

CALIFORNIA HIGHWAYS

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Vol. 1

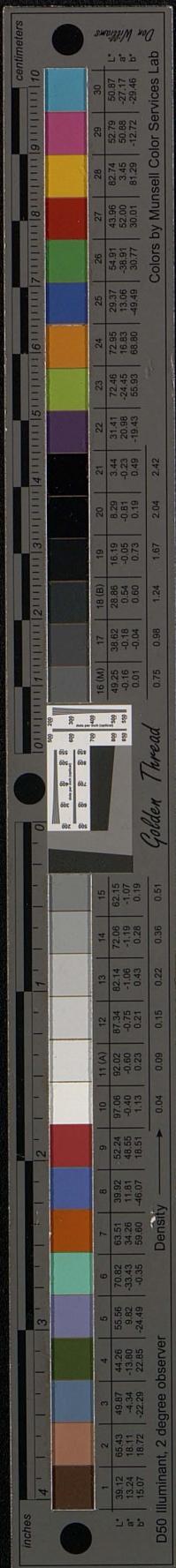
JUNE, 1924

No. 6



PRISON ROAD CAMPS OF THE CALIFORNIA HIGHWAY COMMISSION—Upper left, Briceburg Camp on the Merced River, Yosemite lateral; center, Greenhorn Camp in western Shasta County, Trinity lateral; lower left, Requa Camp on the Redwood highway, southern Del Norte County; lower right, convicts on the Trinity lateral preparing a blast on the partly completed grade; and upper right, after the blast.

In this issue: BUILDING HIGHWAYS WITH PRISON LABOR.



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TEN MONTHS OF CONVICT PAY LAW REVIEWED



STATE LEADS IN USE OF PRISON LABOR ON ROADS

CALIFORNIA, leader of the nation in many things, is again to the front with one of the most interesting experiments in criminology in recent years—payment of a small wage to convicts from the state prisons employed in the construction of state highways.

While the employment of prison labor in state highway construction in California is not new, dating back to 1915, the granting of compensation is an authorization of the legislature of 1923. The present law has been in force since August, of last year, and is believed to be the first of its kind enacted in the United States.

Ten months under the new law has revitalized prison camp road work in California, and has attracted widespread interest upon the part of the public as well as those giving study to the problem of crime and criminals.

NO EXTRA COST TO STATE.

Since the new pay law went into effect, some 850 men have gone through the three camps, now in operation, and have made net earnings of approximately \$34,000. Of this sum, \$5,000 has been allotted to dependents.

This has been done without any extra cost to the state highway commission as the cost of operating the camps is no greater now than prior to the passage of the pay law, the money earned by the men representing economies effected in camp operation and management under the new plan.

The law provides that the commission may pay the men a maximum of \$2.50 per day. Studies showed that it was costing the commission \$2.10 a day to keep the men at work under the former law and this figure was set as the wage to be paid.

Against this daily wage of \$2.10 the law directs the commission to charge the cost of transportation, meals, clothing,

medical and dental care, camp management, guarding, payment of rewards, and the cost of small tools. When this has been deducted, the prisoner is permitted to retain a maximum of 75 cents per day, provided he can save that much. A review of camp reports indicates that many of the prisoners are making the maximum permissible under the law. In recent weeks, the average earning has been on the increase and is now around 50 cents a day.

Every man starts out obligated to the commission. Upon his arrival in camp, he is advanced an outfit of clothing, bedding, etc. This starts him off \$30 to \$40 in debt. If he is industrious, he gradually cuts down his indebtedness and begins to pile up a surplus which is his when he is discharged or paroled. He is expected to do this within a period of three months, but a considerable number do so in less time. If he fails to show an earning at the end of six months, it is probable he will be returned to the prison.

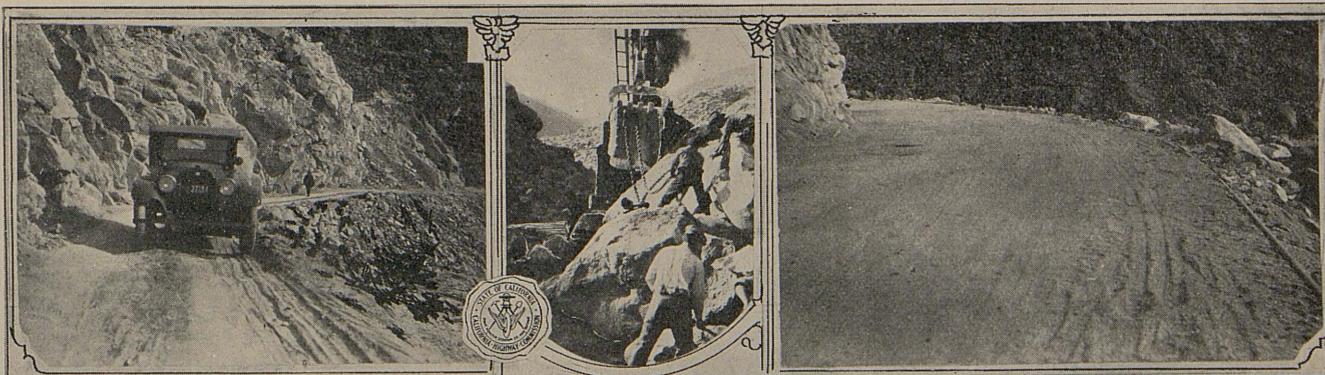
Under the old system, upon discharge, a man left the prison with a suit of clothing and \$5. Now he gets his \$5 plus his earnings in the road camp and he has a chance to "go straight" until he can again establish himself in the world. Some of the men already have earnings of more than \$200 which will be theirs when they are released.

Many are taking advantage of the new pay law to have needed dental work done. Others are having their eyes tested and glasses fitted against the day when they will be free.

REAL HONOR CAMPS.

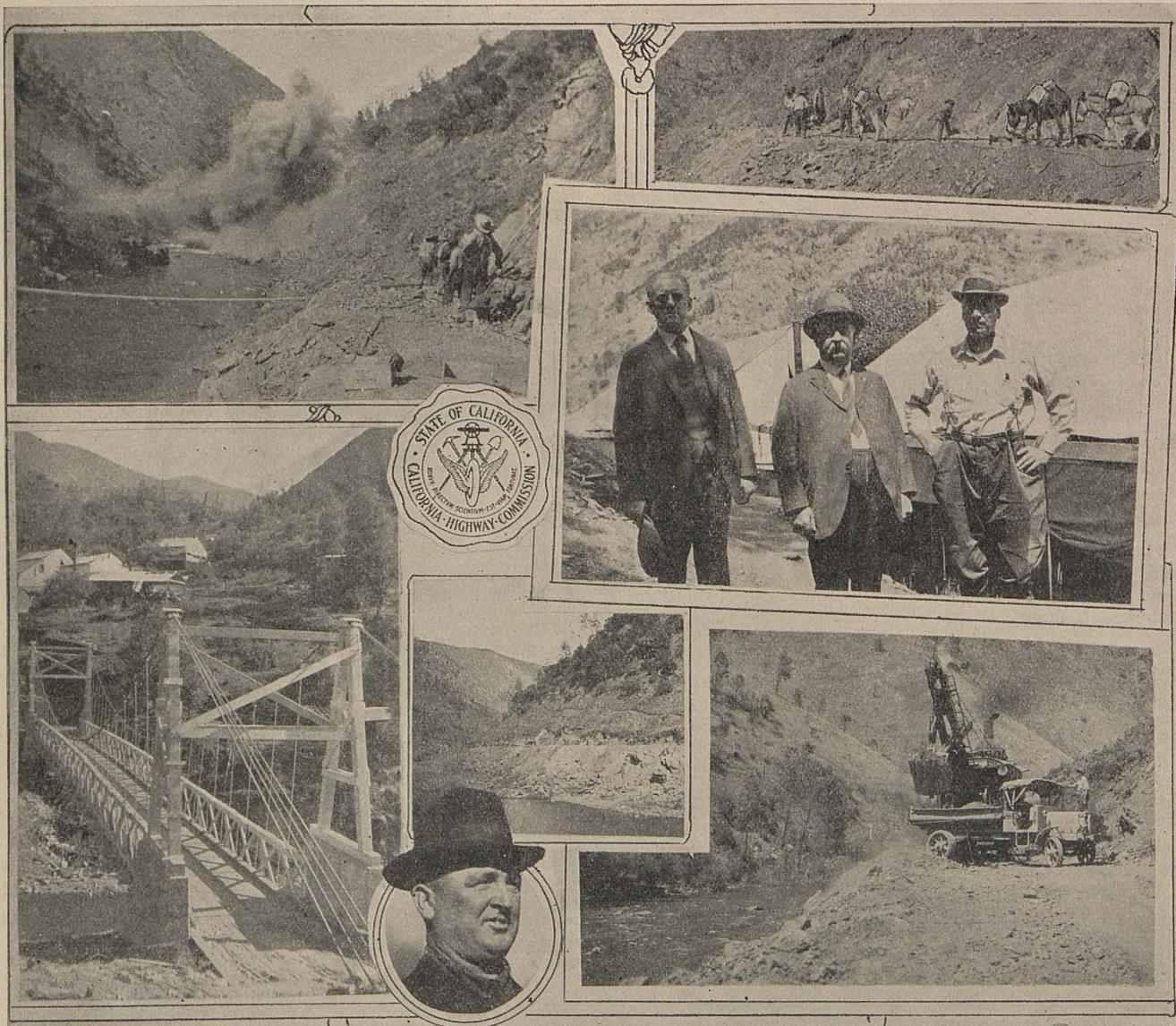
The prison road camps are honor camps in every sense of the word. The man in prison must make a voluntary application, backed by a good conduct record, to get a chance to

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WIDENING OF THE MOUNTAIN SPRINGS GRADE—Before and after views on the road between San Diego and El Centro where the Mountain Springs grade has been widened and traffic conditions greatly improved. (Photos by Division VII.)

CALIFORNIA HIGHWAYS.



BUILDING THE NEW HIGHWAY INTO THE YOSEMITE—Upper right, burros carrying explosives along the partly completed grade; upper left, convict laborers watching the result of a big blast; right center, Governor Friend Wm. Richardson (center) inspecting the Briceburg Prison Camp, accompanied by George A. Van Smith, president of the State Board of Prison Directors (at the Governor's right), and U. A. Smith, sergeant of the guard at Briceburg; lower left, bridge across the Merced River connecting the camp with the railroad station. Views at lower right show the new grade line and a steam shovel at work. Inset, W. B. Albertson, camp superintendent.

CONVICT LAW REVIEWED

(Continued from page 3.)

go to the camps. When he gets there, every two days he works cuts an additional day from his sentence. Good conduct and willing work in the camps have great weight with the Board of Prison Directors in granting paroles. The men have every reason to remain; not only have they a chance to earn money and reduce their sentences but the added inducement of the physical enjoyment of healthful outdoor life.

A reward of \$200 is allowed by law for the capture of men escaping from the road camps and is prorated against the earnings of the men in the camp at the time of the escape. Few leave, however, although escape is not impossible under the conditions prevailing. Most of those who try to get away are soon caught and taken back to prison with all their earnings and credits lost. Once in awhile a man goes back voluntarily, but not often.

Under the law, all forfeitures go into the Prisoners' Fund for educational and recreational work in the road camps.

TURNOVER LOW.

The turnover in the camps averages about 8 per cent. This is one of the important factors in the success of the movement. A free labor camp in the remote mountain sections in which the prisoners' work probably would have a labor turnover of 40 to 50 per cent. Experience has shown that it is difficult to get free labor to remain for any length of time on these jobs.

From the above, it is evident that there is no competition with free labor in the use of prison labor in the construction of mountain highways in California. The prisoners are engaged in an activity which is stimulating the progress and development of the entire state and if not so engaged they would be spending their time in prison at the expense of the people.

The law provides that all skilled labor must be performed

by free men and strict adherence to the law is the rule of the highway commission. Bridge builders, steam shovel operators, truck drivers and the like are free men in the prison road camps.

GREAT BENEFIT TO MEN.

One has but to observe the pale, listless men who come from the prisons to the road camps, and to see the change which comes over them with a few weeks of healthy outdoor life, plenty of good food and eight hours of work a day, to know that there can be no question of the value of the prison road camp from the standpoint of the prisoner. His spirit is revived. The man earns his way, builds up his self respect, and is discharged physically fit to face the world. In other words, he is given a real opportunity to make good.

It may be said, then, that the California Highway Commission is engaged in a humanitarian work in the employment of prison labor in the construction of highways. While it can not yet be claimed that the plan is reducing the cost of state highway work in California, it is bringing about a saving to the state in the cost of maintaining the state prisons.

When a man leaves for the road camp, the prison is immediately relieved of the expense of his confinement. Authority over the men, as regards discipline, remains with the prison, but the cost of his transportation to the camp, the salaries of the guards furnished by the prison, as well as all other expenses of the camps, are borne by the highway commission.

STRIVING FOR ECONOMICAL OPERATION.

When the commission is in a position to say positively that convict labor work is costing no more than the same work would under private contract, or better still, that it is costing less than would be possible under contract, then a great good has been accomplished for state highway construction as well as for the inmates of the state prisons.

If such a result can be brought about by the economical and efficient operation of the camps, and every effort is now being put forth to that end, the time will have arrived for an expansion of the prison camp work, the establishment of additional camps, and the employment of a greater number of men from the prisons.

Such an expansion, however, as has been pointed out by State Highway Engineer R. M. Morton, is inseparably bound up with the question of the refinancing of state highway construction. Prison road camps have proved successful only in remote mountain districts. This means primary construction and funds for new work are now practically exhausted.

If funds were available to continue work of this nature, it is probable the commission could use 1500 prisoners on construction of mountain roads. Until it is, the present program will mark the limit of the commission's activities in the use of convict labor.

Officers of the Las Turas Lake Club, Los Angeles County, have written Division VII expressing appreciation of the efforts being made to care for traffic during the repaving operations between Calabasas and the Ventura County line.

Five

GOVERNOR VISITS PRISON CAMP

KEEN interest in the convict road camp activities of the highway commission was evidenced by Governor Friend W. Richardson during his recent visit to the Briceburg camp on the Yosemite lateral. The Governor was accompanied by George A. Van Smith, president of the State Board of Prison Directors, Ben H. Milliken, superintendent of prison road camps for the commission, and William Schleip and A. C. Malm, of the accounting department of the State Board of Control. The Governor's young son, John, also was a member of the party.

Governor Richardson spent some time inspecting every department of the camp as well as the construction work under way. He left enthusiastic over what he saw and his enthusiasm was shared by Director Van Smith.

OFFICIALS PLAN VISIT.

The other four members of the prison board—Directors Thomas M. Gannon, J. G. Mattos, Jr., J. E. Olmstead, and Will F. Morrish—have expressed equal interest in the prison road camp work and plan to visit some of the camps in the near future.

The entire board is cooperating cordially with the highway commission and Superintendent Milliken and this cooperation is one of the big factors in the success of the prison road camps under the new pay law.

CONVICTS BUILDING STATE'S "SHOW" ROAD INTO YOSEMITE

CLINGING to the south slope of the steep canyon of the Merced River are the tents of the Briceburg prison road camp of the California Highway Commission, the first to be established in Division VI. The camp is located directly opposite the little hamlet of Briceburg, a station on the Yosemite Valley railroad, fifty miles east of Merced, and is connected with the railroad by a suspension bridge, recently erected for transportation purposes.

The Briceburg camp is composed of men from San Quentin prison and is known as Camp E. Its forty tents shelter over 200 prisoners and thirty free men. It has a small, clean, well equipped hospital; a library, fairly well stocked with books and magazines; a recreation tent; a barber shop; a large bathhouse; a shoe and tailor shop, and an ice plant. Electric lights and running water have been installed for convenience and comfort.

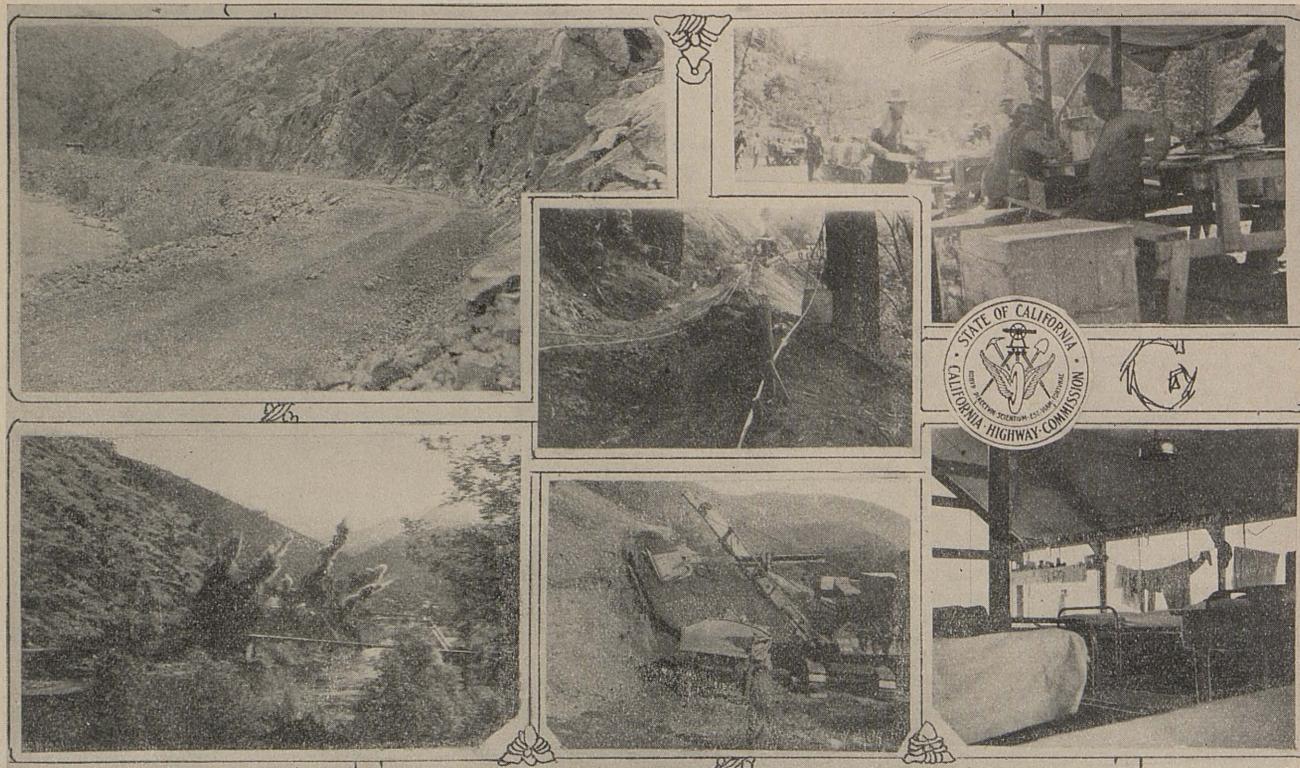
The Briceburg camp came into existence December 6, 1923, upon the arrival of 100 prisoners who had been working on the Klamath River highway in Siskiyou County. Previous to their arrival, thirty men had been transferred to construct the camp.

START MADE DECEMBER 7th.

On December 7th, under the direction of Superintendent W. B. Albertson, the men spread out along the south side of the Merced River, carrying shovels, picks, axes, and other necessary tools, and construction began on the last sixteen miles of the Yosemite lateral.

When at work, the men are distributed along the bank of

(Continued on next page.)



SCENES IN NORTHERN PRISON ROAD CAMPS—Upper left, new grade along the Klamath River, Siskiyou County, built by prison labor; at right, prisoners eating their noon meal "on the grade"; center, famous drag line outfit, building approaches to the proposed bridge across the Klamath at Requa, Del Norte County; lower left, blast in Siskiyou County, placed and fired by convicts without damage to the bridge; lower right, steam shovel operations and a typical convict's tent home in one of the camps.

BUILDING YOSEMITE ROAD

(Continued from page 5.)

the river in the following groups: brush gang, those who clear the right of way; trail gang, builders of a narrow trail on the grade line of the embryo highway; drillers, machine and hand, the men who bore into solid rock; powder gang, the dynamiters; the muckers, the pick and shovel men; the steam shovel crew of free men and finally the slopers.

WORK PROGRESSING RAPIDLY.

To date three miles of roadway, practically thirty feet wide, much of it through rock, has been completed, besides considerable clearing, drilling and other preliminary work on the fourth and fifth miles. The cost of the work is now averaging 85 cents per cubic yard.

Such good progress has been made that an advance camp has been established at Sweetwater, four miles from Briceburg. In a few weeks another camp will be established at South Fork, nine miles from Briceburg, where 100 men will be stationed. Later on, it is probable the entire camp will be moved to South Fork, as the work nears completion.

The Yosemite highway is being built on high standards of grade alignment and width, and when completed will be one of the show roads of California and a monument to convict labor.

Evenings and Sundays are periods of rest and recreation. The prisoners are free to come and go within the camp limits and along the highway, reporting only at meal times and at nine o'clock at night. Some go fishing or on long tramps in the surrounding mountains, while others go bathing in the cool and invigorating Merced. Many, however, stay in camp to read or study.

Men from all walks of life are here: bankers, porters, doctors, farmers, merchants, shoe-shiners, musicians and college professors. They represent many nationalities. Some are well educated, many probably have never seen the inside of a schoolroom.

CAMP HAS BAND.

The camp has a small band and a radio receiving set. Dances are held frequently, the men alternating as "ladies." During the New Year's Day dinner, a group of the prisoners appeared in a cabaret that was a great success, due to the artistic skill and untiring efforts of one of their number, a former professional in this line.

As trains of the Yosemite Valley railroad pass on the other side of the Merced Canyon, to and from Yosemite Valley, brakemen call the attention of passengers to the work under way on the state highway across the river. Passengers often shout greetings to the men and keen interest in the progress of the work is being displayed by the many visitors to the national park.

TIGERS BEFRIEND CONVICTS

Baseball players and fans in the prison road camps have a warm spot in their hearts for the Vernon Tigers of the Pacific Coast League. Learning through Superintendent Milliken that the prison camp ball teams were in need of equipment and that state funds were not available for its purchase, the Tigers boxed up a shipment of some 150 baseballs for use by the camp teams. The gift has been gratefully received.

SUCCESS OF CONVICT CAMPS DEPENDS ON SUPERINTENDENTS

THIS HAS BEEN THE EXPERIENCE IN DIVISION II, WHERE MUCH WORK HAS BEEN DONE, SAYS DIVISION ENGINEER COMLY

WE have found that the success of a convict road camp depends primarily upon the man in charge. There are few men who can successfully manage such an organization."

This is the declaration of Acting Division Engineer H. S. Comly of Dunsmuir, in outlining the accomplishments of convict labor in Division II, from 1916, when the first camps were established, to the present time.

The division's first three camps began work in 1916. One was located on the Downieville lateral, between Camptonville and Downieville; a second on the Susanville lateral in Lassen County; and a third near Round Mountain, east of Redding. The Susanville and Round Mountain camps were in operation about four months and each constructed about a mile of highway.

The camp in the North Fork of the Yuba Canyon, however, proved more successful and this organization, composed of men from Folsom prison, has been in continuous existence to the present time. On the records of the highway commission it is known as prison road camp 3. H. L. Montfort was in charge at first. He was succeeded by L. H. Taylor, and later by R. W. Brown, the present superintendent.

BUILT DOWNIEVILLE LATERAL.

On the Downieville lateral, the prisoners of camp 3 moved approximately 550,000 cubic yards of earth and rock in the building of forty-six miles of highway, besides blasting in solid rock for the foundations of several large reinforced concrete bridges. The cost of the work was \$735,000. This cost includes clearing, drainage structures, equipment and incidentals, in addition to the grading cost.

After the completion of the Downieville job, the camp was moved to the Trinity lateral, route 20, where several camps have been located, in connection with steam shovel operations by free labor. To date, twenty-seven miles of graded road has been completed on the Trinity route. Yardage moved totals 650,000 cubic yards at a cost of approximately \$726,000, including clearing, drainage structures, etc. Convicts have moved 100,000 yards of excavation before the power shovels were actually on the job.

A summary of the work done by this Folsom organization—camp 3—from 1916 to date, shows 76.6 miles of highway graded, representing the movement of 1,250,000 cubic yards of excavation at a cost of \$1,460,476, including permanent drainage structures, equipment, clearing, surfacing and other items.

Early in July, the camp will be moved to the Kern River canyon for work on the Walker Pass highway.

SAN QUENTIN CAMP.

In 1921, a camp of fifty men from San Quentin prison was established at Ingot, east of Redding. The camp remained at this point until August, 1922, when it was

moved to the Klamath River highway, west of Hornbrook. At Ingot, it completed the grading of about two miles of highway, moving 25,000 yards at a cost of \$64,000.

On the Klamath River, the camp was more successful, completing eleven miles of grading in a little over a year's time. The work involved moving of 152,000 cubic yards of excavation and the placing of 10,000 yards of gravel surfacing, besides drainage structures, at a cost of \$285,000. On the Klamath River, the camp was under the superintendency of L. H. Taylor. In November, 1923, it was moved to the Merced River canyon for the construction of the Yosemite lateral. It is known as Camp E.

A review of all the highway built by convict labor under the direction of Division II shows 88.6 miles of grading completed, mostly heavy mountain work, at a cost of \$1,849,780, including drainage, structures, brushing, clearing, surfacing, equipment, and other costs entering into the work.

This is an average of \$20,880 per mile. At present yardage is being moved on the Trinity lateral at a cost of 84 cents a cubic yard.

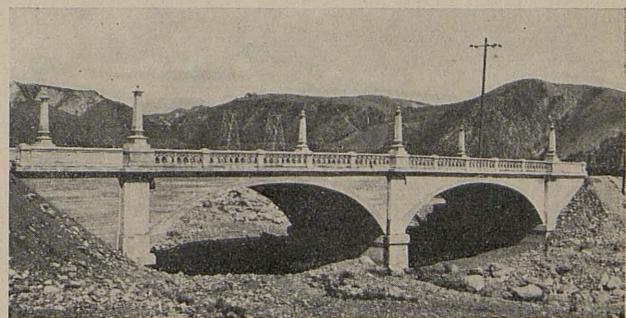
In the early days of convict road building most of the work was done with pick and shovel; later, wheelbarrows and teams were added. Now steam shovels, air compressors, trucks and other modern tools are a part of the equipment of all the prison road camps. Skilled work, of course, is performed by free labor.

EARLY PROBLEMS OVERCOME.

Guards from the prisons refused to place confidence in the men at first and insisted upon the same sort of discipline in the camps as is enforced in the prisons. This was the biggest difficulty encountered, but after a few months their attitude changed and more progress was made.

The work started with thirty-two convicts in camp 3, the Folsom camp, and by the end of the first year 108 men were

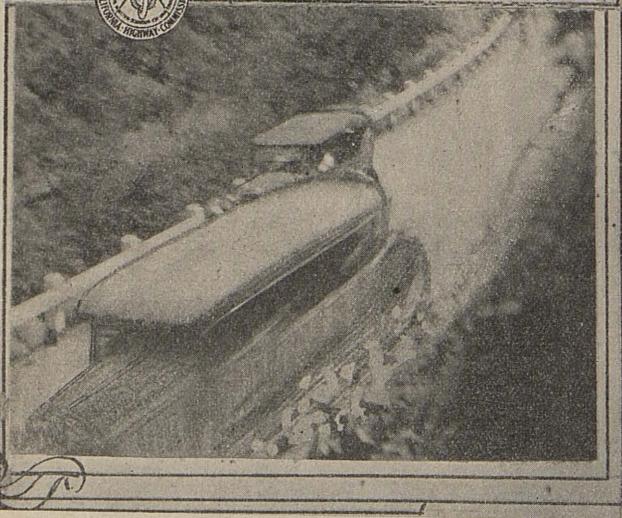
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PACOIMA BRIDGE DEDICATED—New Pacoima Wash bridge, near San Fernando, Los Angeles County, recently dedicated with public ceremonies.

NEW PACOIMA BRIDGE DEDICATED

PAVING of the approaches of the new Pacoima Wash bridge, near San Fernando, Los Angeles County, has been completed and the bridge formally accepted and dedicated to the public service. Dedication ceremonies were held at the bridge site May 27th when an address was delivered by Commissioner N. T. Edwards, who accepted the structure upon behalf of the state. It is now open to traffic.



THE GUARD RAIL THAT HELD—Automobile photographed in the Shasta River canyon at the spot where the new type guard rail prevented it from being hurled into the canyon when struck by a passing motor stage, as shown in the second view.

NEW GUARD RAIL SAVES LIVES

THE new standard guard rail recently authorized by State Highway Engineer R. M. Morton proved its worth recently when it is credited with saving the lives of Mr. and Mrs. R. Avery when their machine was struck by a motor stage in the Shasta River canyon, on the Pacific highway, in Siskiyou County.

Mr. Avery explained to Maintenance Foreman G. H. Nutting that he scraped the guard rail with his fender in an effort to avoid being hit by the oncoming stage, but the rear of the stage, in passing, struck his car with such force that it undoubtedly would have been hurled off the grade into the river, 100 feet below, had it not been for the guard rail.

PHOTOGRAPHS TAKEN.

Foreman Nutting asked Mr. Avery to return to the scene of the accident several days later when the Avery car was photographed in the exact spot where the guard rail held as a stage was passing, to illustrate the manner in which the accident occurred, as shown at left.

Numerous serious accidents have occurred in this canyon in past years, and the present commission authorized erection of the heavy guard rail until such time as funds are available for relocating and widening this section.

CHAIRMAN TOY GETS HIGHWAY CONVENTION FOR WEST

CALIFORNIA has been awarded the 1924 convention of the American Association of State Highway Officials. It will convene in San Francisco November 17th to 20th. This was the good news received at headquarters early this month from Chairman Harvey M. Toy who attended a meeting of the executive committee of the association in Greensboro, North Carolina, June 4th, at which time the decision was made.

The convention will bring to California highway officials of practically every state in the Union, prominent highway engineers, as well as leading officials of the United States Bureau of Public Roads, and others active in the highway movement throughout the country.

Chairman Toy, who is a member of the executive committee, went east armed with invitations from Governor Richardson, Mayor James Rolph of San Francisco, the California State Automobile Association and the Highway Commission.

Plans will be begun at once for the holding of the convention and the entertainment of the many prominent visitors expected.

WIDER RIGHTS OF WAY

AT a meeting of the California Highway Commission in San Francisco, May 21st, a resolution was adopted declaring it the policy of the commission not to accept rights of way in the future less than eighty feet in width.

Rapidly increasing traffic, the necessity for widening many of the existing highways, and the difficulties being encountered are some of the reasons for the step the commission has taken. In many places, rights of way 100 feet wide and even wider are being secured as a safeguard for the future.

The change in policy was recommended by State Highway Engineer R. M. Morton.

PHOTOGRAPHS REDUCE SURVEY COST

Large airplane photographs of the territory along San Francisco Bay, to be traversed by the Bay Shore highway, have been secured by Division IV from the army air service for use in connection with preparation of plans for the construction of the highway. Use of the photographs reduced the cost of survey work on the project.

COMLY TELLS OF CAMPS

(Continued from page 7.)

employed. There are 203 on the rolls at present. During the eight years the organization has been in existence, 1752 men have been received from the prison and have passed through the camp to a parole or discharge.

ESCAPES ARE FEW.

Of this total of 1752, only 110 have attempted to escape, and of this number, eighty-nine have been apprehended and returned to prison with all credits lost and additional time to serve.

Much information of interest to taxpayers of the state is revealed by a study of the records of Camp 3. Since its organization in 1916, it shows 473,040 convict working days put in on the state highways, not counting Sundays, holidays or days when the men could not work because of weather conditions. If not employed on the highways, this time would have been spent in idleness in the prison at the expense of the people.

The men have not been repressed in the matter of recreation and amusement. An orchestra of excellent musicians has been organized. It has been permitted to play for various entertainments and the money earned has been placed in the camp recreation fund and used to purchase a motion picture machine, radio outfit, and uniforms for the baseball team which has won nine out of ten games played this season. The ball club is backed by the entire population of Trinity County.

The camp library has 275 volumes, supplied chiefly by Miss D. C. Provines, librarian of Sacramento County. Technical works are provided for study and the library also received a number of periodicals as well as daily papers.

Camp discipline is in the hands of Sergeant Thomas McDonough and six assistant guards from Folsom prison.

CONVICTS PIONEER ROAD BUILDERS IN MENDOCINO

IN the Fall of 1915, two prison road camps, using men from San Quentin prison, were established in the fastnesses of Mendocino County near Leggett Valley, forty-eight miles from Longvale, the nearest railroad station, reports Division I. There was an old wagon trail from Longvale to Cummings, a distance of thirty-seven miles, but from there to the camps was a virgin wilderness, with not even a pack trail. An emergency road was built from Westport, on the coast, to Leggett Valley, over which men and supplies were transported to begin the work.

The line, as then established for convict work, is now on the through state highway in Mendocino County. It follows the courses of heavily timbered river canyons, and construction work was slow and difficult.

For the first two years, the work was done almost entirely with pick and shovel, but as soon as the trail was pushed through to Cummings, teams were employed and, in 1918, a steam shovel was placed in operation.

CAMPS WELL LOCATED.

All of the convict camps in this division have been located in beautiful surroundings where there were abundant supplies of spring water. Good living accommodations and plenty of wholesome food were provided by the state highway commission.

The early camps averaged about 100 prisoners each, in charge of a head guard and assistants, designated by the prison authorities. The state highway commission was represented by a superintendent and a few foremen who laid out and supervised the work on the grade. The first camps were more or less experimental, and we can now see that undue authority rested in the prison representatives in connection with the road building part of the work.

REORGANIZATION BRINGS CHANGE.

Confusion and friction sometimes resulted from the unbalanced dual authority and gradually there came about a reorganization of the administration of the camps. Highway commission representatives were accorded full control of all matters affecting the maintenance of the camps and the work of building the roads. Discipline of the convicts, as the state's prisoners, is still in the hands of the guards from the prisons.

Eventually, a smooth running organization was built up, and in Mendocino County, a very considerable section of state route number 1, now known as the Redwood Highway, was constructed by prison labor. On sections totaling fifty-six miles in length, nearly all of the original highway was built by convicts between the years 1915 and 1920.

In May, 1920, the camps were transferred to Humboldt County and began the construction of the Willow Creek lateral, connecting Eureka and Arcata with the Trinity River country and the Pacific highway at Redding. Twenty-two miles of this road were built from 1920 to 1923, and the convict camps were then moved to the Klamath River, in Del Norte County, where they are now engaged in constructing several miles of the approaches to the proposed Klamath River bridge.

NEW CAMP PLANNED.

A new camp is now being established and trails and temporary bridges constructed on Smith River, about twelve miles northeasterly from Crescent City on the Grants Pass route. When preparations are completed, a part of the Klamath River camp will be moved to the new location.

The Klamath River camp is composed of prisoners from San Quentin prison and is known as Camp A of the highway commission's prison road camps.

Construction costs in the convict camps in the north coast counties vary according to the seasons of the year, the cost going up during the period of heavy winter rains. At present, grading is being done for 90 cents per cubic yard.

Through the efforts of Superintendent Ben Milliken and his assistant, Fred Seymour, excellent reading material is being furnished the prison camp libraries. A number of the leading magazines of the country—educational, fiction, and scientific—have promised to supply the camps with free copies each month.

CALIFORNIA HIGHWAYS.



RECREATIONAL ACTIVITIES IN THE PRISON ROAD CAMPS—Weaverville "Highways," baseball team of the Trinity Camp, several of the star players being prisoners; upper right, the team's goat; lower left, "con" wrestlers ready for a "go"; lower center, ball game in progress, Requa Camp; right, the "convict chorus," one of the acts during the New Year's Day cabaret at the Briceburg Camp.

CALCIUM CHLORIDE TESTS

EXTENSIVE tests to determine the value of calcium chloride for "curing" concrete pavements as a substitute for the present "ponding" method are being undertaken at Sacramento, under the direction of the Construction Department and in cooperation with the Portland Cement Association.

If the experiments prove successful both the time and cost of finishing concrete pavements in California may be considerably reduced.

Mr. C. S. Pope, construction engineer, has assigned the work to Mr. C. L. McKesson, of the laboratory research staff, and he is working in cooperation with Professor Duff Abrams of the Lewis Institute of Chicago, in charge of research work for the Portland Cement Association. Professor Abrams' chief assistant, H. F. Gonnerman, will be in Sacramento beginning June 23d.

HOW THE TESTS WILL BE MADE.

The tests will be made with a series of about 300 beams 7" x 10" x 38", to be cast and cured by the following methods:

One series covered with earth and watered fourteen days, another seven days, and a third three days; one series without any covering of water and another series with 2 pounds of calcium chloride per square yard, one with 3 pounds per square yard, one with 5 pounds per square yard, another with a covering of sodium silicate, and still another with waterproof curing paper.

The beams will be broken in the laboratory in 14, 28 and 90 days, and strengths compared.

Additional field series may be made later to verify the results obtained in Sacramento and under different conditions prevailing in other sections of the state.

Careful records will be kept of humidity, temperature and wind velocities, all of which are factors in curing of concrete.

Field tests are now being made on a paving job in Los Angeles County and it is probable that additional field tests will be made on the Kaiser paving job south of Sacramento.

SWEDISH ENGINEER INSPECTS CALIFORNIA STATE HIGHWAYS

E. G. ALMQUIST, of Stockholm, Sweden, lieutenant in the Royal Engineering Corps of that country, spent several days recently at headquarters and in trips through several of the divisions, while on a year's leave of absence for the purpose of studying highway construction in the United States.

In Sacramento, Lieutenant Almquist spent considerable time with the bridge engineers, discussing American designs and comparing them with those of his own country. While Sweden has built many fine bridges, California is far ahead of his country in highway paving, the visitor said after viewing operations of the Kaiser Paving Company in Division X, south of Sacramento.

The Swedish engineer also spent some time at the testing laboratory where he found many things of interest. While in San Francisco, engineers of Division IV escorted him over the Skyline boulevard and roads in the State Redwood Park. He praised highly the state highways about San Francisco.

PLAN UNIFORM ACCOUNTS

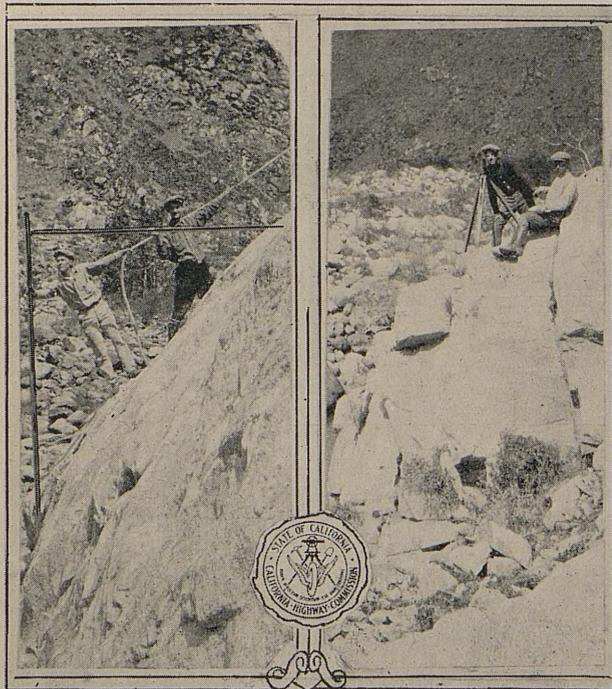
HIGHWAY accountants from Arizona, Nevada, Wyoming and California met in San Francisco recently for the purpose of discussing plans for a uniform accounting system in the highway departments of western states that will make possible a common basis for comparison of construction costs and statistical reports.

The movement had its inception at the last meeting of the Western Association of State Highway Officials, held in Salt Lake City, when a subsidiary organization of that body was formed to be known as the Western Association of State Highway Accountants.

The latter organization conducted the San Francisco meeting and began work on its report which will be presented to the next convention of the parent association to be held in Yellowstone Park next month. A draft of a classification, classifying expenditures under general heads, was prepared to be included in the report of the accountants.

Those attending were: Floyd O. Booe, of Nevada; Samuel B. Jones, Arizona; C. C. Warrington, Wyoming; H. B. Weaver, California; C. M. Smith, traveling auditor of the California Highway Commission; James Moriarty, chief clerk of Division IV, San Francisco; and several representatives of the San Francisco office of the United States Bureau of Public Roads.

At the Briceburg prison camp an inmate doctor is now in charge of the camp medical work and the hospital. During the months of March, April and May, this year, 195 convict working days were lost because of sickness among the men. During the same period of 1923, under a free doctor, the men lost 353 days. The inmate doctor gets \$2.10 a day for his services but he keeps the boys at work.



WHERE THE CONVICTS WILL WORK—Survey parties in the Kern River canyon, east of Bakersfield, Division VI, getting ready for construction work by a prison road camp.

Eleven

PRISON ROAD CAMP WORK IS COORDINATED UNDER MILLIKEN

THE necessity for centralized supervision of the prison road camp work of the highway commission became apparent with the enactment of the new pay law by the 1923 legislature. Prior to this time, the work had been carried on in the various divisions in much the same way as other day labor work.



BEN H. MILLIKEN

State Highway Engineer R. M. Morton decided to create the position of Superintendent of Prison Road Camps in the headquarters office and selected for this place, Ben H. Milliken, at that time in charge of maintenance work on the Big Oak Flat road and the Alpine highway, and for six years an employee of the commission in various capacities.

LAW PUT INTO EFFECT.

Under Mr. Milliken's direction, the prison camp work has been coordinated under one central administration, and the new law, with the increased clerical work incident to the pay features of the bill, put into effect.

For the first time, the prison work has had a responsible head to settle the many problems arising from the dual control of the camps by the prisons and the highway commission. Past difficulties and misunderstandings have been wiped out, and a splendid spirit of cooperation built up between the highway commission and the board of prison directors which is shared by the representatives of the two bodies in actual charge of the camps in the field.

SAN FRANCISCAN AIDS WORK.

Mr. Julian H. Alco of San Francisco, a student of prison problems, who was instrumental in getting together the support which brought about passage of the pay law, has been deeply interested in its practical application.

Mr. Alco presented his plan to State Highway Engineer Morton and to Chairman Harvey M. Toy and Governor Richardson early in the session, and with their approval successfully urged its enactment before the legislature.

In carrying on this work, Superintendent Milliken has worked with Purchasing Agent L. R. Smith in securing supplies for the camps at the lowest possible figures, and by keeping constantly in touch with the camp superintendents, has aided in many ways the successful conduct of the work.

LABOR LEADER VISITS BRICEBURG

PAUL SCHARRENBERG, well known labor leader and secretary of the California State Federation of Labor, recently visited the prison road camp at Briceburg, on the Yosemite lateral, for the purpose of studying the actual working of the new convict pay law system.

He was met by Superintendent W. B. Albertson, who explained to Scharrenberg in detail every phase of the camp's operations. The visitor expressed himself as well pleased with what he saw and with the way in which the new plan is being carried out.

REPORTS FROM THE DIVISIONS

DIVISION III.

HEADQUARTERS, SACRAMENTO.
G. R. WINSLOW, DIVISION ENGINEER.
Counties of Butte, Colusa, El Dorado, Glenn, Nevada, Placer, southern Plumas, Sierra, Sutter, Yuba and northern Sacramento and Yolo.

EXCELLENT progress is being made on the initial grading job in the Truckee River Canyon between Truckee and Boco, Nevada County. It will not be long before the contractor will be able to report his work half finished. Grading also is progressing on the Donner summit contract.

Other units of the Truckee River route are being placed under contract by the commission, and the entire Truckee River section will be under construction in the near future. Other sections of Route 37, between Colfax and Donner Lake, also will be under contract in the near future.

WIDENING TAHOE ROAD.

A gasoline power shovel is at work at Emerald Bay, Lake Tahoe, widening the highway about the lake.

Grading of the improved alignment at the Wise power house, near Auburn, Placer County, has been completed.

Similar improvements in El Dorado County are being planned, west of the town of El Dorado.

Paving of the northern entrance of Sacramento is awaiting an agreement with the Western Pacific and Sacramento Northern railroads regarding under passes to eliminate grade crossings.

COLOMA IMPROVEMENTS.

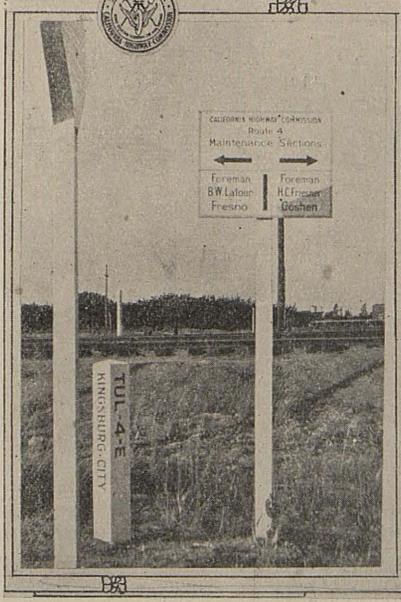
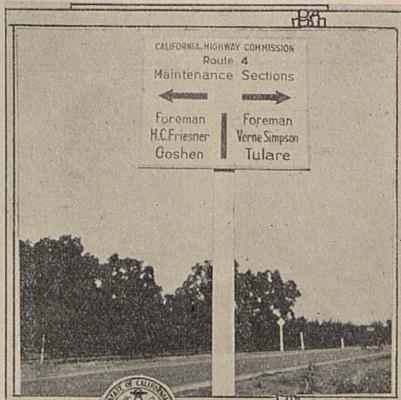
The unit of the Mother Lode highway between Coloma and Placerville has been graded and is being maintained by state forces.

Extensive experiments with calcium chloride are being made in Division III. Results obtained on the new grade between Auburn and Colfax are encouraging. It is believed raveling of the macadam surface has been retarded and the necessity for sprinkling reduced.

DIVISION IV.

HEADQUARTERS, SAN FRANCISCO.
JOHN H. SKEGGS, DIVISION ENGINEER.
Counties of San Francisco, Marin, Sonoma, Napa, Contra Costa, Alameda, Santa Clara, Santa Cruz, and San Mateo.

RAPID progress is being made on several contracts under way in Division IV. Galbraith and Janes have



NEW SIGNS IN DIVISION VI—Maintenance section markers placed in the San Joaquin Valley that the "public may know."

completed the grading on more than four miles of the Santa Rosa-Schellville highway, in Sonoma County. A mile of surfacing has been placed.

Approximately 50 per cent of the grading on the third unit of the Skyline boulevard has been completed by contractor J. P. Holland. Plans and specifications are about completed for several additional units of this road which will be ready for contract in the near future.

Approximately one mile of the resurfacing work has been completed by the Federal Paving Company on the contract south of Milpitas, in Santa Clara County. Grading of shoulders is under way.

ECONOMIES PLANNED.

Maintenance forces are busy widening a section of the Redwood highway

DIVISION X.

HEADQUARTERS, SACRAMENTO
J. C. McLEOD,
ACTING DIVISION ENGINEER
Counties of Amador, Calaveras, Alpine, Tuolumne, Stanislaus, San Joaquin, Solano, and Southern Sacramento and Yolo counties.

A SURVEY party under C. W. Springer has completed the relocation of the Central House-Drytown line in Amador County and is now making a survey from Jackson to Pine Grove, on the Alpine Highway. The people of Jackson recently raised \$10,000 for work on this road which will be matched with an equal sum by the state highway commission.

The last twelve feet of the twenty-four-foot double strip pavement from Sacramento to the Florin road has been poured by the Kaiser Paving Company and is being cured with calcium chloride in place of the ponding method, used on previous work on this section.

Force and Currgan, the successful bidders on the Vacaville-Batavia paving job, are setting up their plant at Batavia and expect to be spreading asphalt by July 1st. Grading work will be completed before this date.

EXPERIMENT TRIED.

An experiment with liquid calcium chloride is under way on a unit of 2.7 miles of gravel road on the San Andreas lateral between Wallace and Burson. After several weeks of extremely hot weather, the road showed up well. It is planned to extend the treatment further.

A rock crushing and screening plant is being set up near Groveland to furnish surfacing material for the Big Oak Flat road, east of Groveland.

between Cloverdale Hill, in Sonoma County, and the Mendocino county line. Upon completion of the work the surfacing will be treated with calcium chloride.

To facilitate storage of asphalt in Division IV, north of San Francisco Bay, a three-compartment concrete storage tank is being constructed at the Petaluma maintenance station. Each compartment will have a capacity of 1½ carloads. Construction of the tanks will permit a saving in asphalt north of the bay, as it will make possible carload purchases instead of by the barrel. An asphalt retort, boiler, and pumps will be shipped from Division VI, where they are being dismantled.

DIVISION VI.

HEADQUARTERS, FRESNO.

J. B. WOODSON, DIVISION ENGINEER.

Counties of Fresno, Madera, Merced, Mariposa, Kings, Tulare, and Kern, north of the Tehachapi.

A CAMP is now being installed at Rich Bar, on the Kern River, preparatory to completing the second unit of the Walker Pass highway between Bakersfield and Democrat Springs. The work will be done by convict labor.

Contractor R. T. Shea has completed the paving on the last unit of the Pacheco Pass highway between Califa and Los Banos, Madera County. This section is 15½ miles long, and consists of an asphalt macadam pavement, eight feet wide and six inches thick.

A third steam power shovel has been added to the convict road camp equipment on the Briceburg-Yosemite highway through the Merced River canyon. The prisoners are now working on the fourth mile and have been at work only six months.

DIVISION VII.

HEADQUARTERS, LOS ANGELES.

S. V. CORTELYOU, DIVISION ENGINEER.

Counties of Los Angeles, Ventura, Orange, San Diego, and eastern Kern, south of Mojave.

RAPID progress is being made by Jahn and Bressi on the contract for widening and repaving the highway between San Diego city limits and Oceanside. With the exception of about a half mile laid only half width, the work has been completed between San Diego city limits and Del Mar. Considerable work also has been completed north of Del Mar.

EXPERIMENTS UNDER WAY.

Extensive experiments with calcium chloride as a means of "curing" concrete pavement are under way in connection with the George Oswald contract for widening and repaving the state highway between Shoup Avenue and the westerly boundary of Los Angeles County. Over three miles of pavement have been laid.

Work has started on the widening of the state highway between Los Angeles and Montebello, 2.8 miles. The fifty-six foot pavement is being laid in cooperation with Los Angeles County.

Sam Hunter has a steam shovel on the job in connection with the contract for widening and repaving the Ventura boulevard between the southern boundary of Ventura County and Camarillo.

DIVISION V.

HEADQUARTERS, SAN LUIS OBISPO.

L. H. GIBSON, DIVISION ENGINEER.

Counties of San Benito, Monterey, San Luis Obispo, and Santa Barbara.



L. H. GIBSON

THE volume of excavation on the George Pollock contract, south of the Big Sur River, Monterey County, is so large that it will take over two years to complete the work. Four power shovels are now working three shifts a day as continuously as circumstances will permit, in an effort upon the part of the contractor to complete the work, if possible,

before the commencement of next winter's rains.

NEW SHOVEL ON JOB.

A fourth shovel has been purchased to take the place of the one recently lost when the grade gave way, permitting the heavy piece of machinery to plunge several hundred feet into the ocean. This fourth shovel is proceeding southward over the contract completing the "finish" grading.

SALMON CREEK ACCESSIBLE.

With the practical completing of the Blake and Heaney contract, on the southern end of the San Simeon-Carmel highway, Salmon Creek and Salmon Falls, in southern Monterey County, have been made accessible to the motorist.

WIDENING RESULTS.

Extensive widening of cuts and fills on the Coast highway in Santa Barbara County has been under way for some time with splendid results. A minimum width of roadway of thirty feet, and where possible much wider, is being obtained.

The major advantages of the work now under way is pointed out by Division V as follows:

First, a wider roadway for the accommodation of traffic; second, increased visibility on curves, making the road safer; and third, collection of all drainage at a maximum distance from the pavement, insuring a well drained subgrade. This is particularly desirable and will add to the life of the pavement as much of the soil in the vicinity is adobe.

DIVISION II.

HEADQUARTERS, DUNSMUIR.

H. S. COMLY, ACTING DIVISION ENGINEER.

Counties of Siskiyou, Modoc, Trinity, Shasta, Lassen, Tehama, and northern Plumas.

EXTENSIVE widening and straightening work, under way between Bayha and Half Way Creek, north of Redding, is attracting the attention of thousands of motorists who are now traveling the Pacific Highway. The improvement is apparent to all and is being highly commended.

The Nevada Contracting Company, holder of the contract, is making good progress and is approximately 20,000 cubic yards ahead of the contract schedule. The road is now open to traffic from 7 a.m. to 10 p.m. The division has a detour engineer in charge.

PAVING MOVES FORWARD.

The Kaiser Paving Company is making good progress on the grading and paving contract between Redding and Bayha. Some difficulty was encountered because of a shortage of water but this has been overcome. The grading is practically finished and more than two miles of concrete paving has been laid.

Dunn and Baker have completed their contract for widening and straightening the highway from the Oregon line south, a distance of ten miles, and have been granted an extension of four miles by the commission. The heavy work on the extension will be undertaken after the season of heavy traffic is over.

GUARD RAILS INSTALLED.

Calvert, Calvert, Schroeder and Pearce have completed their contract for the erection of guard rails in the Shasta River canyon.

The Warren Construction Company is starting work on the surfacing of the recently graded unit of the Susanville-Reno highway, in Lassen County.

T. H. and M. C. Polk, contractors, are at work surfacing a unit of the Red Bluff-Susanville lateral, east of Chester, and expect to complete the work on schedule time.

As soon as preparations are completed, state forces will begin construction of 2½ miles of the Weaverville lateral, near Weaverville. Surveys recently were made for the work.

Widening and thickening of the Coast highway from San Diego to Oceanside has been begun and several important improvements in the alignment of the present route will be made.

CALIFORNIA HIGHWAYS

OFFICIAL PUBLICATION OF THE
CALIFORNIA HIGHWAY COMMISSION
 SACRAMENTO, CALIFORNIA

HARVEY M. TOY, Chairman;
 N. T. EDWARDS and LOUIS EVERDING, Commissioners.
 ROBERT M. MORTON, State Highway Engineer.
 W. F. MIXON, Secretary.

We are pleased to permit publication of any of the matter contained herein and this privilege is extended newspapers and periodicals without restrictions.

FRANK B. DURKEE Editor
 P. O. Box 1103, Sacramento, California.

Vol. 1. JUNE, 1924 No. 6

JUST AMONG OURSELVES



HIGHWAY NEWS NOTES

Miss Younggren Weds.

MISS Judith Younggren, employed in the purchasing department of the California Highway Commission for the past five years, has resigned. She was married Sunday, June 2d, to Mr. Carl Almquist, proprietor of the Court Garage in Sacramento. "P. A." Smith hopes the epidemic will not spread, but strongly suspects Miss Charotte "Sharkey" Barnes has designs on some poor man.

Division VI News.

Elmer Stump, resident engineer in charge of the Three Rivers-Sequoia Park contract and curve widening in the same locality, has been transferred to Red Bluff, in Division II.

B. H. Burrell, resident engineer in charge of the asphalt macadam contract at Chowchilla on the Pacheco Pass lateral, has been transferred to the headquarters bridge department.

Notes From Division III.

John L. Piper has been assigned to the position of resident engineer for the Colfax to Gold Run grading contract, Placer County, which is expected to start in the near future.

C. O. Dingle, resident engineer on the recently completed Stony Creek bridge, Glenn County, will have similar charge of the paving to be done west of Chico and, pending award of the contract, has been assigned to temporary duty at the division office.

George I. Battelle, right of way man in Division III, has been transferred to headquarters.

Palmer Holt and Harry N. Harper, draftsmen, have been transferred to headquarters. The latter is with the bridge department.

Fred R. Holm, draftsman, has transferred from Division III to Division X.

H. R. Church, assistant resident engineer, has been assigned to duty temporarily with H. C. Darling, locating engineer at Crystal Springs, Placer County.

Paving Inspector Named.

H. A. Simard, assistant resident engineer, has been transferred from the Bay Shore Highway to San Jose where he will act as asphalt inspector on the contract for widening and resurfacing the highway between Milpitas and Coyote Creek.

J. H. Skeggs, division engineer, has returned to San Francisco after a month spent on the examining board for the Civil Service Commission in connection with examinations for the classified engineering service.

Miss Marie Lennox, senior clerk, has been transferred to the headquarters of Division IV, San Francisco, from the State Department of Architecture, Sacramento.

J. Upham, formerly with Division II, has accepted employment with Division IV.

Mrs. Viola Hine, stenographer, has transferred from the division headquarters at Fresno to Division IV, San Francisco.

A Real Fish Story.

R. A. Mitchell, of Division I, Willits, reports fishing is excellent in Eel River. On a recent trip to the fishing grounds, he made a catch of twenty-two trout in a short while, four of which were over sixteen inches in length.

Fred Nelson, Division I mechanic, sustained a broken leg recently in an accident near Garberville.

Division V News.

John Verduin, resident engineer in charge of the reflooring of the Nacimiento bridge near San Miguel and on other bridge work in Division V, has tendered his resignation and returned to his home in Portland, Oregon.

W. L. Judkins, a chief-of-party and resident engineer in Division V in the "before the war" days, will succeed Verduin as resident engineer on the Nacimiento bridge job.

C. F. Marshall, resident engineer in charge of construction on the Chittenden Pass road, has been granted a year's leave of absence and will undertake certain work for the county surveyor of Sacramento County.

Faithful Employee Passes.

Headquarters shop reports with regret the passing away on June 1st of an old and faithful employee, W. O. Lumry, who had been employed as blacksmith in Division III and the headquarters shop for over five years. Mr. Lumry was one of our most faithful workers and his cheerful disposition and unflinching good nature endeared him to all with whom he came in contact.

Division X News.

H. O. Ragan, formerly with Division VIII, has assumed his new duties as resident engineer on the Vacaville to Batavia paving contract.

Fred R. Holm, formerly with Division III, has been transferred to Division X, as draftsman.

James L. Kerins has joined Division X forces as clerk. He was formerly with the State Board of Health.

Another Proud Daddy.

P. R. Green, chief draftsman at the Eureka suboffice of Division I, is now a proud daddy. He says the boy will challenge any other highway engineer of the same weight.

Promoted to Foreman.

L. W. Seymour, for the past seven years timekeeper on state highway work in the vicinity of Lake Tahoe, has been promoted to maintenance foreman on the Placerville-Coloma highway recently taken over by the commission for maintenance.

Sidney W. Griggs Passes Away.

Sidney W. Griggs, draftsman in the Los Angeles office, and formerly with headquarters at Sacramento, died Saturday, May 24th, at his home in Glendale. Deceased is survived by his wife, Mrs. Helen Griggs, three sons, Donald B., Robert A., Allen H., and a daughter, Helen Louise, born May 10, 1924.

It is with deep regret that the Bulletin announces the sad deaths of the mothers of Mr. Fred Seymour and Miss Katheryn B. Melarkey which occurred recently on the same day.

I. S. Voorhees, assistant maintenance engineer, Division VII, was called to New York City recently on account of the death of his mother.

H. C. Reeder has been assigned to the George Oswald contract on Whittier boulevard as resident engineer.



SMILEWAYS



We Believe It.

MEMBERS of the construction department declare that the only difference between Mr. Pope's writing and King Tut's is that the boys were able to read Tut's stuff.

The Breed Vehicle Act makes no mention of sardine cans, but in a recent accident a "small car" which overturned contained eleven passengers.

An Accommodating Music Shop.

A pretty young woman stepped into a music shop and tripped up to the counter where a new clerk was assorting music. In her sweetest tones she asked: "Have you 'Kissed Me in the Moonlight'?"

The clerk turned, looked and said: "It must have been the man at the other counter. I've only been here a week."

A rough looking individual came into the office of Division VI the other day and asked for a job as engineer. When told there were no engineering positions open, the man replied:

"Well, I ain't particular just now, I'll take a job firin' 'till I can git an engine."

Tooting the Cow in Japan.

A traveler in Japan tells of curious notices he saw in shop-windows, and especially an official municipal notice to motorists: "If a cow obstruct, toot 'er soothingly; if she continue to obstruct, toot 'er with vigor; if she still obstruct, wait till she pass away."

Looking for Brains.

A colored prisoner fond of imposing words approached the

JUST AMONG OURSELVES

(Continued from page 14.)

L. D. Packard, former resident engineer in Division VII, has been transferred to the headquarters bridge department.

J. F. O'Hara has been made chief of a survey party recently organized in Division VII.

Maintenance Man Injured.

Charles Bray, member of a maintenance crew in Division VI, was painfully injured recently when he was struck by an automobile on the Elk Bayou bridge, south of Tulare. He was engaged in spreading a mixture of asphalt over a portion of the floor of the bridge when, in some manner, it became ignited. In escaping the flames, Bray leaped directly in the path of a passing automobile.

Grumm in South.

Fred J. Grumm, headquarters engineer in charge of surveys and plans, represented the engineering department at the annual banquet of the Los Angeles Chapter of the Associated General Contractors of America, held at the Hotel Biltmore, Los Angeles, June 5th.

C. M. McKusick resigned recently as engineer for the Sutter-Butte Canal Company to accept a position with the headquarters drafting department.

Harry Smith, of the headquarters accounting department, felt a patriotic urge recently and joined one of the Sacramento companies of the California National Guard. His first appearance was in the Memorial Day parade.

Equipment Department Notes.

Charles H. Ryon, chief clerk of the Equipment Department, recently completed a trip to Divisions V, VI, VII and VIII in connection with equipment department accounting matters. He reports inauguration of the new rental system is making good progress, considering the length of time the new plan has been in force.

Fifteen

librarian and asked to have a letter written. The librarian was busy and referred the man to one of the muckers.

"Huh!" said the darkey, "That man cahn't write no lettuh for me! No man cahn write no lettuh for me dat ain't got no mo' brains than I got!"

Gates Ajar.

"Is this the speedometer?" she asked, as she tapped on the glass which covered that instrument.

"Yes, dear," I replied in a sweet, gentle voice.

"Don't they call this the dashlight?" she queried, fingering the little nickel-plated illuminator.

"Yes, honey," my words floated out softly as before.

"And this is the cut-out?" she inquired.

"Yes, toodles," as I took my foot off the accelerator. Not more than 200 feet away our course was blocked by a fast moving freight train.

"But what on earth is this funny looking pedal?" she said in a curious tone, as she gave the accelerator a vigorous push with her dainty foot.

"This, sweetheart, is Heaven," I said in a soft, celestial voice, as I picked up a golden harp and flew away.

—Texas Highway Bulletin.

THE RIGHT SPIRIT

Claude Simpson, connected with the headquarters filing department, while driving on the state highway at night recently, came upon a barricade where the warning lights, for some reason, were not burning. He stopped and relighted several lanterns. This instance of loyalty to the organization by one not connected with the engineering department may have averted a serious accident.

F. E. Burnside, superintendent of the headquarters shop, recently completed a trip through the divisions on a general inspection of division shop equipment. He also assisted the civil service board in holding examinations in various parts of the state for positions in the mechanical trades and as truck drivers.

News From the North.

L. E. Ager, draftsman in Division I, Dunsmuir, enjoyed a vacation trip to Crater Lake and Klamath Falls.

Lawrence Pierce, draftsman, tiring of life in the mountain wilds, made a flying trip to San Francisco to see Al Jolson in Bimbo.

Mrs. Madeline Keanelly, clerk, and Miss Josephine Lever, stenographer, have resigned. The vacancies will be filled by Miss Josephine Paul of Sacramento and Miss Pearl Hanna of Los Angeles.

Miss Freda Cromwell, clerk, recently spent a week at Portland, Oregon, and witnessed the Rose Carnival.

R. E. Ward, resident engineer, has been transferred to Susanville. He will be in charge of a new contract for gravel surfacing in Lassen County.

E. R. Weigand and E. M. Hilton, draftsmen, motored to Oakland recently in Weigand's "puddle-jumper."

J. H. Orr, draftsman, has resigned to accept a position at Ft. Worth, Texas.

R. P. Bergh, another draftsman, is moving to Seattle, Washington.

Who Can Beat This?

The largest trout caught this season by an employee of the Dunsmuir office is a 20-inch rainbow which E. N. Babb, chief clerk, brought home from the lower McCloud River.

One point in favor of Richardson: His appointment of the head of the maintenance department of the State Highway Commission. Said appointee is seeing to it that the trees planted along the highway are being watered and cared for.—Corning Advance.

FOLSOM SOJOURNER APPEALS TO "MIRACLE MAN" MILLIKEN TO GET HIM A JOB. IF "R. W." CAN'T HELP HIM SUGGESTS APPEAL TO HIS FRIEND "SILENT PEET."

BEN H. MILLIKEN, superintendent of prison road camps and friend of all the convicts, gets many letters, but the one below from a prisoner about to be released from Folsom will be especially appreciated by all who have come in contact with the prison road camp work of the commission:

Represser cal 5th—18—May 1924
Mr Ben. H. Mielikon
Dear Ser

With pleasur I write you. Must say That Mr boss Promest me when I were Plahing with The Band That R. W. and He were going to Give me a Job when I made Peral Which They sigen my Pappers Twice and sent Tehm En To The Bord. Now I am going up Before The Bord En june inspecting To make Et and I reseaved a letter From R. W. stateing owing to The work Being Scase The Employment is unsigen. here I inclose you a Employment Blank Thinking you ever so mutch if you will seek me a Employment—and I am givinge you my word and Ohner That I wont Pertray your Trust.

I will take a Job on Eather hyeway or Eney Plase Elce. you no Just The Kind of man i am. with Aclean Record out side. I just reseaved a swell Letter of refference on may The 4th from Mr. Allan Pollok. The Gen supt of S. P. Dining Cars hotels and Restauants Co. As Cook. 65 market st San Francisco. sorrow That I am not none in the west only by the rail road Co. for 5 years Employed by The O. S. I. & O. R. & N. & S. P. clear record from every one.

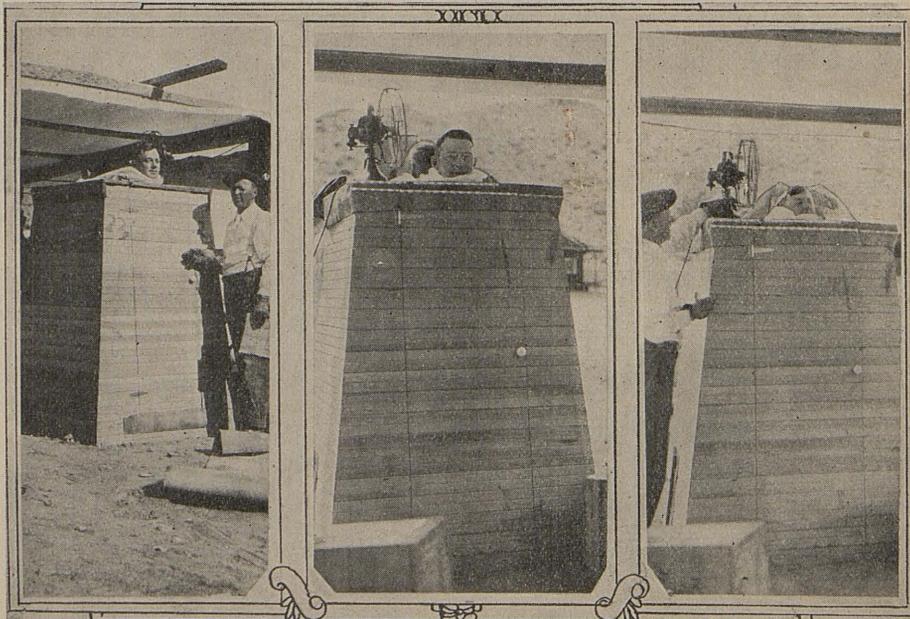
en sigening the Blank it only means To insure me of work going Out of Prison and if work runes out I Can get a nother job, my first Time En Prison and it is my entenchen To make good. a Job on The ochun i wooden Turn it down.

if there is nothen en your Power Please speek to The Jentmen that they Coll silent Peet as I don't no his rail name but he is a friend of mind, so I think you for Every Thing that you may do for me. hoping to hear from you At your Earlest Convenet.

James E. Brown No 8538 Banjolist—

(Note: The "R. W." referred to by the writer is R. W. Brown, superintendent of the prison road camp at Schilling, Shasta County, now being transferred to Kern River Canyon; and "Silent Peet" is H. S. Comly, Division Engineer, Division II, Dunsmuir.)

NO, READER, this isn't some new form of Turkish bath, it's three of our gallant highwaymen—Blood, Wagner, and Stalnaker—as they looked over in Inyo County when they were cleansed of any naughty hoof and mouth germs they might have hidden in the vest pockets. They fumed, but the man from Nevada had a big gun, so they decided they'd better be good and get fumigated. The fumigators were very considerate, though, they provided a fan so the boys wouldn't choke to death. Blood apparently doesn't mind it, but Stalnaker seems to be having a hard time. We are glad to report this fumigation is now a thing of the past.



NIGHT CAPS FOR SHADE TREES

DESPITE lack of rain in many parts of the state, 95 per cent of the shade trees planted along the state highways throughout California are alive and making good progress. This is the report of W. E. Glendenning, expert in charge of shade trees for the maintenance department of the highway commission.

Special efforts are being made by the maintenance crews to bring the trees safely through the present summer. In sections of the state where grasshoppers and other similar pests have threatened destruction of the foliage of the trees, small cotton sacks have been placed over them as a protection. At night, the trees present the appearance of strange night-capped ghosts lining the highways.

EXPERIMENTS UNDER WAY.

In other sections, special washings and sprays are being applied to protect young trees from borers and various insects. Weeds are removed as a safeguard from fire in connection with cultivation of the trees.

Experiments also are being made with a specially prepared paper mulch as a means of keeping down weeds and lessening irrigation costs.

Maintenance Superintendent William Reynolds has been active in caring for trees planted between Marysville and Roseville. Good reports also have been received from plantings in Tehama County and south of Chico, in Butte County. Exceptional progress is being made by trees planted in Merced County.

WE'LL SAY IT WAS THOROUGH

EQUIPMENT Engineer R. H. Stalnaker returned recently from a trip of inspection in Division IX in company with Maintenance Engineer A. J. Wagner and C. R. Blood of the Maintenance Department. They report a very interesting trip, including a flurry of snow at the summit of Tioga Pass and a thorough fumigation at Little Lake, Inyo County.

Superintendent Albertson says Milliken "meets the prisoners on their own ground and talks to them in their own lingo. Therefore he is always welcome."

