manager, district manager, publicity director and field supervisor.

Herbert F. Ormsby, who joined the organization in December, 1922, was research assistant, associate director of research, director of economic research, and is director of the research department.

J. E. (Jerry) Carpenter, whose service since January 1, 1924, includes editorship of CALIFORNIA—Magazine of the Pacific, director of war activities, and director of the Travel and Recreation Department, with aggressive action in the development of winter sports, recreational facilities, fairs and fiestas, the Centennial celebrations and legislation.

Ella McGrath, whose service dates from March 1, 1924, when she became an important part of the mimeographing and mailing departments. She heads the auto-type department.

Ruth V. Jones, who joined the State Chamber April 16, 1924. Her service as an accountant, bookkeeper and cashier culminated in the position of State Chamber comptroller.



AMOS H. BECK
New Member



W. E. STEWART



ELLA McGRATH



J. E. (JERRY) CARPENTER



RUTH V. JONES



HERBERT F. ORMSBY



CAROL A. HICKMAN
Club President

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FACING A FEW FISCAL FACTS

By ELLSWORTH C. ALVORD

Alvord and Alvord, Attorneys at Law, Washington, D. C.

► The new administration will inherit from the Truman régime the following fiscal facts:

(1) Expenditures for 1953

As of the beginning of this year, outstanding appropriations aggregated \$152.9 billion. As of September 30, \$136.1 billion were still unexpended. No one knows how much has been obligated. The Defense Department alone had unexpended appropriations of \$96.8 billion, most of which has been or is being obligated, and doubtless is asking for more than \$45 billion for 1954. \$14.2 billion was available on September 30 for foreign military and economic aid. The military will spend at least \$25 billion during the first six months of 1953.

Mr. Truman promised to spend \$79 billion this fiscal year, but he never has appreciated the inefficiency of his assistants. Furthermore, he quite overlooked the fact that he might not be in office during the last five months of fiscal 1953.

It is my present guess that aggregate expenditures for fiscal 1953 will not exceed \$75 billion.

(2) Receipts for 1953

Your Treasury will take in about \$69 billion this fiscal year (plus so-called "trust fund" receipts of about \$9 billion). And what a mess your tax system is in! Mr. Truman has exhausted every available means of revenue, has succeeded in socializing all incomes, has denied to you the opportunity to save for the future, and has taxed you during his tenure as President more than the aggregate of all taxes paid to the Federal Government since 1789!

(3) Deficit for 1953

There will undoubtedly be a budget deficit for fiscal 1953, but not in the amount of \$10.3 billion as estimated by Mr. Truman. Again, he forgot to realize that his tenure might be temporary. It is my present guess that the budget deficit will not exceed \$6 billion, and that there will be no actual cash deficit.

(4) Public Debt During 1953

On November 24 the public debt stood at \$267.3 billion—only \$7.7 billion below the \$275 billion statutory limitation. At the end of July, \$86 billion of the debt was held by the banks—\$23 billion by the Federal Reserve system and \$63 billion by the commercial banks. Seventeen billion dollars is in 90-day bills. In addition, \$26 billion of other debt matures within the next seven months. And savings bonds are being cashed faster than they are being bought.



ELLSWORTH C. ALVORD

(5) National Incomes and Industrial Activity

On the encouraging side, national income is presently at the rate of \$288.2 billion. Gross national product is at the unheard of figure of \$344 billion. It is my guess that both will continue to increase during 1953.

(6) Expiring Taxes

The presently scheduled expiration of existing taxes will reduce revenues by about \$8.5 billion. These decreases include expiration of the excess profits tax on June 30, 1953; reduction of the individual income tax on December 31, 1953; reduction of the corporate normal tax and various excise taxes on March 31, 1954; and the decrease in capital gains rates for individuals on October 31, 1953, and for corporations on March 31, 1954. Of course, the full effect of these reductions will not be felt until fiscal 1955. For the fiscal year 1954, beginning next July, these scheduled tax reductions will probably not reduce revenues by more than \$3 billion.

The fiscal policies of the Truman Administration are easily summarized—uncontrolled spending, inflation, and socialism through taxation. The present Administration has been most successful. That is the meaning of the figures on appropriations and expenditures which I have read to you. Government officials no longer speak of how many expenditures are planned for the year. Instead they speak of how much spending can be accomplished during the year.

The paved road to socialism in America has been founded upon high taxes and socialized incomes. The only difference between this version of socialism and outright socialism is that, while incomes have been socialized, management has been compelled to retain responsibility.

The outstanding example of present tax policy is the excess profits tax. It is severe, arbitrary, and fantastically discriminatory. By its very nature it restricts research and development, prohibits progress, penalizes growth, and prevents competition. If continued long enough it will eventually compel all businesses to come to the government for aid. But the excess profits tax is not the only danger. The ordinary income tax rates on individuals and corporations are so high that they have the same effect. It is not by lack of foresight that the socialists promise security from the cradle to the grave and ask you to give them control over the education and health of your children.

The outgoing administration has knowingly administered the needle of inflation through deficits and deliberate mismanagement of the public debt. The incoming administration inherits an inflation potential which has been realized only in part. Much remains as a future threat. Financing the public debt through issuing short-term notes to the banks has resulted in the creation of bank reserves which could finance an inflation far worse than the one we now have. And the existence of these reserves has dangerously weakened the credit controls of the Federal Reserve Board.

These are the fiscal facts which you and the new administration must face.

The victory on November 4 was not a victory of Republicans over Democrats; or of Republicans and Democrats over socialists, left-wingers, and fellow travelers; or of business over labor; or of business and labor over labor leaders. It was not alone a victory of a leader over a misleader. It was not alone a revolt against war, communism, corruption, bungling, deception, and petty graft. It was a victory of Americans, by Americans, for America!

Much more must be done in fields other than fiscal affairs. I assume success in those fields, including no additional international crises.

Upon these assumptions, I submit a fiscal program for your consideration:

- (1) Remove fiscal policies from politics.
- (2) Restore honesty—ordinary, common honesty—to the administration of our laws.
- (3) Get and maintain a balanced budget.
- (4) Control of expenditures is the only

(Continued on Page 27)

WHAT'S AHEAD IN HIGHWAYS

By SENATOR RANDOLPH COLLIER

Chairman, Joint Fact-Finding Committee on Highways

► All over the country there is springing up a new "good roads" movement. Businessmen, not public officials, are leading this movement.

California depends upon motor vehicle transportation more than any other state in the Union. We have more passenger cars, more big trucks, and buses. We grew up in the motor vehicle age. For this reason, other means of transportation have not been extensively developed in California. Many of our communities have no other form of transportation. The products of our mines, our forests, our farms, and factories are moved over the highways. The supplies for the people in our cities move over the highways. Our cities have grown to great size during the automotive era and most of them do not have adequate mass transit facilities.

The Present Highway Situation

Fundamentally, our highway problem is one of having too many motor vehicles and too little space to put them on. Our demand for automobile and commercial vehicle travel has grown much faster than our ability to supply the service. This is not simply a California problem. It seems to be true throughout the nation, for it is quite apparent that a new crusade for better highways is under way. In the "twenties" the cry of the good roads movement was to get out of the mud; today it is to get out of the muddle.

In 1947, the Legislature after struggling with the problem many months, passed a comprehensive bill which we hoped would take care of the highway needs within a reasonable period of time. That bill increased the State gasoline and diesel taxes from 3 to 4½ cents per gallon. It also increased registration fees and taxes on trucks and buses. One-half of the gasoline tax increase was apportioned to cities and counties for roads and streets—the proceeds of three-eighths cent per gallon to each group. The remainder of the tax increase was reserved for the State highway system, which was expanded by taking in added mileage in Los Angeles and the San Francisco Bay Area.

The 1947 program accomplished a great deal. But for several reasons it has fallen behind. Highway costs have gone up and continued at high levels. Highway-user tax revenues do not respond to inflationary pressures. We have more automobiles, more travel, more heavy commercial vehicles than any of us anticipated in 1947.

These things, I think, are obvious to the casual observer of our highway problem.



SENATOR RANDOLPH COLLIER

But we have more concrete evidence of our problem. Last year the Division of Highways, at the request of the Senate Interim Committee on Highways, made a survey of needs on the highway system and reported to us that, based on 1950 costs and traffic conditions, the total bill for correcting deficiencies on State highways alone was in excess of \$3 billion. That's a lot of money, especially in view of the fact that deficiencies, including mileage added to the State system in 1947, was under \$1 billion 700 million. Yet, after we had spent almost \$500 million to correct those deficiencies the new total was over \$3 billion.

Now, as compared with the State's inventory of needs of \$3 billion, it was estimated that about \$1.5 billion would be available for State highway construction and rights of way in the next 10 years. So we had only half enough money to do the job that seemed necessary to bring the State highway system up to standards that would carry 1950 traffic conveniently, safely, and economically.

Joint Committee Created in 1952

In 1952 the Legislature created the Joint Fact-Finding Committee on Highways. This was done upon the urging of the California Major Highway Development Committee, one member of which is the State Chamber of Commerce. This Committee had studied the highway picture—both needs and revenues—but came to the conclusion that more study was needed. It was felt that an outside, impartial check of our highway deficiencies should be made so that the most urgent needs could be determined.

The Joint Committee immediately em-

ployed the Automotive Safety Foundation, a nonprofit organization of outstanding reputation, to make an engineering analysis of the State highway system. Last November 18, the engineers reported to the Committee the results of their studies.

Results of Engineering Study

Their estimate is that \$3.4 billion (measured in present costs) are needed to bring the entire State system up to tolerable standards in 15 years. The data they have assembled are remarkably complete, but the basic facts on construction and right-of-way needs are these:

Immediately Needed	\$1,818,249,000
Needs Accruing 1953-1958	817,608,000
Needs Accruing 1958-1968	494,515,000
Needs Accruing 1968-1973	286,010,000
Total	\$3,416,382,000

The cost data are also broken down as to amounts needed for rights of way and construction; between rural and urban areas; between two segments of the highway system; and among the counties. This basic engineering report offers a blueprint for a long-range improvement program that will bring California's State highway system up to tolerable standards.

The Revenue Problem

The Automotive Safety Foundation makes no recommendations on financing the highway program. However, the Committee's economist, Richard Zettel, has been studying the revenue picture. He has reported to us that with present funds we will be about one billion dollars short of financing the entire program outlined by the engineers in the 15-year period, and further behind if costs increase. In fact, at the end of five years, needs will be greater than they are right now. With the present financing system, it will take more than 12 years to meet today's needs and nothing will be done about those accumulating in the meantime.

Let's look the facts in the face. In the fiscal year just ended the State distributed \$205 million in user tax collections for highway purposes. That's a lot of money. But look what happened to it. The cities got \$21 million—all for streets. The counties got \$53 million—all for roads. The State had left \$131 million. It got about \$20 million in Federal aid. But after deductions for administration and maintenance and other necessary expenses about \$110 million was spent for major construction and rights of way.

We're not going to solve California's highway problem by wishful thinking for

(Continued on Page 33)

WHAT'S AHEAD IN HIGHWAYS

(Continued from Page 10)

money from some outside source, or pious statements about spending present money more efficiently. Of course, we need efficiency. On the whole, I think we're getting it. It is generally recognized that we have one of the finest highway departments in the nation. Let's not kid ourselves. To have an expanded highway program we need new money.

Possible Courses of Action

As this is written, the Joint Committee has not completed its report. Its recommendations will be made only after careful study of both the engineering and financial reports by the Committee members, and its citizens advisory council which is composed of outstanding men in California representing important industries and organizations interested in highways.

There is no doubt, however, that various plans for financing an accelerated highway program will be introduced in the Legislature next month. Among the possibilities to consider are: (1) Issuing bonds to be repaid out of current highway-user tax revenues; (2) Continuing our pay-as-you-go program by increasing user taxes; and (3) Combining a limited bond issue with an augmented user tax program.

Zettel reports that either of the last two plans is feasible. The recommended program could be financed in 15 years, according to his estimates, with a one-cent increase in the gas tax and proportional increases of 22 per cent in other highway user taxes, unless highway costs continue to climb, in which case periodic adjustments should be made.

However, along with the recommended tax program, it is suggested that a bond issue of \$500 million be submitted to the people to be paid out of the higher taxes, in order to accelerate the program and get more of the work done in the next few years.

The Effect of Higher Taxes

While everyone hates to think about higher taxes, some important facts should be borne in mind. An increase of one cent in the gas tax and proportional increases in other taxes would cost the average motorist about \$8.50 a year or 16 cents a week. It would increase the cost of operating a car less than one-tenth of a cent a mile. Motorists in the East are paying a cent a mile or more to ride on toll roads in addition to their regular user taxes.

Highway builders and automobile builders are in partnership. Highway improvements affect motor vehicle operating costs. Highway improvements can mean less total costs for highway transportation. This is no engineer's dream or bureaucratic scheme.

Here's what General Motors said: "Today we are spending only about 10 cents

out of our automotive dollar for highway facilities (the figure is lower in California). If we increase this to the amount required to get the roads we need, the dollar value of time saved, plus the operating savings in lower gas consumption and less wear and tear on engines, brakes, tires, and other parts of the car, will more than offset the added investment in roads."

And Ford put it this way: "On the surface, the price appears to be extremely high for newer roads, but the personal economies—in time saved, property damages eliminated, and operating costs reduced, for each car owner—will make the sharing of highway improvement expenses a profitable investment for every citizen."

"It is a price all of us must pay, but the returns will more than make up for the investment."

Many people, especially in the business world, seem to look upon all taxes as money down the drain. But certainly you will agree with me that the provision of permanently located, properly constructed highways adds to the State's wealth. In providing highways we are providing a service—transportation—just as essential and just as useful as other industries that are expanding and building new plants in California to serve the people. The public utilities of the State have been spending hundreds of millions of dollars for new plants each year to keep up with the demand. They have revised upward their postwar construction programs several times. The same thing needs to be done in the highway field.

The Challenge Ahead

With the facts that the Joint Committee has assembled, both through its hearings and its staff work, I am confident that a reasonable program of financing an accelerated highway program can be worked out. The precise terms of the legislation and many of the details are yet to be determined. However, we have before us the basic facts and broad outlines of a satisfactory solution. Even so, I am not naive enough to believe that we are all going to agree on every detail. We shall have many different viewpoints to reconcile before we can all unite on a program to overcome the opposition to a constructive program that will almost inevitably be met. Many of us in the Legislature have not forgotten the bitter fight of 1947. And you might consider for a moment what our highway situation today would be if the 1947 program had not finally been adopted.

Perhaps one of the best features of our great State is its tremendous diversity. At the same time, this very diversity creates many of our basic problems.

I come from the little town of Yreka in the Siskiyou mountains of the northernmost part of the State. Few of us can fully comprehend the fundamental difference in basic patterns of living and problems of

transportation between an area such as mine and great metropolitan areas like Los Angeles and the Bay Area. And, in contrast to these extremes we have other areas just as remarkably different, such as those in the Great Central Valley. There are other areas of great and imposing contrast. One should bear in mind these tremendous and basic differences when he considers the problems facing the legislators representing the "folks at home" from these many contrasting areas, when dealing with a tremendous and enormously complex subject such as highways.

Other Road and Street Problems

The State Legislature is fully aware that there are road and street problems not on the State highway systems. In fact, we are appropriating almost 80 million dollars of State moneys a year for local roads and streets. And just as the factors of higher costs and increased traffic have affected the State highway system, the local road and street problems have also been aggravated.

We also recognize that the road plant is an integrated system. Although we have classified the plant into state, county, and city systems for purposes of management and finance, automobiles and trucks know no such boundaries. Moreover, an improvement of a highway in one system profoundly affects vehicular movement in the other systems.

I want to clear up a serious misconception in the minds of some people who seem to think that the State highway system is a country road network. I believe that California does as much or more than any other State in the Union to assist in taking care of urban problems. Not only are our State user-tax subventions for streets generous as compared with other states, but we have taken over full financial responsibility for the construction and maintenance of State highways in cities.

What we may need eventually is a comprehensive reclassification of the entire highway system in California, backed up by a scientific long-term engineering and economic study. But, in the meantime, we must face up to the fact that the highway program must be accelerated immediately or we shall fall farther and farther behind and the cost of rehabilitating the plant will become increasingly greater.

Certainly our highway program needs to be stepped up. California rides on rubber; and without traffic relief our economy will strangle. But to get a reasonable and satisfactory program we need teamwork. We've got to set aside or reconcile our differences. We from the country and mountain areas of the State cannot ignore the problems of our great cities. But neither can the city people overlook the country and the agriculture, forestry, mining, and other rural endeavors which have made California great. Working together, we can go forward.

BOOKS

PG&E of California. By Charles M. Coleman, McGraw-Hill Publishing Company. One of four "birthday specials" celebrating the centennial of the Pacific Gas and Electric Company.

It is a book-length history which traces central and northern California utility pioneering from '49er days to the present. A completely new chapter of California history is told in this carefully documented tale of the utility's first century of business.

The "Lamplighter," another of the birthday "specials," is a condensed biography and may be obtained free at the Company's offices. Price, \$4.50.

A California Historical Sites Map, officially titled "A Map of the Marked Historical Sites of California," and based on the pageant of California history, will become available to subscribers of *Westways* in December. The new map will be a bonus insert in the December issue of the magazine, official publication of the Automobile Club of Southern California. An additional 3,000 maps, at \$1.50 each, flat and suitable for framing, will be available to members and the general public through the Public Relations Department at the Club's Los Angeles office. The 29 by 41½-inch map shows the location of 370 registered and marked sites—all of which are readily accessible to motorists interested in visiting the shrines of their State's history.

The sites, compiled from the official registrations of the California State Depart-

ment of Natural Resources, represent four major periods in California's historical development: (1) Spanish-Mexican Period; (2) Years of the Gold Rush; (3) Agricultural Era; and (4) Commercial and Industrial Expansion.

Tenth Report, Senate Investigating Committee on Education. Senator Nelson S. Dilworth, Chairman. The tenth of a series of reports dating from June 9, 1947, covering the 1951 hearings. It is a partial report giving further evidence on the value of loyalty oaths and the conclusions of the committee thereof. Preliminary information is included on summer workshops and teacher training. Divided into five parts, the report's Part I covers "Is the Loyalty Oath Statute Being Evaded by Some Teachers?"; Part II, "Are Student Teachers Discouraged at the University of California at Los Angeles Library by Overemphasis of Articles Featuring Controversies in Education?"; Part III, "Should Special Summer Workshops Be Provided by the Districts in Place of Requiring Teachers to Take Summer Courses at Universities or Colleges for Qualification for Salary Increase?"; Part IV deals with the conclusions, and Part V, an appendix, includes editorials, statements, and other information pertinent to the study. Copies may be obtained upon request to the Secretary of the Senate, State Capitol, Sacramento.

Sunset Pruning Handbook. By Roy L. Hudson, Lane Publishing Co., Menlo Park, California. Home owners everywhere have

long called for an inexpensive, authoritative book to solve the perennial problem of pruning all their garden trees, shrubs, and vines. This new "how to do it" from the publishers of *Sunset Magazine* is just what the average home owner is looking for—a simple, straightforward solution to this vitally important but little understood garden function. Tools and basic pruning principles are explained and illustrated in precise, detailed drawings. Price, \$1.50; de luxe library edition, \$3.00.

Imperial and Coachella Valleys, an illustrated guide. By Collis H. Steere, Stanford University Press, Stanford, California. Price, \$1.50. The miracle that made a garden from a desert and provides a winter vacationland for the entire United States is the subject of this interesting guide. It provides a general picture of what the motorist might see in a 12-hour trip, what the vacationist might enjoy in a week or two, with parts of the book written for those who have time to explore the three most visited areas in the Colorado Desert—the Imperial Valley, the Coachella Valley, and the Salton Sea. Over 60 photographs of the valleys and the Salton Sea have been included, showing the great variety of crops grown, the scenic beauty of the area, festivals and events, and other interesting features.

1953 Shooters Bible. Stoeger Arms Corporation, 507 Fifth Avenue, New York. This 548-page book, in its "largest yet" forty-fourth annual edition, contains the most rounded selection of firearms, ammunition, parts and accessories ever assembled in one publication.

One section is devoted to the world's leading postwar firearms and ammunition, including such fine guns as the famous Mannlicher-Schoenauer rifles and carbines in the new "Streamliner" models and a larger variety of calibers, considered among the finest custom-made high powered hunting guns made.

The Parts and Ballistics section has been enlarged and revised. A new feature is a 64-page "Angler's Bible Section," fully illustrated, devoted to the finest fresh and salt water fishing tackle and equipment. Price, \$2.00 postpaid.

Publications, California State Division of Mines. This pamphlet contains a complete list of publications issued by the California State Division of Mines to October 1, 1952.

The principal publications are Bulletins, Special Reports, and the quarterly *California Journal of Mines and Geology*, issued in January, April, July, and October of each year. A monthly news release, Mineral Information Service, designed to inform the public of discoveries, operations, markets, statistics, and new publications concerning the mineral resources and industry of California is distributed to the public free, upon request.

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National Automobile Club Emergency Roadside Service protects the Motorist in traveling. It is subject to certain limitations as set forth in the following explanations:

SERVICE TO WHICH MEMBERS ARE ENTITLED IN CALIFORNIA

Mechanical First Aid

This contemplates mechanical service to member's disabled car and is limited to thirty minutes' labor after the arrival of the service car. Any additional labor must be paid for by member. This is not a regular repair service. The Club does not furnish material, parts, or supplies. Service to be rendered by nearest Official Service Unit to scene of breakdown.

Towing

Member's car which is mechanically disabled or stuck in mud or sand (on a passable public road), or which has been unintentionally driven, or has run or fallen off a public road and cannot be started under "Mechanical First Aid," will be towed to the nearest Official Service Unit or to any public garage or repair shop located in the same town with the nearest Official Service Unit, towing to be done by the nearest Official Service Unit. In Oakland and adjacent cities and in Los Angeles special limitations are in effect regarding this phase of the service. All the Official Service Units concerned have full information.

Tire Change

Service is limited to removing flat tire and replacing with inflated spare tire. If more than one flat tire, service extends to as many changes as there are inflated spare tires. No tire change service without available spare tire on car.

Tire Delivery

Tires or tubes will be delivered from the nearest Official Service Unit to member's car in immediate need of same if tire or tube is procurable in same town as nearest Official Service Unit. Tires, tubes and installation chargeable to members.

Gasoline and Oil Delivery

Gasoline or oil will be delivered by nearest Official Service Unit to member's car when it is out of gasoline or when oil is dangerously low. Such supplies to be paid for by member. No towing of cars out of gasoline or oil.

Battery Delivery

Battery will be delivered by nearest Official Service Unit to member's car in immediate need of same if battery is procurable in same town as nearest Official Service Unit.

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All the above services will be rendered on any public road in California (see next column for service in other states) and on the main drives of churches, country clubs, hospitals, colleges, cemeteries and like institutions, in private garages and the driveways from private garages to street, parking stations, camp grounds, and the main road from the county road to the homestead of a farm.

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A

ADIN—R. B. Sherman. Tel. Adin Central or send message.
ALAMEDA—John J. Janusch, 2438 Santa Clara Ave. Tel. ALa. 0125.
ALEANY—Bateman & Wise, 916 San Pablo Ave. Tel. THornwall 0281, 0285, or 0286.
ALHAMBRA—Da-Nita Garage, 15 N. 3rd St. Tel. 8102. Night, 8102 or 3759-J.
ALTURAS—Smith Auto. Co. Tel. Main 911.
ANAHEIM—Dubois & Stearman Gar., 129 No. Lemon St. Tel. 3123.
ANGELS CAMP—Carley's Gar. Tel. A. C. 128. After 9 p. m., 151.
ANTIOCH—Antioch Motor Sales, 3rd and H Sts. Tel. 267. Service 7 a. m. to 12 midnite.
ARBUCKLE—Almond Gar. Tel. Arbkl. 3371. After 11 p. m., see town watchman.
BALBOA—See Newport Beach.

B

BAKERSFIELD — Bakersfield Gar., 20th St. bet. G and H. Tel. 2283. Valley Chevrolet Co., 2129 Chester Ave. Tel. 422. Service 7 a. m. to 6 p. m.
East Bakersfield District — Frank Noriega Gar., 531 Sumner St. Tel. 223. Night, 1908.
BALBOA—See Newport Beach.

BALDWIN PARK — Hub Garage. Tel. B. P. 64013.
BANNING—Hanson's Super Ser. Tel. Ban. 3663.
BARSTOW—Bauer & Slaton, 1st and Main Sts. Tel. 161.
BASS LAKE—The Falls Gar. Tel. Government office at North Fork.
BAXTER'S CAMP (Placer Co.) — Baxter's Camp Gar. Tel. Baxter's Station.
BAY POINT—See Port Chicago.
BEAR CREEK—Bear Creek Lodge. Tel. Mariposa Exch. Night, send message.
BEAUMONT—J. O. Grant Super Ser. Tel. B. 351 or 210.
BECKWITH—Beckwith Gar., Main St. Tel. 9.
BELVEDERE GARDENS — See Los Angeles.
BENICIA—Wright's Gar., 1st and I Sts. Tel. Ben. 113. Night 258-W or 245-R.
BEN LOMOND—Ben Lomond Super Ser. Sta. Tel. 40 or 74. Service 6:30 a. m. to 9:30 p. m.
BERKELEY—Call service unit nearest your disabled car.
Downtown District—Shattuck Gar., 2639 Allston Way. Tel. BER. 0914.

College and N. Telegraph Ave. Dist. — Berkeley Auto Repair Co., 2724 Adeline St. Tel. THornwall 4080 or 4081.
BIG BEAR & ARROWHEAD LAKE COUNTRY — Arrowhead Lake—Arrowhead Gar. Tel. Main 3. Night, ring bell.
City Creek Road—See Highland.
Pine Knot—E. H. Deems Gar. Tel. 80.
After 9 p. m., call at house in rear.
BIG OAK FLAT ROAD—See Oakdale.
BIG PINE (Inyo Co.)—Highway Gar. Tel. 39-1.
BIG PINES (Los Angeles Co.)—See Swanton.
BISHOP—Hazard Gar., Main and Lagoon Sts. Tel. 94.
BLUE LAKE (Humboldt Co.)—Jackson's Gar. Tel. 17-W or 4-E. After 8 p. m. week days and noon Sunday, send message.
BLYTHE — Neil Hinkley, Hobson Way. Tel. 22. Night, 123.
BODDGA—Bodoga Gar. Tel. 6.
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CALABASAS—Oak Gar. Tel. Owensmouth 6752. Night, Kramer's Station.
CALEXICO—Haller Bros., Third and Paulina. Tel. 746 or 627.
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CALIPATRIA—Russell Auto Ser. Tel. 25. Night, 115.
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CAMPBELL—Service Gar. Tel. 66. Night, 179 or 218-W.
CAMPO (San Diego Co.)—Warren Gar. Tel. Warren Hotel.
CAMPTONVILLE—Larg Gar. Tel. 8. CAPITOLA—Capitol Gar. Tel. 20-J-3.
CARMEL—Cooper's Garage, Ocean and Junipero. Tel. 308.
CARPINTERIA—A. R. Hebel Garage. Tel. 3482. Service 7 a. m. to 6 p. m. Closed Sundays and holidays.
CARUTHERS—Pimentel's Garage. Tel. 12. Night, 1-F-23.
CASTROVILLE—Castroville Super Service. Tel. 26. After 9 p. m. send message.
CATHAY—Cap's Lighthouse. Send message.
CAYUCOS—R. C. Burroughs Gar. Tel. 13. After 8 p. m., call at house by garage.
CAZADERO—Cazadero Garage. Tel. 1. Long 1 short ring.
CEDARVILLE—Ash Gar. Tel. Cedarville operator.
CENTERVILLE—American Garage, Niles. Tel. Niles 57.
CHESTER—McAnley's Gar. Tel. Isabella's Store. After 9 p. m., call at garage.
CHICO—Tetean Auto Rep., 518 Wall St. Tel. 217 or 1413.
CHINO—Moble Bros., 370 Central Ave. Tel. 5147. Night, 5746, 6866, or 5545.
CHOWCHILLA—Mac's Auto Repair. Tel. 110. Service 8 a. m. to 8 p. m.; Sundays and holidays, 9 a. m. to 6 p. m.
CHULA VISTA—Fuson Gar., 333 F St. Tel. 136-J. Night, 136-J or 136-M.
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CLEARWATER—Clearwater Gar. Tel. Hynes 2301. After 5:30 p. m., phone or call at house south of garage.
CLEMENCE—Clemence's Gar., Tel. Garage. Service 7 a. m. to 9 p. m.
CLOVERDALE—Cloverdale Gar., 2nd and West. Tel. Clvd. 22. Night, 57.
CLOVIS—C. M. Beasley Gar., Inc., Fulton St. Tel. 48. Night, 123-W.
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COARSEGOLD—Coarsegold Gar. Tel. Coarsegold Supply Co. Night, Coarsegold Hotel.
COLEVILLE—Coleville Gar. Tel. Cole. 10-M. Night, 10-M or Coleville Inn.
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DANVILLE—Service Gar. Tel. Davl. 53. Night, 64.
DAVIS—Liggett's Gar., 139 G St. Tel. Davis 59. After 8 p. m., 56-J.
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DUNSMUIR—The Brick Gar., Florence Ave. Tel. 56.
DYERVILLE—See Weott.

E EAST BAKERSFIELD—See Bakersfield.
EL CAJON—Dow & Rossman, Orange and Main Sts. Tel. 101. After 8 p. m. and Sundays and holidays, 1671 or 252.
EL CENTRO—Becker Gar., 456 Main St. Tel. 25.
ELK—Mason & Dearing. Tel. P-P-1. Night, Greenwood Inn.
ELK GROVE—Batey Bros. Gar. Tel. 21-F-3. Night, 133-J.
EL SEGUNDO—Turner's Gar. Tel. E. S. 246.
ELSINORE—Ray's Garage, Orahama Ave. Tel. 350.
EMERYVILLE—See Oakland.
ESCALON—Service Gar. Tel. Escl. 58. Service 8 a. m. to 6 p. m. Closed Sundays.
ESCONDIDO—Central Gar., 251 W. Grand Ave. Tel. 227. Night, 87-J.
ESPARTO—Esparto Gar. Tel. 14.
ETNA—Walker & Barnum. Tel. 43-W. Night, 43-J.
EUREKA—Pacific Gar., 4th and D Sts. Tel. 60.
EXETER—Gowett & Hengst. Tel. 157. Night, 3-S-3 or 5-W-2.

F FAIRFAX—Fairfax Gar. Tel. San Anselmo 2023. Service 7 a. m. to 6 p. m.
FAIRFIELD—Suisun Gar. Tel. Suisun 220. After 10 p. m., 220 or 346-J.
FAIR OAKS—La Plaza Gar. Tel. 111.
FELTON—Felton Gar. Tel. Felton 14-W. Night, 14-J.
FENNER—Fenner Gar. Send message. Service 7 a. m. to 8 p. m.
FERNDALE—Elite Gar. Tel. 134-W.
FILLMORE—Hendrick's Gar., 510 Santa Clara St. Tel. F. 28.
FONTANA—Ireland's Gar., Foothill & Citrus. Tel. 260.
FOREST GLEN—Pine Rest Gar. Tel. Forest Glen 2 short rings.
FORESTVILLE—A. L. Hicks Gar. Tel. 15. Night, 13-M.
FORT BOWWELL—Block's Gar. Call central.
FORT BRAGG—Acme Gar., Main and Laurel St. Tel. 260.
FORTUNA—Hughes Chevrolet Co. Tel. 67. Night, 108.
FOWLDER—Dohmann Motor Co., Tel. 581.
FRESNO—A. B. C. Gar., 1117-1127 N St. Tel. 3-3719. After 9 p. m., 2-3085 or 2-1922.
Subway Gar., 1200 H St. Tel. 2-8425.
FULLERTON—Orange Grove Garage, No. Spadra St. Tel. 485-W.

G GALT—Service Gar. Tel. 63.
GARBERVILLE—Redwood Gar. Tel. 3-J-1. After 9 p. m., send message.
GARDENA—Red's Garage. 1616 Palm Ave. Tel. 2842.
GAYELLE—Gascelle Gar. Tel. 18.
GEN. GRANT NATIONAL PARK—Sequoia and General Grant National Parks Co. (Members will pay for service and submit bill for reimbursement.)
GEORGETOWN—Forget-Me-Not Gar. Tel. 9-R. After 7 p. m. Tel. C. 8. Collins over Forest Service line.
GEYSERVILLE—Geyserville Garage. Tel. 36. Night, 26-M.
GILROY—Rush's Gar., 211 N. Monterey St. Tel. 89.
GLENDALE—Henry's Gar., 118 W. Los Feliz. Tel. Glendale-Douglas 826. Night, G. D. 2014-J.
Glendale Day and Nite Gar., 131 N. Howard St. Tel. Douglas 8709.
GONZALES—Joquin Bondlette. Tel. Gdn. 35. After 8 p. m., 82.
GORMAN—Gorman Gar. Tel. Lebec 9-F-1.
GRASS VALLEY—Grass Valley Gar. Tel. G. V. 195 or 115.
GREENVILLE (Plumas County)—Service Gar. Tel. garage. Night, Tel. W. J. Hamblin.
GREENWOOD—See Elk.
GRIDLEY—S. S. Hinesman Gar., Virginia and Magnolia Sts. Tel. 7.
GUERNEVILLE—Robertson Bros. Tel. Gvnl. 6.
GUSTINE—Depot Gar., 1 block east of State Highway. Tel. G. 16. After 7 p. m., 15.

H HALF MOON BAY—S. A. Ponce Gar. Tel. 54.
HAMILTON CITY—Hamilton City Gar. Tel. 29. Night, 23-J.
HANFORD—Hanford Gar., 115 W. 8th St. Tel. 156.
HAYWARD—Wheeler's Gar., 1075 A St. Tel. Hay. 1558.
HEALDSBURG—National Ser. Station. 221 West St. Tel. 45.
HEMET—Leistner & Replogle, 311½ E. Florida St. Tel. 300. After 6 p. m. and Sundays, 261 or 1417.
HIGHLANDS (San Bernardino Co.)—Highland Gar. Tel. H. 136. Night, 73-M.

I INDEPENDENCE—Bryant Gar. Tel. Ind. 21-R-1. Night, 21-R-1 or 24-R-4.
INDIO—Marvin Leedom Circle Gar. Tel. 2402.
INGLEWOOD—Don's Garage, 218 Kelso St. Tel. 442.
INGOT—Ingot Gar. Tel. garage.
IONE—Ione Gar. Tel. 19. After 8:30 p. m., 78.
IRVINE—Irvine Gar. Tel. 8724-J-1. Santa Ana Exch. Night, 8724-J-3, or call at house by garage.
IRVINGTON—J. P. Jorgensen Gar. Tel. 14-J.
ISLETON—Owl Gar. Tel. 2521.

J JACKSON—Sanamon's Gar. Tel. 92. Night, G. B. Sausmon, National Hotel.
JACUMBA—Jacumba Hot Springs Gar. Tel. 39.
JULIAN—Julian Gar. Tel. J. 11. After 10 p. m., J. 15.

K KELSEYVILLE—Service Gar. Tel. Kelseyville 5.
KERNVILLE—Aubrey L. Stains Gar. Tel. 17.
KING CITY—King City Gar., Broadway, Tel. King City 33.
KINGSBURG—J. J. Christianson Gar. Tel. 13 or 311.
KLAMATH (Del Norte Co.)—N. A. C. Service. Tel. K. 23. Night, call Central.

L LAGUNA BEACH—Johnson Motors, 310 1st St. Tel. 172.
LA JOLLA—La Jolla Gar., 7922 Herschel Ave. Tel. L. J. 2823.
LAKEPORT—Lakeport Gar. Tel. Sunset 85.
LAKEVIEW (San Diego County)—Lakeside Gar. Tel. El Cajon 973. Service 7 a. m. to 6 p. m.
LAKE TAHOE—Tahoe City—Sierra Gar. & Mach. Shop. Tel. Tavern 92.
Tahoe Meadows—Tahoe Meadows Gar. Tel. Tallac 3-F-5.
LA MOINE—See Pollock.
LANCASTER—C. F. Jacobsen Gar., 1257 So. Antelope Ave. Tel. 1331 or 284. Night, 284.
LANE'S REDWOOD FLAT (Mendocino County)—Holden's Gar., 2 miles south of Lane's Flat, 11 miles north of Cummings. Tel. Holden's Garage, Garberville (Farmer's Line).
LAS CRUCES—See Buellton.
LE VERNE—Morrison Gar., 2023 3rd St. Tel. 1821. After 6 p. m., and Sundays, 1489.
LEWISTON—Hess Gar. Tel. Plant 3. Night, Plant 3.
LEMONCOVE—Sierra Garage. Tel. L. 612.
LEMOORE—Bob's Super Ser. Tel. 78. Night, 108.
LEWISTON—Lewiston Garage. Tel. Weaverville, ask for Kolo residence.
LINCOLN—R. & S. Gar. Tel. Linc. 64.
LINDSAY—Universal Auto Co., 137 So. Elmwood. Tel. Lnsy. 27. After 8 p. m., 248-Y or 248-R. No service Sundays.
LITCHFIELD—Johnson Chevrolet Gar. Tel. 815.
LITTLE LAKE (Inyo County)—Little Lake Gar. Tel. Little Lake. (Members will pay fee service and submit bill for reimbursement.)
LIVE OAK (Butter County)—Live Oak Gar. Tel. 15. Service 7 a. m. to 9 p. m.

LIVERMORE—Smallcomb's Gar., 59 N. L St. Tel. Livermore 90.
LIVINGSTON—State Gar. Tel. 46. Night, 108 or send message next door.
LODI—Morison Gar., 21 E. Elm St. Tel. 465.
LOMA LINDA—Wright's Garage, 201 Central St. Tel. 201. Night, 33-P.
LOMITA (Los Angeles County)—Triangle Auto Ser. Tel. 369. Service 6:30 a. m. to 8 p. m.
LOMITA PARK (San Mateo County)—See San Bruno.
LOMPOC—Murray's Auto Ser., 303 E. Ocean Ave. Tel. 69. After 6 p. m., 163-M.
LONG PINE—Mt. Whitney Gar. Tel. Automatic Lone Pine 21-1.
LONG BARN (See Strawberry.)
LONG BEACH—California Gar., 3rd and Olive Sts. Tel. L. B. 62294 or 62774.
Drake Gar., 228 Redondo Ave. Tel. 87143.
Arcade Gar., 126 Magnolia St. Tel. 62281.
LONGVALE—Service Gar., halfway between Willits and Laytonville. Tel. 2-F-24. After 8 p. m., send message.
LOOMIS—Loomis Gar. Tel. 16. Night, 51.
LOS ALAMOS—California Gar. Tel. A. 3. After 9 p. m., send message.
LOS ALTOS—Los Altos Gar. Tel. 7.
LOS ANGELES—Call service unit nearest your disabled car.
Jack Fletcher Auto Works, 245 W. Venice Blvd. Tel. PProspect 5623 or 6678.
Towing Service Co., 2129 Venice Blvd. Tel. Parkway 7232.
Plaza Gar., 628 N. Broadway. Tel. VAndike 5444. After 3 a. m., ring bell.
Exposition Park District—Fry Bros. Gar., 3972 So. Vermont Ave. Tel. REpublic 3108.
Belvedere Gardens—Mike Shuman Auto Ser., 2916 Brooklyn Ave. Tel. Angeles 9016.
La Brea District—La Brea Gar., 156 No. La Brea. Tel. WYoming 1201.
Hollywood District—Cal. Coach Craft, 5731 Sunset Blvd. Tel. Hollywood 8277 or GRanite 7200.
Vermont and Beverly District—New Hampshire Gar., 307 No. New Hampshire. Tel. OLYMPIA 9605.
Western and Florence District—Owl Gar., 7112 Western Ave. Tel. TWInoaks 8365.
Jeherson and San Pedro District—Robinson's Auto Ser., 3220 S. San Pedro St. Tel. Adams 11605. After midnight, and 5 p. m. Sundays, THorward 1574.
West Adams and Washington District—C. & L. Service, 1604 Redondo Blvd. WHEney 2755.
Highland Park District—Swanson's Auto Ser., 6048 Pasadena Ave. Tel. CLewland 69541. After midnight and Sundays and holidays, ALbany 3989.
LOS BANOS—Bradley Chevrolet Co., 825 6th St. Tel. 7. Night, 351 or 286.
LOS GATOS—Pools's Gar., 27 Main St. Tel. L. G. 48. Night, 175-J.
LOS MOLINOS—Call Wood Bros. Gar., Vina. Tel. 2-F-4.
LOYALTON—Loyalton Chevrolet Tel. 29-J. Night, 21.
LUCERNE (Lake Co.)—Sunset Gar. Send message. Night, send message to house across from garage.
LUDLOW—Ludlow Gar. Send message.
LYNWOOD—Mullford Gar., 3311 Mulford Ave. Tel. 860.

M MADERA—Yosemite Gar., 100 N. F St. Tel. Mdr. 214.
MALIBU—Sauer's Super Ser. Tel. Malibu 38223.
MANTECA—Perry's Gar., on highway. Tel. Mtc. 4.
MARIPOSA (Yosemite All-Year Highway)—Mariposa Gar. Tel. M. 46-J. Service 6 a. m. to 9 p. m.
MARTINEZ—Allen's Gar., Pacheco Blvd. Tel. 393.
MARYSVILLE—Dunning Bros. Co. (California Garage), 4th and Eye. Tel. 590.
MAXWELL—Highway Gar. Tel. 10.
McCLOUD—McCloud Gar. Tel. 3-6-F-1.
McFARLAND—Colonel's Gar. Tel. McFarland 102. Night, phone or ring bell.
MECCA—Mecca Gar. Tel. M. 24-Y. After 8 p. m., call at cottage next door.

MENDOCINO—Bowman & Tyrrell. Tel. 55-W. Night, 55-J.
MERCED (Yosemite All-Year Highway)—Tioga Gar., 18 N St. Tel. 1254.
MIDDLETOWN—Service Shop Gar. Tel. Mdm. 15. Night, 42.
MILL VALLEY—Mill Valley Garage, 743 Miller Ave. Tel. M. V. 305. Night, 1036 or 785-M.
MILPITAS—Krusch Motor Co., Main St. Tel. Ballard 2435-W. After 6 p. m., 4919-M.
MINERAL KING—Pumpkin Hollow Gar., Generals Highway, half mile below Sequoia National Park Gate. Tel. Pumpkin Hollow.
MISSION BEACH—Mission Beach Gar., 3779 Mission Blvd. Tel. Pac. Beach 473.
MODESTO—John Galil's Gar., 1220 Jay St. Tel. 723.
MOHAWK—Mohawk Tavern Gar. Tel. Blairden 14.
MOJAVE—Mojave Gar. Tel. Moj. 18. After 9 p. m., call at service station by garage.
MONETA—Red's Gar., 1616 Palm Ave. Tel. 2842 or 3131.
MONO LAKE—See Leevining.
MONROVIA—Owl Garage, 135 E. Orange Ave. Tel. 228. Nights, Sundays and holidays, 789-2, 565-4 or 759-2.
MONTEREY—Vivian's Flat Rate Auto Ser., 340 Tyler St. Tel. 755-J. Night, 2482.
MONTEREY PARK—Monterey Park Garage, 362 W. Garvey. Tel. Alhambra 6255. After 8 p. m., 1471-J.
MONTECITO—See Santa Barbara.
MOORPARK—Mahan's Gar. Tel. Mrpk. 21.
MORGAN HILL—Central Gar., State Highway. Tel. M. H. 771.
MT. EDEN—Mt. Eden Gar. Tel. Hayward 836.
MT. SHASTA CITY—Northern California Gar., Walnut St. Tel. 16-W. Night, 172.
MOUNTAIN VIEW—Mancini Gar., State Highway. Tel. 600. Night, 652 or 702.

N NAPA—Richie's Garage, 329 Soscal Ave. Tel. 390. Night, 1162-J, 1145-M.
NATIONAL CITY—Dillavon Serv. Gar., 245 National Ave. Tel. 105.
NAVARO—Twin Cabin Gar. Tel. Navarro 6.
NEVADA CITY—Nevada City Gar. Tel. 133.
NEWCASTLE—Newcastle Gar. Tel. Main 15. Service 7 a. m. to 7 p. m.
NEWARK—American Gar. Tel. Niles 6.
NEWMAN—Thos. Rose Auto Sales, 1 block west of State Hwy. Tel. 10. Night, 17.
NEWPORT BEACH—Standard Automotive Ser., 30th and Coast Blvd. Tel. 443.
NILES—American Garage, 1st and G Streets. Tel. 67.
NORTH FORK (Madera Co.)—Gardner & White Gar. Tel. 109.
NORTH HOLLYWOOD—Lew's Body and Fender Works, 11257 Chandler Blvd. Tel. 2022.
NORTH SAN DIEGO—See San Diego.
NORTH SACRAMENTO—See Sacramento.
NORWALK—Golden State Gar. Tel. Downey Exchange 61285.
NOVATO—Naves Gar. Tel. Main 123. After 7:30 p. m., 810 or 497.

O OAKDALE—Haslam Bros. Tel. Oak. 126139.
OAKLAND—Call service unit nearest your disabled car.
Downtown District—East of Broadway—Oakland Gar., 1430 Harrison St. Tel. HOLLiday 1290 or 1291.
Northwest Oakland and Emeryville District—C. W. Campbell Gar., 5001 Grove St. Tel. Pled. 0427 or 0428. Night, Pled. 0427, 0428 and OLYmpic 6657.
Fruitvale District—Alpine Gar., 1410 31st Ave. Tel. FRUITvale 4680.
Foothill Boulevard—Foothill Gar., 5521 Foothill Blvd. Tel. FRUITvale 0306 or TRInidad 6448.
Melrose District—Oakland Sup. Ser. Sta., 72nd Ave. and E. 14th St. Tel. 8Westwood 0922.
OCCIDENTAL—Hills Gar. Tel. Occidental 8-W.
OCEANSIDE—Carpenter's Garage. Tel. 132-J.
Peterson's Gar., 225 So. Hill St. Tel. 89. After midnight, 308 or 326.
OJAI—Central Gar. Tel. 391 and 7631. Night, 7631. No Sunday service.

ONTARIO—O. K. Gar., 114 East A St. Tel. Ont. 197. After 11 p. m., 815.
ORANGE COVE—Chevrolet Gar. Tel. 8. Night, 96.
ORCUTT—H. H. Hart Garage. Tel. 1391-L.
ORLAND—Cook & Aletto One Stop Ser. Tel. 33-Y.
OROB—Beckner Motor Co. Tel. Dinuba 66-F-14. After 6 p. m. and Sundays, 39-F-2 or 46-F-14.
OROVILLE—Matthews Auto Service, Montgomery and Downer Sts. Tel. 84. Night, 84 or 488-J.
OXNARD—A. J. Dingeman, 3rd and Oxnard Blvd. Tel. 135. Night, Sundays and holidays, 479X1, 162R1, 416R1, 524X2, 255.

P PACIFIC GROVE—City Hall Gar., 226 Forrest Ave. Tel. P. G. 491.
PALISADES DEL REY—Del Rey Garage. Tel. 84332. Night, 61690 and 65813 (Santa Monica Exchange).
PALMDALE—B. R. Files & Co. Tel. 63.
PALM SPRINGS—Palm Springs Gar. Tel. 4334. Night, 3304, or send written message to Goff Hotel or Desert Rose Hotel.
PALO ALTO—Palo Alto Gar., 440 Emerson St. Tel. P. A. 6134 and 6135. After 11:30 p. m., 7524.
PARADISE—Jay G. Brown, Neal Rd. Tel. garage.
PARLIER—B. & J. Gar. Tel. P. 10. Night, 27.
PASADENA—Hotel Constance Gar., 25 South Mentor St. Tel. Terrace 6445.
Pyle Gar., 41 South Marengo St. Tel. Wakefield 1888.
Wood-Los Gar., 2057 N. Los Robles Ave. Tel. STerling 2363, Night, S. 3203.
Lamanda Park District—Wortman's Service Gar., 2717 E. Colorado St. Tel. COLORado 1990. Night, Wakefield 5658.
PASO ROBLES—Riggs & Tunison Gar., 1510 Spring St. Tel. 14-W. Night, 14-W, 380-W, 129-R.
PATTERSON—Glen Hendy Gar. Tel. 25. After 8 p. m. daily and 1 p. m. Sundays, 137.
PERKINS—Taylor's Gar. Tel. M. 9173.
PERIS—Van W. Dodson Gar. Tel. 501. After 6 p. m. and all hours Sunday and holidays, 192.
PESCADERO—White Front Gar. Tel. Pesc. 12-W. Night, 12-W or call at house one door north.
PETALUMA—Fuller & Peters Gar., 600 Main St. Tel. 1276 or 1277.
PICO—H. & K. Gar. Tel. Whittier 6122. Service 8 a. m. to 10 p. m.
PINE GROVE—Gall's Garage. Tel. 6-F-32.
PINE KNOT (Big Bear Lake)—E. H. Deems Gar. Tel. 80. After 9 p. m., call at house in rear.
PINE VALLEY—Pine Valley Gar. Tel. Pine Valley Store or Lodge. Service 7 a. m. to 9 p. m.
PINOLE—Pinole Gar. Tel. 162. After midnight, 163.
PIRU—Suter Gar. Tel. Piru 2181.
PISMO BEACH—Highway Gar. Tel. 119.
PITTSBURGH—Los Medanos Gar., 10th and Railroad. Tel. 400.
PIXLEY—Chevrolet Gar. Tel. 30. Service 7 a. m. to 9 p. m.; 8 a. m. to noon Sundays and holidays.
PLACERVILLE—Placerville Auto Co. Tel. 1261. Night, 130.
PLEASANTON—Taylor's Gar. Tel. 156. Night, 178.
PLYMOUTH—Wheeler Bros. Tel. Main 24. Night, 15.
POINT ARENA—Union Garage. Tel. 8-W. Night, 8-J or call at residence next door.
POINT REYES—Grandi's Gar. Tel. 8. POLLOCK (Shasta County)—Rodriguez Auto Ser. Tel. garage.
POMONA—The Opera Gar., 336-330 Thomas Street. Tel. 1799.
PORT CHICAGO (Bay Point)—Highway Gar. Tel. B. P. 2.
PORTERVILLE—Ragdale Gar., 114 N. Main Street. Tel. 100. Night, 770.
PORTOLA (Plumas County)—Northside Gar. Tel. 29.
PUMPKIN HOLLOW (Tulare Co.)—Pumpkin Hollow Gar., Generals Highway, half mile below Sequoia National Park Gate. Tel. Pumpkin Hollow.

Q QUINCY—Plumas Gar., Main St. Tel. 29. Night, 128 or 129.
R RAMONA—J. C. Ferguson's Gar. Tel. 32-W. Service 7 a. m. to 7 p. m.
RANCHO SANTA FE (San Diego Co.)—Rancho Santa Fe Gar. Tel. 2121. Service 7:30 a. m. to 3:30 p. m.

RANDESBURG—Rand Motor Co. Tel. Rand. 30. After 9 p. m., send message.
RED BLUFF—Jobe B. Luken's Gar., No. Main St. Tel. 347. Night and Saturdays, 73 or 161-V.
REDDING—Glover's Repair Shop, 1445 Placer St. Tel. 67-J. Night, 67-M or 109.
REDLANDS—Walter Wilks Gar., 506 Orange St. Tel. Blue 1050. After 6 p. m., Blue 1050 or Red 683.
REDONDO BEACH—Central Gar., 117 Diamond St. Tel. 2060.
REDWOOD CITY—Davies Auto Rep. Co., 1502 Highway. Tel. R. C. 1081. Nights and Sundays, 1081, 1011-J, 1904-W, 798-J.
REEDLEY—Sevater & Bright. Tel. R. 821. After 8 p. m., 171 or 63-L.
REQUA (New Klamath)—See Klamath.
RESEDA—Tarsana Auto Ser. Tel. R. 251.
RICHFIELD (Orange County)—See Atwood.
RICHMOND—David M. Rose Gar., 23rd and Barrett Sts. Tel. Rich. 506. Nights and Sundays, 1509.
RIDGE ROUTE—Saugus—Wood's Gar. Tel. 38.
Gorman—Gorman Gar. Tel. Lebec 9-F-1.
RIO LINDA—Fisher's Gar. Tel. 15-M.
RIO VISTA—Kerner Motor Co., Front and Logan Sts. Tel. R. V. 67. Night, 87, 1, 188, or call at Fire Dept.
RIVERBANK—Riverbank Gar. Tel. 38-W or 38-J. Night, 38-J or call at house in rear.
RIVERDALE—Highway Gar. Tel. 48. After 10 p. m. daily; noon, Sundays and holidays, send message.
RIVERSIDE—Owl Gar., 3851 Orange St. Tel. Riv. 1500.
ROCKAWAY BEACH—W. E. Bailey. Tel. Agent Rockaway Beach.
RODEO—Bay View Gar. Tel. Crockett 6-Y-21.
ROSEVILLE—Hakl's Gar., 210 Fern Ave. Tel. 256-J. Night, 258-W.
RUMSEY—Woodland to Lower Lake—Oak Villa Gar. Brooks Station, 1 long 5 short. After 7 p. m., send message.
RUSSIAN RIVER POINTS—El Nido, Rio Nido, Guernwood Park, Monro, Rio, Armstrong Grove—See Guerneville.

S SACRAMENTO—Call service unit nearest your disabled car.
Eullen's Gar., 8th Ave. and Stockton Blvd. Tel. Main 10426. Night, Main 6971-W.
New Travelers Gar., 521 "T" St. Tel. Main 338.
North Sacramento District—Carlson's Gar., 1620 Del Paso Blvd. Tel. Main 3240.
SALADA—See Rockaway Beach.
SALINAS—Heple Gar., Monterey and Alisal Sts. Tel. 32.
SANGER—Neely & Martin. Tel. 36. Night, 158-M or 6-F-14.
SAN ANDREAS—Geo. A. Stewart & Son. Tel. S. A. 59. After 9 p. m., 64-W.
SAN ANSELMO—Main Street Gar., 204 Main St. Tel. S. A. 2120. Service 7 a. m. to 6 p. m.
SAN ARDO—San Ardo Gar., State Highway. Tel. S. A. 4. After 6 p. m., send message.
SAN BERNARDINO—White Garage, 236 E. St. Tel. 361-52. For service on City Creek Road, see Highland.
SAN BRUNO—Cabin Gar., El Camino Real. Tel. S. B. 160.
SAN CARLOS—San Carlos Gar., Holly and Hiway. Tel. S. C. 333.
SAN CLEMENTE—Holloway's Gar. Tel. 2416.
SAN DIEGO—Colorado Garage, 1856 Fifth Ave. Tel. Franklin 2512.
Pan & Reilly Gar., 1194 First St. Tel. Main 3533.
Adams Avenue Gar., 3301 Adams Ave. Tel. Randolph 3751. After 9 p. m. and Sundays, Randolph 3773.
SAN FERNANDO—Ray Brooks Gar., 209 So. Macley. Tel. 32. After midnight and 6 p. m. Sundays, 4483.
SAN FRANCISCO—Call service unit nearest your disabled car.
Central Market—Atlas Tow Ser., 375 O'Farrell St. Tel. ORway 4242 or 4243.
Downtown District—Bank Gar., 733 Montgomery St. Tel. Garfield 4300.
Four-Fifty Butter Gar., 450 Butter St. Tel. Garfield 4444.
Fulton and Divisadero—Chesterfield Repair Ser., 1335 Fulton St. Tel. West 9941.

SECONDO—Central Gar., 251 W. Grand Ave. Tel. 227. Night, 87-J.
ESPARTO—Esparto Gar. Tel. 14.
ETNA—Walker & Barnum. Tel. 43-W. Night, 43-J.
EUREKA—Pacific Gar., 4th and D Sts. Tel. 60.
EXETER—Gowett & Hengst. Tel. 157. Night, 3-S-3 or 5-W-2.

F FAIRFAX—Fairfax Gar. Tel. San Anselmo 2023. Service 7 a. m. to 6 p. m.
FAIRFIELD—Suisun Gar. Tel. Suisun 220. After 10 p. m., 220 or 346-J.
FAIR OAKS—La Plaza Gar. Tel. 111.
FELTON—Felton Gar. Tel. Felton 14-W. Night, 14-J.
FENNER—Fenner Gar. Send message. Service 7 a. m. to 8 p. m.
FERNDALE—Elite Gar. Tel. 134-W.
FILLMORE—Hendrick's Gar., 510 Santa Clara St. Tel. F. 28.
FONTANA—Ireland's Gar., Foothill & Citrus. Tel. 260.
FOREST GLEN—Pine Rest Gar. Tel. Forest Glen 2 short rings.
FORESTVILLE—A. L. Hicks Gar. Tel. 15. Night, 13-M.
FORT BOWWELL—Block's Gar. Call central.
FORT BRAGG—Acme Gar., Main and Laurel St. Tel. 260.
FORTUNA—Hughes Chevrolet Co. Tel. 67. Night, 108.
FOWLDER—Dohmann Motor Co., Tel. 581.
FRESNO—A. B. C. Gar., 1117-1127 N St. Tel. 3-3719. After 9 p. m., 2-3085 or 2-1922.
Subway Gar., 1200 H St. Tel. 2-8425.
FULLERTON—Orange Grove Garage, No. Spadra St. Tel. 485-W.

G GALT—Service Gar. Tel. 63.
GARBERVILLE—Redwood Gar. Tel. 3-J-1. After 9 p. m., send message.
GARDENA—Red's Garage. 1616 Palm Ave. Tel. 2842.
GAYELLE—Gascelle Gar. Tel. 18.
GEN. GRANT NATIONAL PARK—Sequoia and General Grant National Parks Co. (Members will pay for service and submit bill for reimbursement.)
GEORGETOWN—Forget-Me-Not Gar. Tel. 9-R. After 7 p. m. Tel. C. 8. Collins over Forest Service line.
GEYSERVILLE—Geyserville Garage. Tel. 36. Night, 26-M.
GILROY—Rush's Gar., 211 N. Monterey St. Tel. 89.
GLENDALE—Henry's Gar., 118 W. Los Feliz. Tel. Glendale-Douglas 826. Night, G. D. 2014-J.
Glendale Day and Nite Gar., 131 N. Howard St. Tel. Douglas 8709.
GONZALES—Joquin Bondlette. Tel. Gdn. 35. After 8 p. m., 82.
GORMAN—Gorman Gar. Tel. Lebec 9-F-1.
GRASS VALLEY—Grass Valley Gar. Tel. G. V. 195 or 115.
GREENVILLE (Plumas County)—Service Gar. Tel. garage. Night, Tel. W. J. Hamblin.
GREENWOOD—See Elk.
GRIDLEY—S. S. Hinesman Gar., Virginia and Magnolia Sts. Tel. 7.
GUERNEVILLE—Robertson Bros. Tel. Gvnl. 6.
GUSTINE—Depot Gar., 1 block east of State Highway. Tel. G. 16. After 7 p. m., 15.

H HALF MOON BAY—S. A. Ponce Gar

SAN FRANCISCO—Continued.

South of Market and Embarcadero—
Depot Gar., 181 Townsend St. Tel.
Garfield 9365.
Marina District — Grand Gar., 1440
Broadway. Tel. ORway 0333 or 0334.
GRaystone 3630.
Ingleside District — Mt. Davidson
Gar., 1215 Ocean Ave. Tel. RAndolph
10148.
Mission District — Meagher's Gar.,
1021 Valencia St. Tel. Mission 0074
or 0062.
Ocean Beach District—Courtesy Ser-
vice Garage, 740 La Playa St. (The
Chutes.) Tel. EVergreen 9717.
Richmond District — Kragen's Gar.,
4700 Geary St. Tel. EVergreen 2272.
Sea Cliff District — Sea Cliff Gar.,
2335 Clement St. Tel. EVergreen
0224 or 3456.
Sunset District—Lang's Sunset Gar.,
1349 - 9th Ave. Tel. MOntrorse 2332.
Hans H. Andersen, 1259 - 9th Ave.
Tel. MOntrorse 2986.
Rex Gar., 2120 Taraval St. Tel.
OVerland 7755.
Visitation Valley District—Cabin
Gar. No. 2, 4520 Bayshore Blvd. Tel.
DeLaware 0661.
SAN JOAQUIN — San Joaquin Gar.
Tel. 105.
SAN JOSE — Rubell Garages, 31 N.
Second. Tel. Ballard 282.
SAN JUAN BAUTISTA — San Juan
Gar. Tel. S. J. 34.
SAN JUAN CASTRANO (Orange
County) — Tony's Mission Garage,
Broadway. Tel. 51. Night, 14.
SAN LEANDRO—Palm Garage, 1867
Washington St. Tel. TRinidad 1877
or 7991.
SAN LUIS OBISPO — O'Reilly One
Stop Ser., Osos and Higuera. Tel.
1660 or 1661.
SAN MATEO—Homestead Gar., 13th
and Highway. Tel. San Mateo 18-J.
Night, 18-J or 18-M.
Caldwell's Gar., 851 San Mateo Dr.
Tel. S. M. 164.
SAN MIGUEL—Park Gar. Tel. 23-W.
After 8:30 p. m., send message.
SAN PEDRO — Seventh Street Gar.,
285 W. 7th St. Tel. 4335.
SAN RAFAEL—Castro's Gar., 318 4th
St. Tel. S. R. 501. Night, 501 or 404.
SAN YSIDRO — Prather's Gar. Tel.
S. Y. 2101. After 9 p. m., 2141.
SANTA ANA—Becker's Gar., 308 E.
3rd St. Tel. 326. After midnight,
1835-W.
SANTA BARBARA—Wood's Gar., 400
State St. Tel. 5528.
Thayer's Auto Ser., 530 State St.
Tel. 7770 or 7331.
SANTA CRUZ—Mission Gar. Tel. S.
CRz. 175. After 2 a. m., 1663-J.
SANTA MARIA — Crescent Garage,
Broadway and Cypress. Tel. Santa
Maria 8.

SANTA MONICA—General Gar., 1414
2nd St. Tel. 25155.
SANTA PAULA—Motor Inn Garage,
King's Alley. Tel. S. P. 345. After 7
p. m. week days and noon Sundays,
682-X-1.
SANTA ROSA—Grand Gar., 3rd and
Main Sts. Tel. S. R. 742.
SARATOGA—Ruddell & Varner. Tel.
Sar. 158. Night, 59-W or 121-R.
SAUGUS—Wood's Garage. Tel. New-
hall 38.
SAUSALITO—Doyle's Gar., 42 Cale-
donia St. Tel. 507-J. Night, 507-J
or 910.
SAWTELLE (West Los Angeles)—
Lawrence's Gar., 11965 Santa Monica
Blvd. Tel. West Los Angeles 31263.
SCOTIA—W. P. Morrison. Tel. garage.
SEAL BEACH—See Sunset Beach.
SEBASTOPOL—Tough Bros. Garage.
Tel. 188.
SELMA—McAntire & Paulson's Gar.,
2001 W. Front St. Tel. 236. Night
and after noon Sundays, 177-J or
447-R.
SEQUOIA NATIONAL PARK —
Pumpkin Hollow Garage. Tel. Pump-
kin Hollow.
SHAFTER — Neufeld's Automotive
Corner. Tel. 12.
SHANDON—Shandon Gar., Tel. 1-F-3.
After 9 p. m., send message.
SIERRA MADRE — Central Garage,
Central and Baldwin. Tel. Main 8.
SOLANO BEACH—Solano Beach Gar.
Tel. Del Mar 214. Service 6:30 a. m.
to 10 p. m.
SOLEDAD—Westcott Garage. Tel. 8.
Service 7 a. m. to 9 p. m.; 7 a. m. to
8 p. m. Sundays and holidays.
SOLVANG (Santa Barbara County)—
Solvang Gar. Tel. 220.
SONOMA—Garry's Gar. Tel. 345-J.
SONORA—Central Gar., 316 Washing-
ton St. Tel. Sonora 652.
SOUTH PASADENA—See Pasadena.
SOUTH SAN FRANCISCO—La Mar's
Gar., 105 Linden St. Tel. South S. F.
825. Night, 685 or 1177.
ST. HELENA—Grant's Gar. Tel. St.
H. 77. After 10 p. m., 258.
STIRLING CITY—Wellohan Garage.
Tel. Toll Station. After 6:30 p. m.,
send message.
STOCKTON—Class A Gar., 125 So.
Sutter. Tel. Stockton 384.
Harry Gilboa's Gar., 20 N. Wilson
Way. Tel. 450.
STRATHMORE — Crowe's Gar. Tel.
3402. After 9 p. m. and Sundays and
holidays, 3405.
STRAWBERRY (Tuolumne County)—
J. H. Volk's Gar. Tel. Strawberry.
SUISUN—Suisun Gar. Tel. Suisun 220.
After 10 p. m., 220 or 346-J.
SUNNYVALE—Raines Gar., 221 Mur-
phy St. Tel. Sunv. 42. Nights and
Sundays, 42 or 236.
SUNOL—Sunol Gar. Tel. 16. After 8
p. m., ring bell.

SUNSET BEACH (Orange Co.)—Rus-
sell's Gar. Tel. Long Beach 81624.
SUSANVILLE—Guy H. Talbot. Tel.
224-Y. Night, 211-B.
SUTTER CREEK—Socal's Gar. Tel.
33. Night, 34.
SWARTOUT—Big Pines Garage. Tel.
garage.
T
TAFT—Taft Garage (Dodge Agency).
Tel. Main 248. After 5 p. m. and Sun-
days and holidays, 61-J, 404-J, or 163.
TAHOE CITY AND TAHOE MEAD-
OWS—See Lake Tahoe.
TEHACHAPI—Woods Gar. Tel. 18.
THE FALLS (On Bass Lake, Madera
County)—Bass Lake Gar. Tel. Gov-
ernment Office, 4 rings.
TOMALES—Long's Gar. Tel. 15.
TORRANCE—Ed's Ser. Gar., Carson
and Cabrillo Sts. Tel. 161. Night,
161 or 25.
TORREY PINES—See Del Mar (San
Diego County).
TOWLE (Placer County) — See Bax-
ter's Camp.
TRACY — West Side Gar. Tel.
Tracy 103.
TRAYER — B & B Service Station.
Tel. Brandon Station, 1 long, 1 short.
Open 6 a. m. to 9 p. m. Night, ring
bell.
TRES PINOS—Pinnacles Gar. Tel. 9.
TRINIDAD—National Auto Club Ser.
Tel. 1-O. P. S. Trinidad. After 8
p. m. daily and noon Sundays, send
message.
TRUCKEE—Tourist Gar. Tel. 121.
TULARE — Tyler Bros. Tel. 191.
Night, 336 and 335.
TUOLUMNE—Tuolumne Gar. Tel. 26.
After 9 p. m. and Sundays, Tel. Kim-
ball Hotel; ask for Speaker or Handy.
TURLOCK—Schmidt's Garage. Front
and Olive Sts. Tel. 1671. After mid-
night, 132.
U
UKIAH — Cox Vevoda Motor Sales.
Tel. 370-W. Night, 213-M.
UPLAND—Bill's Shop and Ser. Sta.,
21st and Mountain Ave. Tel. 289-W.
UPPER LAKE (Lake County)—Corner
Gar. Tel. 15-W. Night, 19-W.
V
VACAVILLE—Hunter Motor Co. Tel.
67. Night, 385 or 206.
VALEJO—Service Gar., 400 Napa
Road. Tel. 43. Night, 75 and 1845.
VALLEY FORD — Valley Ford Gar.
Tel. 6.
VAN NUYS—Cole and Pitts Garage,
14407 Sylvan St. Tel. V. Nuys 865.
After 5:30 p. m., and Sundays, 1257
or 1303.
VENICE—Baker Gar., 1205 Washing-
ton Blvd. Tel. 84822.
VENTURA—Ward's Gar., 165 Main St.
Tel. Ventura 3289. After 10 p. m.,
4289, 4131 or 5726.

VICTORVILLE—National Gar. Tel.
Victorville 2771.
VIEJAS VALLEY (San Diego Co.)—
Viejas Valley Gar. Tel. El Cajon 621.
VINAY—Wood Bros. Gar. Tel. 2-4-4.
VISALIA—Visalia Gar., 511 E. Main
St. Tel. Vis. 75. From noon to 5
p. m., Sundays and holidays, 508-J,
416-J, 775-J, 1184-R, 1429-J, 73.
W
WALNUT CREEK — Brubaker's Gar.
Tel. 84. Night, 250.
WALNUT GROVE—Delta Gar. Tel.
W. G. 2241.
WARM SPRINGS—Liberty Gar. Tel.
S-W. Service 8 a. m. to 6 p. m.
WATSONVILLE — Portland Machine
Shop, 245 Main St. Tel. 190.
WEAVERVILLE — Weaver's Ser.
Sta. Tel. 316. After 8:30 p. m., ring
bell.
WEOTT—Penna Bros. Gar., 3 miles
south of Dyerville. Tel. Fortuna Ex-
change. After 9 p. m., send message.
WEST LOS ANGELES (Sawtelle)—
Lawrence's Gar., 11965 Santa Monica
Blvd. Tel. West L. A. 31263.
WESTWOOD (Lassen Co.) — West-
wood Gar. Tel. 212. Night, 2897.
WHEATLAND—Hamon Bros. Garage.
Tel. 20.
WHITEWATER (Salton Sea Route)—
Snow Creek Gar., 14 miles east of
Banning. Send message.
WHITTIER — Fred Peters Gar., 135
So. Greenleaf Ave. Tel. 43469. After
10 p. m., 418-373.
WILLIAMS—Central Gar. Tel. 2171.
Service 7 a. m. to 10 p. m.; Sundays
and holidays 8 a. m. to 9 p. m.
WILLITS—Little Lake Garage. Tel.
Willits 65. Night, 34 or 142.
WILLOWS—Motor Inn Gar., 216 N.
Butte St. Tel. Willows 570.
WILLOWS (San Diego County)—See
Viejas Valley.
WILMINGTON—Arcade Garage. Tel.
62-281.
WINTERS—Edward J. Graf Gar. Tel.
159-W. Night, 159-J.
WOODLAKE—Spaulding's Gar. Tel.
26-W. Night, 26-R.
WOODLAND—Main Street Gar., 346
Main St. Tel. 500.
WOODSIDE — Live Oak Gar. Tel.
450.
WRIGHTWOOD—See Swartout.
Y
YOSEMITE ALL-YEAR HIGHWAY
—See Listing: Bear Creek, Cathay,
Merced, Mariposa.
YOSEMITE VALLEY — Yosemite
Park and Curry Co. (Members will
pay for service and submit bill for
reimbursement.)
YREKA—Daggett Garage. Tel. Yreka
150-W.
YUBA CITY—Highway Gar. Tel. 1071.

KLAMATH FALLS—Snyder's Repair
Shop, 744 Klamath Ave. Tel. 1530.
Night, 1530 or 852-J.
MARSHFIELD—See North Bend.
MAUPIN—Maupin Gar. Tel. Main 222.
MEDFORD—Lewis' Super Ser., 8th
and Front Sts. Tel. 1300.
MYRTLE CREEK — Wm. A. White
Motor Co. Tel. 3305. Night, 3305
or 4902.
NEWBERG—Palmer's Gar. Tel. Green
30. Night, Blue 216.
NORTH BEND — Garnea's Ser. Sta.
Tel. 1531. Night, 2271 or 2273.
PORTLAND—Main Street Gar., 242
2nd St. Tel. Atw. 4311 or 4312.
REDMOND—Redmond Motor Co. Tel.
R. 52. Night, Redmond Central.
ROSEBURG—Umpqua Gar. Tel. 385.
SALEM—South Salem Gar., 960 South
Commercial St. Tel. 6653 or 3039.
Night, 3039.
SEASIDE — Seaside Gar. Tel. 315.
Night, 486-J.
THE DALLES—Dalles Gar. Tel. 47.
TILLAMOOK—Sunset Gar. Tel. 76.
Night, 76 or 214-J.
WOLF CREEK—Wolf Creek Gar. Tel.
Toll Sta. Night, Wolf Creek Tavern.

WASHINGTON

ABERDEEN — Leaman & Jackson's
Gar., 317 So. 1 St. Tel. 938.

When in California, always use our official units. In other 23 states, if no official unit is near you, call the near-
est garage and obtain service according to instructions on first page of Service Guide.

ARIZONA

ARLINGTON — Arlington Gar. Tel.
35-R-11.
AZTEC—Astec Gar. Tel. Astec.
BENSON—Apache Ser. Sta. Tel. 24.
After 9 p. m., send message to house
in rear of garage.
FLAGSTAFF — Wilson-Coffin Garage.
Tel. 108.
GLOBE—Motor Supply & Repair Co.,
467 No. Broad St. Tel. 65.
KINGMAN—Williston & Ireland Gar.
Tel. Red 125.
MESA — Bankhead Garage. Tel. 248.
After 8 p. m., send message.
OATMAN — Fox Garage. Tel. 34.
Night, 45.
PEACH SPRINGS — Peach Springs
Garage. Tel. garage. After 9 p. m.,
call at house in rear.
RODEO, NEW MEXICO — Rodeo
Garage Co. Tel. Rodeo Gar. (Douglas
Each).
SAFFORD — Safford Buick Co. Tel.
109. After 6 p. m., 142.
SALOME—Green's Gar. Send message.
SELIGMAN—Seligman Gar. Tel. gar.
SPRINGERVILLE—Buick Gar. Tel.
23. After 8 p. m., send message.
TUCSON — City Hall Gar., 179 W.
Pennington St. Tel. 1671.
WICKENBURG—Hill's Gar. Tel. 32.
WILLIAMS — R. J. Hock Motor Co.
Tel. 69. After 12:30 a. m., 96.

NEVADA

GARDNERVILLE — Carson Valley
Garage. Tel. 494. Night, 497.
RENO—Lincoln Gar. & Repair Shop,
41 W. 4th St. Tel. 6672.
VERDI—Mortensen's Garage. Tel. 10.
Service 7 a. m. to 10 p. m.
OREGON
ALBANY — Kelly's Auto Laundry,
121-125 2nd St. Tel. 80.
ASHLAND—Claycomb Motor Co., 50
N. Main St. Tel. 50. Night, 50, 267-Y
or 476.
BANDON — Acme Garage. Tel. 371.
Night, 844.
BENTON—Keyser's Gar. Tel. Central.
COQUILLE—Hooker's Gar. Tel. 164.
CORVALLIS—Richard's Gar. Tel. 319.
COTTAGE GROVE — Nelson Motor
Co., corner 6th and Main Sts. Tel.
200. After 8 p. m., 224-R or 176-J.
GRANTS PASS—Del Rous Gar., 507
So. 6th St. Tel. 113.
GRESHAM — Gresham Gar. Tel. 232.
Night, 4962.
HARRISBURG — Gibson Motor Co.
Tel. 592. Night, 343.
HUNTINGTON — Highway Ser. Gar.
Tel. 267.
JUNCTION CITY—Gibson Motor Co.
Tel. 342. Night, 683 or 92.
KERBY—Kerby Garage. Tel. Central.
Night, send message.

ANACORTES — McGinn's Sup. Ser.,
2120 Commercial Ave. Tel. 4083.
Night, 6821.
BRINNON—Brinnon Gar. Tel. L-82.
CHEHALIS—Boone's Gar., 1175 Park
St. Tel. 683.
CHELAN—H. P. Strickert Garage.
Tel. 1507. Night, 2306.
EVERETT — Cascade Gar., California
and Hoyt Sts. Tel. Main 910. Night,
M. 910, Blue 1522, White 165.
KELSO—Wm. L. Keller, Inc., 7th and
W. Main St. Tel. E. 610. Night,
Longview 201A.
KENNEWICK — E. C. Smith Motor
Co. Tel. 691. Night, 692.
LONGVIEW—See Kelso.
MT. VERNON — Carl E. Lindberg's
Gar. Tel. W. C. 2821 or Rural 0043.
Night, W. C. 2821 or Rural 0301.
OLYMPIA—Spencer's Gar. State and
Cherry Sts. Tel. 546. Night, Sundays
and holidays, 511A.
PARCO—Paco Auto Co. Tel. 138.
QUILCENE—Dun's Gar. Tel. L-716.
ROSALIA—Schur's Gar. Tel. 7707.
SEATTLE—Norman Garage Ser., 2125
Fourth Ave. Tel. EL 5402.
Heller's Inc., 1006 Tenth Ave. Tel.
EA 0779.
VANCOUVER—Finley's Gar., 108 E.
Seventh St. Tel. 447.
WALLA WALLA—Brotherus Garage,
6th and Main Sts. Tel. 623 or 304.
WENATCHEE—Apple Way Garage,
Wenatchee Ave. Tel. Black 250.
Night, 0307.

MESSANGER REQUESTS FOR SERVICE MUST BE WRITTEN
UNLESS OTHERWISE NOTED, SERVICE IS RENDERED 24 HOURS

PUBLIC ROADS ADMINISTRATION FEDERAL WORKS AGENCY WASHINGTON 25

General Administrative Memorandum No. 268

Date: February 6, 1945.

(Sent to District Engineer of P.R.A.)

Section 7 of the Federal-Aid Highway Act of 1944 requires that:
"There shall be designated within the Continental United States a National
System of Interstate Highways not exceeding forty thousand miles in total
extent so located as to connect by routes as direct as practicable, the
principal metropolitan areas, cities, and industrial centers, to serve the
national defense, and to connect at suitable border points with routes of
continental importance in the Dominion of Canada and the Republic of Mexico."

The same section requires that: "The routes of the National
System of Interstate Highways shall be selected by joint action of the
State highway departments of each State and the adjoining States, as
provided by the Federal Highway Act of November 9, 1921 for the selection
of the Federal-aid system."

The Federal Highway Act authorized the Secretary of Agriculture
to approve in whole or in part the designation of the Federal-aid highway
system or to require modifications or revisions thereof. The same authority
to approve routes designated by the State highway departments for inclusion
in the National System of Interstate Highways will be exercised by the
Administrator of the Federal Works Agency.

In formulating procedure to be followed in the designation of the
system, the Public Roads Administration has had the advice of the
Sub-committee on Legislation and Administrative Policy of the American
Association of State Highway Officials, and the procedure hereafter defined
has been adopted with the concurrence of that Sub-committee.

Division Engineers of the Public Roads Administration will
request each State highway department to proceed at once to an initial
designation of routes appropriate for inclusion in the National System of
Interstate Highways.

on surplus
funds for Post
War work
1/5 The Ohio
State Beaches

The attention of the State highway departments should be drawn to the report entitled "Interregional Highways" published as House Document No. 379, 78th Congress, 2nd Session, and particularly to the Interregional Highway System recommended therein by the National Interregional Highway Committee, with the concurrence of the Public Roads Administration. Attention of the departments should also be directed to the recommendation on page 52 of the report concerning the advisability of a further designation of circumferential and distributing routes within and around the larger cities connected by the system of the possible aggregate extent of 5,000 miles.

It will be made clear to the State highway departments, however, that in presenting these recommendations for their consideration the Public Roads Administration intends in no way to limit the States' freedom of action in selecting routes for tentative designation.

In reaching a decision on the routes to be tentatively designated each State highway department, as required by the law, will act jointly with the highway departments of adjoining States, and, so far as possible, will arrange for interstate connection of the designated routes. Division Engineers will advise each State highway department, however, that it need not restrict its tentative designation of routes to those for which such interstate connection can be immediately obtained.

Each State highway department will be requested to submit through the appropriate Division Engineer to the Commissioner of Public Roads, on or before July 1, 1945, a map of the State showing the intercity routes tentatively designated and a map of each city and its environs showing for each the proposed designation of main routes and of auxiliary circumferential and distributing routes. The maps submitted should be accompanied by data indicative of the merits of the routes designated.

The data thus submitted should include at least a log of the routes designated showing by sections between appropriate control points the length of the routes in miles and the corresponding average daily traffic, estimated as that which would have used each section in 1941 if in that year the entire designated mileage had existed in a completely adequate state of improvement. The mileage and traffic data for auxiliary routes should be clearly distinguished from data for the main intercity connections and should be separately related to each circumferential and distributing route at each city.

Forms for the convenient reporting of mileage and traffic data will be supplied by the Public Roads Administration.

Upon receipt of the maps and supporting data the Commissioner of Public Roads will arrange a tentatively integrated National System of Interstate Highways, incorporating, so far as possible, the routes tentatively designated by the several State highway departments, consistent with:

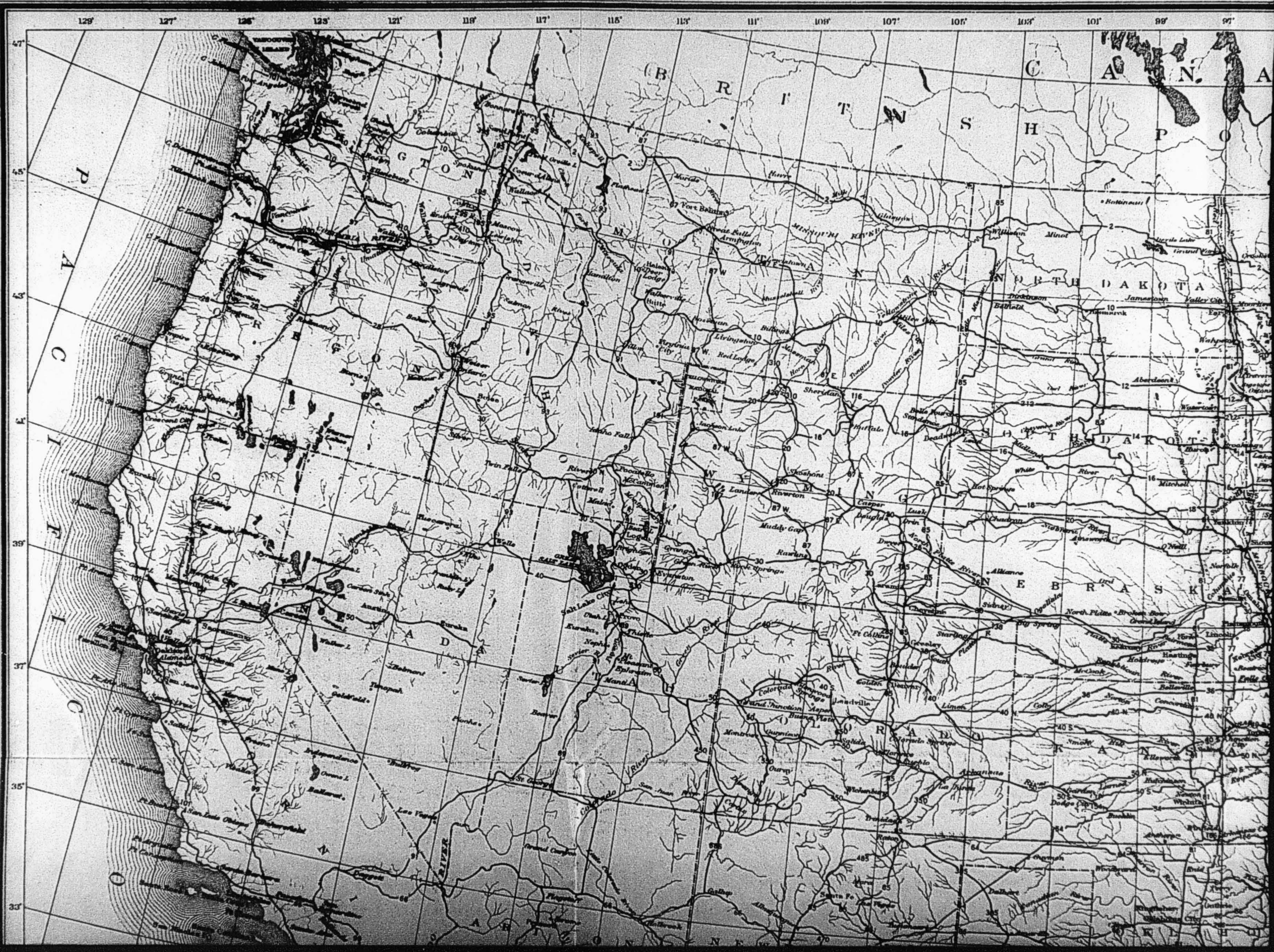
1. The legal limitation of 40,000 miles.
2. The necessities of interstate and international connections of routes.
3. The needs of national defense in accordance with recommendations of the War and Navy Departments.
4. A reasonable distribution of the total mileage between States.

The Public Roads Administration will prepare a map of the tentatively integrated system, and will compile in appropriate form the mileage, traffic and other data relating thereto necessary for detailed consideration of the merits of the integration proposed.

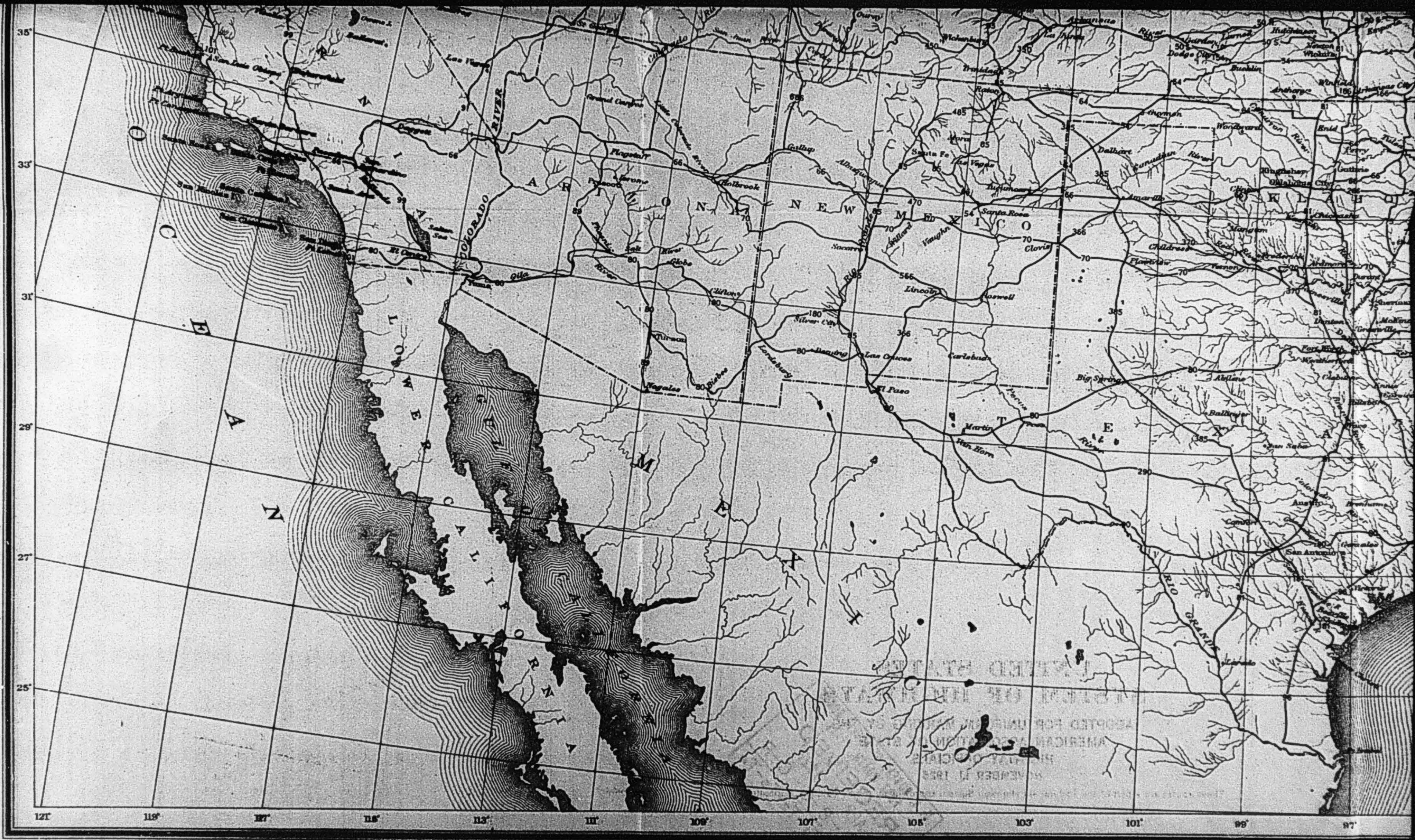
Copies of these maps and accompanying data will be returned to the Division Engineers and each State highway department, and, after allowance of a reasonable interval for individual State consideration, conferences will be arranged in each Public Roads Administration division, for joint consideration of the integration proposed by representatives of the State highway departments and the Public Roads Administration.

On the basis of agreements reached in these conferences, repeated if necessary and broadened to include larger groups of States if required, each State highway department will be requested to submit a revised and final designation of routes with appropriate supporting data for formal approval by the Administrator of the Federal Works Agency and official establishment of the National System of Interstate Highways.


Thos. H. MacDonald
Commissioner of Public Roads.







Scale 1:100,000



UNITED STATES SYSTEM OF HIGHWAYS

ADOPTED FOR UNIFORM MARKING BY THE
AMERICAN ASSOCIATION OF STATE
HIGHWAY OFFICIALS
NOVEMBER 11, 1926

These routes are a part of the Federal Aid Highway System approved by the Secretary of Agriculture

Scale 1:250,000
0 100 200 STAT MILES
0 100 200 KILOMETERS

Ed Fletcher Papers

1870-1955

MSS.81

Box: 70 Folder: 13

**Business Records - Other Fletcher Activities - Highways -
Miscellaneous highway: personal and general information,
U.S. road map; includes photograph, Mexicali motorcade**



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