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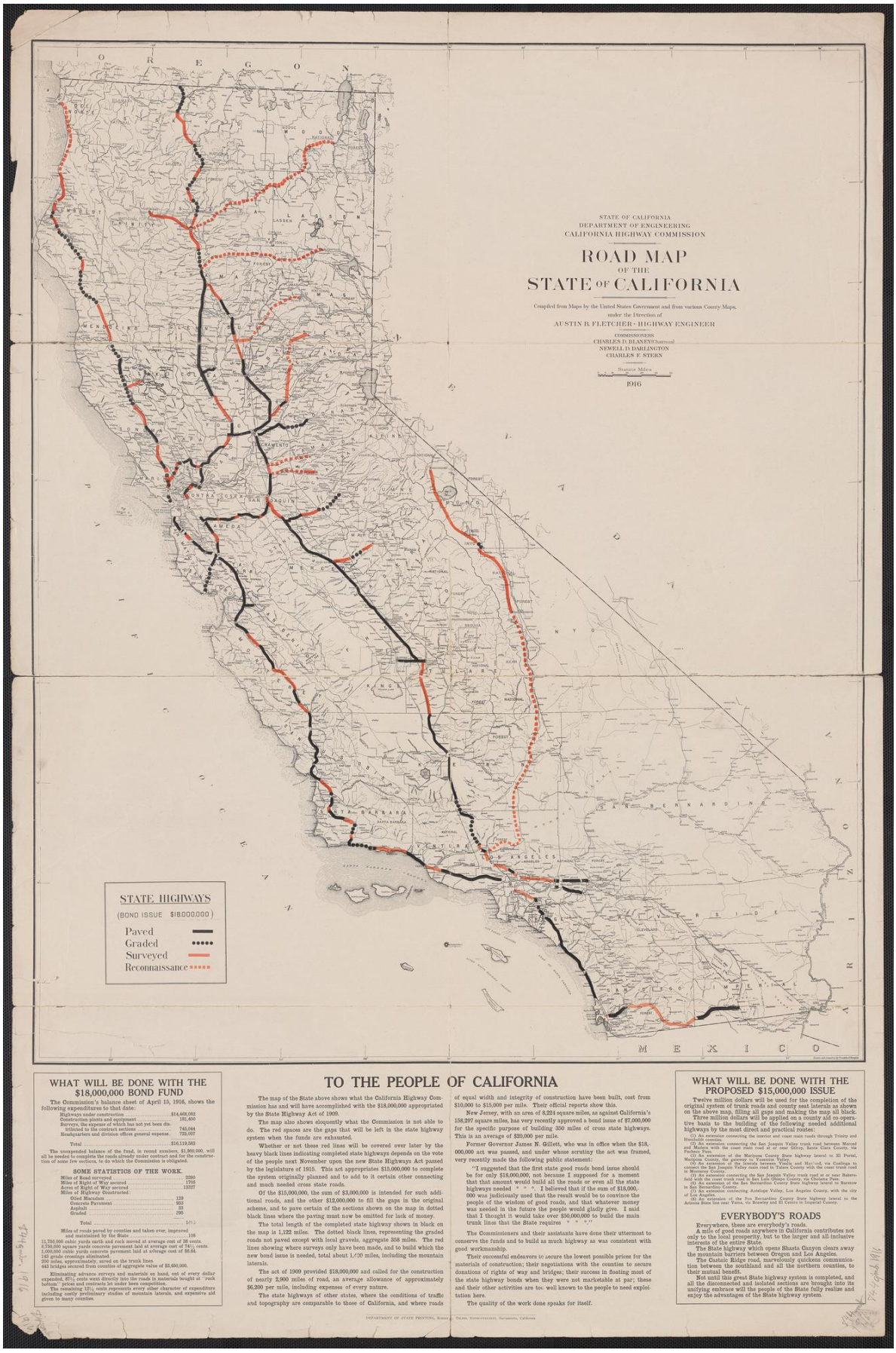

WHAT WILL BE DONE WITH THE $18,000,000 BOND FUND

The Commission's balance sheet of April 15, 1916, shows the following expenditures to that date:

Highways under construction	$14,469,092
Construction plants and equipment	182,400
Surveys, the expense of which has not yet been distributed to the contract sections	745,044
Headquarters and division offices general expense	735,007
Total	$16,119,983

The unexpended balance of the fund, in round numbers, $1,900,000, will all be needed to complete the roads already under contract and for the construction of some few sections, to do which the Commission is obligated.

SOME STATISTICS OF THE WORK.

Miles of Road surveyed	2280
Miles of Right of Way secured	1705
Acres of Right of Way secured	13337
Miles of Highway Contracted:	
Oiled Macadam	129
Concrete Pavement	923
Asphalt	30
Graded	295
Total	1(?)3

Miles of roads paved by counties and taken over, improved and maintained by the State 108

11,750,000 cubic yards earth and rock moved at average cost of 38 cents.
8,750,000 square yards concrete pavement laid at average cost of 74½ cents.
1,000,000 cubic yards concrete pavement laid at average cost of $6.64.
143 grade crossings eliminated.
200 miles, approximately, saved on the trunk lines.
643 bridges secured from counties of aggregate value of $3,450,000.

Eliminating advance surveys and materials on hand, out of every dollar expended, 87½ cents went directly into the roads in materials bought at "rock bottom" prices and contracts let under keen competition.

The remaining 12½ cents represents every other character of expenditure including costly preliminary studies of mountain laterals, and expensive aid given to many counties.

TO THE PEOPLE OF CALIFORNIA

The map of the State above shows what the California Highway Commission has and will have accomplished with the $18,000,000 appropriated by the State Highway Act of 1909.

The map also shows eloquently what the Commission is not able to do. The red spaces are the gaps that will be left in the state highway system when the funds are exhausted.

Whether or not these red lines will be covered over later by the heavy black lines indicating completed state highways depends on the vote of the people next November upon the new State Highways Act passed by the legislature of 1915. This act appropriates $15,000,000 to complete the system originally planned and to add to it certain other connecting and much needed cross state roads.

Of the $15,000,000, the sum of $3,000,000 is intended for such additional roads, and the other $12,000,000 to fill the gaps in the original scheme, and to pave certain of the sections shown on the map in dotted black lines where the paving must now be omitted for lack of money.

The total length of the completed state highway shown in black on the map is 1,122 miles. The dotted black lines, representing the graded roads not paved except with local gravels, aggregate 358 miles. The red lines showing where surveys only have been made, and to build which the new bond issue is needed, total about 1,020 miles, including the mountain laterals.

The act of 1909 provided $18,000,000 and called for the construction of nearly 2,900 miles of road, an average allowance of approximately $6,200 per mile, including expenses of every nature.

The state highways of other states, where the conditions of traffic and topography are comparable to those of California, and where roads of equal width and integrity of construction have been built, cost from $10,000 to $15,000 per mile. Their official reports show this.

New Jersey, with an area of 8,224 square miles, as against California's 158,297 square miles, has very recently approved a bond issue of $7,000,000 for the specific purpose of building 350 miles of cross state highways. This is an average of $20,000 per mile.

Former Governor James N. Gillett, who was in office when the $18,000,000 act was passed, and under whose scrutiny the act was framed, very recently made the following public statement:

> "I suggested that the first state good roads bond issue should be for only $18,000,000, not because I supposed for a moment that that amount would build all the roads or even all the state highways needed * * *. I believed that if the sum of $18,000,000 was judiciously used that the result would be to convince the people of the wisdom of good roads, and that whatever money was needed in the future the people would gladly give. I said that I thought it would take over $50,000,000 to build the main trunk lines that the State requires * * *."

The Commissioners and their assistants have done their uttermost to conserve the funds and to build as much highway as was consistent with good workmanship.

Their successful endeavors to secure the lowest possible prices for the materials of construction; their negotiations with the counties to secure donations of rights of way and bridges; their success in floating most of the state highway bonds when they were not marketable at par; these and their other activities are too well known to the people to need exploitation here.

The quality of the work done speaks for itself.

WHAT WILL BE DONE WITH THE PROPOSED $15,000,000 ISSUE

Twelve million dollars will be used for the completion of the original system of trunk roads and county seat laterals as shown on the above map, filling all gaps and making the map all black.

Three million dollars will be applied on a county aid co-operative basis to the building of the following needed additional highways by the most direct and practical routes:

(1) An extension connecting the interior and coast main roads through Trinity and Humboldt Counties.
(2) An extension connecting the San Joaquin Valley trunk road between Merced and Madera with the coast main road at or near Gilroy, Santa Cruz County, via Pacheco Pass.
(3) An extension of the Mariposa County State highway lateral to El Portal, Merced County, to the Yosemite Valley, via Wawona.
(4) An extension of the laterals between Visalia and Hanford, via Castlego to connect the San Joaquin Valley main road in Tulare County with the coast trunk road in San Luis Obispo County.
(5) An extension connecting the San Joaquin Valley trunk road at or near Bakersfield with the coast trunk road in San Luis Obispo County, via Cholame Pass.
(6) An extension of the San Bernardino County State highway lateral to Barstow in San Bernardino County.
(7) An extension connecting Antelope Valley, Los Angeles County, with the city of Los Angeles.
(8) An extension of the San Bernardino County State highway lateral to the Arizona State line near Yuma, via Brawley and El Centro in Imperial County.

EVERYBODY'S ROADS

Everywhere, these are everybody's roads.

A mile of good roads anywhere in California contributes not only to the local prosperity, but to the larger and all-inclusive interests of the entire State.

The State highway which opens Shasta Canyon clears away the mountain barriers between Oregon and Los Angeles.

The Castaic Ridge road, marvelously quickens communication between the southland and all the northern counties, to their mutual benefit.

Not until this great State highway system is completed, and all the disconnected and isolated sections are brought into its unifying embrace will the people of the State fully realize and enjoy the advantages of the State highway system.

DEPARTMENT OF STATE PRINTING, Sacramento, California

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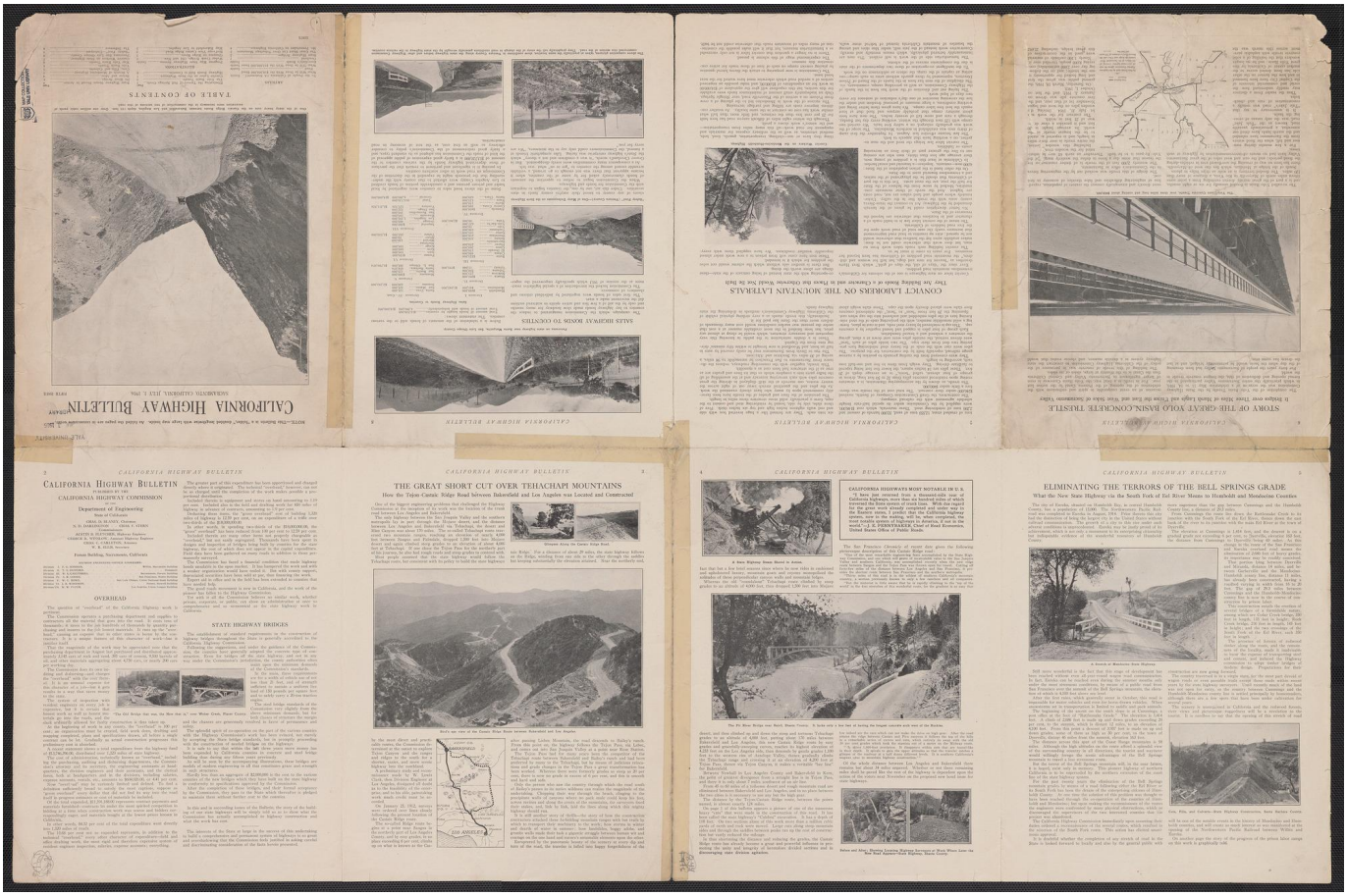

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