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THE NEWS LETTER

OF THE

BUREAU OF PUBLIC ROADS

VOL. 4, NO. 7

MAY, 1929

A. C. ROSE, EDITOR

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TREND OF CONCRETE-PAVEMENT DESIGN

CONTRIBUTED BY
R. D. BROWN OF THE DIVISION OF DESIGN
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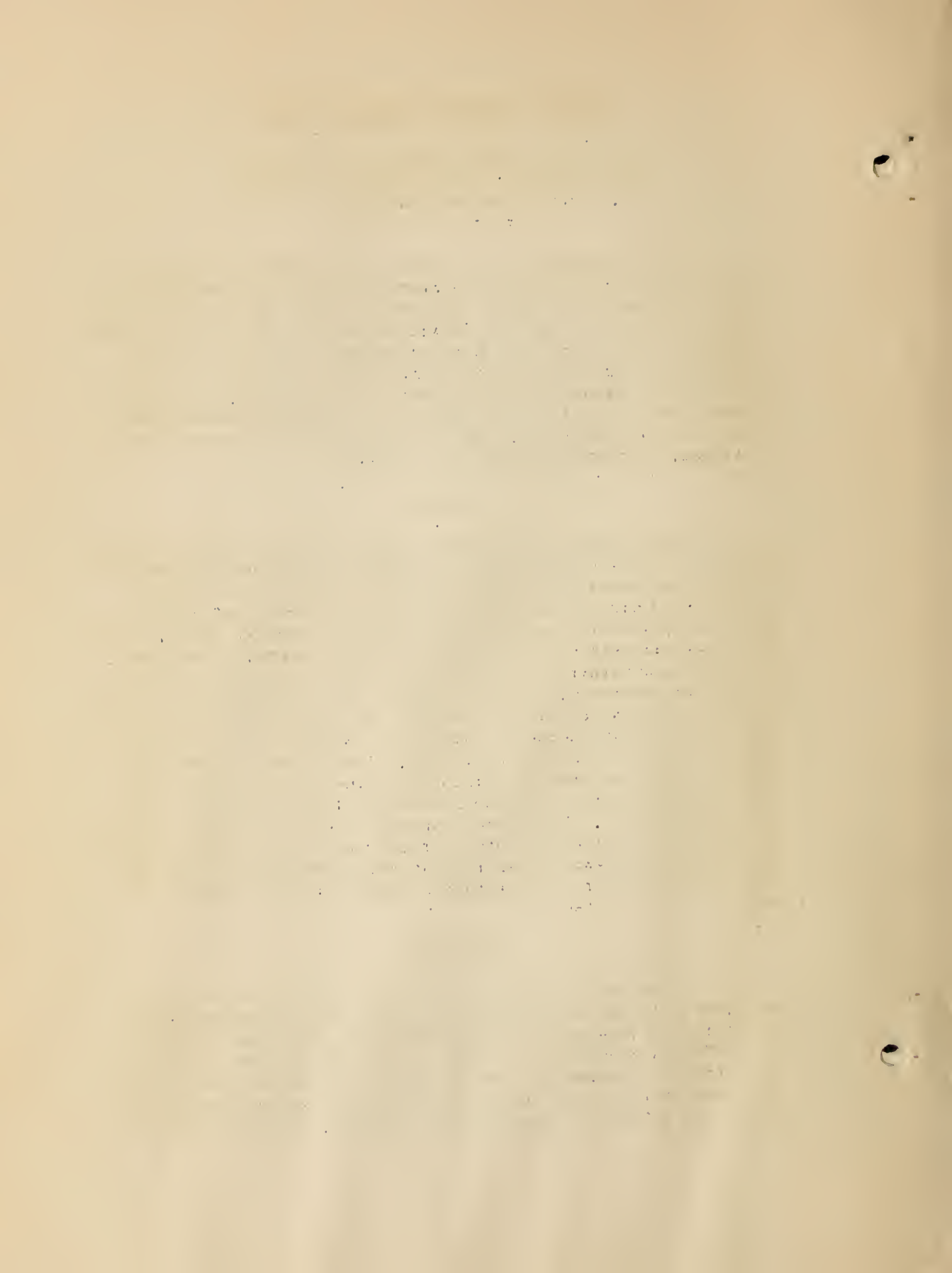
THE ACCOMPANYING DATA SHOWING THE GENERAL FEATURES OF DESIGN OF THE CROSS-SECTION OF CONCRETE PAVEMENTS SUBMITTED AS FEDERAL-AID PROJECTS DURING 1928 ARE OF VALUE NOT ONLY FOR COMPARING THE PRESENT PRACTICE IN THE SEVERAL STATES BUT THEY ALSO INDICATE THE TREND OF DESIGN WHEN COMPARED WITH SIMILAR DATA PUBLISHED IN THE NEWS LETTER FOR DECEMBER, 1926, VOL. 2, No. 2, SEVEN STATES ARE OMITTED NECESSARILY FROM THE 1928 TABULATION BECAUSE THEY EITHER DID NOT SUBMIT ANY CONCRETE-PAVEMENT PROJECTS AT ALL, OR ELSE SUBMITTED SO FEW THAT THEIR STANDARD PRACTICE COULD NOT BE DETERMINED WITH ACCURACY.

WIDTH

EXAMINATION OF THE DESIGNS SHOWN IN THE TABULATION INDICATES THAT, DURING 1928, ONLY FOUR STATES SUBMITTED DESIGNS FOR CONCRETE PAVEMENTS LESS THAN 18 FEET IN WIDTH; THIRTY STATES USED 18-FOOT, AND FIFTEEN STATES EMPLOYED 20-FOOT PAVEMENTS. THESE WIDTHS ARE NOT MATERIALLY DIFFERENT FROM THE 1926 PRACTICE, AND THEY INDICATE THAT THE EFFORTS OF MANY HIGHWAY DEPARTMENTS TO OBTAIN AS GREAT A MILEAGE OF PAVEMENT AS POSSIBLE WITH THE FUNDS AVAILABLE HAS LED THEM TO ADOPT THE 9-FOOT RATHER THAN THE 10-FOOT TRAFFIC LANE WHICH IS EXTENSIVELY ADVOCATED BECAUSE OF THE WIDE TRUCKS AND BUSES NOW IN USE. SOME OF THE STATES COMPROMISED ON THE SELECTION OF WIDTHS BY USING THE 20-FOOT PAVEMENT ON THEIR MORE-IMPORTANT ROADS AND THE 18-FOOT WIDTH ON LESS-TRAVELED ROADS. THE RECORDS OF THE BUREAU INDICATE THAT THE PROPORTION OF HIGH-TYPE PAVEMENTS, 20 FEET OR MORE IN WIDTH, IS INCREASING AND THAT OF THE 18-FOOT PAVEMENTS IS DECREASING, BUT THERE IS NO DOUBT THAT FINANCIAL RESTRICTIONS WILL INSURE THE CONSTRUCTION OF THE NARROWER PAVEMENTS FOR MANY YEARS TO COME.

THICKNESS

IN CONSIDERING THE MATTER OF THICKNESS OF CONCRETE PAVEMENTS IT IS FOUND THAT 50 DESIGNS, WHICH MAY BE CLASSIFIED AS "STANDARD" BY REASON OF THEIR GENERAL USE, WERE SUBMITTED BY THE 41 STATES REPORTING IN 1928. IN THE 50 DESIGNS, THERE WERE 15 DIFFERENT THICKNESSES VARYING FROM THE 6-INCH UNIFORM DEPTH, SUBMITTED BY 2 STATES, TO THE 9-INCH UNIFORM DEPTH USED IN ONE STATE, AND A 10-7-10 CROSS-SECTION EMPLOYED IN ANOTHER STATE.



FIVE STATES, LOCATED IN THE NORTH ATLANTIC SECTION, BUILT UNIFORM-THICKNESS DESIGNS ENTIRELY, AND 3 OTHER STATES CONSTRUCTED THE UNIFORM THICKNESS ONLY ON SOME OF THEIR PROJECTS. THE MOST COMMONLY USED DESIGN IS THE 9-6-9, WHICH HAS BEEN ADOPTED BY 16 STATES INCLUDING SUCH WIDELY-SEPARATED COMMONWEALTHS AS FLORIDA, NEW HAMPSHIRE, MONTANA, AND TEXAS.

THE DATA INDICATE THAT THE CORNER-DESIGN FORMULA, FOR DETERMINING PAVEMENT THICKNESS, HAS BEEN ACCEPTED QUITE GENERALLY IN PRINCIPLE ALTHOUGH NOT FOLLOWED STRICTLY IN PRACTICE. ONLY 6 OF THE 15 THICKNESS VARIATIONS ARE SUBSTANTIALLY IN AGREEMENT WITH THE ASSUMPTION THAT THE CENTER DEPTH NEED BE ONLY SEVENTH-TENTHS OF THE EDGE THICKNESS. THE OTHER 9 DESIGNS ARE UNBALANCED IN THIS RESPECT.

CURVED SUBGRADE

A CURVED-SUBGRADE CROSS-SECTION WAS USED IN CONNECTION WITH THICKENED-EDGE PAVEMENTS BY TWO MORE STATES IN 1928 THAN IN 1926. THIS DESIGN GIVES A GREATER CROSS-SECTIONAL AREA OF PAVEMENT THAN THE "BATES" SECTION FOR EQUAL CENTER AND EDGE DEPTHS AND FOR THIS REASON IT IS CUSTOMARY TO USE A SMALLER DIFFERENCE IN DEPTH BETWEEN THE CENTER AND EDGES AMOUNTING TO 1 OR 2 INCHES IN THE CURVED-SUBGRADE CROSS-SECTIONS AS COMPARED WITH A 2 TO 3-INCH DIFFERENCE IN THE "BATES" DESIGN. THE CURVED SUBGRADE HAS THE ADVANTAGE OF BEING EASIER TO SHAPE AND OF PROVIDING A BETTER OPPORTUNITY FOR UNIFORM CONSOLIDATION. ONE STATE HAS ADOPTED A 2-PLANE SUBGRADE, AND ONE STATE USES A DOUBLE SECTION; THAT IS, THICKENED AT THE CENTER JOINT AS WELL AS AT THE EDGES. ALTHOUGH THE "BATES" SECTION PROVIDES FOR THE INCREASE IN THE DEPTH OF THE PAVEMENT IN THE OUTER 2 FEET, IT SHOULD BE NOTED THAT 14 STATES FOLLOW THIS PRACTICE WHILE AN EQUAL NUMBER USE $2\frac{1}{2}$, 3, OR 4 FEET TO EFFECT THE TRANSITION.

CROWN

THE TREND TOWARD A LOW CROWN IS SHOWN BY THE FACT THAT ONLY 6 STATES USE A CROWN IN EXCESS OF 2 INCHES IN 9 FEET. THE HEAVIEST CROWN WAS $2\frac{3}{4}$ INCHES IN 8 FEET, WHILE THE LEAST WAS ONE INCH IN 10 FEET. THE 1-INCH RISE IN 10 FEET APPEARS TO BE ADEQUATE FOR SURFACE DRAINAGE BUT IS SO SMALL AS TO REQUIRE THE MOST CAREFUL ATTENTION TO SURFACE TRUENESS TO PREVENT THE FORMATION OF SLIGHT DEPRESSIONS WHICH HOLD UNSIGHTLY "PUDDLES" ON THE SURFACE OF THE PAVEMENT AFTER EACH RAIN.

MIX PROPORTIONS

VOLUMETRIC PROPORTIONING WAS THE STANDARD PRACTICE IN 1928 ALTHOUGH ONE STATE REQUIRED WEIGHT PROPORTIONING ON ALL PROJECTS AND A FEW OTHERS REQUIRED IT ON CERTAIN OF THEIR PROJECTS. IN A FEW CASES DESIGNED MIXES WERE USED BASED ON A PARTICULAR AGGREGATE. THE PROPORTIONS SPECIFIED BY THE VARIOUS STATES RANGED FROM 1:1-3/4:2-3/4 TO 1:2:5-1/4. EXPRESSED IN TERMS OF THE RATIO OF CEMENT TO TOTAL AGGREGATE IT IS FOUND THAT BY FAR THE GREATER NUMBER OF STATES EMPLOYED MIXES RANGING FROM 1:5 TO 1:5-1/2. ONLY 9 STATES USED MORE THAN 5-1/2 PARTS OF TOTAL AGGREGATE TO ONE PART OF CEMENT BY VOLUME. WITH THE INCREASING AMOUNT OF ATTENTION BEING GIVEN TO THE DESIGN OF MIXTURES FOR THE PURPOSE OF PRODUCING CONCRETE OF A SPECIFIED STRENGTH, IT IS ANTICIPATED THAT FIXED VOLUMETRIC PROPORTIONS WILL NO LONGER BE COMMON PRACTICE BUT THAT COMPARISONS OF MIXES WILL BE MADE NECESSARILY ON THE BASIS OF THE STRENGTH DEVELOPED IN THE FINISHED CONCRETE. THE GENERAL ADOPTION OF WEIGHT PROPORTIONING AND THE SEGREGATION AND RECOMBINING OF COARSE AGGREGATE BY SPECIFIED SIZES, ACTIVELY ADVOCATED BY THIS BUREAU, WILL FURTHER COMPLICATE ANY EFFORT AT COMPARISON OF MIXES ON ANY OTHER BASIS THAN THE STRENGTH OF THE CONCRETE IN THE COMPLETED PAVEMENT. ALTHOUGH THIS MAY AT FIRST APPEAR TO BE UNSATISFACTORY, IT IS IN REALITY A SIMPLIFICATION OF THE BASIS OF COMPARISON AND THE UNIFORMITY OF CONCRETE PRODUCED SHOULD BE IMPROVED.

REINFORCEMENT

IN DISTINGUISHING BETWEEN REINFORCED AND PLAIN-CONCRETE PAVEMENT DESIGNS ONLY THOSE WERE CLASSIFIED AS REINFORCED IN WHICH STEEL REINFORCEMENT WAS USED THROUGHOUT THE SLAB. ALL OTHER DESIGNS WERE CLASSIFIED AS PLAIN ALTHOUGH CONSIDERABLE STEEL MAY HAVE BEEN EMPLOYED IN THE FORM OF EDGE BARS. ON THIS BASIS 9 STATES, 7 OF WHICH WERE IN THE NORTH ATLANTIC AREA, REQUIRED REINFORCED DESIGNS EXCLUSIVELY IN THEIR FEDERAL-AID WORK. IN ADDITION 3 STATES SPECIFIED A REINFORCED DESIGN FOR CERTAIN OF THEIR PROJECTS AND A PLAIN DESIGN FOR OTHERS. EDGE BARS IN PLAIN-CONCRETE PAVEMENT GENERALLY CONSISTED OF SMOOTH BARS, AND IN MANY CASES THEY WERE OILED TO PREVENT, OR REDUCE, BONDING. FROM THIS PRACTICE IT APPEARS THAT SUCH BARS ARE GENERALLY CONSIDERED AS CONTINUOUS DOWELS. THERE MAY BE SOME QUESTION AS TO WHETHER IT MIGHT NOT BE BETTER PRACTICE TO EMPLOY THE SAME AMOUNT OF STEEL OR A SOMEWHAT INCREASED AMOUNT AS REINFORCEMENT.

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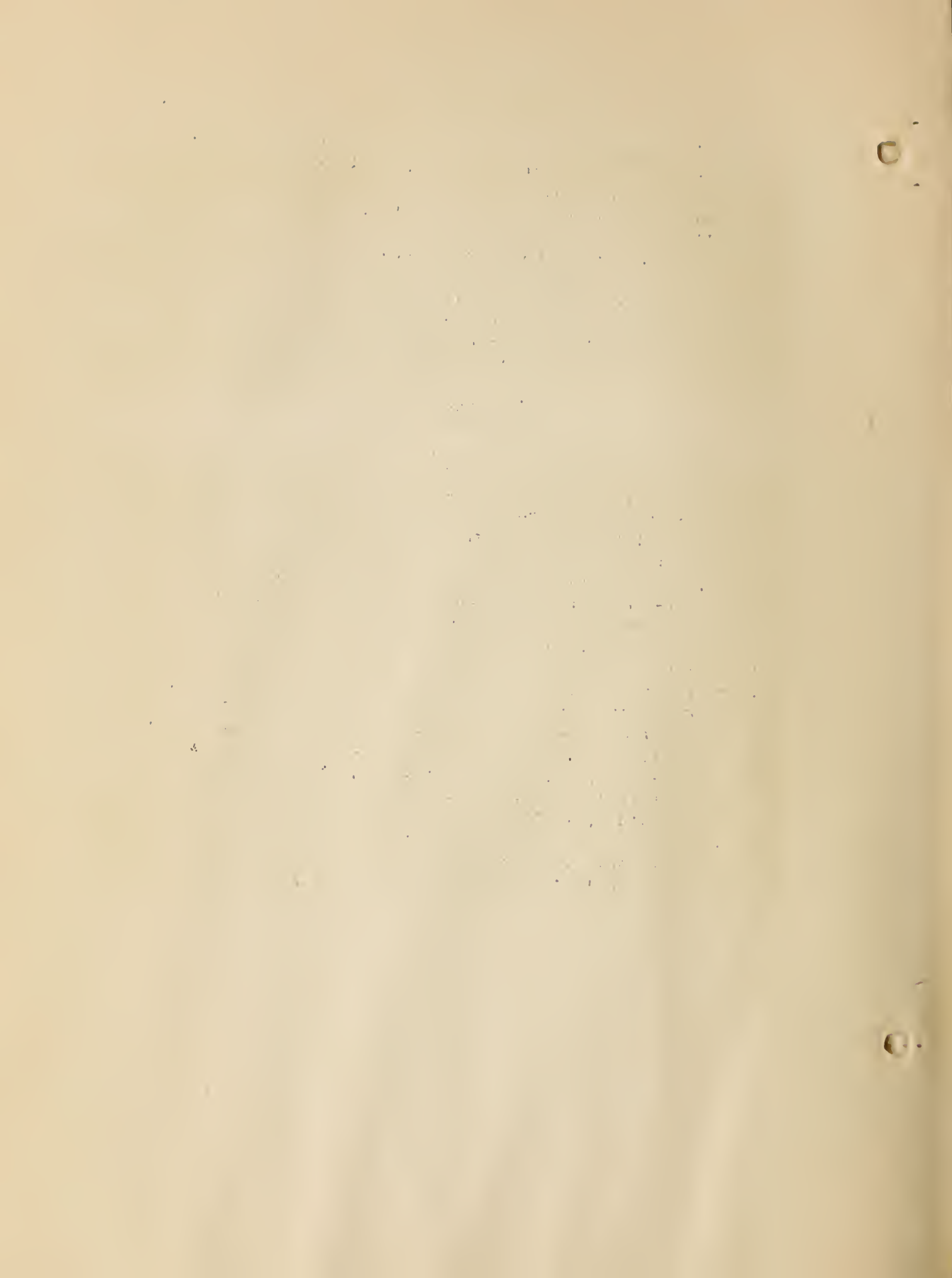
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LONGITUDINAL JOINTS

THE LONGITUDINAL JOINT IS NOW ACCEPTED AS STANDARD PRACTICE ALTHOUGH IT WAS NOT REQUIRED IN 4 STATES AND WAS SPECIFIED ONLY UNDER SPECIAL CONDITIONS IN 2 OTHER STATES. IN 9 STATES THE WEAKENED-PLANE TYPE OF LONGITUDINAL JOINT WAS ADOPTED AND IN 6 STATES A PLAIN CONSTRUCTION-JOINT OR AN EXPANSION JOINT WAS PROVIDED FOR. THE DEFORMED-METAL PLATE WAS USED EXCLUSIVELY IN 20 STATES AND TO SOME EXTENT IN 3 OTHERS. THE MAJORITY OF THE STATES REPORTING, 24 IN NUMBER, REQUIRED DOWELS ACROSS THE LONGITUDINAL JOINT ALTHOUGH A SUBSTANTIAL NUMBER, 12, DID NOT USE THEM. ONE STATE EMPLOYED DOWELS WHEN A DEFORMED-METAL PLATE WAS SPECIFIED, BUT DID NOT USE THEM WITH A WEAKENED-PLANE JOINT.

TRANSVERSE JOINTS

THE PRACTICE WITH REFERENCE TO TRANSVERSE JOINTS IS LESS STANDARDIZED THAN ANY OTHER FEATURE OF THE DESIGNS SUBMITTED IN 1928. MANY STATES SEEM TO BE CONVINCED THAT IT IS CHEAPER TO REPAIR THE "BLOW-UPS" THAT MAY OCCUR BECAUSE OF THE OMISSION OF EXPANSION JOINTS THAN TO ATTEMPT TO FORESTALL SUCH DAMAGE. NO PROVISION IS MADE FOR EXPANSION IN THE DESIGNS SUBMITTED BY 12 STATES. ON THE OTHER HAND, 29 STATES REQUIRED EXPANSION JOINTS AND 5 OF THESE STATES ALSO SPECIFIED CONTRACTION JOINTS. THE SPACING OF EXPANSION JOINTS VARIED FROM A MINIMUM OF 25 FEET UP TO A POSSIBLE MAXIMUM OF 500 FEET. TWO STATES EMPLOYED EXPANSION JOINTS ONLY WHEN THE MIXER WAS STOPPED FOR MORE THAN 30 MINUTES, THAT IS, IN LIEU OF A PLAIN CONSTRUCTION-JOINT. ONLY 4 OF THE 28 STATES REQUIRING EXPANSION JOINTS, SPACED THEM LESS THAN 40 FEET APART AND ONLY 4 STATES SPECIFIED A SPACING IN EXCESS OF 100 FEET. THE MAJORITY OF THE 29 STATES SPACED THE JOINTS EITHER 40, 50, OR 60 FEET APART. THERE SEEMS TO BE ABOUT AN EQUAL DIVISION OF OPINION AS TO THE NECESSITY FOR DOWELS ACROSS EXPANSION JOINTS, 15 STATES EMPLOYING THEM AND 14 STATES OMITTING THEM. THERE IS NO UNIFORMITY AS TO THE SIZE OR NUMBER OF DOWELS BUT THERE IS ALMOST UNANIMOUS AGREEMENT THAT THESE DOWELS SHOULD BE FREE TO MOVE IN THE CONCRETE ON ONE SIDE OF THE JOINT.



UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

CURRENT CONDITION OF FEDERAL AID ROAD WORK

AS OF APRIL 30, 1929.

STATE	BALANCE OF FEDERAL AID AVAILABLE FOR NEW PROJECTS			P. S. & C. RECOMMENDED FOR APPROVAL						PROJECT AGREEMENTS EXECUTED						PAID TO STATES		STATE
	FEDERAL AID ALLOTTED	MILEAGE INITIAL	STAGE	NOT YET UNDER CONSTRUCTION		UNDER CONSTRUCTION		NOT YET UNDER CONSTRUCTION		UNDER CONSTRUCTION		FINAL INSPECTION MADE		FISCAL YEAR	MILEAGE			
				FEDERAL AID ALLOTTED	MILEAGE INITIAL	MILEAGE STAGE	FEDERAL AID ALLOTTED	MILEAGE INITIAL	MILEAGE STAGE	FEDERAL AID ALLOTTED	MILEAGE INITIAL	MILEAGE STAGE	FEDERAL AID ALLOTTED			MILEAGE INITIAL	MILEAGE STAGE	
ALABAMA	2,433,883.95	27.4	27.4	386,829.36	23.4	21.0	1,383,520.76	207.0	18.1	1,287,959.94	56.9	43.5	1,570,288.85	ALABAMA				
ARIZONA	3,132,885.89	8.9	17.0	1,971,214.55	13.6	13.6	1,195,590.96	46.3	6.5	462,889.29	99.5	7.9	1,253,280.51	ARIZONA				
ARIZONA	2,270,650.08	20.4	20.4	433,806.95	20.4	20.4	1,773,953.36	99.0	6.5	583,903.36	47.9	6.5	980,775.72	ARIZONA				
CALIFORNIA	2,464,354.71	20.1	20.1	451,681.76	20.0	5.7	4,103,926.02	243.7	9.3	759,108.79	39.9	-6	2,557,053.00	CALIFORNIA				
COLORADO	2,353,121.95	28.2	28.2	282,559.57	18.9	15.0	1,422,002.28	106.2	32.6	883,974.41	66.2	13.0	1,509,210.70	COLORADO				
CONNECTICUT	844,972.54	6.0	6.0	212,882.80	7.7	7.7	272,218.34	13.0	3.6	311,585.85	13.5	13.5	1,034,488.52	CONNECTICUT				
DELAWARE	1,227,335.72	16.9	16.9	104,362.87	1.2	1.2	88,138.05	8.0	5.4	107,957.75	7.5	7.5	142,185.23	DELAWARE				
FLORIDA	2,025,783.39	5.7	5.7	143,325.99	1.2	1.2	1,881,453.24	100.7	5.4	1,733,209.09	61.0	61.0	1,385,851.35	FLORIDA				
GEORGIA	3,949,911.53	19.3	19.3	23,417.00	-1	-1	1,954,983.51	177.5	35.9	355,959.57	55.3	55.3	1,335,851.35	GEORGIA				
IOWA	2,998,543.72	19.3	19.3	54,815.95	5.7	5.7	505,630.61	71.8	3.0	479,975.80	38.7	1.8	1,234,961.16	IOWA				
ILLINOIS	3,034,157.75	102.4	102.4	25,400.00	20.0	20.0	8,874,812.36	603.9	41.4	622,539.22	41.4	41.4	5,415,287.33	ILLINOIS				
INDIANA	3,034,157.75	102.4	102.4	25,400.00	20.0	20.0	3,151,443.24	203.2	87.7	1,370,897.50	87.7	87.7	2,386,694.53	INDIANA				
IOWA	52,928.38	9.7	9.7	711,027.31	17.8	17.8	1,128,843.87	48.7	50.6	598,545.85	35.0	19.1	2,513,530.35	IOWA				
KENTUCKY	2,817,557.38	34.9	34.9	338,201.52	48.3	48.3	1,920,642.56	298.4	72.0	1,353,949.40	105.7	2.2	1,897,857.74	KENTUCKY				
KENTUCKY	661,550.11	34.9	34.9	194,852.67	48.3	48.3	1,669,244.79	184.8	72.0	1,169,244.79	105.7	2.2	1,255,354.14	KENTUCKY				
LOUISIANA	1,223,703.42	25.000	25.000	357,357.85	2.3	2.3	1,005,505.49	154.9	8.9	412,399.91	41.1	41.1	611,990.87	LOUISIANA				
MAINE	1,449,150.77	4.8	4.8	19,161.14	2.3	2.3	577,297.43	38.6	3.6	570,021.53	43.3	43.3	259,792.30	MAINE				
MARYLAND	553,235.37	107,200.00	107,200.00	107,200.00	4.8	4.8	92,300.00	3.6	3.6	155,300.00	11.0	11.0	712,060.20	MARYLAND				
MASSACHUSETTS	1,940,282.10	25,130.00	25,130.00	200,055.00	13.3	13.3	1,283,598.33	72.7	-2	1,222,587.91	53.2	53.2	565,283.90	MASSACHUSETTS				
MICHIGAN	1,595,035.92	45.8	45.8	301,950.00	12.5	12.5	4,347,009.11	248.8	11.2	890,111.00	70.2	70.2	3,057,418.57	MICHIGAN				
MINNESOTA	2,055,297.95	82,000.00	82,000.00	82,000.00	-4	-4	350,513.27	96.1	11.2	1,222,587.91	53.2	53.2	2,194,328.05	MINNESOTA				
MISSISSIPPI	1,353,511.46	50.9	50.9	197,269.27	13.1	9.9	1,949,320.99	198.8	7.7	315,454.78	10.8	33.3	1,195,512.53	MISSISSIPPI				
MISSISSIPPI	1,777,183.13	31.0	31.0	181,292.42	5.7	7.3	577,297.43	38.6	50.0	217,371.94	12.3	3.0	1,262,745.48	MISSISSIPPI				
MONTANA	4,723,851.01	14.0	14.0	114,175.50	13.5	13.5	2,355,492.61	298.3	7.5	809,041.47	51.3	51.3	1,595,748.20	MONTANA				
NEBRASKA	3,323,183.27	69,547.85	69,547.85	145,075.13	8.4	8.4	1,300,051.48	270.5	76.7	504,067.57	86.2	34.2	1,139,275.23	NEBRASKA				
NEVADA	865,314.48	55,130.48	55,130.48	158,464.30	14.8	14.6	561,317.87	49.8	62.8	738,302.70	97.5	90.3	653,192.84	NEVADA				
NEW HAMPSHIRE	354,030.54	41,445.00	41,445.00	27.3	27.3	108,513.31	7.5	7.5	176,421.68	11.3	11.3	365,278.82	NEW HAMPSHIRE					
NEW JERSEY	854,800.08	235,198.30	235,198.30	28,455.00	1.9	1.9	787,750.00	53.2	2.8	48,069.00	2.8	5.1	785,842.44	NEW JERSEY				
NEW MEXICO	1,281,152.91	15.5	15.5	11,367.91	1.9	1.9	1,584,721.20	182.3	44.4	68,007.00	44.4	8.5	1,478,902.58	NEW MEXICO				
NEW YORK	5,970,472.09	231,300.00	231,300.00	11,367.91	1.9	1.9	5,031,100.65	335.9	56.2	3,801,035.34	231.7	8.5	3,160,322.97	NEW YORK				
NORTH CAROLINA	1,950,861.83	39,030.60	39,030.60	55,270.21	9.1	9.1	807,249.57	55.9	11.2	98,315.45	6.3	6.3	1,358,687.26	NORTH CAROLINA				
NORTH CAROLINA	1,157,119.43	23.2	23.2	11,363.05	13.3	102.7	1,267,456.90	452.5	106.6	115,179.09	44.2	44.2	1,205,131.75	NORTH CAROLINA				
NORTH CAROLINA	3,431,415.12	55.8	55.8	29,700.00	1.9	8.5	3,096,453.15	236.1	1.1	141,128.22	8.8	17.6	3,690,005.87	NORTH CAROLINA				
OHIO	985,134.03	67.4	67.4	792,701.61	41.2	25.8	266,371.06	37.2	32.3	2,403,010.70	102.9	94.3	1,812,843.98	OHIO				
OKLAHOMA	2,139,914.75	49,828.64	49,828.64	72,435.87	10.9	10.9	3,449,202.19	209.7	14.1	1,556,979.65	100.7	27.7	1,572,492.30	OKLAHOMA				
PENNSYLVANIA	3,078,543.56	459,192.15	459,192.15	281,306.58	10.9	10.9	1,754,100.00	11.7	5.6	104,634.55	5.6	5.6	402,771.00	PENNSYLVANIA				
RHODE ISLAND	648,214.23	51,590.00	51,590.00	66,345.00	4.4	4.4	1,940,814.40	114.0	37.4	636,637.77	53.4	50.1	1,003,168.32	RHODE ISLAND				
SOUTH CAROLINA	1,087,955.17	4,000.00	4,000.00	1,000.00	1.1	1.1	990,814.40	420.6	34.4	296,212.20	111.9	17.6	1,003,168.32	SOUTH CAROLINA				
SOUTH CAROLINA	1,022,117.10	55,892.49	55,892.49	37,205.00	37.5	37.5	1,444,160.34	420.6	34.4	296,212.20	111.9	17.6	1,003,168.32	SOUTH CAROLINA				
TENNESSEE	2,372,372.28	304,333.17	304,333.17	669,282.56	16.0	5.8	1,320,054.44	78.3	32.3	2,403,010.70	102.9	94.3	1,812,843.98	TENNESSEE				
TENNESSEE	597,544.28	137.1	137.1	2,447,545.21	84.7	68.7	3,293,783.94	539.9	110.3	1,757,599.84	105.8	77.2	3,691,118.23	TENNESSEE				
UTAH	1,319,323.77	12.3	12.3	335,693.44	14.0	14.0	700,611.42	53.3	6.7	417,484.97	46.4	2.9	894,468.28	UTAH				
VERMONT	150,038.54	285,706.42	285,706.42	34,089.17	16.9	16.9	286,777.15	20.5	15.2	37,630.88	1.7	1.7	395,438.54	VERMONT				
VIRGINIA	959,125.06	373,148.70	373,148.70	34,089.17	43.5	43.5	1,271,459.43	48.6	18.1	696,225.13	45.4	5.4	1,209,939.40	VIRGINIA				
WASHINGTON	1,405,300.03	3,148.70	3,148.70	49,080.00	5.5	5.5	1,271,459.43	79.1	18.1	696,225.13	45.4	5.4	1,427,352.58	WASHINGTON				
WEST VIRGINIA	196,544.50	715,388.03	715,388.03	144,375.05	35.9	35.9	684,129.08	51.1	12.4	238,320.04	15.9	15.9	1,090,621.90	WEST VIRGINIA				
WISCONSIN	1,951,471.19	1,151,890.00	1,151,890.00	120,200.00	81.8	81.8	1,899,323.98	124.4	4.9	169,780.00	10.7	10.7	2,393,927.47	WISCONSIN				
WYOMING	789,293.44	204,426.69	204,426.69	24,573.69	31.7	31.7	497,035.28	86.6	6.7	114,748.31	22.5	22.5	1,090,174.46	WYOMING				
HAWAII	1,319,323.77	15,515,853.83	15,515,853.83	1,319,323.77	1.042.7	1.042.7	15,515,853.83	6.7	6.7	15,515,853.83	6.7	6.7	85,423.75	HAWAII				
TOTALS	79,257,382.69	15,515,853.83	15,515,853.83	9,211,847.15	433.1	197.0	79,985,374.43	7,274.2	223.4	4,547,827.15	487.5	275.9	74,600,261.84	TOTALS				



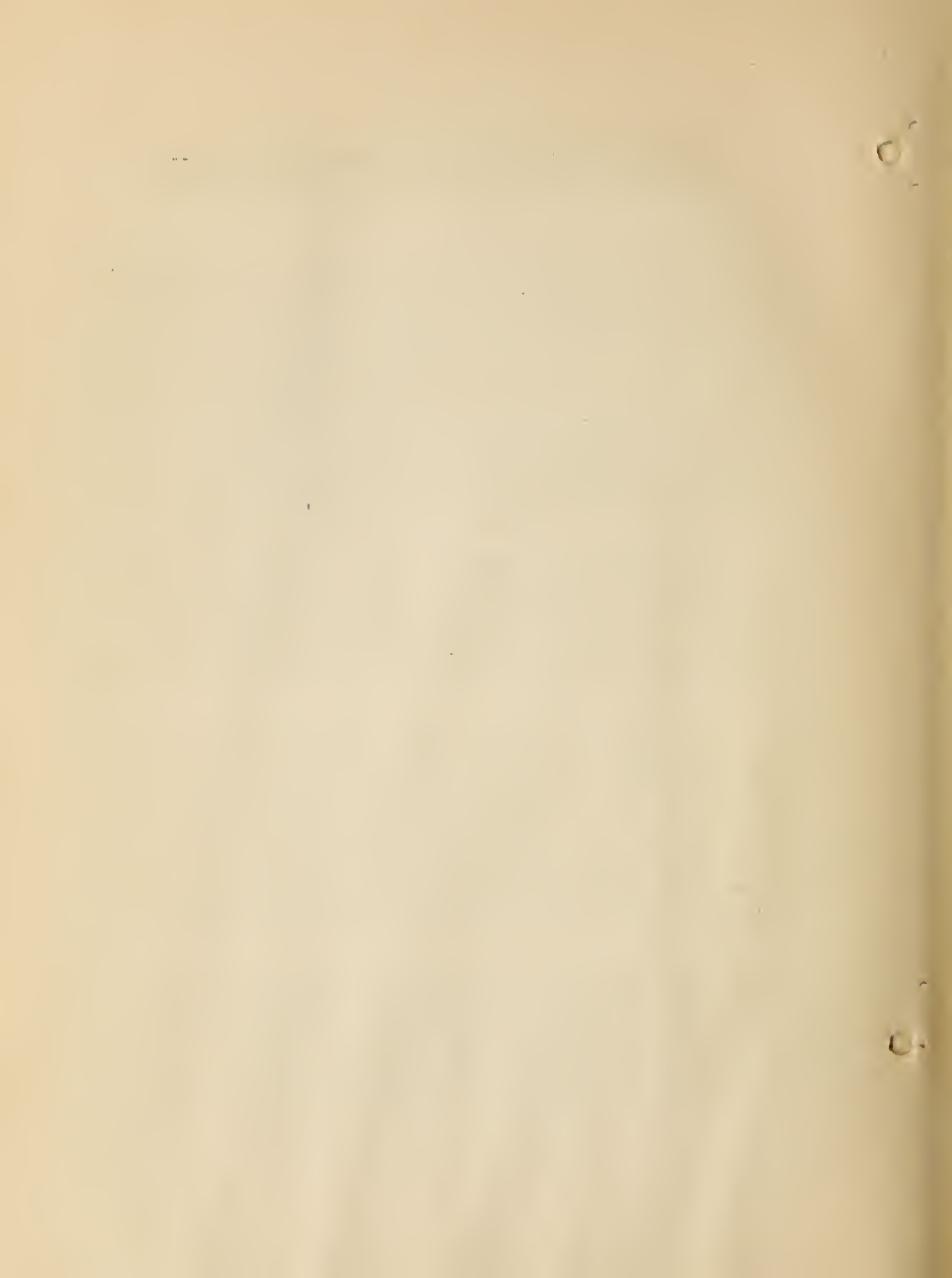
ROADSIDE ADVERTISING-SIGN COUNTS SHOW THAT INDUSTRIES
WHICH DEPEND UPON THE HIGHWAYS ARE THE WORST OFFENDERS
(NOT FOR RELEASE)

ROADSIDE ADVERTISING-SIGN COUNTS MADE ON SELECTED MAIN ROADS IN THE VICINITY OF THE NATIONAL CAPITAL, IN THE STATES OF MARYLAND AND VIRGINIA, DURING APRIL OF THIS YEAR, CONFIRM THE GENERAL CONCLUSIONS REACHED BY THE BUREAU THAT THE INDUSTRIES WHICH DEPEND UPON THE HIGHWAYS FOR THEIR WHOLE BUSINESS ARE THE WORST OFFENDERS IN ERECTING AND MAINTAINING GLARING AND DISFIGURING SIGNS ALONG THE HIGHWAYS. IT SHOULD BE EXPLAINED, HOWEVER, THAT OF THE TOTALS OF 33 AND 37 PER CENT SHOWN IN TABLES 1 AND 2 FOR SIGNS PERTAINING TO AUTOMOBILE AND ALLIED INTERESTS, THOSE DISPLAYED BY AUTOMOBILE MANUFACTURERS WERE 7 PER CENT OR LESS, THOSE BY TIRE COMPANIES 2.5 PER CENT OR LESS, THOSE BY OIL AND GAS PRODUCERS FROM 22.5 TO 24 PER CENT, AND MOTOR ACCESSORIES, OR GARAGES AND SERVICE STATIONS EACH LESS THAN 4 PER CENT.

AN INSPECTION OF A 107-MILE LOOP IN MARYLAND, AS SHOWN IN TABLE 1, INDICATES THAT 62 PER CENT OF THE SIGNS WERE ERECTED AND MAINTAINED BY AUTOMOBILE AND HOTEL AND ALLIED INTERESTS WHILE 38 PER CENT OF THE TOTAL REPRESENTED ALL OTHER TYPES OF ADVERTISING. THE DATA INDICATE THAT THE NUMBER OF SIGNS PER MILE CORRESPONDED ROUGHLY TO THE DENSITY OF THE TRAFFIC, VARYING FROM 16 TO 30 SIGNS TO THE MILE.

THE FIGURES IN TABLES 1 AND 2 ARE CONFINED TO THE RURAL HIGHWAYS OUTSIDE OF THE BOUNDARIES OF MUNICIPALITIES. ONLY THOSE SIGNS WERE COUNTED THAT WERE ERECTED ON THEIR OWN STANDARDS. SMALL TIN OR OTHER SIGNS NAILED TO FENCE POSTS, TREES, ETC., WERE NOT INCLUDED IN THE TABULATION. SIGNS, FACING IN BOTH DIRECTIONS ALONG THE ROAD WERE INCLUDED. WHERE THE ROUTE PASSED THROUGH UNINCORPORATED COMMUNITIES WHERE STORES LINED THE SIDES OF THE ROAD, THE HETEROGENOUS COLLECTION OF SIGNS AND PLACARDS DISPLAYED BY THE STORES OR OTHER PLACES OF BUSINESS WERE NOT COUNTED.

A SIMILAR COUNT IN THE STATE OF VIRGINIA SUMMARIZED IN TABLE 2 CONFIRMS THE MARYLAND FIGURES. IN VIRGINIA WHERE THE TRAFFIC WAS NOT SO HEAVY AS IN MARYLAND, THERE WERE CONSIDERABLY FEWER SIGNS ON 113 MILES OF ROAD THAN ON THE 107 MILES IN MARYLAND - A TOTAL OF 407 AGAINST 2,198 FOR THE LAST-NAMED STATE. THE COMPARISON OF THE TWO COUNTS SUMMARIZED IN TABLE 3 SHOWS THAT 50 PER CENT OF THE TOTAL NUMBER OF SIGNS IN VIRGINIA WERE



SPONSORED BY AUTOMOBILE, HOTEL, AND ALLIED INTERESTS AS AGAINST 62 PER CENT FOR MARYLAND. THE MARYLAND COUNT, HOWEVER, INCLUDED THE WASHINGTON-BALTIMORE PIKE, ONE OF THE HEAVIEST TRAVELED ROADS IN THIS REGION.

THESE CONCLUSIONS FROM THE COUNTS CORRESPOND ROUGHLY WITH THE RESULTS INDICATED BY A DIGEST OF THE CHARACTER OF ADVERTISING SIGNS SHOWN BY THE PHOTOGRAPHS SUBMITTED RECENTLY BY THE DISTRICT ENGINEERS. THESE DATA GIVEN IN TABLE 4, SHOW A TOTAL OF 53 PER CENT OF THE SIGNS WERE FOR THE DISPLAY OF ADVERTISEMENTS IN FAVOR OF AUTOMOBILE, HOTEL, OR ALLIED INTERESTS AND THE REMAINING 47 PER CENT INCLUDING OTHER MISCELLANEOUS ADVERTISING.

THE SUMMARIZED RESULTS OF THE TABULATIONS MADE BY THE HEADQUARTERS OFFICE, FOLLOW:





TABLE 2.- SUMMARY OF HIGHWAY-ADVERTISING-SIGN COUNT ON SELECTED MAIN ROADS
IN VIRGINIA IN THE VICINITY OF WASHINGTON, D.C.

ROUTE DESCRIPTION	NUMBER OF SIGNS OF DIFFERENT CHARACTER											TOTALS	PER : MILE	PER : VEHICLES		
	AUTOS, TRUCKS	HOTELS, INNS,	FOOD PRODUCTS	TIRES, OIL, GAS, TEA ROOMS,	AND MERCHANTS,	CIGARS, CIGAR-ACCESSORIES,	LUNCH ROOMS	ETTES, TOBACCO,	CLOTHING,	TAILORS, OTHER	MERCHANDISE AND MERCHANTS,				REAL ESTATE,	AMUSEMENTS, AND MISCELLANEOUS
LENGTH:	SERVICE STATIONS:												PER : IN	PER		
MILES	NUMBER:	PER CENT:	NUMBER:	PER CENT:	NUMBER:	PER CENT:	NUMBER:	PER CENT:	NUMBER:	PER CENT:	NUMBER:	PER CENT:	NUMBER:	PER CENT:	NUMBER:	PER CENT:
U.S. ROUTE 1 - WASH. D.C. - ALEXANDRIA	6	28	34	11	13	44	53	83	100	14	2,000 OR MORE					
U.S. ROUTE 50 - ALEXANDRIA - FAIRFAX	14	19	32	1	1	40	67	60	100	4	2,000 TO 500 TO					
U.S. ROUTE 50 - FAIRFAX - MIDDLEBURG	25	25	40	14	23	23	37	62	100	2.5	1,000					
WARRENTON	21	6	33	-	-	12	67	18	100	1	-					
U.S. ROUTE 211 - WARRENTON - FAIRFAX	29	32	60	4	8	17	32	53	100	2	1,000					
U.S. ROUTE 211 - FAIRFAX - WASHINGTON, D.C.	18	42	32	23	18	66	50	131	100	7	2,000 OR MORE					
TOTALS	113	152	37	53	13	202	50	407	100	3.6						

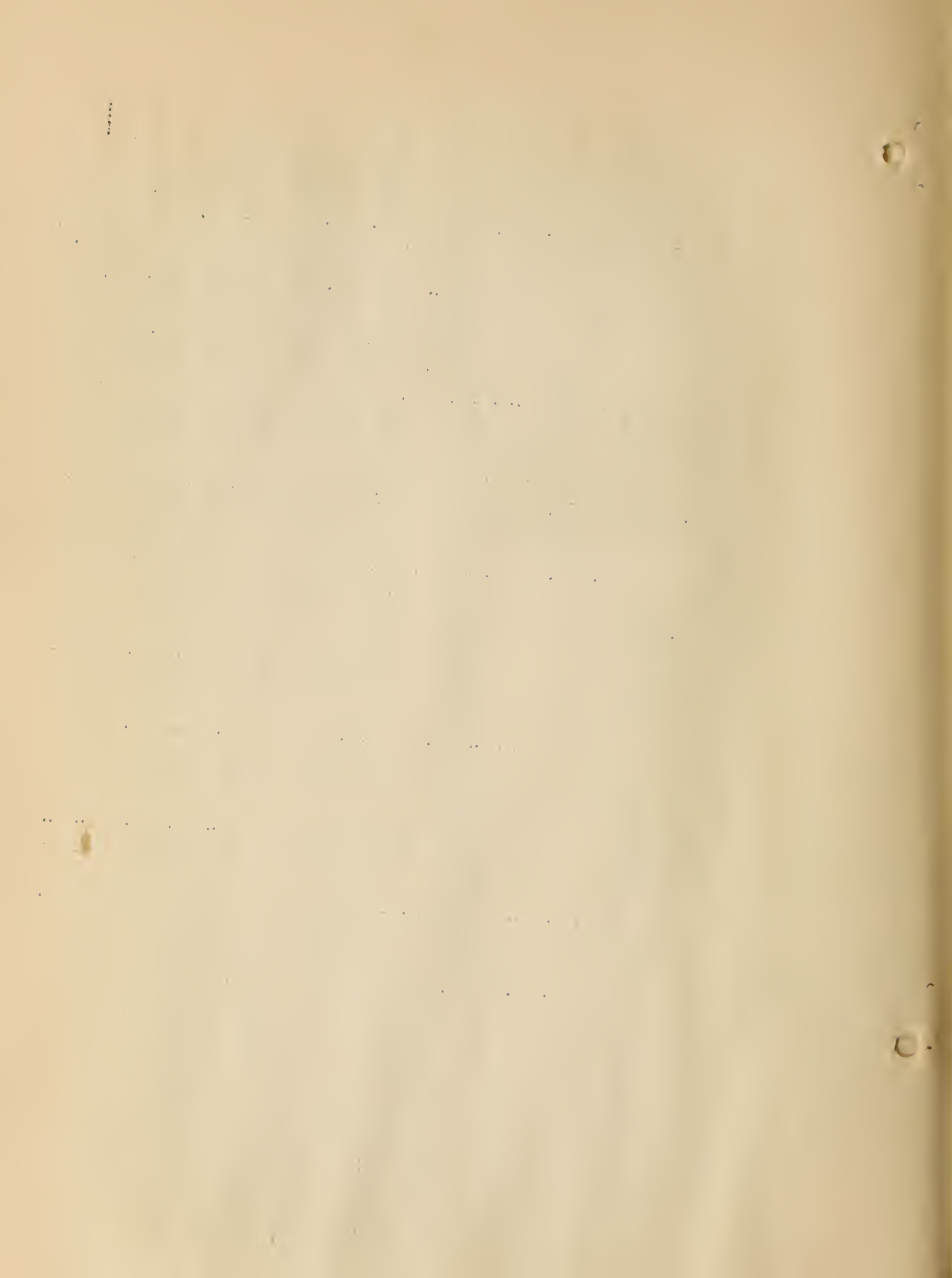
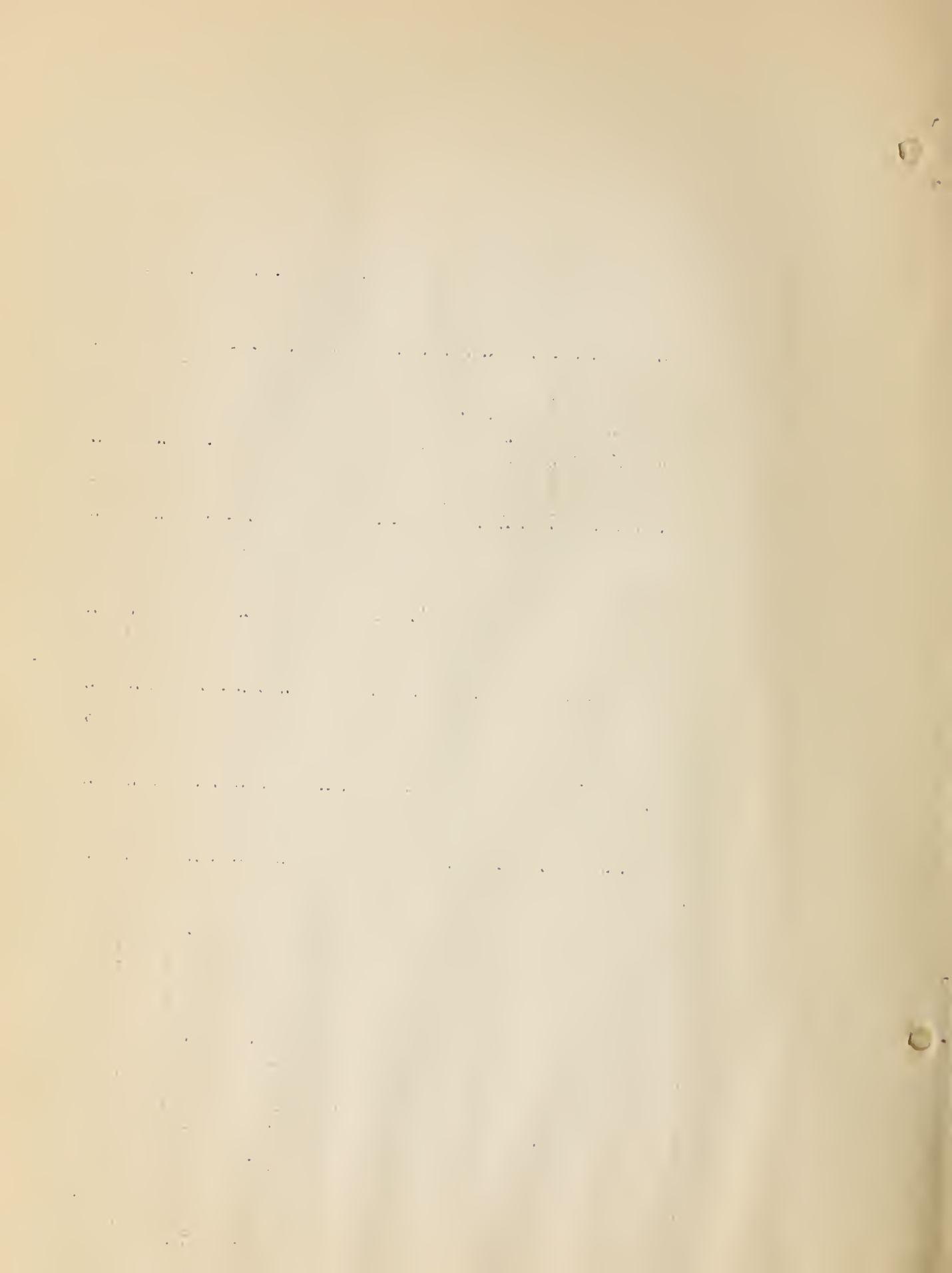


TABLE 4.- DIGEST OF CHARACTER OF PHOTOGRAPHS OF HIGHWAY ADVERTISING--SIGNS
SUBMITTED BY THE DISTRICT ENGINEERS

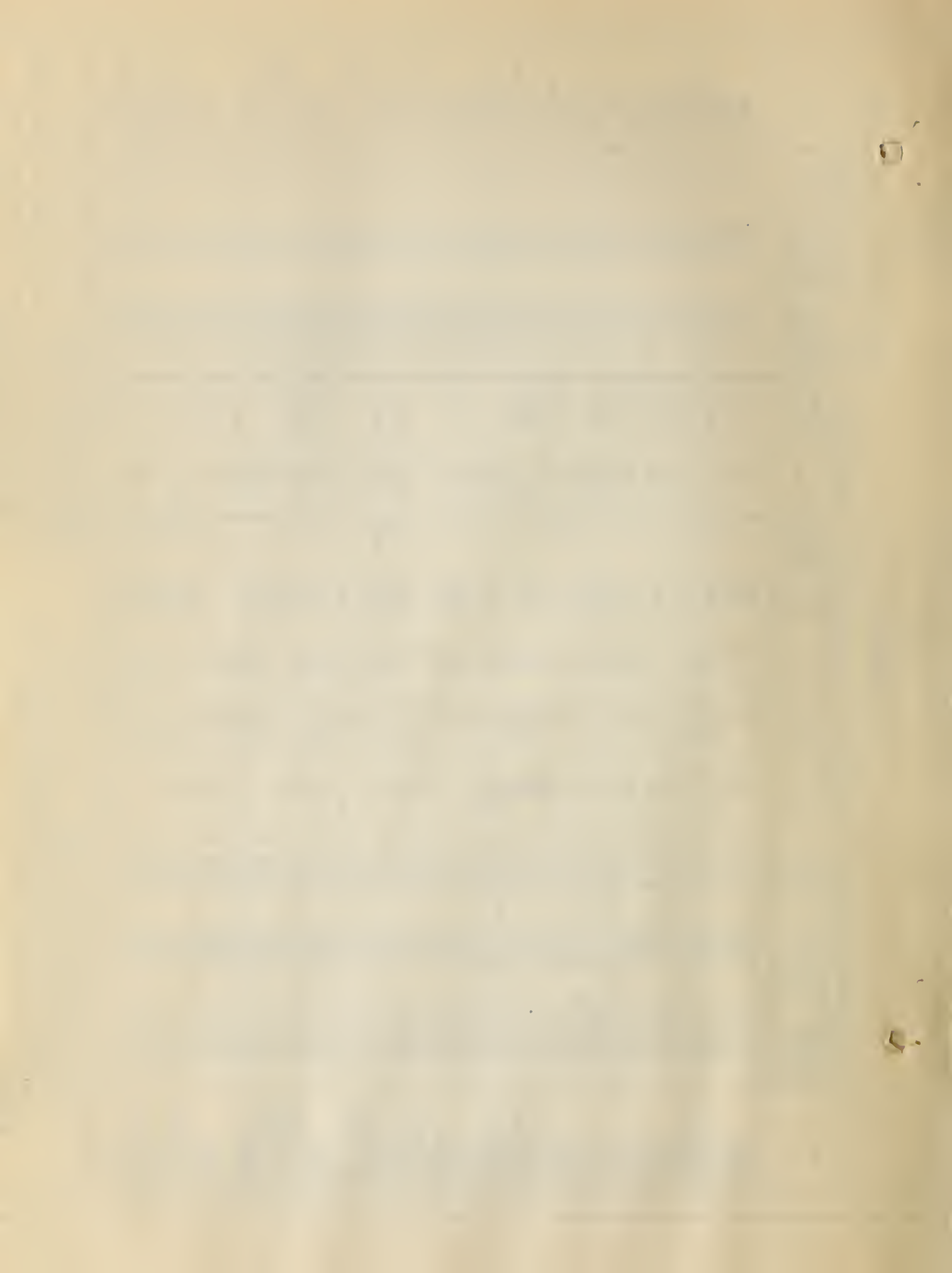
STATES	NUMBER OF SIGNS OF DIFFERENT CHARACTER										TOTALS											
	AUTOS, TRUCKS,	HOTELS, INNS	FOOD PRODUCTS	TIRES, OIL, GAS,	TEA ROOMS,	AND MERCHANTS,	ACCESSORIES	LUNCH ROOMS	CIGARS, CIGAR-	GARAGES,		AND STANDS	ETTES, TOBACCO,	SERVICE STATIONS:	CLOTHING,	TAILORS, OTHER	MERCHANDISE AND:	MERCHANTS,	REAL ESTATE,	AMUSEMENTS, AND	MISCELLANEOUS	
	NUMBER	PER CENT	NUMBER	PER CENT	NUMBER	PER CENT	NUMBER	PER CENT	NUMBER	PER CENT	NUMBER	PER CENT	NUMBER	PER CENT	NUMBER	PER CENT	NUMBER	PER CENT	NUMBER	PER CENT	NUMBER	PER CENT
CONNECTICUT, MAINE, MASSACHUSETTS,																						
NEW HAMPSHIRE, NEW JERSEY, NEW YORK,																						
RHODE ISLAND, VERMONT	87	36	30	12	125	52	242	100														
ALABAMA, ILLINOIS, INDIANA, KANSAS,																						
MARYLAND, MINNESOTA, OHIO, SOUTH																						
CAROLINA, VIRGINIA	60	42	28	20	55	38	143	100														
ARIZONA, CALIFORNIA, COLORADO,																						
IDAHO, NEVADA, OKLAHOMA, TEXAS,																						
AND UTAH	53	43	13	10	59	47	125	100														
TOTALS	200	39	71	14	239	47	510	100														



(COMPILED FROM REPORTS OF STATE AUTHORITIES)

STATES	B/ 1928-REGISTERED MOTOR VEHICLES INDIVIDUALLY & COMMERCIALLY OWNED		OTHER REGISTERED VEHICLES		TAX-EXEMPT OFFICIALS' MOTOR CARS AND MOTORCYCLES			NUMBER OF LICENSES, OR PERMITS		1927 : YEAR'S CHANGE IN MOTOR GRAND TOTAL: VEHICLE REGISTRATIONS			STATES
	GRAND TOTAL REGISTERED MOTOR CARS AND TRUCKS	PASSENGER : TAXIS, AND BUSES	TRAILERS : MOTOR-CYCLES	U.S. CARG	STATE : CARG	ANNO : CARG	LOCAL : CARG	OPERATORS AND CHAUFFEURS	DEALERS	REGISTERED MOTOR CARS AND TRUCKS	INCREASE OR DECREASE (-)	PER CENT	
ALABAMA	269,519	235,026	1,952	611	167	666	666	586	1,097	243,539	25,980	10.7	ALABAMA
ARIZONA	94,372	86,035	809	281	176	986	986	1,039	12,342	81,047	13,325	16.4	ARIZONA
ARKANSAS	214,931	181,280	3,951	342	39	851	851	508	4,085	206,568	8,363	4.0	ARKANSAS
CALIFORNIA	1,759,890	1,682,477	37,073	9,449	1,217	13,526	149	263,348	7,977	1,693,196	106,695	6.3	CALIFORNIA
COLORADO	284,867	260,906	85	1,234	283	1,234	1,234	3,547	7,977	268,482	16,375	8.1	COLORADO
CONNECTICUT	305,782	281,091	224	2,497	71	1,923	168	3,751	337,623	281,521	28,271	10.0	CONNECTICUT
DELAWARE	51,210	41,195	301	345	44	345	345	610	56,923	47,124	4,086	8.7	DELAWARE
FLORIDA	352,961	296,691	1,127	1,000	75	3,652	233	2,047	2,853	394,734	-41,773	-10.6	FLORIDA
GEORGIA	318,858	277,881	818	1,078	934	1,155	18	1,155	2,301	300,635	18,221	8.1	GEORGIA
IOWA	108,154	96,960	264	406	103	1,231	18	458	395	101,335	8,818	8.7	IOWA
ILLINOIS	1,504,369	1,314,003	3,742	5,826	979	4,548	345	4,548	94,169	1,438,985	65,374	4.5	ILLINOIS
INDIANA	823,806	706,713	7,884	3,124	3,124	4,531	60	2,716	39,021	813,637	10,169	1.2	INDIANA
KANSAS	733,466	672,447	230	1,728	44	3,200	60	2,439	16,563	704,203	29,263	4.2	KANSAS
KENTUCKY	533,799	471,897	359	1,199	192	2,463	60	2,676	9,146	501,901	31,898	6.4	KENTUCKY
LOUISIANA	304,231	272,636	4,000	625	209	1,910	56	1,138	16,029	285,162	18,610	6.5	LOUISIANA
MAINE	172,638	139,460	1,068	1,219	64	1,328	75	1,156	203,353	255,000	9,293	3.6	MAINE
MARYLAND	285,311	275,221	883	2,232	1,969	1,500	3	2,572	29,222	276,863	8,448	3.1	MARYLAND
MASSACHUSETTS	726,295	637,153	547	5,856	556	2,370	4	2,370	870,160	694,107	32,188	4.6	MASSACHUSETTS
MICHIGAN	1,249,221	1,084,615	23,198	3,686	371	2,192	2	2,192	311,413	1,154,773	94,448	8.2	MICHIGAN
MINNESOTA	673,573	563,789	3,894	2,083	262	1,153	2	2,144	26,891	646,682	26,891	4.2	MINNESOTA
MISSISSIPPI	246,242	214,754	2,919	69	74	1,472	3	4	660	218,043	28,199	12.9	MISSISSIPPI
MISSOURI	712,965	636,717	2,004	1,821	311	1,472	3	2,572	29,222	682,419	30,548	4.5	MISSOURI
MONTANA	126,036	104,231	185	1,043	229	1,242	2	1,138	210	112,735	13,300	11.8	MONTANA
NEBRASKA	391,356	358,173	2,976	1,026	226	1,288	2	3,344	115	373,912	17,443	4.7	NEBRASKA
NEVADA	27,374	21,733	178	94	42	442	2	115	6	25,778	1,600	6.2	NEVADA
NEW HAMPSHIRE	101,646	88,594	545	1,330	22	6,363	846	3,178	1,186,736	96,009	6,635	6.9	NEW HAMPSHIRE
NEW JERSEY	788,430	629,748	1,998	5,633	708	6,363	2	708	46,034	712,398	46,034	6.5	NEW JERSEY
NEW MEXICO	56,737	53,740	340	248	158	745	2	201	8,446	59,291	8,446	10.9	NEW MEXICO
NEW YORK	2,083,942	1,760,549	7,148	14,594	1,666	14,153	1,208	4,852	2,494,156	1,937,918	146,024	7.5	NEW YORK
NORTH CAROLINA	464,376	418,864	1,944	1,244	429	6,200	2	1,103	2	430,499	33,877	7.9	NORTH CAROLINA
NORTH DAKOTA	173,525	151,778	21,747	236	3	2,362	2	2,362	4,419	160,701	12,824	8.1	NORTH DAKOTA
OHIO	1,689,699	1,450,994	14,606	9,472	2,362	10,097	2	3,987	4,419	1,570,734	78,965	5.0	OHIO
OKLAHOMA	529,843	455,550	1,124	1,124	530	1,384	2	1,384	2	503,126	26,717	5.3	OKLAHOMA
OREGON	248,118	227,404	2,278	2,012	141	1,294	34	581	49,250	244,572	3,546	1.4	OREGON
PENNSYLVANIA	1,642,207	1,420,957	4,285	13,807	1,383	943	2	4,300	1,993,455	1,554,915	87,292	5.6	PENNSYLVANIA
RHODE ISLAND	125,698	106,155	81	1,071	56	685	95	318	144,676	118,014	7,664	8.5	RHODE ISLAND
SOUTH CAROLINA	216,806	194,267	1,637	432	91	2,854	2	658	2	199,635	17,170	8.6	SOUTH CAROLINA
SOUTH DAKOTA	191,374	171,067	20,307	230	85	945	2	1,061	2	169,552	21,822	12.9	SOUTH DAKOTA
TENNESSEE	322,137	294,305	27,832	1,059	132	3,289	2	693	10,178	294,567	27,870	9.4	TENNESSEE
TEXAS	1,214,297	1,060,028	11,955	3,481	2,505	3,881	2	3,881	10,178	1,111,407	102,890	9.3	TEXAS
UTAH	98,541	84,820	84	520	173	28	2	376	89,608	93,974	4,567	4.9	UTAH
VERMONT	88,231	78,686	248	521	28	3,062	143	3,524	7,746	79,587	6,704	8.4	VERMONT
VIRGINIA	360,545	306,911	646	2,128	1,141	3,062	2	3,524	7,746	337,607	22,938	6.8	VIRGINIA
WASHINGTON	402,875	344,977	2,278	2,598	637	3,991	139	4,783	499,149	384,583	18,292	4.8	WASHINGTON
WEST VIRGINIA	251,568	215,787	600	1,355	33	2,094	124	3,251	73,468	245,819	5,737	2.3	WEST VIRGINIA
WISCONSIN	742,136	646,747	412	2,746	92	1,268	180	4	73,468	698,289	43,846	6.3	WISCONSIN
WYOMING	56,335	48,750	209	1,228	209	296	2	329	2	51,955	4,381	8.4	WYOMING
DIST. OF COL.	128,556	112,505	1,092	1,092	837	2,188	200	1,885	34,025	111,980	14,878	13.3	DIST. OF COL.
TOTALS	24,493,124	21,379,125	148,169	117,946	8/33,179	103,818	3,710	8/86,734	8,941,881	23,133,241	1,359,893	5.9	TOTALS

NOTES: 1/ THIS TABLE LISTS ONLY THE NUMBER OF REGISTRATIONS, LICENSES, AND PERMITS FOR FINANCIAL STATEMENT (SEE TABLE MW-2(1928)).
 2/ THE FIRST THREE COLUMNS SHOW REGULARLY REGISTERED MOTOR CARS AND TRUCKS WHICH PAY REGULAR LICENSE FEES, ELIMINATING REREGRISTRATIONS, NONRESIDENT REGISTRATIONS, ETC. BUSES ARE INCLUDED WITH PASSENGER CARS EXCEPT AS NOTED.
 3/ SOME STATES INCLUDE TRAILERS WITH TRUCKS, OTHERS DO NOT REGISTER SAME.
 4/ ESTIMATED.
 5/ REPORTED WITH TRACTORS, BUT HERE SEPARATED AS PER SEMI-ANNUAL REPORT.
 6/ BUSES REGISTERED WITH TRUCKS.
 7/ TRAILERS REGISTERED AS TRUCKS.
 8/ AS REPORTED BY BUREAU OF BUDGET IN 1925, AND INCLUDES 7,659 "GARB-AT-LARGE," NOT ALLOCATED TO ANY STATE.
 9/ DECREASE COMPARED TO PREVIOUS YEARS DUE TO ELIMINATED DEALERS' PLATES FORMERLY REPORTED BY SOME STATES.



MOTOR VEHICLE REGISTRATION FEES, LICENSES, PERMITS, FINES, ETC., 1928
ALSO GROSS RECEIPTS AND DISPOSITION OF FUND 1/
FOR CALENDAR YEAR 1928

(COMPILED FROM REPORTS OF STATE AUTHORITIES)

STATES 2/	TOTAL GROSS RECEIPTS		REGISTRATION RECEIPTS 2/				MISCELLANEOUS RECEIPTS 2/		COLLECTION AND ADMINISTRATION		DISPOSITION OF GROSS RECEIPTS			FOR OTHER PURPOSES	STATES 2/
	MOTOR CARS	TOTAL	MOTOR CARS	PASSENGER CARS AND BUSES	TRUCKS AND TRACTORS	TRAILERS	MOTOR CYCLES	DEALERS' LICENSES	CHAUFFEUR AND OPERATOR PERMITS	OTHER MI BOLL- LANEWAYS	STATE HIGHWAYS	LOCAL ROADS	STATE & COUNTY ROAD BONDS		
ALABAMA 2/	43,474,086	9,433,548	3,705,281	3,705,281	3,705,281	3,705,281	4,987	43,171	111,593	\$151,721	\$1,075,501	\$677,443	\$1,559,400	ALABAMA 2/	
ARIZONA	3,765,905	3,765,905	3,765,905	3,765,905	3,765,905	3,765,905	3,765,905	3,765,905	3,765,905	75,720	832,926	567,901	2,309,462	ARIZONA	
ARKANSAS	9,292,301	7,157,658	7,157,658	7,157,658	7,157,658	7,157,658	34,332	28,350	800,648	1,425,542	3,910,311	3,910,311	465,137	ARKANSAS	
CALIFORNIA	1,558,931	1,331,484	1,331,484	1,331,484	1,331,484	1,331,484	462	83,274	6,955	165,313	7,373,589	811,335	811,335	CALIFORNIA	
CONNECTICUT	7,373,589	6,627,215	6,627,215	6,627,215	6,627,215	6,627,215	1,463	1,041,649	6,091,197	7,373,589	7,373,589	7,373,589	7,373,589	CONNECTICUT	
DELAWARE	928,916	745,256	745,256	745,256	745,256	745,256	4,641	1,592,279	1,422	928,916	928,916	928,916	928,916	DELAWARE	
FLORIDA	4,935,995	4,873,511	4,873,511	4,873,511	4,873,511	4,873,511	5,384	5,384	24,325	521,959	3,201,150	1,155,449	6/	FLORIDA	
GEORGIA	4,041,767	3,735,763	3,735,763	3,735,763	3,735,763	3,735,763	9,357	37,682	9,357	143,088	1,450,400	1,450,400	1,450,400	GEORGIA	
IOWA	1,626,949	1,578,391	1,578,391	1,578,391	1,578,391	1,578,391	4,645	2,700	13,800	9,337,237	8,149,016	8,149,016	8,149,016	IOWA	
ILLINOIS	16,821,530	14,578,770	14,578,770	14,578,770	14,578,770	14,578,770	66,678	331,282	438,350	249,223	5,502,548	5,502,548	5,502,548	ILLINOIS	
INDIANA	5,751,781	5,348,395	5,348,395	5,348,395	5,348,395	5,348,395	38,978	5,450	259,054	289,232	10,088,490	367,712	10,088,490	INDIANA	
KANSAS	10,592,767	10,133,702	10,133,702	10,133,702	10,133,702	10,133,702	4,058	33,125	33,125	203,982	3,213,511	1,894,091	3,213,511	KANSAS	
KENTUCKY	5,394,448	5,376,693	5,376,693	5,376,693	5,376,693	5,376,693	17,755	22,485	82,378	286,846	3,014,511	4,083,375	3,014,511	KENTUCKY	
KY	4,765,268	4,562,043	4,562,043	4,562,043	4,562,043	4,562,043	5,477	32,877	82,378	195,189	4,014,685	488,375	4,014,685	KY	
LOUISIANA	2,733,558	2,137,418	2,137,418	2,137,418	2,137,418	2,137,418	252	50,145	252	9/	4,353,534	4,353,534	4,353,534	LOUISIANA	
MARYLAND	3,034,621	2,330,885	2,330,885	2,330,885	2,330,885	2,330,885	18,663	34,701	39,600	230,513	1,038,802	1,038,802	1,038,802	MARYLAND	
MASSACHUSETTS	13,919,618	11,127,853	11,127,853	11,127,853	11,127,853	11,127,853	24,127	1,740,320	928,559	11,643,077	928,559	928,559	928,559	MASSACHUSETTS	
MICHIGAN	20,056,848	18,357,157	18,357,157	18,357,157	18,357,157	18,357,157	248,659	96,771	1,072,718	729,053	6,000,000	6,000,000	6,000,000	MICHIGAN	
MINNESOTA	10,101,785	10,010,861	10,010,861	10,010,861	10,010,861	10,010,861	15,181	38,472	29,505	140,707	6,507,230	12/	3,554,555	MINNESOTA	
MISSISSIPPI 2/	2,814,150	2,814,150	2,814,150	2,814,150	2,814,150	2,814,150	-	-	-	140,707	194,162	2,479,281	194,162	MISSISSIPPI 2/	
MISSOURI 2/	8,785,509	8,785,509	8,785,509	8,785,509	8,785,509	8,785,509	-	-	-	370,000	5,288,109	3,112,500	3,112,500	MISSOURI 2/	
MONTANA 2/	1,298,828	1,298,828	1,298,828	1,298,828	1,298,828	1,298,828	-	-	-	75,919	1,189,596	2,682,860	1,189,596	MONTANA 2/	
NEBRASKA	3,950,788	3,728,512	3,728,512	3,728,512	3,728,512	3,728,512	5,549	562,276	163,889	11,483	1,149,797	127,836	1,149,797	NEBRASKA	
NEVADA 2/	249,111	1,673,914	1,673,914	1,673,914	1,673,914	1,673,914	-	-	-	118,131	109,790	127,836	109,790	NEVADA 2/	
NEW HAMPSHIRE	2,070,957	5,533,554	5,533,554	5,533,554	5,533,554	5,533,554	7,383	276,253	84,132	151,790	1,506,498	4,538,976	1,506,498	NEW HAMPSHIRE	
NEW JERSEY	13,569,029	13,569,029	13,569,029	13,569,029	13,569,029	13,569,029	13,569,029	2,797,372	573,833	849,659	7,982,354	7,982,354	7,982,354	NEW JERSEY	
NEW YORK	34,354,751	31,094,438	31,094,438	31,094,438	31,094,438	31,094,438	63,861	2,619,842	3,705	70,405	23,391,633	185,712	23,391,633	NEW YORK	
NORTH CAROLINA 2/	6,098,140	6,098,140	6,098,140	6,098,140	6,098,140	6,098,140	130,341	204,728	2,819,842	1,785,422	3,976,334	5,196,170	3,976,334	NORTH CAROLINA 2/	
NORTH DAKOTA	1,725,145	1,780,005	1,780,005	1,780,005	1,780,005	1,780,005	-	-	474	170,000	17,857,573	737,572	1,812,806	NORTH DAKOTA	
OHIO	11,840,258	11,265,581	11,265,581	11,265,581	11,265,581	11,265,581	134,019	328,667	328,309	386,503	5,959,831	5,483,924	5,959,831	OHIO	
OKLAHOMA 2/	8,259,610	6,929,221	6,929,221	6,929,221	6,929,221	6,929,221	-	-	-	2,503,444	1,665,855	3,755,166	1,665,855	OKLAHOMA 2/	
OREGON	27,113,777	27,113,777	27,113,777	27,113,777	27,113,777	27,113,777	80,750	327	3,791,046	1,783,888	20,509,755	1,667,305	18/	OREGON	
PENNSYLVANIA	6,969,221	6,720,469	6,720,469	6,720,469	6,720,469	6,720,469	46,694	34,054	3,791,046	300,000	1,665,855	3,755,166	1,665,855	PENNSYLVANIA	
RHODE ISLAND	2,273,819	1,832,157	1,832,157	1,832,157	1,832,157	1,832,157	1,419	1,750	131,925	211,905	2,031,516	30,338	2,031,516	RHODE ISLAND	
SOUTH CAROLINA	2,440,539	2,281,572	2,281,572	2,281,572	2,281,572	2,281,572	24,765	289,752	102,907	59,901	1,460,002	1,392,002	1,460,002	SOUTH CAROLINA	
SOUTH DAKOTA	2,901,905	2,872,391	2,872,391	2,872,391	2,872,391	2,872,391	-	-	1,901	109,014	3,957,464	3,957,464	3,957,464	SOUTH DAKOTA	
TENNESSEE 2/	4,065,478	16,980,630	16,980,630	16,980,630	16,980,630	16,980,630	162,482	2,942,950	474,107	500,519	10,011,767	7,188,965	10,011,767	TENNESSEE 2/	
TEXAS	17,701,251	17,701,251	17,701,251	17,701,251	17,701,251	17,701,251	-	-	-	30,203	343,370	257,970	343,370	TEXAS	
UTAH 2/	731,340	1,793,717	1,793,717	1,793,717	1,793,717	1,793,717	-	-	-	130,000	2,090,960	-	2,090,960	UTAH 2/	
VIRGINIA	6,572,046	6,158,554	6,158,554	6,158,554	6,158,554	6,158,554	5,913	230,642	43,945	280,000	5,312,046	-	5,312,046	VIRGINIA	
WASHINGTON	7,029,291	6,358,405	6,358,405	6,358,405	6,358,405	6,358,405	60,120	35,584	287,152	260,000	2,038,965	-	2,038,965	WASHINGTON	
WEST VIRGINIA	4,142,595	3,805,997	3,805,997	3,805,997	3,805,997	3,805,997	3,985	820,448	168,095	23,913	4,262,682	-	4,262,682	WEST VIRGINIA	
WISCONSIN	10,774,707	10,408,621	10,408,621	10,408,621	10,408,621	10,408,621	16,861	2,067,037	1,388	539,497	6,645,210	4,480,000	6,645,210	WISCONSIN	
WYOMING	572,570	569,840	569,840	569,840	569,840	569,840	614	332,057	1,769	-	572,570	-	572,570	WYOMING	
DISTRICT OF COLUMBIA	473,981	135,454	135,454	135,454	135,454	135,454	-	-	-	132,627	-	-	-	DISTRICT OF COLUMBIA	
DETAILED TOTALS 2/	288,883,894	288,527,541	288,527,541	288,527,541	288,527,541	288,527,541	1,402,181	397,078	11,704,384	12,127,095	208,880,272	60,399,109	31,825,911	6,390,734	
GRAND TOTALS	322,630,085	322,630,085	322,630,085	322,630,085	322,630,085	322,630,085	-	-	-	15,133,959	208,880,272	60,399,109	31,825,911	6,390,734	

NOTES:

- 1/ FINANCIAL DATA ONLY ON THIS TABLE; FOR NUMBERS OF REGISTRATIONS, ETC. SEE TABLE MW-1(1928).
- 2/ FEDERAL STATES DO NOT REPORT COMPLETE DETAILS AND RECEIPTS ARE NOT INCLUDED IN *DETAIL TOTALS*.
- 3/ INCLUDES \$340,740 ON STATE BONDS AND \$1,988,122 ON COUNTY BONDS.
- 4/ INCLUDES MISCELLANEOUS.
- 5/ INCLUDES FUND RESERVE.
- 6/ UNDISTRIBUTED.
- 7/ IN STATE GENERAL FUND.
- 8/ BALANCE FOR REFUND.
- 9/ APPROPRIATION \$45,000 FROM STATE GENERAL FUND.
- 10/ FOR TRAFFIC POLICE.
- 11/ FOR BALTIMORE CITY STREETS.
- 12/ ON COUNTY BOND DELIGHTIONS ASSUMED BY STATE.
- 13/ AUTO-THEFT FUND.
- 14/ INCLUDED IN MISCELLANEOUS.
- 15/ FOR STATE HIGHWAY OFFICE BUILDING.
- 16/ TO NEW YORK CITY GENERAL FUND.
- 17/ INCLUDES \$130,000 FOR STATE BRIDGE FUND.
- 18/ ON STATE BONDS, ALLOTTED FROM STATE HIGHWAY FUND.
- 19/ HIGHWAY MOTOR PATROL.
- 20/ ONLY EXPENSES OF LAW ENFORCEMENT REPORTED; OTHER EXPENSES FROM HIGHWAY FUND.
- 21/ STATE HIGHWAY PATROL.
- 22/ STATE HIGHWAY PATROL.
- 23/ FOR TRAFFIC CONTROL AND STREETS, IF SO APPROPRIATED BY CONGRESS.



UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
GASOLINE TAXES, 1928

TOTAL TAX EARNED ON MOTOR FUEL, ETC., REFINED, DISPOSITION OF FUNDS, AND GALLONS TAXED
(FROM REPORTS OF STATE AUTHORITIES)

STATE	GROSS TAX ASSESSED PRIOR TO DEDUCTION OF REFUND	EXEMPTION FROM GROSS TAX	TOTAL TAX EARNED ON FUEL FOR MOTOR VEHICLES	OTHER RECEIPTS UNDER TAX LAW (LICENSES)	GRAND TOTAL EARNING (TAX AND OTHER RECEIPTS)	COLLECTION COST	DISPOSITION OF GRAND TOTAL EARNING			STATE (S) AND COUNTY (C) ROAD BOND PAYMENT	FOR MISCELLANEOUS PURPOSES	TAX RATE, 1928 CENTS PER GALLON JAN. 1 DEC. 31	DATE OF RATE CHANGE	NET GALLONS OF GASOLINE TAKED, AND USED BY MOTOR VEHICLES	STATE
							ON STATE HIGHWAY	ON RURAL ROADS	LOCAL ROADS						
ALABAMA	5,497,551	3	5,497,551	3	5,497,551	35,479	3,296,387	4	586,538	4	4	4	182,435,774	ALABAMA	
ARIZONA	2,263,215	245,013	2,018,202	36	2,018,238	5	1,265,893	4	756,826	4	4	4	50,455,046	ARIZONA	
ARKANSAS	5,684,415	5,382,782	301,633	---	3,382,782	107,656	1,194,212	7	3,283,497	5	5	3	105,147,481	ARKANSAS	
CALIFORNIA	32,276,919	2,710,149	29,566,769	---	29,566,769	45,739	19,660,687	8	9,840,343	10	3	3	985,558,971	CALIFORNIA	
COLORADO	3,399,169	3,399,169	---	42,083	3,921,224	45,437	2,702,131	3	1,188,082	3	3	2	130,707,467	COLORADO	
CONNECTICUT	3,468,752	3,468,752	---	---	3,468,752	---	3,511,676	2	---	2	2	2	173,437,589	CONNECTICUT	
DELAWARE	834,784	34,435	800,349	---	800,349	---	800,349	3	---	3	3	3	26,678,310	DELAWARE	
FLORIDA	11,235,225	11,235,225	---	22,392	11,257,617	15,341	6,741,135	2	2,247,048	11	4	4	224,704,496	FLORIDA	
GEORGIA	8,245,486	8,245,486	---	---	8,245,486	4,200	5,150,904	4	2,060,321	12	4	4	206,137,161	GEORGIA	
IDAHO	2,005,908	122,043	1,883,865	158	1,884,023	13,450	1,870,573	4	---	14	4	2/26	47,096,637	IDAHO	
ILLINOIS	885,351	48,525	836,826	---	836,826	---	4,517,041	2	836,826	13	3	3	41,841,273	ILLINOIS	
INDIANA	11,653,962	476,413	11,177,549	---	11,177,549	19,142	7,439,938	2	2,789,602	16	3	3	372,584,968	INDIANA	
IOWA	9,195,546	663,918	8,531,628	---	8,531,628	23,297	3,446,331	3	5,066,000	3	3	2	284,520,934	IOWA	
KANSAS	5,939,519	544,669	5,394,841	---	5,394,841	---	6,719,946	2	877,800	5	2	2	134,835,962	KANSAS	
KENTUCKY	3,741,781	---	3,741,781	1,443	5,185,224	23,278	3,390,951	5	---	5	2	2	93,045,319	KENTUCKY	
LOUISIANA	3,380,931	---	3,380,931	---	3,380,931	---	3,174,689	4	---	4	4	4	29,046,319	LOUISIANA	
MARYLAND	5,607,566	181,693	5,425,873	---	5,425,873	2,500	4,386,698	---	---	17	4	4	159,648,826	MARYLAND	
MASSACHUSETTS	20,300,021	1,866,181	18,433,840	---	18,433,840	90,122	9,489,452	5	3,399,874	16	3	3	611,161,335	MASSACHUSETTS	
MINNESOTA	6,211,021	443,668	5,767,353	---	5,767,353	20	5,768,100	2	345,392	16	2	2	288,404,938	MINNESOTA	
MISSISSIPPI	5,564,711	161,784	5,402,927	---	5,402,927	57,446	2,980,831	4	2,984,805	21	5	12/1	146,334,223	MISSISSIPPI	
MISSOURI	7,100,013	461,350	6,638,663	---	6,638,663	6,948,229	6,890,783	2	---	2	2	2	347,411,433	MISSOURI	
MONTANA	3,968,921	27,757	3,941,164	---	3,941,164	10,280	3,934,403	---	---	---	3	3	56,113,481	MONTANA	
NEBRASKA	575,069	44,427	530,642	---	530,642	---	265,593	2	---	---	2	2	197,085,187	NEBRASKA	
NEVADA	1,965,602	44,427	1,921,175	---	1,921,175	340	1,412,501	4	---	22	4	1/1	13,279,660	NEVADA	
NEW HAMPSHIRE	8,446,930	---	8,446,930	23,406	8,470,336	11,995	8,368,341	---	---	23	5	5	47,079,932	NEW HAMPSHIRE	
NEW JERSEY	1,835,500	---	1,835,500	16,137	1,851,637	37,041	1,414,436	---	---	---	2	2	422,346,478	NEW JERSEY	
NEW MEXICO	(No Tax)	---	---	---	---	---	---	---	---	---	(No Tax)	---	36,728,005	NEW MEXICO	
NEW YORK	10,117,614	330,603	9,787,011	---	9,787,011	9,687	6,869,282	---	---	25	(No Tax)	---	244,675,264	NEW YORK	
NORTH CAROLINA	2,202,679	729,572	1,473,107	1,362	1,474,469	25,000	6,869,282	---	---	---	4	4	73,973,234	NORTH CAROLINA	
NORTH DAKOTA	25,618,585	933,266	24,685,319	---	24,685,319	---	15,760,943	4	4,147,616	15	2	2	859,323,293	NORTH DAKOTA	
OHIO	8,170,719	22,818	8,147,901	---	8,147,901	25	5,431,934	3	2,715,967	---	3	3	279,996,597	OHIO	
OKLAHOMA	4,308,417	300,158	4,008,259	---	4,008,259	8,793	3,999,466	3	---	---	3	3	14,284,704	OKLAHOMA	
OREGON	21,998,064	---	21,998,064	---	21,998,064	---	14,123,214	4	4,707,738	---	3	3	733,263,795	OREGON	
PENNSYLVANIA	1,182,328	---	1,182,328	---	1,182,328	---	886,746	---	---	---	3	2	59,116,396	PENNSYLVANIA	
RHODE ISLAND	5,539,243	21,003	5,518,240	---	5,518,240	---	3,370,944	---	1,655,472	---	5	5	110,364,802	RHODE ISLAND	
SOUTH CAROLINA	4,368,331	849,158	3,519,173	---	3,519,173	7,688	2,270,275	---	---	---	4	4	76,965,809	SOUTH CAROLINA	
TENNESSEE	5,134,500	---	5,134,500	---	5,134,500	51,348	5,083,254	---	---	---	3	3	171,153,353	TENNESSEE	
TEXAS	17,945,037	---	17,945,037	---	17,945,037	---	13,498,778	---	---	28	3	22/2	681,135,373	TEXAS	
UTAH	1,664,247	---	1,664,247	405	1,664,652	5,500	1,143,222	---	---	---	3 1/2	3 1/2	47,577,166	UTAH	
VIRGINIA	5,029,604	423,365	4,606,239	---	4,606,239	---	1,115,962	---	---	---	4	4	37,870,983	VIRGINIA	
WASHINGTON	4,365,274	339,789	3,995,485	---	3,995,485	30	2,872,080	---	---	---	5	5	170,326,734	WASHINGTON	
WEST VIRGINIA	4,365,274	159,391	4,205,883	---	4,205,883	---	3,208,109	---	---	---	4	4	107,547,068	WEST VIRGINIA	
WISCONSIN	7,142,928	286,169	6,856,759	6,226	6,863,000	9,985	3,831,933	---	---	15	2	2	342,837,969	WISCONSIN	
WYOMING	965,851	1,534	964,317	---	964,317	2,373	951,944	---	---	---	2	2	31,810,563	WYOMING	
DIST. OF COLUMBIA	1,271,586	8,438	1,263,148	---	1,263,148	---	---	---	---	33	2	2	63,157,367	DIST. OF COLUMBIA	
TOTAL	304,871,766	362,076	305,233,842	694,601	305,928,443	57,380,901	17,619,995	18,491,754	17,619,995	34	3.00	---	34,710,178,344,771	TOTAL	

NOTES:
 1/ ACTUAL TAXES AVAILABLE FOR DISPOSAL; THE FIRST TWO COLUMNS SHOW ONLY THE PROCEDURE AND ARE NOT TOTALED, BEINGS OF MINOR IMPORTANCE.
 2/ COLLECTION COSTS IN MANY STATES ARE PAID FROM OTHER STATE FUNDS, AND WHEN AMOUNTS AND SOURCES ARE REPORTED NOTES ARE ENTERED BELOW.
 3/ BACK TAX RECEIPTS.
 4/ ON STATE HIGHWAY BOND SERIES 3 ONLY.
 5/ EXCLUDES 1,919,280 GALLONS CONSUMED IN A PREVIOUS YEAR TAXED AT 2 CENTS BUT NOT THEN REPORTED.
 6/ PAID BY STATE FOR COLLECTION FROM STATE HIGHWAY BOND.
 7/ PAID BY STATE FOR COLLECTION FROM STATE HIGHWAY BOND AND \$2,799,047 ON LOCAL ROAD BONDS.
 8/ INCLUDES \$164,460 ON STATE HIGHWAY BOND AND \$2,799,047 ON LOCAL ROAD BONDS.
 9/ INCLUDES AMOUNTS REPORTED UNREPORTED.
 10/ INCLUDES ALL EXPENSE OF STATE INSPECTOR OF OILS.
 11/ BALANCE OF OIL INSPECTION FEES TRANSFERRED TO STATE GENERAL FUND.
 12/ FOR PUBLIC SCHOOLS AND 50-SCHOOL BUILDINGS \$2,247,045, AND FOR PUBLIC SCHOOLS \$7,051.
 13/ ONLY JANUARY TAX RECEIPTS REPORTED AS LAW WAS FOUND INVALID BY SUPREME COURT, FEB. 24, 1928.
 14/ HELD AT DISPOSAL OF COURT.
 15/ ONLY JANUARY CONSUMPTION SHOWN; REMAINING 11 MONTHS ESTIMATED AT 671,000,000 GALLONS.
 16/ FOR CITY STREETS
 17/ FOR BALTIMORE CITY STREETS AND GRADE CROSSING ELIMINATION IN CITY.
 18/ GASOLINE TAX OF 2 CENTS EFFECTIVE JAN. 1, 1929.
 19/ ESTIMATED CONSUMPTION 340,000,000 GALLONS.
 20/ SPECIAL LOCAL TAXES IN 3 COUNTIES ASSIGNED TO SEA-WALL FOR ROAD PROTECTION.
 21/ FOR LOCAL GOVERNMENT TAXES IN 3 COUNTIES ASSIGNED TO SEA-WALL FOR ROAD PROTECTION.
 22/ FOR STATE DEPARTMENT OF COMMERCE AND NAVIGATION.
 23/ ESTIMATED CONSUMPTION 1,000,000,000 GALLONS.
 24/ STATE APPROPRIATION OF \$12,000.
 25/ STATE APPROPRIATION OF \$12,000.
 26/ FREE SCHOOL FUND.
 27/ REQUIRED ACCORDING TO SECTION 2 OF 1927 LAW.
 28/ STATE APPROPRIATION OF \$11,700.
 29/ TRANSFER OF \$5,000 FROM MOTOR VEHICLE FUND.
 30/ APPROXIMATE.
 31/ FOR APPROXIMATE AND REPAIR OF WASHINGTON STREETS.
 32/ FOR APPROXIMATE TOTAL OF ALL STATES AND ESTIMATED AMOUNTS NOTED FOR ILLINOIS, MASSACHUSETTS AND NEW YORK.

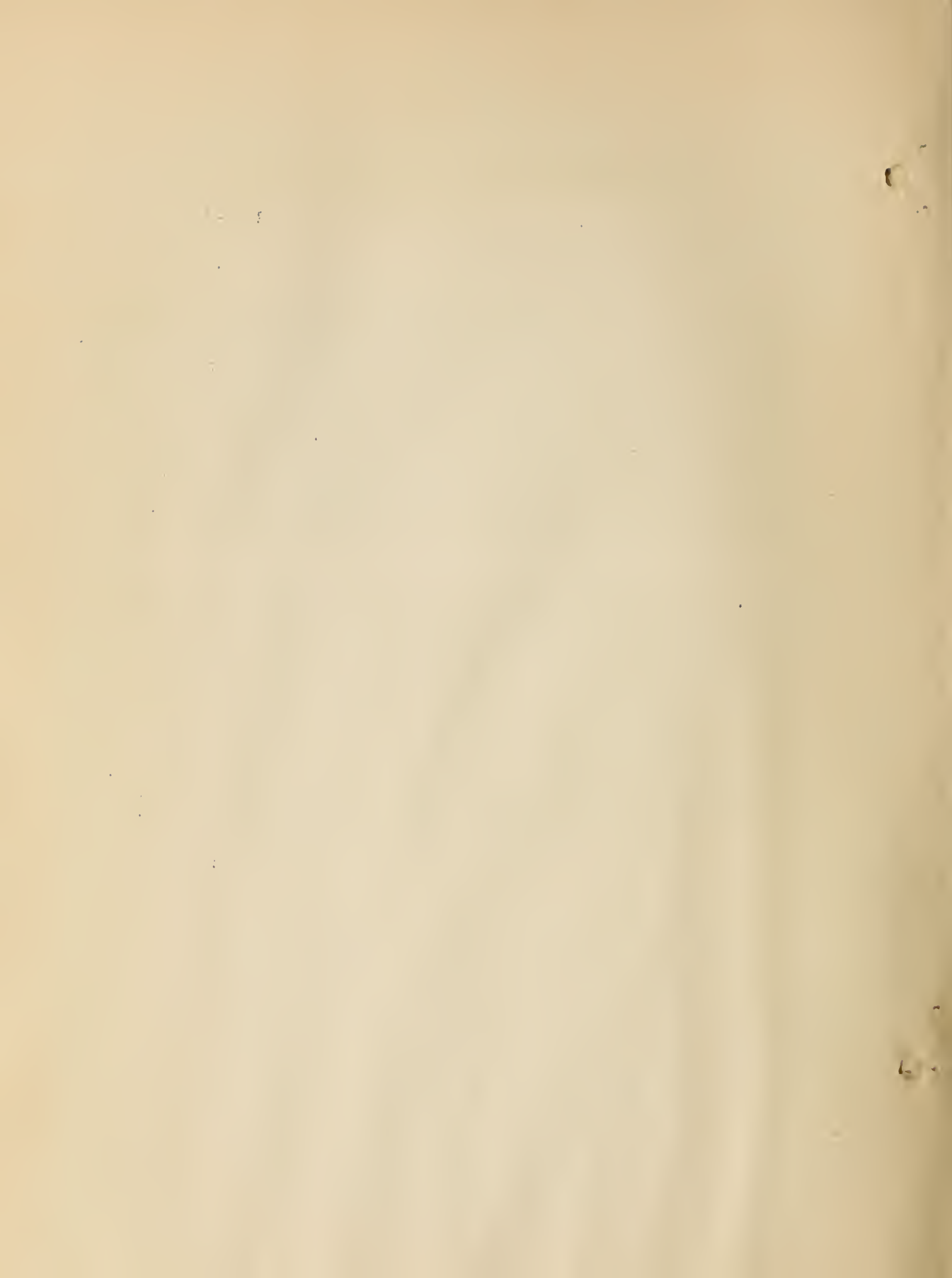


4,291 GRADE CROSSINGS ELIMINATED WITH FEDERAL AID
SINCE 1916

COMPILED FROM DATA SUBMITTED BY THE DIVISION OF DESIGN

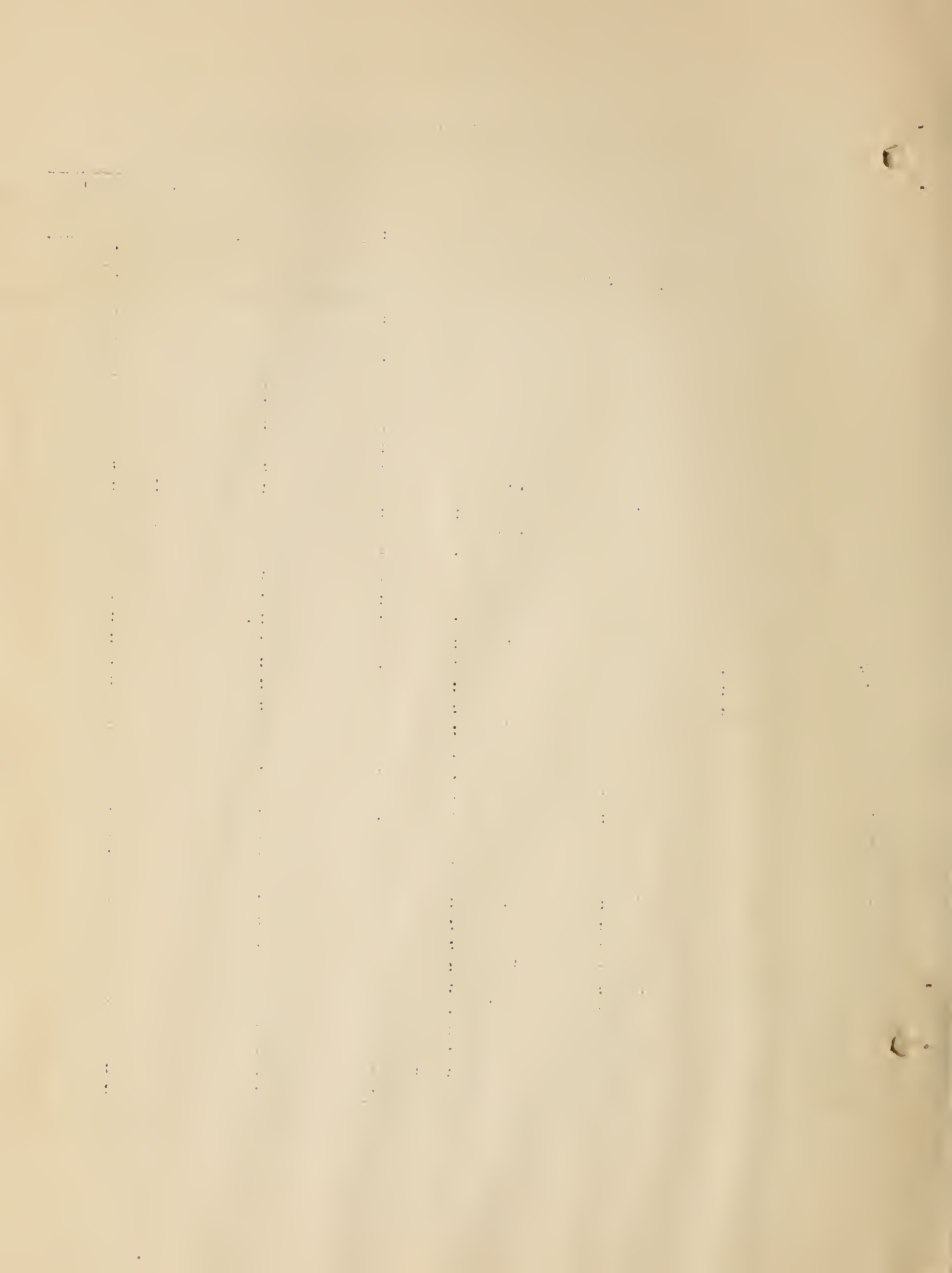
SINCE THE ENACTMENT OF THE ORIGINAL FEDERAL-AID HIGHWAY LEGISLATION IN 1916, THERE HAVE BEEN ELIMINATED FROM THE FEDERAL-AID HIGHWAY SYSTEM WITH FEDERAL AID, 4,291 HIGHWAY-RAILROAD GRADE CROSSINGS AS SHOWN BY THE ATTACHED TABLE. OF THIS NUMBER 947 GRADE CROSSINGS HAVE BEEN DISPOSED OF BY THE SEPARATION OF GRADES, AND 3,344 BY RELOCATION OF THE ROAD. DURING THE CALENDAR YEAR 1928, THERE WERE 390 GRADE CROSSINGS ELIMINATED, 107 BY GRADE SEPARATION, AND 283 BY RELOCATION OF THE HIGHWAY. IT SHOULD BE BORNE IN MIND, HOWEVER, THAT MANY OF THESE CROSSINGS, ALTHOUGH ELIMINATED FROM THE FEDERAL-AID HIGHWAY SYSTEM, MAY NOT BE ABANDONED ENTIRELY, BUT OFTEN REVERT TO THE STATUS OF CROSSINGS ON LOCAL ROADS WHICH ARE STILL MAINTAINED FOR PUBLIC USE.

THE STATISTICS PUBLISHED IN THE NEWS LETTER FOR DECEMBER, 1927, VOL. 3, No. 2, WERE BASED ON A COUNT OF GRADE-CROSSING ELIMINATIONS DATED FROM THE PASSAGE OF THE FEDERAL-AID HIGHWAY ACT OF NOVEMBER 9, 1921 TO NOVEMBER 11, 1927, AS INDICATED ON THE PLANS SUBMITTED TO THE HEADQUARTERS OFFICE OF THE BUREAU. SINCE THESE PREVIOUS FIGURES WERE RELEASED, THE DISTRICT ENGINEERS HAVE SUBMITTED DATA INCLUDING ALL THE GRADE CROSSINGS THAT HAVE BEEN ELIMINATED FROM THE FEDERAL-AID HIGHWAY SYSTEM, WITH FEDERAL AID, EITHER BY GRADE SEPARATION OR RELOCATION, SINCE THE PASSAGE OF THE ORIGINAL FEDERAL-AID ROAD ACT IN 1916 TO DECEMBER 31, 1928. THESE MOST-RECENT DATA SUBMITTED BY THE DISTRICT ENGINEERS ARE SHOWN IN THE FOLLOWING TABLE:



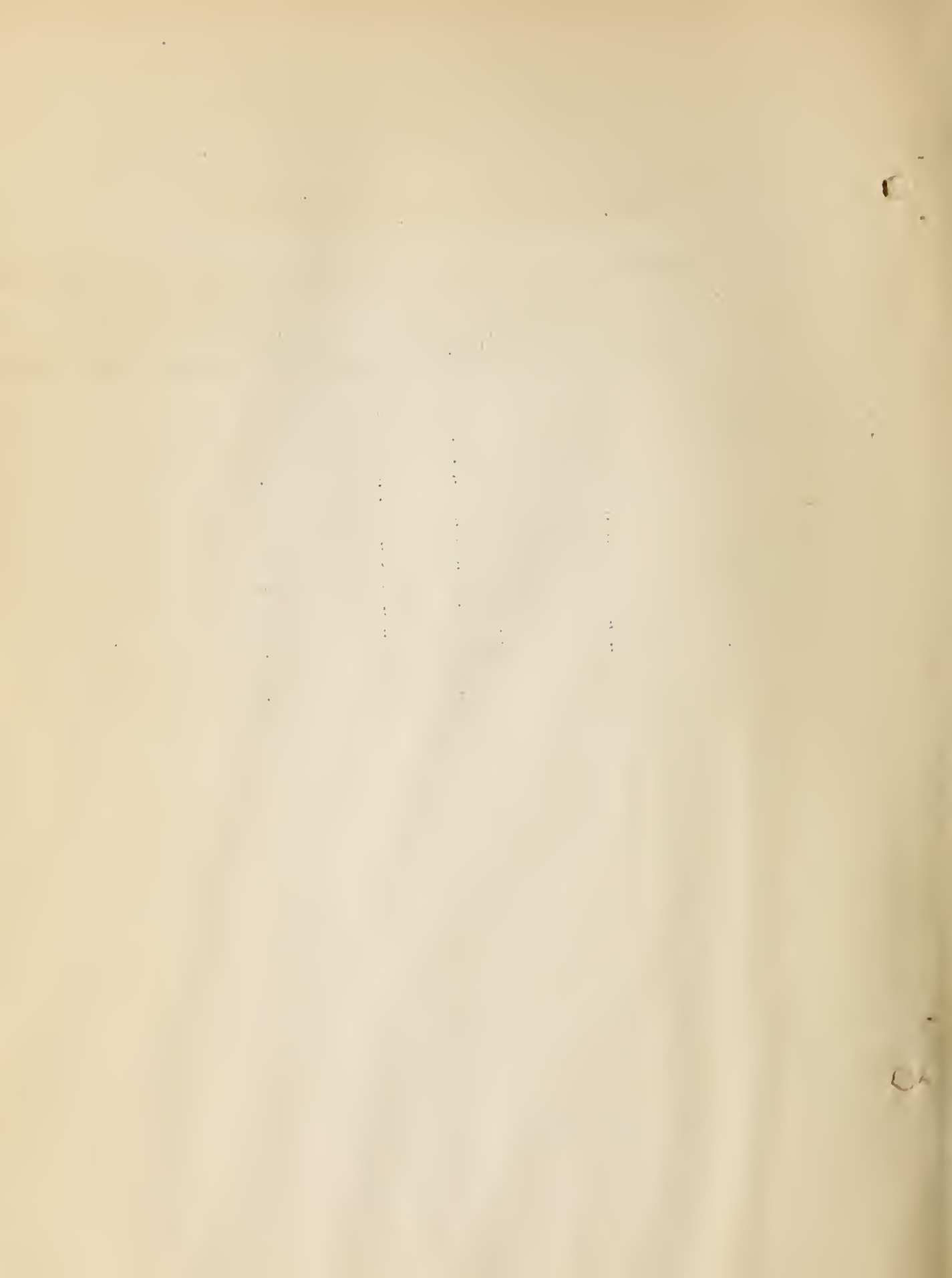
NUMBER OF GRADE CROSSINGS ELIMINATED FROM FEDERAL-AID
HIGHWAY SYSTEM WITH FEDERAL AID

STATE	: TOTAL NUMBER OF GRADE CROSSINGS : ELIMINATED FROM 1917 TO DECEMBER 31, 1928			: TOTAL NUMBER OF GRADE CROSSINGS : ELIMINATED DURING THE CALENDAR YEAR 1928		
	: BY GRADE :	: BY RELOCATION :	: TOTALS :	: BY GRADE :	: BY RELOCATION :	: TOTALS :
	: SEPARATION :	: OF HIGHWAY :	: TOTALS :	: SEPARATION :	: OF HIGHWAY :	: TOTALS :
	:	:	:	:	:	:
ALABAMA	: 38 :	: 91 :	: 129 :	: 12 :	: 19 :	: 31 :
ARIZONA	: 6 :	: 19 :	: 25 :	: 2 :	: 0 :	: 2 :
ARKANSAS	: 11 :	: 65 :	: 76 :	: 0 :	: 3 :	: 3 :
CALIFORNIA	: 18 :	: 20 :	: 38 :	: 2 :	: 3 :	: 5 :
COLORADO	: 13 :	: 33 :	: 46 :	: 3 :	: 4 :	: 7 :
CONNECTICUT	: 5 :	: 2 :	: 7 :	: 0 :	: 2 :	: 2 :
DELAWARE	: 0 :	: 0 :	: 0 :	: 0 :	: 0 :	: 0 :
FLORIDA	: 7 :	: 25 :	: 32 :	: 0 :	: 0 :	: 0 :
GEORGIA	: 40 :	: 142 :	: 182 :	: 6 :	: 15 :	: 21 :
IDAHO	: 13 :	: 44 :	: 57 :	: 2 :	: 3 :	: 5 :
ILLINOIS	: 40 :	: 121 :	: 161 :	: 3 :	: 18 :	: 21 :
INDIANA	: 18 :	: 91 :	: 109 :	: 1 :	: 23 :	: 24 :
IOWA	: 59 :	: 153 :	: 212 :	: 0 :	: 0 :	: 0 :
KANSAS	: 27 :	: 126 :	: 153 :	: 3 :	: 20 :	: 23 :
KENTUCKY	: 19 :	: 76 :	: 95 :	: 0 :	: 4 :	: 4 :
LOUISIANA	: 7 :	: 14 :	: 21 :	: 0 :	: 1 :	: 1 :
MAINE	: 1 :	: 18 :	: 19 :	: 1 :	: 2 :	: 3 :
MARYLAND	: 9 :	: 5 :	: 14 :	: 1 :	: 0 :	: 1 :
MASSACHUSETTS	: 0 :	: 9 :	: 9 :	: 0 :	: 3 :	: 3 :
MICHIGAN	: 22 :	: 45 :	: 67 :	: 4 :	: 22 :	: 26 :
MINNESOTA	: 76 :	: 245 :	: 321 :	: 4 :	: 4 :	: 8 :
MISSISSIPPI	: 25 :	: 60 :	: 85 :	: 3 :	: 14 :	: 17 :
MISSOURI	: 45 :	: 65 :	: 110 :	: 5 :	: 2 :	: 7 :
MONTANA	: 13 :	: 75 :	: 88 :	: 5 :	: 17 :	: 22 :
NEBRASKA	: 11 :	: 118 :	: 129 :	: 0 :	: 3 :	: 3 :
NEVADA	: 10 :	: 42 :	: 52 :	: 1 :	: 2 :	: 3 :
NEW HAMPSHIRE	: 1 :	: 10 :	: 11 :	: 0 :	: 0 :	: 0 :
NEW JERSEY	: 7 :	: 17 :	: 24 :	: 2 :	: 2 :	: 4 :
NEW MEXICO	: 7 :	: 28 :	: 35 :	: 2 :	: 8 :	: 10 :
NEW YORK	: 26 :	: 34 :	: 60 :	: 1 :	: 2 :	: 3 :
NORTH CAROLINA	: 19 :	: 113 :	: 132 :	: 0 :	: 3 :	: 3 :
NORTH DAKOTA	: 16 :	: 177 :	: 193 :	: 2 :	: 6 :	: 8 :
OHIO	: 16 :	: 57 :	: 73 :	: 5 :	: 9 :	: 14 :
OKLAHOMA	: 51 :	: 111 :	: 162 :	: 6 :	: 5 :	: 11 :
OREGON	: 11 :	: 40 :	: 51 :	: 2 :	: 0 :	: 2 :
PENNSYLVANIA	: 31 :	: 84 :	: 115 :	: 4 :	: 2 :	: 6 :
RHODE ISLAND	: 4 :	: 0 :	: 4 :	: 1 :	: 0 :	: 1 :



NUMBER OF GRADE CROSSINGS ELIMINATED FROM FEDERAL-AID
HIGHWAY SYSTEM WITH FEDERAL AID (CONTINUED)

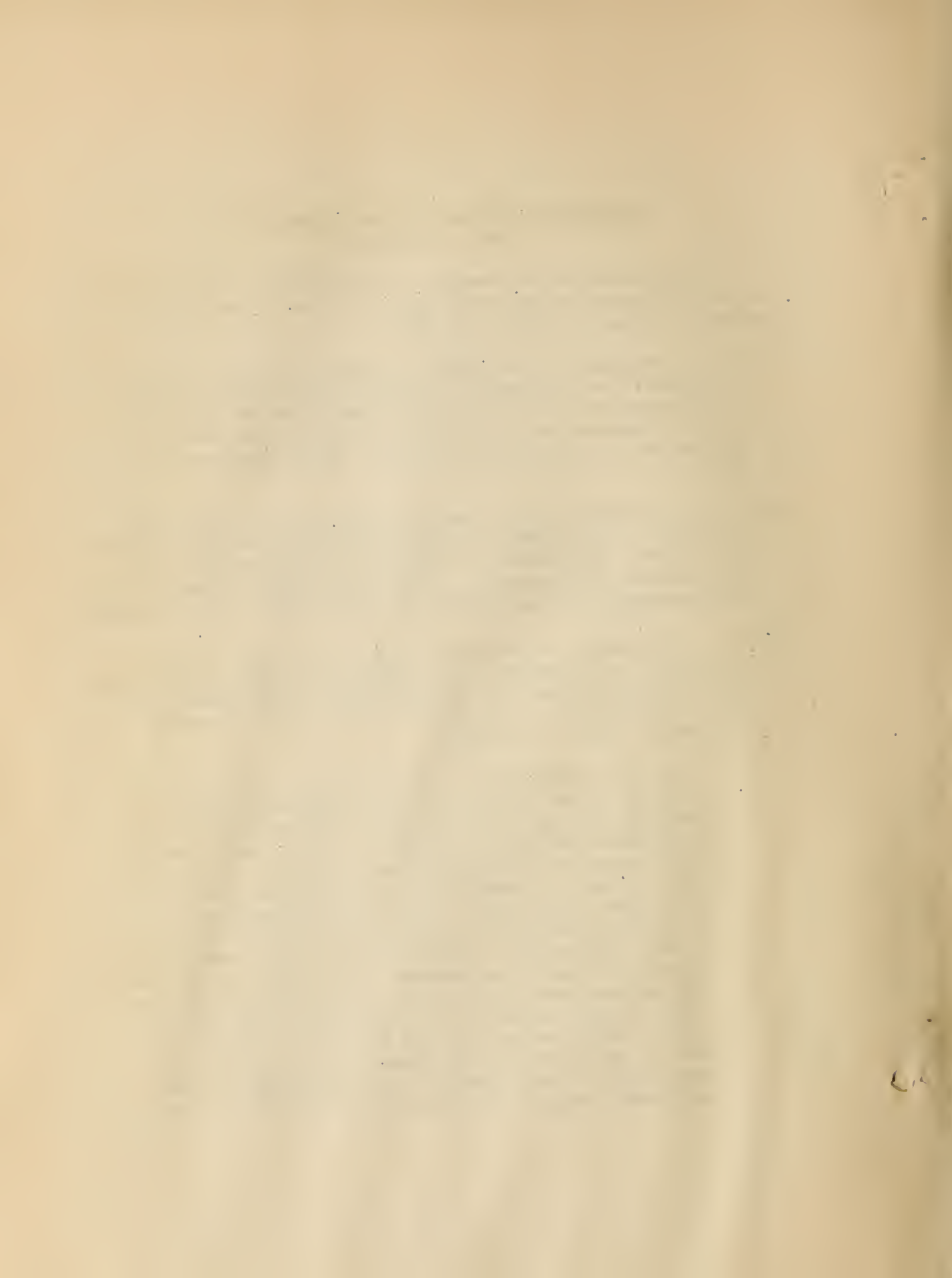
STATE	: TOTAL NUMBER OF GRADE CROSSINGS :			: TOTAL NUMBER OF GRADE CROSSINGS :		
	: ELIMINATED FROM 1917 TO :			: ELIMINATED DURING THE :		
	: DECEMBER 31, 1928 :			: CALENDAR YEAR 1928 :		
	: BY GRADE :	: BY RELOCATION :	: SEPARATION :	: BY GRADE :	: BY RELOCATION :	: SEPARATION :
	OF HIGHWAY :	TOTALS :		OF HIGHWAY :	TOTALS :	
SOUTH CAROLINA:	26 :	94 :	120 :	3 :	3 :	6 :
SOUTH DAKOTA :	19 :	77 :	96 :	3 :	2 :	5 :
TENNESSEE :	26 :	55 :	81 :	1 :	0 :	1 :
TEXAS :	88 :	352 :	440 :	5 :	20 :	25 :
UTAH :	6 :	30 :	36 :	0 :	0 :	0 :
VERMONT :	1 :	10 :	11 :	0 :	0 :	0 :
VIRGINIA :	8 :	58 :	66 :	0 :	3 :	3 :
WASHINGTON :	4 :	60 :	64 :	0 :	6 :	6 :
WEST VIRGINIA :	6 :	22 :	28 :	0 :	4 :	4 :
WISCONSIN :	35 :	169 :	204 :	12 :	23 :	35 :
WYOMING :	6 :	36 :	42 :	0 :	1 :	1 :
HAWAII :	0 :	6 :	6 :	0 :	0 :	0 :
TOTALS :	947 :	3,344 :	4,291 :	107 :	283 :	390 :



PROGRESS OF FEDERAL HIGHWAY LEGISLATION
(NOT FOR RELEASE)

THE FOLLOWING IS A SUMMARY OF THE FEDERAL HIGHWAY LEGISLATION INTRODUCED IN THE FIRST SESSION OF THE SEVENTY-FIRST CONGRESS CONVENED ON APRIL 15, 1929.

- S. 104.- INTRODUCED IN THE SENATE ON APRIL 18, BY T. J. WALSH OF MONTANA, AND REFERRED TO THE COMMITTEE ON POST OFFICES AND POST ROADS. AUTHORIZES AN APPROPRIATION OF \$1,943,200 FOR THE CONSTRUCTION OF A HIGHWAY FROM RED LODGE MONT., TO THE BOUNDARY OF YELLOWSTONE NATIONAL PARK NEAR COOKE CITY, MONT.
- S. 120.- INTRODUCED IN THE SENATE ON APRIL 18, BY T. L. ODDIE OF NEVADA, AND REFERRED TO THE COMMITTEE ON POST OFFICES AND POST ROADS. AUTHORIZES THE PRESIDENT, UPON APPLICATION OF THE GOVERNMENTS CONCERNED, TO DETAIL ENGINEERS TO ASSIST THE GOVERNMENTS OF THE LATIN-AMERICAN REPUBLICS IN HIGHWAY MATTERS.
- S. 121.- INTRODUCED IN THE SENATE ON APRIL 18, BY T. L. ODDIE OF NEVADA, AND REFERRED TO THE COMMITTEE ON POST OFFICES AND POST ROADS. PROVIDES FOR THE AMENDMENT OF THE SECOND PARAGRAPH OF SECTION 3 OF THE FEDERAL HIGHWAY ACT, APPROVED NOVEMBER 9, 1921, AS FOLLOWS:
- 1.- THAT THE SECRETARY OF AGRICULTURE IS AUTHORIZED TO COOPERATE WITH THE STATE HIGHWAY DEPARTMENTS AND THE DEPARTMENT OF THE INTERIOR IN THE SURVEY, CONSTRUCTION, RECONSTRUCTION, AND MAINTENANCE OF MAIN ROADS THROUGH UNAPPROPRIATED OR UNRESERVED PUBLIC LANDS, NONTAXABLE INDIAN LANDS, OR OTHER FEDERAL RESERVATIONS OTHER THAN THE FOREST RESERVATIONS. SUCH SUMS AS CONGRESS MAY HEREAFTER AUTHORIZE TO BE EXPENDED UNDER THE PROVISIONS OF THIS SECTION SHALL BE APPORTIONED AMONG THOSE STATES HAVING MORE THAN 5 PER CENTUM OF THEIR AREA IN THE LANDS HEREINBEFORE DESCRIBED AND SHALL BE PRORATED AND APPORTIONED TO SAID STATES IN THE PROPORTION THAT THE AREA OF SAID LANDS IN EACH OF SAID STATES IS TO THE TOTAL AREA OF SAID LANDS IN THE STATES ELIGIBLE UNDER THE PROVISIONS OF THIS SECTION, AND NO CONTRIBUTION FROM THE STATES SHALL BE REQUIRED IN THE EXPENDITURE THEREOF.



2.- THAT THE SECOND PARAGRAPH OF DIVISION (A) OF SECTION 23 OF THE FEDERAL HIGHWAY ACT APPROVED NOVEMBER 9, 1921, IS AMENDED BY ADDING THE FOLLOWING: "PROVIDED, THAT IN THE EXPENDITURE OF FUNDS AUTHORIZED UNDER THIS PARAGRAPH, THE SECRETARY OF AGRICULTURE SHALL GIVE PREFERENCE TO THOSE PROJECTS WHICH ARE LOCATED ON THE FEDERAL-AID HIGHWAY SYSTEM AS THE SAME ARE NOW OR MAY HEREAFTER BE DESIGNATED, AND THE ROADS SO CONSTRUCTED SHALL BE OF THE SAME STANDARD AS TO WIDTH AND CHARACTER OF CONSTRUCTION AS THE FEDERAL GOVERNMENT REQUIRES OF THE STATES UNDER LIKE CONDITIONS: PROVIDED FURTHER, THAT THE SECRETARY OF AGRICULTURE SHALL PREPARE, PUBLISH, AND DISTRIBUTE A MAP AND OTHER INFORMATION, AT LEAST ANNUALLY, SHOWING THE PROGRESS MADE IN THE EXPENDITURES OF THE FUNDS AUTHORIZED UNDER THIS SECTION."

3.- THAT ALL ACTS OR PARTS OF ACTS IN ANY WAY INCONSISTENT WITH THE PROVISIONS OF THIS ACT ARE REPEALED, AND THIS ACT SHALL TAKE EFFECT ON ITS PASSAGE.

S. 219.- INTRODUCED IN THE SENATE ON APRIL 18, BY SMITH W. BROOKHART OF IOWA, AND REFERRED TO THE COMMITTEE ON COMMERCE.

1.- AUTHORIZES THE SECRETARY OF AGRICULTURE TO ACQUIRE ANY TOLL BRIDGES WITHIN THE UNITED STATES OR BETWEEN THE UNITED STATES AND A FOREIGN COUNTRY THE FREE OPERATION OF WHICH HE DEEMS ADVANTAGEOUS IN THE INTEREST OF INTERSTATE AND FOREIGN COMMERCE, IMPROVEMENT OF THE POSTAL SERVICE, AND PROVISION FOR THE NATIONAL DEFENSE. SUCH ACQUISITION SHALL, IN THE SECRETARY'S DISCRETION BE MADE BY PURCHASE OR IN THE CASE OF PROPERTY WITHIN THE JURISDICTION OF THE UNITED STATES, BY CONDEMNATION.

2.- AUTHORIZES THE SECRETARY OF AGRICULTURE TO CONSTRUCT A NEW BRIDGE, IN ACCORDANCE WITH THE GENERAL BRIDGE ACT APPROVED MARCH 23, 1906, WHERE HE DECIDES THE CONSTRUCTION OF THE NEW BRIDGE WILL BE MORE ECONOMICAL THAN THE ACQUISITION OF AN EXISTING BRIDGE.

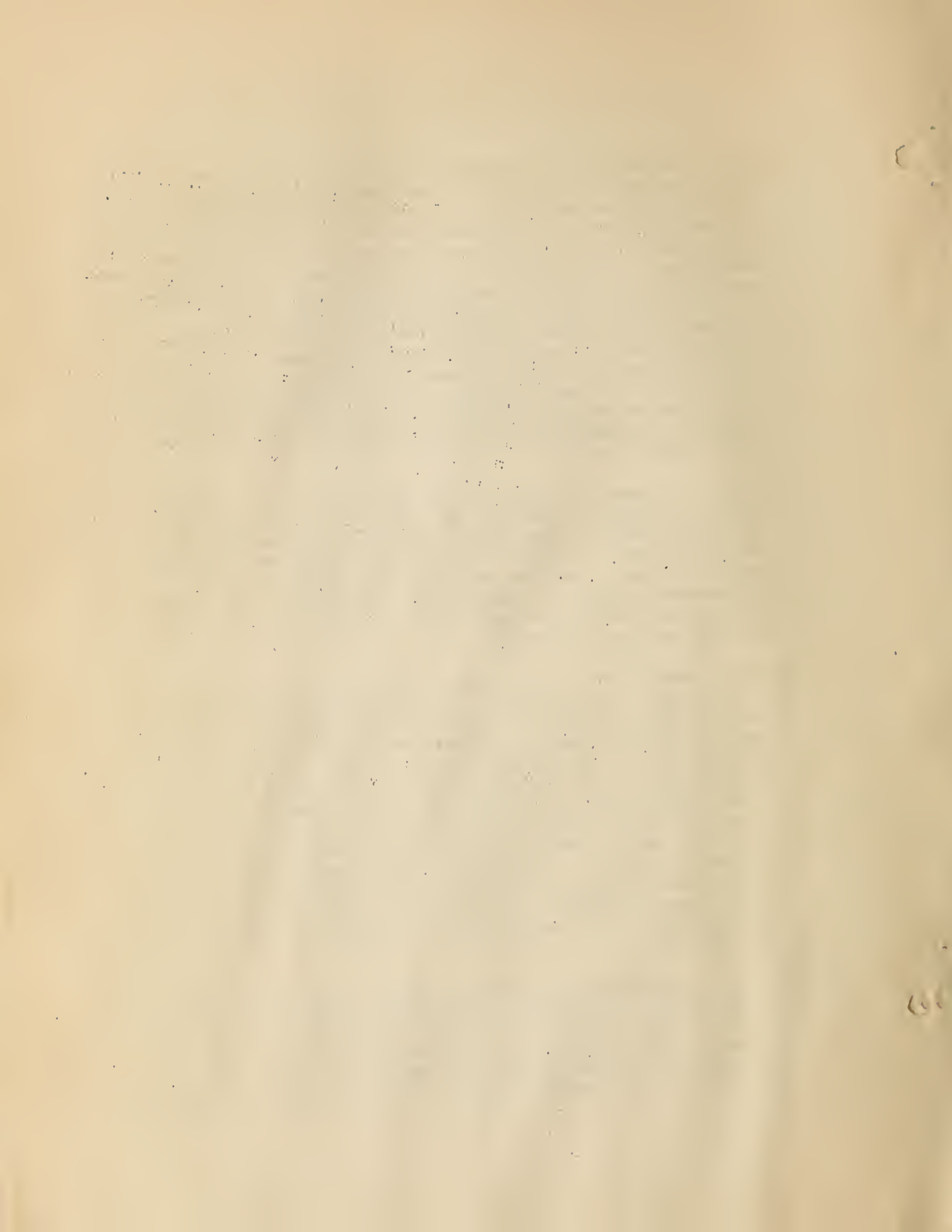
3.- AUTHORIZES THE SECRETARY OF AGRICULTURE TO PROVIDE FOR THE MAINTENANCE AND OPERATION, FREE FROM TOLLS, OF ALL BRIDGES ACQUIRED OR CONSTRUCTED UNDER THIS ACT.

4.- THE PROVISIONS OF THIS ACT SHALL NOT APPLY IN THE CASE OF ANY BRIDGE CONSTRUCTED UNDER A LAWFUL AUTHORIZATION PROVIDING FOR ITS FREE OPERATION AFTER ITS COST

SHALL HAVE BEEN AMORTIZED OUT OF ITS EARNINGS ABOVE THE COST OF MAINTENANCE AND A REASONABLE RETURN ON THE INVESTMENT.

- 5.- AS USED IN THIS ACT IN A GEOGRAPHICAL SENSE THE TERM "UNITED STATES" SHALL MEAN THE TERRITORY TO WHICH THE PROVISIONS OF THE FEDERAL HIGHWAY ACT, AS AMENDED, ARE APPLICABLE.
- 6.- TO CARRY OUT THE PURPOSES OF THIS ACT THERE IS AUTHORIZED TO BE APPROPRIATED THE SUM OF \$35,000,000 A YEAR FOR 10 YEARS, BEGINNING WITH THE FISCAL YEAR ENDING JUNE 30, 1930.
- S. 220.- INTRODUCED IN THE SENATE ON APRIL 18, BY SMITH W. BROOKHART OF IOWA, AND REFERRED TO THE COMMITTEE ON COMMERCE. THIS IS A GENERAL BRIDGE BILL PROVIDING REGULATIONS FOR THE CONSTRUCTION, RECONSTRUCTION, REPAIR, MAINTENANCE, AND OPERATION OF BRIDGES OVER THE NAVIGABLE WATERS OF THE UNITED STATES.
- S. 309.- INTRODUCED IN THE SENATE ON APRIL 18, BY D. O. HASTINGS OF DELAWARE, AND REFERRED TO THE COMMITTEE ON POST OFFICES AND POST ROADS. PROVIDES FOR THE ORGANIZATION OF A NATIONAL SURVEY COMMISSION FOR THE CONSTRUCTION OF A POST ROAD AND MILITARY HIGHWAY FROM A POINT ALONG THE ATLANTIC SEABOARD TO THE PACIFIC COAST, THE RIGHT OF WAY TO BE 500 FEET WIDE. THE BILL PROVIDES THAT A STUDY AND REPORT IS TO BE MADE ON CERTAIN HIGHWAYS CONNECTING WITH THE CENTRAL SUPERHIGHWAY.
- S. 552.- INTRODUCED IN THE SENATE, ON APRIL 23, BY KEY PITTMAN OF NEVADA, AND REFERRED TO THE COMMITTEE ON POST OFFICES AND POST ROADS. PROVIDES FOR THE AMENDMENT OF SECTION 14 OF THE FEDERAL HIGHWAY ACT OF NOVEMBER 9, 1921, SO THAT A STATE THAT HAS ACCEPTED THE BENEFITS OF THE ACT SHALL MAINTAIN THE FEDERAL-AID HIGHWAYS WITHIN SUCH STATE, AT ITS OWN EXPENSE, EXCEPT THAT IN THE CASE OF ANY STATE CONTAINING UNAPPROPRIATED PUBLIC LANDS EXCEEDING 5 PER CENTUM OF THE TOTAL AREA OF ALL LANDS IN THE STATE, THE SHARE OF THE UNITED STATES PAYABLE UNDER THIS ACT ON ACCOUNT OF THE COSTS OF SUCH MAINTENANCE SHALL EQUAL THE PERCENTAGE WHICH THE AREA OF THE UNAPPROPRIATED PUBLIC LANDS IN SUCH STATE BEARS TO THE TOTAL AREA OF SUCH STATE. MAKES PROVISIONS FOR THE MAINTENANCE OF THE ROADS WHERE THE STATE FAILS TO COMPLY WITH THIS ACT.

- S. 626.- INTRODUCED IN THE SENATE ON APRIL 23, BY W. L. JONES OF WASHINGTON, AND REFERRED TO THE COMMITTEE ON COMMERCE. PROVIDES FOR THE CREATION OF A PROSPERITY RESERVE IN ORDER TO STABILIZE INDUSTRY AND EMPLOYMENT BY THE EXPANSION OF PUBLIC WORKS DURING PERIODS OF UNEMPLOYMENT AND INDUSTRIAL DEPRESSION. IN ADDITION TO THE AMOUNTS NORMALLY AND USUALLY APPROPRIATED, AN APPROPRIATION OF \$75,000,000 IS AUTHORIZED FOR FEDERAL-AID ROADS. NO APPROPRIATION SHALL BE MADE PURSUANT TO THE AUTHORIZATION CONTAINED IN THIS ACT UNTIL THE PRESIDENT FINDS AND COMMUNICATES TO CONGRESS THAT THE VOLUME, BASED UPON VALUE, OF CONTRACTS AWARDED FOR CONSTRUCTION WORK IN THE UNITED STATES, "HAS FALLEN 20 PER CENTUM FOR A THREE-MONTH PERIOD BELOW THE AVERAGE OF THE CORRESPONDING THREE-MONTH PERIODS OF 1927 AND 1928, THE PRECEDING THREE YEARS" (SIC).
- S. 644.- INTRODUCED IN THE SENATE ON APRIL 23, BY W. F. GEORGE AND W. J. HARRIS OF GEORGIA, AND REFERRED TO THE COMMITTEE ON POST OFFICES AND POST ROADS. AUTHORIZES AN APPROPRIATION OF \$125,000 TO THE STATE OF GEORGIA FOR EXPENDITURES MADE AND TO BE MADE IN THE REPAIR AND RECONSTRUCTION OF ROADS AND BRIDGES DAMAGED OR DESTROYED BY FLOODS DURING THE PERIOD OF FEBRUARY, MARCH, AND APRIL, 1929. PROVIDES CERTAIN LIMITATIONS FOR THE EXPENDITURE.
- S. 837.- INTRODUCED IN THE SENATE ON APRIL 29, BY K. MCKELLAR OF TENNESSEE, AND REFERRED TO THE COMMITTEE ON POST OFFICES AND POST ROADS. PROVIDES THAT EXISTING FEDERAL-AID HIGHWAY LEGISLATION BE AMENDED BY AUTHORIZING APPROPRIATIONS OF \$50,000,000 FOR THE FISCAL YEAR ENDING JUNE 30, 1929, AND \$75,000,000 AND \$100,000,000 FOR THE FISCAL YEARS 1930 AND 1931, RESPECTIVELY, TO BE EXPENDED IN THE IMPROVEMENT OF RURAL POST ROADS OVER WHICH RURAL CARRIERS TRAVEL IN SERVING THE RURAL ROUTES, OTHER THAN THOSE NOW INCLUDED IN THE FEDERAL-AID SYSTEM. THE FUNDS ARE TO BE APPORTIONED TO THE STATES UPON THE BASIS OF THE MILEAGE OF RURAL ROUTES, PROVIDED THAT THE STATES APPROPRIATE A LIKE AMOUNT, AND TO BE ADMINISTERED IN THE SAME MANNER AS THE EXISTING FEDERAL-AID FUNDS.
- H.R. 34.- INTRODUCED IN THE HOUSE ON APRIL 15, BY E. E. BROWNE OF WISCONSIN, AND REFERRED TO THE COMMITTEE ON ROADS. PROVIDES FOR THE CREATION OF A SPECIAL HIGHWAY FUND OUT OF THE PROCEEDS FROM THE SALE OF SURPLUS WAR-MATERIAL, HIGHWAY EQUIPMENT, AND SUPPLIES TO THE GOVERNMENT OF FRANCE FOR WHICH THE UNITED STATES HOLDS BONDS TOTALLING \$407,341,145.



H.R. 107.- INTRODUCED IN THE HOUSE ON APRIL 15, BY O. B. BURTNESSE OF NORTH DAKOTA, AND REFERRED TO THE COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE. THIS IS A GENERAL BRIDGE BILL PROVIDING REGULATIONS FOR THE CONSTRUCTION, RECONSTRUCTION, REPAIR, MAINTENANCE, AND OPERATION OF BRIDGES OVER THE NAVIGABLE WATERS OF THE UNITED STATES. THIS BILL IS ALMOST IDENTICAL WITH S. 220 AS DESCRIBED ABOVE.

H.R. 151.- INTRODUCED IN THE HOUSE ON APRIL 15, BY SCOTT LEAVITT OF MONTANA, AND REFERRED TO THE COMMITTEE ON ROADS. THIS BILL IS IDENTICAL WITH S. 104 AS DESCRIBED ABOVE.

H.R. 217.- INTRODUCED IN THE HOUSE ON APRIL 15, BY H. P. FULMER OF SOUTH CAROLINA, AND REFERRED TO THE COMMITTEE ON ROADS. PROVIDES THAT EXISTING FEDERAL-AID HIGHWAY LEGISLATION BE AMENDED BY AUTHORIZING AN APPROPRIATION OF \$50,000,000 FOR EACH OF THE FISCAL YEARS 1929 AND 1930, TO BE EXPENDED IN THE IMPROVEMENT OF RURAL POST ROADS OVER WHICH RURAL CARRIERS TRAVEL IN SERVING THE RURAL ROUTES, OTHER THAN THOSE NOW INCLUDED IN THE FEDERAL-AID ROAD SYSTEM. THE FUNDS ARE TO BE APPORTIONED TO THE STATES UPON THE BASIS OF THE MILEAGE OF RURAL ROUTES, PROVIDED THAT THE STATES APPROPRIATE A LIKE AMOUNT, AND ARE TO BE ADMINISTERED IN THE SAME MANNER AS THE EXISTING FEDERAL-AID ROAD FUNDS.

H.R. 225.- INTRODUCED IN THE HOUSE ON APRIL 15, BY W. P. HOLADAY OF ILLINOIS, AND REFERRED TO THE COMMITTEE ON WAYS AND MEANS. PROVIDES FOR THE CONSTRUCTION, MAINTENANCE, AND REGULATION OF A NATION-WIDE SYSTEM OF DURABLE HARD-SURFACED POST-ROADS UNDER THE SUPERVISION OF THE SECRETARY OF AGRICULTURE, TO BE COMPLETED WITHIN 5 YEARS IF POSSIBLE; AND AUTHORIZES A BOND ISSUE OF 5 BILLION DOLLARS FOR THIS PURPOSE.

H.R. 257.- INTRODUCED IN THE HOUSE ON APRIL 15, BY M. C. TARVER OF GEORGIA, AND REFERRED TO THE COMMITTEE ON ROADS. PROVIDES FOR THE EXTENSION OF FEDERAL AID IN HIGHWAY CONSTRUCTION TO RURAL FREE-DELIVERY AND STAR MAIL-ROUTES WHICH DO NOT CONSTITUTE PORTIONS OF THE FEDERAL OR STATE HIGHWAY SYSTEMS DESIGNATED UNDER EXISTING LAWS TO RECEIVE FEDERAL AID AND PROVIDING FOR THE EXPENDITURE OF SUCH SUMS OF MONEY AS MAY BE APPROPRIATED HEREUNDER.

H.R. 706.- INTRODUCED IN THE HOUSE ON APRIL 15, BY C. L. BEEDY OF MAINE, AND REFERRED TO THE COMMITTEE ON ROADS. PROVIDES FOR THE AMENDMENT OF EXISTING FEDERAL HIGHWAY LEGISLATION



SO AS TO PERMIT THE GRANTING OF FEDERAL AID IN THE IMPROVEMENT OF HIGHWAYS WHICH LEAD DIRECTLY TO OR FROM PUBLICLY-OWNED BRIDGES WHICH ARE OPERATED AS TOLL BRIDGES UNTIL THE COST OF THEIR CONSTRUCTION IS REIMBURSED.

H.R. 983.- INTRODUCED IN THE HOUSE ON APRIL 17, BY W. W. HASTINGS OF OKLAHOMA, AND REFERRED TO THE COMMITTEE ON ROADS. AUTHORIZES AN APPROPRIATION OF \$230,000 FOR THE RELIEF OF THE STATE OF OKLAHOMA ON ACCOUNT OF THE DAMAGE AND DESTRUCTION OF ROADS AND BRIDGES BY THE FLOODS OF 1927.

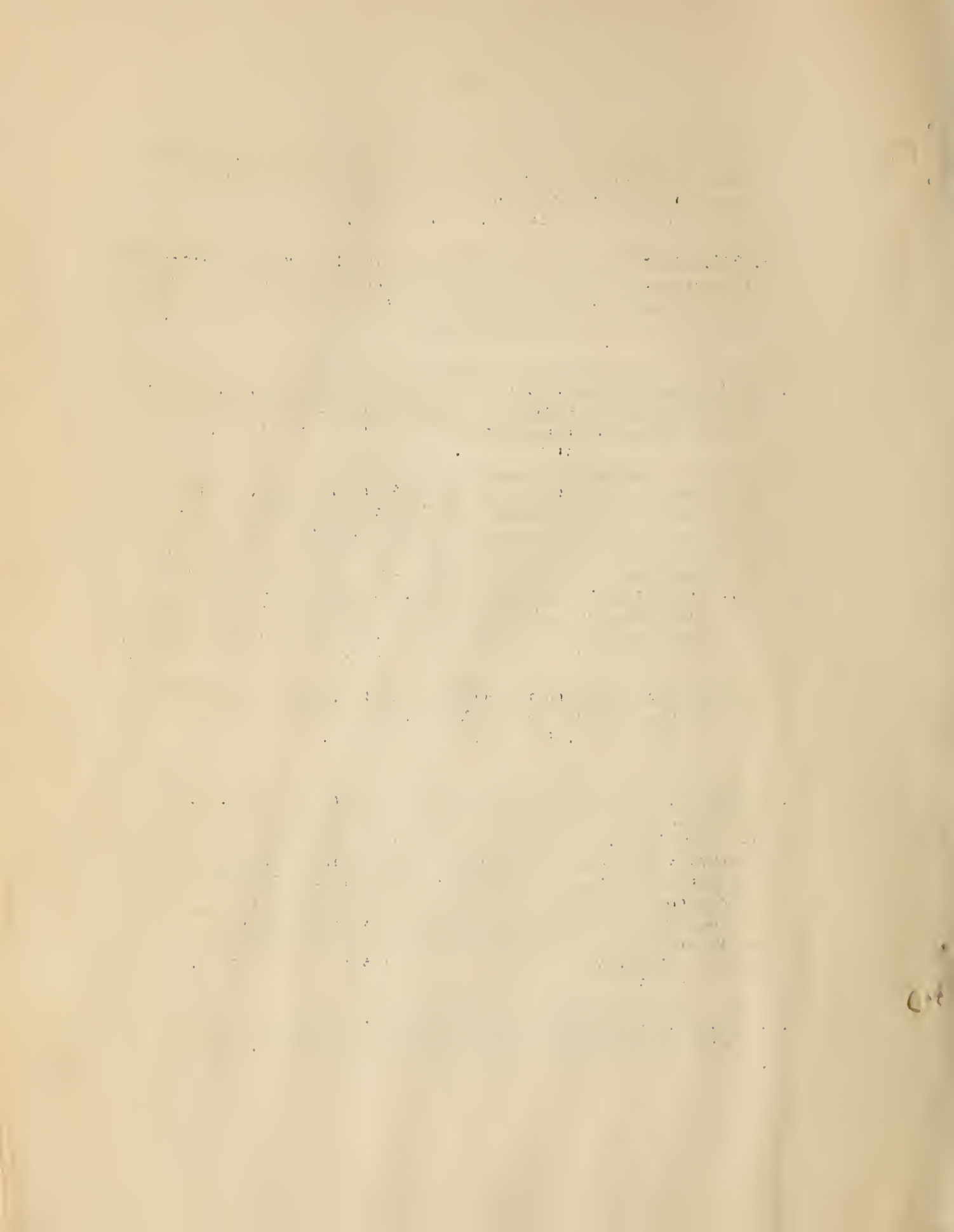
H.R. 1213.- INTRODUCED IN THE HOUSE ON APRIL 18, BY J. J. COCHRAN OF MISSOURI, AND REFERRED TO THE COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE. THIS IS A GENERAL BRIDGE BILL IDENTICAL WITH S. 220 AS DESCRIBED ABOVE.

H.R. 1383.- INTRODUCED IN THE HOUSE ON APRIL 19, BY C. ADKINS OF ILLINOIS, AND REFERRED TO THE COMMITTEE ON ROADS. PROVIDES FOR THE ESTABLISHMENT OF A COMMISSION TO SURVEY THE ROUTE FOR A NATIONAL MEMORIAL HIGHWAY CONNECTING STATE HIGHWAY ROUTES NUMBERED 25 AND 130, AND THE CITY OF CHARLESTON, ILL., WITH THE CITY OF FARMINGTON, ILL., AND WHICH SHALL PASS THROUGH SHILOH CEMETERY AND OTHER PLACES IN COLES COUNTY, ILL., HISTORICALLY CONNECTED WITH THE LIFE OF ABRAHAM LINCOLN IN ILLINOIS PRIOR TO HIS ASSUMING THE DUTIES OF THE PRESIDENCY.

H.R. 1416.- INTRODUCED IN THE HOUSE ON APRIL 19, BY D. B. COLTON OF UTAH, AND REFERRED TO THE COMMITTEE ON ROADS. THIS BILL IS IDENTICAL WITH S. 121 AS DESCRIBED ABOVE.

H.J. RES. 27.- INTRODUCED IN THE HOUSE ON APRIL 15, BY D. A. SUTHERLAND, DELEGATE FROM ALASKA, AND REFERRED TO THE COMMITTEE ON ROADS. PROVIDES THAT IN THE FURTHERANCE OF PEACE ON EARTH AND GOOD WILL TO ALL MEN THE PRESIDENT OF THE UNITED STATES IS AUTHORIZED TO APPOINT A WORLD HIGHWAY COMMISSION, THE FUNCTION OF WHICH SHALL BE SUCH COOPERATION WITH (SIC) THIS AND OTHER NATIONS AS WILL DEVELOP AN INTEREST IN AND REALIZATION OF WORLD HIGHWAYS CONNECTING NORTH, CENTRAL, AND SOUTH AMERICA BY WAY OF CANADA AND ALASKA, WITH ASIA, EUROPE, AND AFRICA.

H.J. RES. 48.- INTRODUCED IN THE HOUSE ON APRIL 22, BY L. HILL OF ALABAMA, AND REFERRED TO THE COMMITTEE ON ROADS. AUTHORIZES AN APPROPRIATION OF \$2,249,259 FOR THE RELIEF OF THE



THE STATE OF ALABAMA ON ACCOUNT OF ROADS AND BRIDGES DAMAGED OR DESTROYED BY THE FLOODS OF 1929.

H. J. RES. 57.- INTRODUCED IN THE HOUSE ON APRIL 26, BY C. J. McLEOD OF MICHIGAN, AND REFERRED TO THE COMMITTEE ON ROADS. PROVIDES FOR AN INCREASE IN THE ANNUAL APPROPRIATIONS FOR THE CONSTRUCTION OF FEDERAL-AID HIGHWAYS TO THE SUM OF \$225,000,000.

COMMITTEE FORMED FOR ADMINISTRATION OF
MOUNT VERNON BOULEVARD WORK
(NOT FOR RELEASE)

TO ADVISE IN THE PLANNING AND CONSTRUCTION OF THE MOUNT VERNON BOULEVARD, A GENERAL ADMINISTRATIVE AND TECHNICAL COMMITTEE HAS BEEN FORMED CONSISTING AT PRESENT OF THE FOLLOWING PERSONS:

CHIEF OF BUREAU	-----	CHAIRMAN
CAPT. WILSON	-----	ACTING CHAIRMAN IN ABSENCE OF CHIEF OF BUREAU.
MR. JAMES	-----	DIVISION OF DESIGN - NOW ON LEAVE
MR. H. K. BISHOP	-----	DIVISION OF CONSTRUCTION
MR. J. W. JOHNSON	-----	FROM DISTRICT 3
MR. TOMS		
MR. CURTISS		
MR. BOYKIN		
MR. O'LEARY		
MR. VOSHELL		
MR. KELLEY		
MR. McNARY		

THE ACQUISITION OF PROPERTY IS IN CHARGE OF CAPTAIN WILSON. MR. BOYKIN WILL HAVE CHARGE OF ALL LEGAL MATTERS. THE PREPARATION OF PLANS IS UNDER THE DIRECTION OF MR. TOMS. MR. BISHOP AND MR. JOHNSON ARE IN CHARGE OF CONSTRUCTION; AND MATTERS OF ACCOUNTING AND RECORD ARE UNDER THE DIRECTION OF CAPTAIN CURTISS.

