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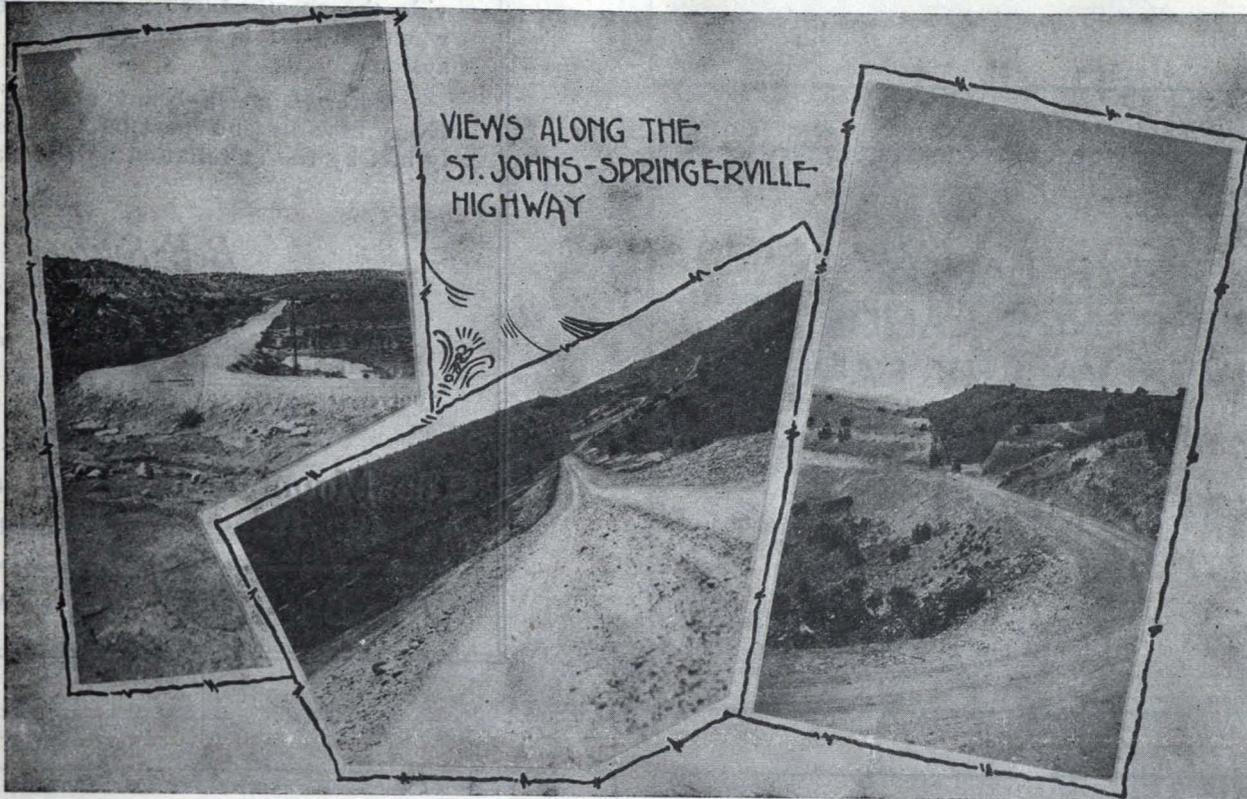
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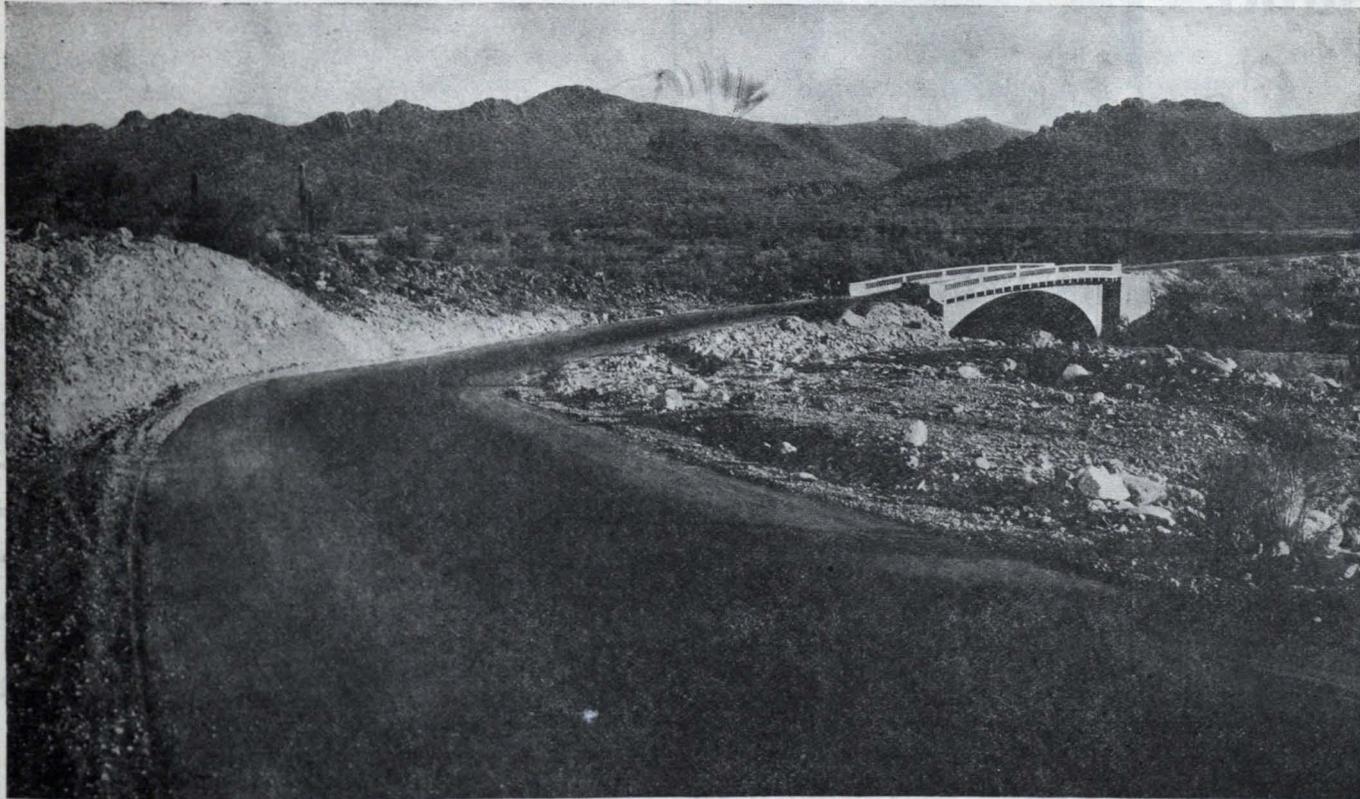
THE STATE MAGAZINE
GOOD ROADS NUMBER

Vol. XIV. No. 6

Price 15c



ON THE NATIONAL OLD TRAILS HIGHWAY, NORTHERN ARIZONA



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YUMA--California-Arizona Highway Celebration, February 28, 1925

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The Thirteenth Annual Arizona Good Roads Convention

The Thirteenth Annual Arizona Good Roads Convention came to order at 10:00 o'clock A. M. at the Chamber of Commerce, Phoenix, Ariz., January 26th, 1925, with President P. T. Robertson of Yuma as the chari. Roll call and responses showed that delegates were present from Apache, Cochise, Coconino, Gila, Maricopa, Navajo, Pinal, Pima, Santa Cruz, Yavapai and Yuma—a total of eleven counties.

F. J. Elliott, President of the Chamber of Commerce, was introduced and welcomed the delegation in behalf of Phoenix and the Chamber of Commerce. He said it was always a pleasure to welcome any convention but doubly a pleasure to welcome a convention of men whose purpose was as laudable as that of the Arizona Good Roads Association. He said that the building of roads to the scenic points of Arizona was doing more to advertise the State than anything else.

Maj. W. W. Midgeley of Yavapai County, was called upon by the President to respond. He spoke of Phoenix as the Los Angeles of Arizona. He told of the work which is being done in Yavapai on roads, and spoke of the need of more roads, especially north and south. He stated that Arizona has done more to build roads in the past four or five years than any state in the Union according to the population. The Chairman then called upon Miss Mary E. Post, of Yuma, introducing her as Arizona's veteran school teacher. Miss Post recounted some of the early days experiences when Yuma was a small village, and required forty eight hours by stage to come from San Diego to Yuma, and at this time Phoenix was but a little more than farm land.

The Chairman then announced the appointment of the following Committees:

- Committee on Resolutions**
- Apache County—B. B. Crosby.
- Cochise Co.—Maj. Geo. F. Kelley.
- Coconino County—Alfred Skeels.
- Gila County—J. W. Strode.
- Maricopa County—W. K. Bowen.
- Navajo County—G. T. West.
- Pinal County—J. G. Keating.
- Pima County—H. R. Batterton.
- Yavapai County—L. J. Hasenfeldt.
- Yuma County—P. M. Goebel.

- Committee on Credentials**
- Maj. W. W. Midgeley—Chairman.
- C. Taylor.
- Carl Hall.

President Robertson then responded to the welcome, saying that good

roads are helping to bind the state closer together because we are becoming better acquainted—without roads communities are isolated. He said that each of us should study the problems of the other counties in the State, and try to work out plans which would be for the country's benefit. He suggested that some plan be worked out whereby the Board of Directors of the Arizona Good Roads Association might be able to function during the interim between conventions. The by-laws at the present time do not provide for a mail ballot, but he believes that this would be advisable. He suggested also that the committee appointed by the Board of Directors should work out some road plan for the State at large, and impressed upon the delegation the importance of co-ordinating and getting acquainted.

Major Geo. F. Kelley of Cochise County was called upon and told of the work that is being done in Cochise County in the building of roads—gave some early reminiscences of travel conditions in the early days.

Dave Goldberg, of Phoenix, was introduced and spoke of the progress which has been made in road building throughout the State and particularly in Maricopa County.

Gustave Becker, of Springerville, stated that our great need is good roads, and told of the needs of Springerville for a connecting road with South Arizona. He also stated that many people do not know of the wonderful scenery the fishing and hunting in the White Mountains—good roads will make these places accessible. We need help from the Government to complete roads across the Indian Reservation and Forest Reserves.

Mr. Alfred Skeels, of Flagstaff, stated that we are closer to each other now than ever before, and that with the building of good roads we will become better acquainted. More people came to Northern Arizona from the Southern part last year than ever before. This is a wonderful section and is being opened up by good roads, but more roads are needed to make these places accessible. He stated that we not only need federal aid but we need federal justice, because of the large areas of government land.

Mr. Batterton of Pima said, we need roads through the Indian Reservation, and approves any plans which will result in aid from the government for this purpose.

Mr. Lawson, of Yuma, extended in-

itation to the delegates present to visit Yuma, February 8th, the date of the celebration on account of the completion of the Arizona-California Highway.

Lamar Cobb mentioned the proposed bill in Congress, whereby the Government would be empowered to build roads across Government owned land. He suggested that Eastern people traveling through Arizona might be induced to present the needs of the State with reference to good roads across Government owned land to their respective Senators and Congressmen.

The Convention then took a recess until 2:00 o'clock.

Afternoon Session, 2:00 P. M.

Mr. L. C. Hardy, Chairman of the Roads Committee, State Senate, was introduced. He expressed the hope that the Committee at the Convention would be able to present a practical road program to the present legislature. He stated that there never had been a legislature more determined to appropriate money for the best interest of the State than the present one.

The people demand good roads and the delegates to this Convention have their fingers on the situation and they can be very helpful in presenting a program. The legislature will welcome any thoughts or conclusions which this convention may present to them.

Mr. Kimberlin, manager of the Arizona Auto Club, stated that the Arizona Good Roads Association had at its annual convention last year endorsed the Auto Club, and that he believed this to be helpful and if they saw fit to endorse them again this year such an endorsement would be appreciated; expressed a desire to work with the Good Roads Association in giving road information to travelers. Their one endeavor is to recommend the best road, even though this may sometimes result in apparent discrimination against certain communities. He said they are spending between \$800 and \$1,000 for literature descriptive of Arizona's attractions.

Mr. Abeil, Chairman of the House Committee on Roads, stated that there are two major problems before the legislature—schools and roads. The schools of Arizona are third in rank in the United States, and much favorable comment is heard concerning our roads. In the maintenance of roads efficiency and economy is important and this must be provided for. He urged the Convention delegates to recommend a

State Road program to the coming legislature.

On the subject of what the counties are doing, Mr. J. W. Strode, of Miami, stated that there are six north and south roads in Arizona now under process of construction: the White Spar, or Hassayampa; the Black Canyon; the Fossil Creek; the Young-Heber; Rice-Springerville road and the Clifton-Springerville road. Three of these are in part through Gila County. The Rice-Springerville road is sixty-five miles in length; forty-six miles is in Gila County. There is need for state aid on the other nineteen miles. Gila county has completed a considerable amount of excellent highways, which are not included in the State highway system, being merely county roads.

Mr. G. T. West, of Navajo, stated that they had 900 miles of county highway; only 73 miles is designated as State highway. They have issued \$500,000 in bonds for building roads, which is about their limit. Their maintenance fund amounts to about \$2.00 per mile per month. He stated that the counties should get together on a definite road program. We should know each other and get down to the work of building a real Highway Commission—such roads mean more traffic.

Mr. Shepherd, of Apache stated that the mileage of roads in Apache was about the same as in Navajo, and the amount of maintenance was about the same.

Mr. Skeels of Coconino, stated that there was very little road building this time of the year. He hoped that the first north and south highway to be completed would be designated as The Grand Canyon Highway. He extended an invitation to the delegates to hold their next convention at the Grand Canyon.

Mr. Hasenfeldt of Yavapai County stated they had issued \$1,500,000 in bonds for the building of roads. That they were going ahead with a road building program; that the gas tax has enabled them to maintain better roads and they have road building equipment they are proud of. He is very much in favor of continuing the present law with regard to the gas tax. We want more good roads, and we want north and south roads to keep people here.

Mr. A. A. Carrick, of Glendale, spoke in favor of the Black Canyon highway. Mr. Carrick also stated that fifteen or twenty truck loads of produce from the Salt River valley are now going over the Black Canyon highway weekly.

Mr. C. S. Steward, member of the Board of Supervisors of Maricopa county, spoke in favor of the present tax law and opposed any change.

Mr. Sam Bailie, secretary of the Chamber of Commerce at Chandler, stated that the Convention should do something besides pass resolutions. They should formulate some plans for continuing their actions throughout the year.

Mr. Bridges of Yuma, stated that the Salt River valley had been made by its good roads. He said that men should be loyal to their own county, but should also work for the good of the State as a whole. We need to have the spirit of co-operation in all lines and all industries. We need roads all over Arizona as rapidly as they can be built.

Lamar Cobb expressed himself as being in favor of raising the gas tax and turning it over to the State Highway department, and increasing property tax for the maintenance of roads.

Mr. West emphatically stated his opposition to any change in the gas tax law, and the matter of the said bond issue should be submitted to the people. He stated the State has a motor tax law which gives them \$31 a mile per month for maintenance, which is \$29 a mile per month more than his county has for maintenance.

Ernest Hall was in favor of building the road from Wickenburg to Blythe; favors the toll bridge but is opposed to any change in the Gas Tax law.

Mr. W. K. Bowen stated that he believed in building roads throughout the State—build roads from the largest centers outward. California has no paved roads on its borders, and Arizona should not be expected to build branch roads to California until they have completed other much needed roads. He favored the present Gas Tax law.

Mr. Hall again took the floor and stated that Colonel Ed Fletcher of San Diego now favors the road via Blythe.

Ed Rudolph, of Phoenix, spoke in favor of a two-inch black paving which could be laid on the graded roads that have become packed from usage, and at the cost of about \$10,000 per mile. He believes that a total of 850 miles would take care of the principal State highways not now paved, and with Federal aid should not cost the State more than four or five million dollars.

Mr. Jennings, of Peoria, spoke in favor of the road from Wickenburg to Blythe.

Mr. Bridges again spoke and suggested that three or five men should be designated to work out a definite road plan.

Mr. Cobb took exceptions to the proposed black paving program and submitted some figures, which was replied to by Mr. Creswell, of Yuma, who stated that black paving he had laid in California twenty years ago was now in good condition, and he believes thoroughly in this kind of paving. He also stated that he would rather pay \$24,000 a mile for

bituminous pavement if necessary than for cement. He spoke also in favor of the present gas law, and said that to turn this over to the State Highway Department would mean a building up of a great political machine.

Mrs. Hinden Butler, Chairman of the Woman's Committee of the National Bankhead Highway, stated that the women of Arizona should become interested in roads, and that they could be a great help in putting over a road building program. She stated that if California had the scenery that Arizona has, it would never stop advertising.

After the annual dinner of the Convention delegates, which was held at the Hotel Adams on Monday evening, the Tuesday morning session was called to order at 9:00 o'clock, with all officers and delegates present.

Mr. Strode, for the Committee on Resolutions, read the following:

1 Relating to the road from Young to Heber, upon motion was duly seconded, and the resolution as read was adopted.

2 White River to Cooley, upon motion was duly seconded, and the resolution as read was adopted.

3 Relating to the bridge at Lee's Ferry at a cost of One Hundred Thousand Dollars (\$100,000).

4 Relating to the endorsement of the Arizona Auto Club, upon motion was laid upon the table temporarily.

5 Relating to mail ballot of board of directors, upon motion duly seconded was adopted.

6 Relating to the continuance of present law concerning gas tax, upon motion duly seconded was adopted.

7 Thanking the President and Secretary for their efficient work, and to the Chamber of Commerce, and city of Phoenix for entertaining them; upon motion was duly accepted and adopted.

8 Relative to roads across government owned lands, adopted.

9 Relative to the seven percent road system—adopted.

10 Relative to the Safford Wilcox and Douglas highway, adopted.

11 Relative to Federal Exemption of gas tax. There was considerable discussion on this, but was finally adopted as read.

12 Relative to the Colton bill—adopted.

13 This being all of the resolutions presented by the Resolution Committee, Mr. Bailie presented a resolution asking that a committee be appointed to work out a plan for the consolidation of The Arizona Good Roads Association and The Arizona Auto Club. This was discussed at considerable length, and a motion to lay on the table was carried.

Resolution No. 4 was then read, and after some discussion, above motion was laid upon the table.

Mr. Ernest Hall read a resolution asking approval of a toll bridge across the Colorado at Blythe. This was discussed at considerable length and was finally adopted.

Mr. Lamar Cobb offered a resolu-

tion relative to completing the seven percent road system by property tax. This was duly adopted.

Mr. Bradshaw brought up the matter of enforcement of the law relative to the destruction of Arizona's highway signs, believing that some special effort should be made to enforce this law.

Next item of business was the election of officers, which resulted as follows:

President—P. T. Robertson.
1st Vice President—W. W. Midgley, Prescott.

2nd Vice President—Kirk Moore, Tucson.

3rd Vice President—J. G. Keating, Florence.

Secretary and Treasurer—A. C. Taylor, Phoenix.

Directors—
Apache—Gustave Becker, Springerville.

Cochise—C. M. Roberts, Douglas.

Coconino—Alfred Skeels, Flagstaff.

Gila—J. W. Strode, Miami.

Graham—W. E. Barnum, Safford.

Greenlee—J. P. Hodgson, Morenci.

Maricopa—W. K. Bowen, Mesa.

Mohave—W. B. Stevens, Kingman.

Navajo—C. E. Owens, Snowflake.

Pima—J. M. Ruthrauff, Tucson.

Pinal—Robert Denton, Casa Grande.

Santa Cruz—J. A. Harrison, Nogales.

Yavapai—L. J. Hassenfeldt, Prescott.

Yuma—R. M. Goebel, Yuma.

The President then appointed the following committee to present the resolutions to the Legislature:

A. C. Taylor,
F. O. Smith
J. W. Strode.

The Convention then considered a meeting place for 1926. Miss Post, of Yuma, on behalf of the Chamber of Commerce in the city of Yuma, invited the convention to meet in that city. Mr. Skeels, on behalf of Coconino, invited the convention to meet at Grand Canyon.

President Robertson then asked Major Midgley to take the chair, and seconded it with an invitation to meet at Yuma. Mr. Skeels, in order to maintain harmony and make the acceptance unanimous, withdrew his invitation, and the convention elected to make Yuma the convention city of the Arizona Good Roads Association for 1926.

Resolution No. 1

Whereas, there is now building by cooperative action between Gila County and the United States Bureau of Forestry and the Federal Bureau of Public Roads, a highway from Roosevelt Lake to Young.

And Whereas, upon its completion there will remain only a few miles of road to be constructed beyond Young to the northeast in order to complete a connection through from Roosevelt Lake to Holbrook;

And whereas, the few remaining miles of highway to be constructed in order to make such through highway connection are entirely upon forest reservation lands;

And whereas, the completed highway will serve several isolated farming communities for a southern outlet and will enable residents of Ari-

zona to traverse some of the most scenic mountain regions of Arizona.

THEREFORE, Be It Resolved, That the Arizona Good Roads Association request and urge the United States Bureau of Forestry and the Federal Bureau of Public Roads to complete the aforementioned connecting highway from Young to Heber at the earliest practicable time.

Resolution No. 2

Whereas, the last Congress of the United States set aside One Hundred Thousand Dollars of Apache Indian Tribal Funds to be used for the construction of a highway between White River and Cooley in Navajo County, Arizona, such funds to be available when matched in equal amount by the State of Arizona;

And whereas, the construction of the aforementioned highway will make accessible to the residents of this state and visitors the great White Mountain region, the natural playground of Arizona, thus encouraging our people to spend their vacations within their own state, and adding greatly thereby to their outdoor enjoyment;

And whereas, the said road will form an important connecting link between the cross state highway thereby facilitating travel within the state, and will supply an outlet to the southern and central portions of the state for many important communities in Apache and Navajo counties;

Therefore, Be It Resolved, That the Arizona Good Roads Association assembled in annual convention at Phoenix, urges upon the members of the Seventh State Legislature of Arizona the desirability and necessity for enacting proper legislation to match and thereby make available the money designated by Congress for the construction of the said Whiteriver-Cooley highway.

And Be It Further Resolved, That a copy of this resolution be furnished the members of the Seventh State Legislature of Arizona.

Resolution No. 3

Whereas, there is urgent necessity for the construction of a highway bridge across the Colorado River near Lee's Ferry;

And Whereas, it is but common justice that the residents of the vast Arizona Strip country lying north of the Grand Canyon in this state be given a road outlet to the south connecting that district with the rest of the State;

And Whereas, such a bridge as a road would doubtless bring many thousands of visitors annually into Arizona from the north rim of the Grand Canyon.

Therefore, Be It Resolved, that the Arizona Good Roads Association new its recommendation of one year ago that the legislature of the State of Arizona appropriate One Hundred Thousand Dollars (\$100,000) toward the construction of a highway bridge across the Colorado River near Lee's Ferry, said sum to be available when matched in equal amount for the same purpose by funds appropriated or set aside by the Federal government.

Resolution No. 6

Whereas, the Good Roads Association of Arizona considers and believes that the present system of distribution between the counties and the state of the proceeds of the gasoline tax, the automobile and truck taxes, and the property taxes for highway construction and maintenance, is fair, equitable, and to the best interests of the counties, state and taxpayers thereof;

Therefore, Be It Resolved, That the Good Roads Association of Arizona advocates and urges that the present plan of distribution of the aforementioned highway funds be not changed or disturbed by legislative act at this time.

Resolution No. 8

Whereas, in the states of the Union known as the "Rocky Mountain States," land values are very low and in no wise comparable to land values in the middle and eastern states, and in said Rocky Mountain States distances between communities are very great and taxable property scarce; and

The people of the Rocky Mountain States have already expended more for good transcontinental roads than they are able financially to spend; and

It is necessary for the public convenience of the people of the Nation as a whole that good roads be maintained in said states, and in said states a great majority of the lands are still vacant public lands, Indian lands, Forest Reserves, and Parks, all of which are non-taxable; Be It Resolved, That it is the sense of the delegates to this Convention that the Federal Government should build and maintain wholly at its own expense, all public roads through Indian Reservations, Forest Reserves, and National Parks or Monuments in said states, and that said states be released from any expense in building or maintenance of public roads in such places.

That copies be sent to Congressmen, the Committee on Public Roads of the House of Representatives, to the United States Senate, and to the Department of Agriculture, and to Good Roads Associations in the other states concerned.

Resolution No. 9

We recommend to this Association that we again pledge our allegiance to the seven per cent system, with the hope that the same may be completed at the earliest possible date, and if possible that additional mileage be included. All of which is under the control and direction of the Federal Government.

Resolution No. 10

Whereas, there remains to be constructed only a few miles of road on the Safford, Willcox and Douglas highway;

And Whereas, said highway when completed will constitute an important North and South connecting link between transcontinental routes and will tend to stimulate and develop travel within the state, and will serve the convenience and necessity of the people of Arizona; Therefore, Be It Resolved, That

the Arizona Good Roads Association urges upon the State Highway department the desirability of an early completion of the aforementioned highway.

Resolution No. 11

Whereas, the highway funds of the various counties and of the State of Arizona are annually deprived of great revenue through fraudulent exemptions claimed from the gasoline tax;

Therefore, Be It Resolved, That the Arizona Good Roads Association urges upon the Seventh State Legislature the enactment of a law eliminating all exemptions within the State to the highway gasoline fund.

Resolution No. 12

Whereas, There is now pending in Congress a bill known as the Colton Bill, H. R. 6133, which provides that the Federal Government shall pay 100% of the cost of building and developing primary interstate highways. and

Whereas, Arizona and the Western States of the Union will benefit greatly thereby; and

Be It Hereby Resolved, That the State Legislature of Arizona now in session, be requested to memorialize the Congress of the United States in support of this bill.

Resolution No. 14

Whereas, there is an urgent necessity for a bridge across the Colorado River at or in the vicinity of Ehrenburg, Arizona, whereby the states of California and Arizona may be connected by one continuous highway; and

Whereas, the Harrington, Howard & Ash Construction Company of Kansas City, Missouri, has tendered a proposition to the respective states whereby a bridge shall be constructed at a point designated on the Colorado River and the construction thereof to be approved by the United States War Department, with the respective states or counties adjoining possessing the privilege of taking the bridge over at any time they see fit to do so at a price to be fixed by the War Department; and

Whereas, the bridge company does covenant that it will charge a toll of not more than one (\$1.00) dollar per car for each car crossing the bridge; such revenue derived therefrom to go to maintenance, interest charges, overhead in the construction and operation of said bridge and that they shall be entitled to the whole revenue thereof until such time as the bridge is purchased by the respective states or counties as aforesaid; and

Whereas, there is now a ferry in the vicinity of Ehrenburg, Arizona, which charges a toll of \$2.50 per car for the transportation across the Colorado River; and

Whereas, the said bridge would be of inestimable value to tourists and commercial intercourse between the aforementioned states and counties and afford a safe, convenient and rapid means of transportation across the Colorado River; and

Whereas, there are several sites that may be adopted for bridges and hence there will be no monopoly

MORE ABOUT PECANS

The article in last month's magazine relating to Pecan culture in the Salt River Valley has brought the following letter from H. P. Stuckey, the author of the most recent publication on Pecan Culture. Mr. Stuckey's book is just off the press. In a letter to the author of the article he says:

"Georgia Experiment Station"

Office of Director

EXPERIMENT, GEORGIA.

January 16, 1925.

Mr. M. E. Bemis,
Chamber of Commerce,
Phoenix, Ariz.

Dear Mr. Bemis:—

Dr. Ogburn very kindly sent me a clipping of your article on Pecans in the "Arizona." I enjoyed reading it very much and wish to commend the many good thoughts you have passed out to the prospective growers. I believe, however, that your people will make a mistake if they attempt to develop seedling pecan orchards. The planting of seedling pecans seems to be the evolutionary process by which most regions outside of the native pecan forests get into pecan growing. If our experiences in the development of pecan orchards in Georgia count for anything, they point conclusively to the fact that one of the biggest mistakes our pioneer pecan growers made was to plant seedling orchards.

Another practice which has not withstood the test of time with us is the planting of pecan nuts where the trees are to grow, expecting to bud or graft them in place later. This practice is not so bad as to attempt the growing of a seedling orchard, yet the results have been a ragged orchard with a poor stand of trees of various sizes.

We believe the trees should be grown and budded or grafted in the nursery, and then transplanted to

thereof in the granting of this right by Congress; and

Whereas, an Act of Congress is necessary to secure the right of building the said bridge;

Now, Therefore, Be It Resolved, That we, The Arizona Good Roads Association in Convention assembled, realizing the benefits which will accrue to the whole state as a result of the construction of the said bridge, give our entire support towards the consumation of the proposed bridge and to that end instruct our representatives in Congress to aid in every way the passage of the proposed act granting the right to the proposed construction.

Resolution No. 15

Resolved; It is the sense of the Good Roads Association, in annual convention assembled, that funds for the completion of the seven (7) per cent system of state roads be derived by direct tax levy upon all property within the state.

Resolution No. 16

Whereas, there exists in the State of Arizona, large areas of forest service and other public lands which are under control of the Federal Government, and only in isolated in-

stances set aside for the purpose of preserving some monument to the country at large such as the few national parks and monuments, and

Whereas, many of these areas are capable of development into summer resort camping spots which are ideal in their situation;

Be It Hereby Resolved by the Arizona Good Roads Association assembled in thirteenth annual convention, that the Legislature of the State of Arizona be asked to petition the Congress of the United States to the end that the title to certain portions of the public domain in the state be vested in the State of Arizona. These parcels to be selected by the Legislature and boundaries denominated, and when the title of these tracts is received by the State of Arizona, they be set aside by the state for state parks, to be forever dedicated to the people of Arizona and visitors from other parts of the country as recreational summer camping places.

Particular reference is made in this resolution to Mormon Lake and sufficient surrounding acreage in Coconino County, Arizona. It being of sufficient size and there being sufficient ground contiguous thereto to provide camping space for a large number of people.

And it is recommended that the necessary regulations for proper policing and leasing of camping lots and cabin sites be made to care for such state park or parks, so created.

the orchard. The grower can propagate his own trees if he has skill, but the pecan is more difficult to bud or graft than most fruits, and one should attempt propagation on a small scale until he becomes proficient.

Yours very truly,
H. P. STUCKEY,
Director.

To which has been replied:
Mr. H. P. Stuckey,
Experiment, Ga.
Dear Sir:—

Yours of the 16th, just to hand. I realize very fully that, as a general principle, planting seedling Pecans is not advisable. however, we have a great deal of land taken up by our irrigation and drainage ditches which is usually waste land unless we can grow some profitable trees along the banks. Fig trees are used extensively but Pecans, I believe, have a great future in this valley.

Now, the thought I was endeavoring to get across was this, that farmers who, otherwise, would not plant pecans would do well to plant pecan seeds along some of these ditch banks to replace almost useless Cottonwood trees, which are now grown on ditch banks as shade trees.

Quite a large acreage will be put out in commercial pecans this season and, of course, this will be set to budded stock. Our difficulty in putting out pecan trees has been that there is quite a heavy loss the first year, and this has had a tendency to discourage commercial planting. However, I look for a large increase in acreage within the next few years.

Yours very truly,
PHOENIX CHAMBER OF COMMERCE.
M. E. Bemis,
Agricultural Secretary.

Annual Report of the Arizona Industrial Congress--1925

For three years the Arizona Industrial Congress has been blazing a new trail in application of business and economics. Other states and districts have formed co-operative and business associations for the purpose of advancing particular interests, but the Arizona Industrial Congress has for the first time linked together, through a central clearing house, the activities of all branches of endeavor. The farming industry, cattle and sheep industry, the mines and public utilities, professions, business and banking, and the railroads have been brought into active contact, so that their thoughts and economic needs can be dovetailed, one with the other.

The relationship between activities of production, distribution, financing and consumption is so complex that no one can stand alone, and the prosperity or failure of one link immediately affects the activities of all others. The inter-relationship of industry must be recognized before any great permanent advance can be made in our economic structure.

The study of the needs of one industry by leaders of all other industries in the state has resulted in the creation of over Fifty Million Dollars of new business for Arizona during the last three years. Considering a population of only 330,000 people, this accomplishment is most surprising, and equals about \$150.00 for each man, woman and child.

Policies

The practical policies developed in previous years still stand out as fundamental, and no change has been made. The six basic principles are:

1. To help all existing organizations to operate to fullest efficiency for their individual members.
2. To create markets nearest the point of origin for all products.
3. To determine the amount of excess production over local needs and distribute this excess.
4. To encourage highest quality of production to minimize effect of outside competition by quality, not by price cutting.
5. To crystallize public sentiment on constructive problems by presentation of facts and exchange of ideas between organizations.
6. To help ourselves and our state by creating a loyalty to our institutions with a slogan of FORWARD ARIZONA.

Co-Operative Business

The mines, railroads, power and telephone companies, organized as corporations, have made available to Arizona people, through the Industrial Congress, a purchasing power of Forty Million Dollars a year. A little over half of this amount has been taken by Arizona people, leaving a large surplus available for new business to be developed.

Much of the new business has gone to the farms, resulting in sta-

bilized prices on farm products, and in creating a market able to absorb nearly double the present state production.

Retail merchants all over the state have felt decided gains from patronage of the larger corporations.

The Women Buy

The women of Arizona, having a greater purchasing power than all the combined corporations—approximately One Hundred Million Dollars yearly—have begun to use their power to develop the state. During the past year the State Federation of Women's Clubs has endorsed the "Trade at Home" and "Use Arizona Products" campaigns. The women, by making this an active part of their year's work, have already helped in the stabilizing of prices and standardizing of quality.

Arizona women are urged to continue their interest and increase their influence by the use of their buying power at home.

Business Methods

A review of business shows a decided rise in standards and methods during the past year. This is due to a closer contact and understanding between buyer and seller and to the strict requirements imposed by the large purchasers. The mines, railroads and produce distributors have agreed to buy Arizona products, but these must equal in quality and price such products available from outside sources. This pressure has resulted in raising the whole tone of business throughout the state.

Special Business Service

In addition to general work, investigators from the Industrial Congress have made detailed studies of many classes of business during the year. Confidential reports have been rendered, showing how certain firms could expand or correct their methods in operating, selling and distributing. Several companies on the "ragged edge" of actually in bankruptcy have been rehabilitated by this service.

Standardization of Agricultural Products

By enlisting the Farm Bureau, the Arizona Wholesale Produce Association, railroad officials, and the service of the U. S. Department of Agriculture, great improvements have been made in the grading and handling of agricultural products. The movement financed by the Industrial Congress for Federal grading has resulted in special effort to ship out only standard quality lettuce and cantaloupes. As a result, losses in transit and losses from claims for poor quality were practically eliminated and the producers enjoyed, during 1924, the most satisfactory year on record. The railroads report a great reduction in claims.

Eliminating Cross Currents in Distribution

One of the most important accomplishments has been the economic guiding of distribution. By enlist-

ing the wholesale distributors of farm produce, groceries and manufactured articles, great strides have been made in eliminating overlapping transportation; thus reducing the cost of reaching the market and allowing increased price to the producer. Marked success has been shown in handling of vegetables, hay, eggs, poultry, brooms, chemicals, etc.

Stabilizing Prices by Distribution of Surplus

Studies by the directors brought out the fact that excess production of farm products, although only a small percentage of the total production, was the greatest factor in unsettling the price. If we could eliminate the over-production in each district by removing it from the market in advance the price for the crop would be stabilized. Work along this line has been very successful. The railroads were called in and, at our request, established ice car peddler service for handling excess production of perishables—vegetables, fruits, poultry, dairy products, etc. This service, extended throughout the year, resulted in less fluctuation in price than any year on record, and provided a ready market for every product raised.

Allocation of Markets

The wholesale distributors throughout the state have continued to cooperate with the farmers in protecting the local production in each farm district when directed by the Industrial Congress. By suspending shipments of products already grown locally during the marketing period full protection has been maintained. This plan has been operated under the theory of allocation of markets in advance, to those producing zones nearest the markets. Co-operative stores in the mining towns and stores operated by mining companies have been particularly helpful in absorbing local production.

New Industries

Much study was given the possibilities for establishing new industries. Some forty problems were taken up, of which five were approved, successfully financed, and are now in operation. Seven others were accepted and are now under development or being financed. Great care has been exercised in giving approval to new undertakings, to be absolutely sure of successful operation in Arizona territory.

Crystallizing Public Opinion

The Industrial Congress has functioned as an agent to obtain sentiment on important problems. Two outstanding and divergent examples follow:

When the question of the merging of the Southern Pacific and El Paso & Southwestern Railroads became a public matter the Industrial Congress was requested to determine public sentiment. Information was sent to all industries and associations and referendum vote taken.

The result of this vote was placed as evidence before the Interstate Commerce Commission at the hearing in Washington, in support of merger.

Another example was a petition from the Arizona Wool Growers' Association to place before all industries a request for lower valuation on sheep for taxation purposes, State Tax Commission having already fixed this valuation for 1925 at a higher rate than last year. The request was placed before industries and a vote registered six days. The vote showed that the other industries had no objection to the Tax Commission making a reduction if it saw fit to do so. A fair reduction was made by Tax Commission.

Finances

The work in 1924 was done on the same budget as for the last year—\$29,000. Increased financial help was received from Agriculture and it is expected that it will be able to carry its \$5,000 proportion for 1925.

Origin and Aims of the Industrial Congress

The Arizona Industrial Congress was formed in the fall of 1921 when every industry in the state was on the verge of ruin. Three hundred men, the leaders of all industries, met in conference and pledged their brains and resources to building up the other fellow's business. The organization soon grew to many thousands and members and now represents over 90 per cent of the taxable wealth of the state.

Organization

The state is divided into six industrial divisions, in which every branch is included:

1. Agriculture.
2. Business and Financial.
3. Livestock.
4. Mining.
5. Professional.
6. Public Utilities and Railroads.

Each division is represented by three directors elected by members of that division only. Presidents of state organizations, such as Farm Bureau, Cattle Growers' Association, etc., are accepted as candidates. These eighteen directors select three others as outstanding men from districts or industries fully represented in the general election. The full board is twenty-one. The directors elect officers from their own number. By this method no industry or group can ever obtain control of the board.

The directors are fully responsible for all policies and actions and direct the work.

The operating staff consists of the President, as manager, with an appointive staff, consisting of Secretary, Publicity Secretary and stenographers.

Operation

The Industrial Congress provides a point of contact for all industries

operating as a clearing house. The members are, first, State Associations, Chambers of Commerce, civic, industrial, business and professional organizations; second, such industries as are not organized join individually; third, individuals join when not represented through some organization, or when they wish to be more closely identified with the work.

The work originated by the central organization is usually carried out by the association or group most interested. The Congress does not replace or duplicate any work of other organizations, but helps each to serve its individual members to better advantage.

It provides a meeting point where farmer and railroad president may actually discuss their problems; where cattlemen, bankers and mine executives put their feet under the same table to lay plans for the common good.

Only economic problems are handled, and no partisan political activities are allowed.

Increasing Taxable Wealth

A study of taxation revealed the fact that over a period of years no state in the union had reduced its total tax. Although political upheavals had caused temporary reductions, the inevitable growth of a new country, with demands for higher living standards, had forced state, county and municipal governments to assume increasing burdens, resulting in greater total expenses.

The tax problem resolved itself into two phases:

1st. To reduce government cost to the point of business efficiency without crippling its service.

2nd. To increase taxable assets faster than the normal increase in total taxes, thus spreading the burden over a broader field.

The Industrial Congress has taken up the program of increasing taxable wealth as an economic solution to the menace of increasing individual taxes.

Use Arizona Products

To increase wealth in all industries it was necessary to see that existing producers and manufacturers were prosperous. A state campaign was started, and has continued throughout the three years, for Arizona people to use all native products. Millions of dollars of new business has been created and markets have been opened which were never available before.

Trade at Home

The advantage of volume business for wholesalers and retailers of products not produced within the state became apparent. A campaign to trade with home merchants and throw away the catalog has been made a statewide affair with marked success.

As a result of this campaign many manufacturers of standard lines have established branches, warehouses and large stocks of goods within the state—all subject to taxation.

Example of Operation

In 1921 the farmer was unable to sell all his products. The directors of Industrial Congress asked the Farm Bureau for advice on how to aid this condition. The Farm Bureau presented a plan for co-operative marketing as the best solution, but pointed out that no funds were available to carry out the program. The directors immediately authorized efforts to arrange a loan of twenty-five thousand dollars, and the mining companies endorsed notes making funds available. These funds were turned over to the Farm Bureau and several very successful marketing organizations were put in operation.

In addition, meetings were held by Farm Bureau officials with all wholesale produce companies, and mining town store buyers. As a result, although 29 per cent of all farm products were a loss to the farmer in 1921, the next year, 1922, every farm product had a market at fair prices.

Accomplishments

A record of the year's principal accomplishments is presented under the headings of the six divisions of the Industrial Congress.

Agriculture

Agriculture has been aided throughout the year to the sum of many millions of dollars. The present position is best indicated by the reduction in farm loans and increase in savings deposits in all agricultural centers. Retail business dependent on farmers has shown an average of 17 per cent increase over 1923.

Although other industries have helped in every way possible, many benefits have not been made available to the individual farmer, due to lack of organization.

The Farm Bureau with proper support from the farmers is in position to extend markets and improve production.

The outlook for 1925 is very bright and can be assured by proper support of the Farm Bureau and commodity marketing.

SAN CARLOS PROJECT—The greatest increase in agricultural area in recent years became assured in June when the United States Congress passed a bill authorizing construction of the San Carlos dam, at a cost of \$5,500,000. Between 80,000 and 100,000 acres of land in the Florence-Casa Grande Valley will be irrigated, and work is scheduled to start early in 1925.

Passage of the bill was used by all organizations in the state. Final action came a month after the Industrial Congress had submitted a report showing in detail transportation facilities serving the proposed project, and indicating that ready markets existed for the crops which would be grown. This report was placed in the Congressional Record and published as a bulletin with approval of Herbert Hoover, Secretary of Commerce.

QUARANTINE ON FOOD PRODUCTS.—To prevent spreading of the foot and mouth disease, existing in

California during the early part of the year, the Industrial Congress co-operated with state officials in establishing a strict quarantine on the shipment of products which might introduce the disease into this state.

Meetings were held with the farmers, cattlemen and all the produce men of the state, in which the dangers of the disease were shown and co-operation of the different industries solicited.

The curtailment of fresh vegetables and fruits from California produced a shortage of supply, which under ordinary circumstances, would have warranted a very great increase in price.

A meeting was immediately called by the Industrial Congress in which all wholesale distributors and farm organizations participated, for the purpose of having a thorough understanding as to the supplies available for all Arizona towns, and to make arrangements to prevent profiteering, both by the farmers and by the wholesale distributors.

As a result of this co-operation, prices to the consumer were held at a fair level and no profiteering was reported throughout the quarantine.

STANDARDIZATION OF VEGETABLES.—Large quantity of perishables to meet the demand of the state could not be supplied from first class selected goods so that in many cases farmers in the intensity cultivated areas shipped inferior products.

Complaints were received, asking for standardization of vegetables and packing. Action was immediately taken and the matter presented before both the farmers' organizations and the wholesale produce men, resulting in a better classification of bunch vegetables. This experience pointed out the great necessity of standardization which should be taken up by the Farm Bureaus.

STANDARDIZATION OF LETTUCE.—At the request of lettuce shippers the Industrial Congress inaugurated a federal inspection service under the U. S. Department of Agriculture. The Industrial Congress financed the undertaking and handled the details under the direction of the Department of Agriculture. More than 300 cars were inspected, resulting in the elimination of poor grades and of the shipping of lettuce which could not bring the best prices.

Inspection under government grades helped both the shippers, the growers and the railroads, as practically no disputes have developed.

U. S. GRADES FOR ALFALFA HAY.—At the request of hay growers, the Industrial Congress arranged a meeting in Phoenix with W. A. Wheeler, in charge of the hay, seed and feed division of the U. S. Bureau of Agricultural Economics, at which the establishment of federal grades for alfalfa hay was discussed. Mr. Wheeler explained the government's plan, which was endorsed by growers, dealers and organizations represented. At that time it was thought grades would be fixed in

time to allow inauguration of a federal hay inspection service in the state in 1925.

Establishment of government grades is expected to be of very great benefit to alfalfa hay growers and dealers. Under present conditions widely different systems of grading are followed in different sections to which Arizona hay is shipped, and the U. S. grades would eliminate the present frequent re-grading, and also allow sale before delivery.

HAY ASSOCIATION.—Volume of hay handled by the Roosevelt Hay Growers, the co-operative association formed by the Farm Bureau with the aid of the Industrial Congress two and a half years ago, has shown a further increase this year. The gain is estimated at 60 per cent over last year's business, and 500 per cent over 1922. The association is consistently obtaining better prices for its members than those received by individuals outside the organization.

CO-OPERATIVE MARKETING IN YUMA SECTION.—Co-operative marketing of farm products has made good progress in the Yuma Valley. The Yuma County Farm Bureau Marketing Association is in its second year, and the recently-formed Yuma Valley Melon and Vegetable Growers' Association is handling the greater part of the Yuma lettuce crop. Both were organized under the Farm Bureau.

The Farm Bureau Marketing Association was formed in June, 1923, to handle alfalfa seed, hay, grain and straw. It started with 123 members and 8,000 acres, or 33 per cent of the alfalfa seed and hay acreage. During the first year ending July 1, 1924, 1,164,000 pounds of alfalfa seed, 376 cars of alfalfa hay and 138 cars of straw were sold for members. Prices for all products were more than paid farmers outside the association.

Thus far in its second year the association has increased its acreage to 57 per cent of the total, and its membership to 165. For the period since close of its first fiscal year, 1,820,000 pounds of alfalfa seed have been handled, with 85 cars of hay and 101 of straw. Fall and spring shipments of hay will greatly exceed last year's. Actual volume of business the first five months of the 1924-1925 year amounts to \$235,000, compared to \$292,000 the entire first year.

WHEAT AND FLOUR.—Owing to dominance of other crops, the amount of wheat grown in the state was greatly reduced this year. The supply available was insufficient for state demands and was diverted largely to feed; hence no marketing difficulties were encountered by growers. Sales of Arizona-milled flour have increased. Indications point to a favorable wheat market next year.

Arizona mills are now advertising their willingness to contract for wheat crops in advance of planting. This is a very healthy condition for the producer.

(Continued in Next Issue)

ARIZONA

The State Magazine

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THE GOOD ROADS CONVENTION

With 91 registered delegates in attendance, the Arizona Good Roads Association has just held one of the most important and successful conventions in its history.

The meeting was held in Phoenix on January 26 and 27. Eleven counties and fourteen cities and commercial organizations were officially represented, in addition to which a number of visitors, including members of the Legislature and others, were present.

A full report of the official proceedings of the convention will be found elsewhere in this issue of ARIZONA. Not the least important result, however, was the further crystallization of public sentiment on road matters, and a reflection of this sentiment to the state's law-makers.

Good roads are a vital influence on the present and future progress of Arizona. They promote contact and good citizenship among our residents; they add to the pleasures of our tourist visitors; they increase business and commerce and hence further development. Arizona needs its good roads association to keep up interest in this whole subject, and to see that we get the most, the best, and the most-wisely located good roads for our money.

A GREAT STATEWIDE MEETING

Arizonans are vitally interested in the economic progress of their state, and in the work of organizations along economic lines which are furthering that progress, and general development, by enlisting the cooperation of all interests.

If any doubt of this remained after the remarkable public support given the "Trade at Home," "Use Arizona Products," "See Arizona First" and other movements during the past three years, it would have been cleared away by the annual convention of the Arizona Industrial Congress in Phoenix Friday, January 23, which drew not only the largest but the most statewide representative crowd in the history of such public meetings in the state.

Nearly five hundred people attended the opening session of the convention Friday morning. In the afternoon attendance reached a peak of 700. That evening 550 were served at the "Prosperity Celebration" dinner and dance,

after more than 200 others had been disappointed by failing to obtain tickets in time.

The gathering was notable, not so much for size, however, as for the fact that the attendance was drawn from all sections of the state, and from all branches of industry and all walks of life. Similarly, all sections and all industries were represented on the program, and the greatest value of the meeting lay in the mere fact that people from all interests got together, heard each other, and formed mutual understanding.

All the talks on the program were interesting as well as constructive. The only outside speakers were John T. Orr, president of the Texas Farm Bureau Cotton association; William Sproule, president of the Southern Pacific railroad, and F. P. Cruice, assistant general freight agent of the Santa Fe. Otherwise the day was strictly an "All Arizona" one.

Mr. Orr in his talk discussed problems of the farmer and their solution, declaring the latter must lie in co-operative organization. Orderly distribution, entailing warehousing and regulating the flow of products to market so that shortages and surpluses, with accompanying price fluctuations, can be largely eliminated. Standardization of quality and pack were also emphasized as essential.

The talks of K. D. Hellworth, president of the Arizona Pima Cotton Growers association, and G. M. Bridge of Somerton, president of the Arizona Farm Bureau Federation, also stressed the urgent necessity of cooperative organizations to standardize and regulate distribution. Mr. Hellworth also urging greater use of state and government agricultural agencies to make production more efficient.

Mr. Sproule, who interrupted a flying trip of inspection through the southwest to attend the convention with a party of high officials, pledged his railroad to continued co-operation with other industries in state development, and recounted progress of the Southern Pacific's new main line. Mr. Cruice also emphasized the railroad's desire to co-operate with other interests in all possible ways.

State Senator Wayne Thornburg of Kirkland, and C. Ronstadt of Tucson, who spoke of problems of cattle industry, ably brought out the need of better marketing by co-operative organization, more suitable methods of financing the industry, and more efficient production by improvement in herds.

Service to the public was stressed by F. A. Nathan of Tucson, who showed the wholesaler's essential functions in the economic cycle; by H. T. Brooke of Prescott, who told of the retailer's problems; by George H. Todd of Phoenix, appearing as a manufacturer; and by Dr. John E. Bacon of Miami, representing the professional groups.

The importance of the mining industry to the state, and the aid it is giving other industries by diverting its huge purchasing power to Arizona channels, were described by Robert E. Tally, general manager of the United Verde Copper company, at Jerome, and T. H. O'Brien, general manager of the Inspiration Consolidated Copper company, both of whom mentioned the value derived from creating better understanding among industries. The mining industry will continue to be a great factor in Arizona's prosperity, they said, but conditions in the industry make it necessary to keep production costs to a fair level.

Improved conditions of Arizona banks, and the banks' service in assisting progress, were described by Carl W. Gibson of Phoenix.

Two of the effective talks of the day were by women. Mrs. George F. Kitt of Tucson, vice president of the Arizona Federation of Women's clubs, scored with the crowd when she told how

Arizona women, whose household expenditures represent the biggest purchasing power in the state, are helping other industries by trading at home, and then urged that Arizona products be more extensively advertised, so that they can be known throughout all sections. Mrs. H. C. Wood of Phoenix, former chief of the home economics division of the University of Minnesota, told how women can help increase the family income by expert household management.

A third woman presided over the afternoon session of the convention—Mrs. H. T. Southworth of Prescott, president of the Arizona department of the American Legion auxiliary. Dr. C. H. Marvin, president of the University of Arizona, was chairman of the morning meeting, and pointed out the national recognition being given the "Arizona Plan" of industrial cooperation as embodied in the congress.

The "Prosperity Celebration" dinner and dance was made a gala event, with a snappy entertainment program, one or two short talks, and a general evening of merriment, winding up with a general dance.

CONVENTION WEEK

Phoenix has just emerged from one of her most pretentious Convention Weeks, and it was a decided all-round success.

Starting Thursday, January 22, with the annual meeting of the Arizona Horticultural Society, the capital had in success the Arizona Industrial Congress convention Friday, the 23rd; the Arizona Farm Bureau convention and the Southwestern Traveling Men's association convention Saturday, the 24th, and the Arizona Good Roads Association convention Monday and Tuesday, the 26th and 27th.

All the conventions were most successful. Attendance at each was statewide in character, and representative of all sections. Discussion was pertinent and constructive. Equally important, they brought all parts of Arizona together, and in some cases all industries of the State as well, and resulted in greater unity of thought and greater loyalty of action, to Arizona as a whole.

Conventions have become so numerous in late years that they attract less attention than they once did. But no matter what the occasion, or what the subject, they always help by enabling people to meet each other, know each other, and understand each other. And that is no small accomplishment.

SPECIAL PRIVILEGE ON EQUAL TAXATION

An eastern bond house specializing in government bonds has issued an exhaustive statement showing why this type of bonds should be tax free. After reading it all over one is impressed with the fact that the arguments presented are largely in the interest of the holders of tax-exempt bonds and not in the interest of the taxpayer who must dig up exorbitant taxes in order that the income from billions of these bonds outstanding may go absolutely tax free.

The statement claims that taxation of the income derived from public bonds would cause a higher interest rate that would have to be paid by every one.

At the present time the difference in the interest rate between tax-exempt bonds and taxable bonds of standard issues is stated by "The Bond Buyer" to be only about 1/2 to 1 per cent. Public bonds could always demand a lower rate of interest than private bonds because public bonds are the safest form of investment and stand as a mortgage against all the property in the district where they are issued.

Which is the worst: To have a possible slight addition in interest rate divided up among 110,000,000 people or having nearly 110,000,000 people paying millions in increased taxes in order that a small minority which owns billions of public bonds, the income from which is tax exempt, may escape tax free? A democracy will survive on a basis of equality and equal taxation, not by building up special privileges and tax exemptions for a few.

AUTO CLUB



DEPARTMENT

CHARLES M. KIMBERLIN, Manager

Official Emblem

Headquarters, 217 East Adams, Phoenix

Why Is Law?

Legislature is in session.

That brings to mind law.

Law brings a question.

The question is—

Why Is Law?



F. Louis Zimmerman, our chief counsel, is now working with other attorneys for the purpose of evolving a complete new traffic, motor vehicle and other law governing the use of highways in the state of Arizona.

Printed in this issue you will find a copy of the proposals which will be redrafted and then submitted through the Senate for endorsement.

Indirectly, word has been received that the Governor is enthusiastic in his support for a complete motor vehicle law.

A complete motor vehicle law must be two things.

It must be protection to those of us who use automobiles properly and with proper consideration for the other fellow and pedestrian.

It must also be a means of punishing he who has no regard for others.

Your manager has for the past three weeks been working day and night on synopsis of such laws as would be applicable to the State.

Now they are synopsisized (if there be such a word) and are in the hands of our legal advisors for checking, revising and will be ready in about ten days, January 29, to be handed to Senate on the silver platter of oratory.

WRITE TO YOUR SENATOR TO ENDORSE THEM.

YOU, AS A MEMBER OF THE CLUB AND NECESSARILY A CAREFUL DRIVER, WILL BE PROTECTED BY THEM.

WRITE TO YOUR SENATOR TODAY!!!!

It was while your manager was poring over the different laws governing motor vehicles that the Globe City Council stepped out of bounds and passed an ordinance that residents of Globe must pay a "Driver's License" fee of \$1 to be permitted to use the highways or operate a motor vehicle.

Your manager followed it up.

It is directly in conflict with and in violation of the State Statutes.

Your manager hastened to legal advice and the result is that all efforts of your legal department, composed of twenty-four of the best attorneys in the state is being concentrated on the Globe situation and if necessary, your club will take the

measure to Supreme Court to prove to Mayor Meloy of Globe that he can not get away with it.

Globe members have been advised that the Club will support them in refusing to pay the toll.

It will means about \$4,000 saved to the motorists of Globe. More than 100 of them are members of the Club and we are going after some more of them.

Globe City Councilmen wanted two new automobiles for the city and to build a public comfort station, but instead of picking on the public at large, they, like the rest of the world, picked on the poor devil driving an automobile who is already overtaxed.

The Automobile Club of Arizona is getting ready to introduce a novel feature of service in the Free Mechanical First Aid and Towing Service which it is expected will be statewide.

So far, however, only eleven contracts have been let for the service; namely:

Casa Grande Garage at Casa Grande; Bankhead Motor Co., Douglas, Ariz.; Frank's Service Station, Gila Bend; Fuller's Garage, Mesa; Scottsdale Service Co., Scottsdale. Bankhead Garage, Sentinel; Hiway Service Station, Superior; Tempe Garage, Tempe; Bazell Motor Co., Winslow; Miller Motor Co., Yuma.

These garages are all club members and are fully equipping their towing cars for the benefit of their fellow members.

The towing service will be free to members with paid-up cards within a radius of five miles from the garage. Outside of that radius, members will have to pay for service at rate of \$1.50 per hour.

It is estimated that our membership will save no less than \$8,000 during the first six months of such service.

WATCH FOR ANNOUNCEMENT OF OPENING DATE.

Members of the Automobile Club of Arizona are being advised to notify the Club immediately they receive the 1925 license plates of the numbers of the plates, so 1925 membership cards can be issued by the Club.

The club membership is growing fast throughout the state, according to reports of Charles Kimberlin, general manager, and many innovations of service are being outlined for the benefit of the Club's members.

Mr. Kimberlin has issued warning to the public and to garage and hotel proprietors throughout the state that the Club is employing only two field representatives at present, Wiley A. Hanson and George E. Snider, and that money or checks for

the Automobile Club is not to be extended to others.

The warning followed a recent incident wherein a man represented himself as a representative of the Automobile Club of Arizona in an effort to pass a spurious check. Mr. Hanson and Mr. Snider are both carrying credentials, Mr. Kimberlin announced, and can be identified.

In conjunction with the extension of service along many lines throughout the state by the Automobile Club of Arizona, a new class of individual membership has been arranged by the Club for the benefit of visitors to Arizona.

The new class of membership will be known as a "Visitor's Membership" with a special emblem and card entitling the holder to all benefits of the club during four months from January first to May 31 and dues have been arranged for such membership on a pro rata basis.

Visitors in Arizona have expressed much interest in the Automobile Club, according to Charles Kimberlin, general manager of the Club and it is because of this reason that the Visitor's Membership has been arranged. The club is now receiving applications for Visitor Memberships and will issue the memberships about January 15.

One of the features about the Visitor Membership will be the routing of such members to various parts of the state where there are national monuments, parks, and ruins which are worth seeing and which will attract the visitor.

Each route will be arranged in pamphlet form for the visiting member and will point out, through the accompanying information the most important places of the trip.

There are twenty remarkable trips which may be made in the state, according to Mr. Kimberlin, and each of these trips will be outlined and mapped for the visiting member.

Following an extended survey of work being done by the Automobile Club of Arizona and an investigation of the present management and the program of activities outlined for the club during the coming year, the Yuma Chamber of Commerce at a meeting last week endorsed the club and its management and instructed its members to support the club in its campaign for members.

The resolution of endorsement read as follows:

"To Whom It May Concern:
"At a regular meeting of the Yuma Chamber of Commerce the matter of co-operating with, and assisting the Automobile Club of Arizona in strengthening the organization was brought up and it was the unanimous opinion of all present

that it would be of great benefit in numerous ways to the State of Arizona, a protection to all automobile owners, and in fact, a good strong organization of that kind is an absolute necessity to our state, and by unanimous vote the directors endorsed the proposition and its present management and recommended that all loyal Arizonans grant them their financial support by taking out a membership.

Respectfully submitted,
YUMA CHAMBER OF COMMERCE

By B. F. Whiting, Vice-pres.

Attest:

L. W. Alexander, Secretary.

The endorsement of the Automobile Club by the Yuma Chamber of Commerce marks another step in the campaign under way by the new management to obtain state-wide cooperation in the promotion of Arizona.

The Yuma meeting was attended by Wiley A. Hanson and George E. Snider, field managers of the club. Telegrams were received during the meeting from Charles Kimberlin, general manager of the club, and from the Phoenix Chamber of Commerce urging the endorsement of the club.

Co-operating with the National Conference of Commissioners on Uniform State Laws and the Committee on Uniform Act Governing the Use of Highways by Vehicles, Charles Kimberlin, general manager of the Automobile Club of Arizona, on advice of F. Louis Zimmerman, Chief Counsel for the Club, is making reports of traffic conditions in this state to the western headquarters of the committee at Los Angeles.

The National Conference is a subsidiary organization of the American Bar Association and is composed of some of the most noted legal men in the country.

The aim of the conference is to compile statistics on laws and conditions in every state in the country for the purpose of reaching a sound basis for a uniform law governing use of highways to be adopted in every state of the country.

This work is a very important factor in the effecting of a nation-wide peace of mind for the motoring public, inasmuch as under present conditions, motorists from one state are not acquainted with the laws of whatever state they visit and many conflicts of laws in different states lead to worry and trouble for motorists.

Of thirty-nine calls upon the club during the past year for legal aid, nearly every one of them were because the motorist was from another state and was not fully accus-

tomed to the different traffic and highway laws of this state.

It is expected that the work of compiling the statistics necessary to base such a law will consume at least two years.

AUTOMOBILE CLUB OF ARIZONA ROAD BULLETIN

January 15, 1925.

(527 denotes mileage between points)

General

Light rains have fallen over practically all parts of the State, generally improving road conditions. Snows are reported in the northern part of the state and in the mountain sections, making travel over these highways somewhat difficult. Sacaton and Gillespie Dam crossing on the Gila River safe. Parker, Threnberg and Lee's Ferry open for travel.

Phoenix to Los Angeles (485)

Via Yuma: Phoenix to Buckeye (35) paved; to Hassayampa (9) 7½ miles of new construction open and detour in good condition; to Gillespie Dam, Gila Bend and Sentinel (66) new graveled highway; to Yuma (81) graveled highway, somewhat rough near Welton; to El Centro (64) 10 miles of new graveled road, plank road of 6 miles fair, paved from west end of planks to within 7 miles of Holtville and from this point to Holtville and El Centro fair to good dirt and gravel road. El Centro to San Diego (120) paved and graveled. San Diego to Los Angeles (135) paved. El Centro to Los Angeles via Brawley and Indio (230) good dirt and gravel road to within four miles of Westmoreland, balance paved and graveled.

Phoenix to Los Angeles (417)

Via Blythe: Phoenix to Salome via Wickenburg (110) first 20 miles paved; to Hot Springs Junction (23) graded road in very good condition; to Wickenburg (11) graveled, excellent; to Salome (57) graded desert road, good.

Phoenix to Salome via Buckeye (105) Phoenix to Buckeye (35) paved; to Hassayampa (9) 7½ miles of new construction open and detour in good condition. to Salome (63) desert road much improved by recent rains.

Salome to Blythe (64) desert road, generally fair; two miles rough on Guadalupe Hill; via Bouse (76) fair and excellent; Blythe to Mecca (94) good desert road; to Los Angeles (154) paved and graveled, excellent.

Phoenix to Los Angeles (533)

Via Parker and Needles: Phoenix to Salome via Wickenburg (110) first 20 miles paved; to Hot Springs Junction (23) graded road in very good condition; to Wickenburg (11) graveled, excellent; to Salome (57) graded desert road, good.

Phoenix to Salome via Buckeye (105) Phoenix to Buckeye (35) paved; to Hassayampa (9) 7½ miles of new construction open and detour in good condition; to Salome (63) desert road much improved by recent rains.

Salome to Parker (58) fair to good; to Needles (63) good desert road; to Barstow (166) from Needles

to Amboy is desert road in fair to good condition with some oiled macadam; from Amboy to Ludlow there are two desert roads but the one on the south side of the railroad is best. From Ludlow to Daggett, fair desert road somewhat chunky in places, with good graveled highway the remaining distance to Barstow. Barstow to Victorville (38) good graded road; to Los Angeles (104) paved.

Phoenix to Prescott

Via Wickenburg (136) First 20 miles paved; to Hot Springs Junction (23) graded road in very good condition; to Wickenburg (11) graveled, excellent; to Prescott (82) good graded and graveled road, section over Copper Basin hill a little icy.

Via Black Canyon (106) Phoenix to Arizona Canal (14) paved; to New River Station (23) desert road, somewhat rough in places; to Bumblebee (30) fair, somewhat rough; to Prescott (41) generally very good, part graveled highway.

Prescott to Ash Fork

53 miles, excellent graveled highway.

Phoenix to El Paso (430)

Via Globe: WARNING — Travel over Apache Trail dangerous because of flood due to building Mormon Flat Dam. Highway Department starting work on bridge to cross such floods—not advisable before bridge completion in about 60 days.

Phoenix to Globe via Superior (96) first 24 miles paved, then 20 miles graded road in good condition; balance to Superior and Miami graveled, excellent; Miami to Globe, paved.

Globe to Safford (89) graveled and paved; to Duncan (40) fair to good with some detour; to Lordsburg (37) good; to Gage (42) first four miles graveled road, balance fair to good; to Deming (20) good gravel road, to Cambray and Mesilla Park (36) ungraded and fair condition; Mesilla Park to El Paso (40) paved.

Phoenix to El Paso (535)

Via Tucson: Phoenix to Florence (68) paved 24 miles; balance good graded road; to Tucson (70) graveled, excellent; to Bisbee (94) paved and graveled; to Douglas (25) excellent; to Rodeo (52) graveled; to Lordsburg (48) desert road somewhat rough; to Gage (42) first four miles graveled road, balance good; to Deming (20) good gravel road; to Cambray and Mesilla Park (36) ungraded and fair condition; Mesilla Park to El Paso (40) paved.

National Old Trails

Socorro, N. M., to Springerville, Ariz., (1588) fair to good; to St. Johns and Holbrook (100) good graded and graveled highway.

Los Lunas, N. M., to Gallup, N. M. (158) generally good.

Holbrook to Winslow (34) graveled, excellent; to Flagstaff (63) road under construction, detour rough; to Maine (19) graveled, excellent.

Maine to Grand Canyon (64) fair to good graded road.

Maine to Williams (18) graveled, excellent.

Williams to Grand Canyon (64) fair to good graded road.

Williams to Ash Fork, Kingman and Needles via Oatman (211) practically all gravel surfaced highway, excellent; to Barstow (166) from Needles to Amboy good desert road in fair to good condition with some oiled macadam; from Amboy to Ludlow there are two desert roads, but the one on the south side of the railroad is best. From Ludlow to Daggett, fair desert road somewhat chunky in places, with good graveled highway the remaining distance to Barstow. Barstow to Victorville (38) good graded road; to Los Angeles (104) paved.

Other Routes

Prescott to Jerome (33) graveled, excellent.

Jerome to Camp Verde and Dewey (57) graveled, very good.

Jerome to Flagstaff via Sedona (55) passable, but somewhat rough and rocky in places. Bad after rain or snow.

Camp Verde to Stoneman Lake and Mormon Lake (47) the first 20 miles after leaving Camp Verde is very good graded road, but rough and rocky the balance of the distance. Bad after rain or snow.

Roosevelt Dam to Flagstaff via Payson (167) very good graded and graveled road from Roosevelt to Pine and to a point 8 miles beyond, but from this point to Flagstaff the road is rough and rocky, practically impassable after rain or snow.

Long Valley to Winslow (70) graded road in fair condition, rough and rocky in places. Bad after rain or snow.

Flagstaff to Lee's Ferry, fair.

Rice to McNary (79) mountain road, rough and rocky, fair.

McNary to Springerville (40) impassable due to rain and snow.

McNary to Holbrook (78) bad, lots of rain and snow.

Tucson to Phoenix via Casa Grande (123) very good graded road from Tucson to Casa Grande. From Casa Grande to Chandler is good, one detour which is in good condition. From Chandler to Phoenix paved.

Tucson to Nogales (70) graveled road and very good.

Tucson to Globe via Oracle (111) good, rough between Mammoth and Winkleman.

Safford to Bowie (38) first half good; balance rough.

Nogales to Tombstone (74) good graveled and graded road.

Tucson to Ajo (130) desert road, first 40 miles after leaving Tucson good graded road, next 45 miles through Indian Reservation unimproved road in poor condition; balance to Ajo good graded road.

Ajo to Gila Bend (41) first 15 miles after leaving Ajo good graded road; balance rough and dusty desert road.

Maricopa to Gila Bend (43) desert road, rough and chunky.

Florence to Winkelman (54) graded and graveled road, very good.

Florence to Casa Grande (32) graded road, good.

Superior to Ray (15) good road. Safford to Clifton (46) road in good condition.

Deming, N. M. to Socorro, N. M. via Elephant Butte Dam, practically all gravel road.

Socorro, N. M. to Roswell, N. M. fair desert road.

Socorro, N. M. to Denver, generally very good; Raton pass open, no definite report, supposed to be in good condition.

1925 CREED

I will vote at every public election, trying first to inform myself on the candidates and the questions to be voted upon.

I will try to buy stock in some local industry or utility serving my own locality, and help it to build payrolls and value and sobriety in my home town.

I will obey the laws as they are written; it may be as offensive to my neighbor for me to dodge taxes or make booze or exceed the speed laws as it is to me for him to burn or violate my home.

I will work at my job as though I believed in it.

I will try to make my street the best street in town.

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PHOENIX, ARIZONA

A NEW MOTOR VEHICLE LAW

Providing for Licensing of Motor Vehicles; Providing for Licensing of Motor Vehicle Operators; Providing for Remuneration of Persons Driving Cars for Public Highways; Providing for Penalties for Violations of Provisions Herein; Repealing all Previous Acts or Laws Pertaining to the Subjects Herein; Declaring an Emergency. Be It Enacted by the Legislature of the State of Arizona:

CHAPTER ONE

Section 1. Licenses for Motor Vehicles for Drivers, for Chauffeurs, and Creation of Penalties for Violations. Every owner of a motor vehicle shall for each motor vehicle owned by him, file annually at the office of the County Assessor of the county within the State of Arizona where such owner is resident, on blanks prepared and furnished by the Secretary of State as hereinafter provided, a statement of his name and address with a brief description of the motor vehicle, factory number, style of vehicle, and horse power and the name of the legal owner or mortgagor of such vehicle. With the filing of such statement he shall pay an annual fee of five (\$5.00) dollars which will be remitted to the secretary of state by the county assessor in due form. Exceptions to the preceding provisions shall be as follows:

Passenger cars (private) of more than forty (40) horse power A.L.A. M. rating, \$15.00 fee.

Trucks: Under 3,000 pounds capacity, \$10.00 fee; of more than 3,000 pounds and less than 6,000 pounds capacity, \$15.00 fee; of capacity greater than 6,000 pounds, \$25.00 fee; Motorcycles, \$2.00 fee.

Section 2. Government Vehicles Excluded. The foregoing provisions do not include motor vehicles owned and operated by departments of any city, county, state or national government but such vehicles shall display on front and rear, plates or marks designating them as so owned. All other provisions of this law shall apply to such vehicles.

Section 3. The county assessor shall, after registering a motor vehicle shall then file the statement in such book or index as is kept in his office for that purpose of registration and assign it a distinctive number to be known as the license number of that motor vehicle during the rest of the license year.

Section 4. Issue of Plates and Certificates. The county assessor shall forthwith on such registration and payment of annual fee herein provided, issue and deliver to the owner of the vehicle registered, a receipt showing the name and address of its owner, with a brief description of the car and two license plates bearing numbers corresponding with the number of registration, said license plates to be furnished each year by the secretary of state.

Section 5. Certificate Design and Source. Said receipt shall be in form of certificate, in triplicate, the original copy being of white paper, the second copy of pink paper, and the third copy of blue paper. The white copy shall be marked "registered Owner's Certificate," and shall be given to the owner registering the car. The pink copy shall be known as the "Legal Owner's Certificate" and shall not be given to the owner registering the car unless he proves sole ownership in title, and otherwise, the "Legal Owner's Certificate" shall be forwarded by mail to the Leasor of such vehicle as registered by the owner. The blue copy shall be used by the county assessor for making his records, and then forwarded to the secretary of state who will list all information thereon and

preserve it for future reference. The registered owner of a motor vehicle must at all times keep the copy of such certificate of ownership in a compartment of the vehicle. Such certificate shall be drafted as follows:

State of Arizona
Office of the Secretary of State.
AUTOMOBILE OWNERSHIP CERTIFICATE
This is to certify that.....
resident of..... in the city of....., county of..... is the registered owner of the following described motor vehicle:
Make..... Year..... Type..... H. P.
License No. Motor No.....
Registered Owner.....
(Signature)
Legal Owner.....
Address.....
Issued by.....

Such certificates shall be printed by the secretary of state and issued to the county assessors of the counties in the State of Arizona and used by them in registering motor vehicles.

Section 6. Paying Personal Property Tax. The registered owner of a motor vehicle shall, if he has been a resident of the state of Arizona for four months at the time of such registration, pay personal tax on such motor vehicle as is registered, except when such personal property tax is secured by real property in the state. Such personal property tax shall be collectible by the county assessor at time licenses is issued.

Section 7. Driver's License—How Designed and Supplied. Any person driving a motor vehicle on public highways of the state of Arizona, except non-residents who have not yet registered their cars in this state, shall apply for and be issued unless incompetent, a license to drive such vehicle. This license shall be known as "Driver's License." Such licenses shall be printed by order of the secretary of state in triplicate, the first copy to be of white paper, the second copy to be of pink paper and the third copy to be of blue paper. Each license, duplicate and triplicate thereof shall be numbered, and such form of license shall contain the following information:

No. State of Arizona
DRIVER'S LICENSE
(year)
The person to whom this license is issued shall during the year of..... be permitted to operate a motor vehicle.....
Name..... Age.....
Hgt..... Ft..... In. Weight.....
Eyes..... Hair..... Complexion.....
Signature.....
(Applicant.)

Issued by..... at.....
Fee and Place Issued. Such licenses shall cost the operator of motor vehicle twenty-five (25) cents payable upon application to the office of the county assessor or the secretary of state will necessary form for driver's

Section 8. Motor vehicle manufacturers, dealers and distributors shall not permit any person to operate a vehicle, or to drive a motor vehicle from their establishment, knowing that such person does not have a driver's license, except in case such driver is not a resident of the state.

Section 9. Punishment. Violation of provision first mentioned in Section 7 shall be considered a misdemeanor.

Section 10. Ten Day Permits.

Manufacturers, dealers and distributors of motor vehicles selling any vehicle for which a license has not been issued in the state of Arizona, shall upon sale and before delivery of such vehicle file not a form of "Notice of Sale" which shall be supplied by the secretary of state. The original copy

of such form shall be forwarded to the office of the county assessor in whatever county the purchaser of such vehicle resides. The duplicate copy of such form shall be pasted on the windshield of the car sold. The triplicate or third copy shall be forwarded to the office of the secretary of state. The notice of sale shall be in three copies, the first copy being white, the second copy being green and third copy being pink. The notice of sale shall be drafted by the secretary of state as follows:

NOTICE OF SALE
The green copy of this notice shall, when pasted on the windshield of a motor vehicle without license or bearing a license from another state be a temporary license for that vehicle, not longer than ten (10) days after the..... day of..... 192..... It is void unless on car answering the following descriptions:
Make..... Year..... Type..... H.P.
Eng. No. Date Sold.....
Sold to..... Sold by.....
Address..... Address.....

The purchaser of this car has pledged himself to apply immediately after consumation of this sale to the county assessor of..... county for license.
Dealer.....
By.....

Section 11. Regarding License. No manufacturer, dealer or distributor of motor vehicles shall deliver to any purchaser, a motor vehicle bearing license plates issued for that car in another state.

Section 12. Dealers' Licenses—Penalty for Misuse. Manufacturers, dealers and distributors of motor vehicles, upon regular registration of one vehicle of the make manufactured, or sold by them, may have duplicate license plates of any number upon payment of fifty (50) cents per plate. Such plates may not be used on cars individually owned or vehicles used in hire. Violation of this provision shall be construed as a misdemeanor and upon conviction be punishable by fine of not less than Ten (\$10) Dollars.

Section 12. Chauffeur's Licenses—Fee Amount and Payment—Must Show Badge. Any person desiring to operate a motor vehicle as means of employment or operating any car for hire shall file at the office of the secretary of state, on a blank to be supplied by him for such purpose, a statement which shall include the applicant's name, age, address, height, weight, color of eyes, color of hair and complexion; and a description of the motor vehicle which he will operate, consisting of the make, style, license number, and for what such vehicle is used. On filing this statement, he shall pay an annual fee of five (5) dollars with such statement for registration. The secretary of state will thereupon file such statement in such records or index as may be provided for that purpose and forthwith assign the applicant with a number distinctive to his application. The secretary of state will then issue and deliver to the applicant, a badge bearing the following inscription: "Registered Chauffeur, No....., State of Arizona, with the distinctive number assigned to that applicant inserted therein. Such badges shall change in pattern each year as decreed by the secretary of state and at no time will two consecutive years carry the same pattern of badge. Such chauffeur shall at all times when driving a car for remuneration, display the badge assigned him in a conspicuous place on his clothing. Violation of this provision shall be construed as a misdemeanor punishable by a fine of not less than \$25.00.

Section 13. Use of Badge—Penalty.—It shall be unlawful for any person so licensed as provided in Section 12 to at any time knowingly permit the use of display of his badge by any other than himself and it shall

be unlawful for any person to wear, display or use any such badge not rightfully his own by registration. Such violation shall be deemed a misdemeanor.

Section 14. Use of Fees as Collected and Making Appropriation. All monies in excess of actual cost of supplies for issuance of such licenses as provided for in this chapter shall be paid by the secretary of state to the state treasury and credited to the state road tax fund and there is hereby appropriated from the state road tax fund the annual remittance of \$5,000 for the purpose of carrying out the issuance of such forms and supplies, said money to be paid to the custody of the secretary of state.

Section. Felony. No motor vehicle shall be operated on the highways of Arizona at any time bearing license plates issued for another vehicle. Violation of this provision shall constitute a felony.

Section 16. Records. The secretary of state shall keep in his office at all times convenient, a record of the motor vehicles licensed in this state by the various county assessors of the state of Arizona under the provisions of this act and such records must show all the information on the certificate of ownership as issued to the registered and legal owners of the motor vehicle.

Section 17. Upon Transfer or Sale. Upon the sale or transfer of a motor vehicle registered in accordance with the law, the vendor thereof shall immediately notify the office of the county assessor of the name and address of the vendee, together with information as to the sale value of the car and the name of any person, company or corporation holding mortgage against it, and the vendee shall within ten days after date of sale, notify the county assessor of the purchase and information regarding the previous ownership of the motor vehicle upon a form which will be furnished him, submitting it with one dollar (\$1.00) legal tender as fee for transfer of title in such motor vehicle, and the county assessor, on receipt of such statement and fee shall immediately issue a "Certificate of Ownership" to the registering owner the same as herein provided for registration of motor vehicles.

Section 18. Display License Plates. Every motor vehicle shall at all times have displayed on the front and rear, the license plates legally issued for it at the time of registration and they must be visible and legible for a distance of not less than one hundred feet. Such plates must be of distinctly different color each year and there shall at all times be a marked contrast between the current plates and plates of the preceding year. Each numeral on such plates shall be not less than three (3) inches from top to bottom and on the plate also must be the name or abbreviated name of the state together with numerals denoting the year of such plate in validity.

Section 19. Design of License. The secretary of the state shall designate the colors and designs to be adopted each year for license plates to be issued for automobiles registered and shall furnish to the assessor of each county, before January first of each year, license plates to be issued by that official or his office during the coming year and all forms to be used by him in duly registering automobiles. Each county in the state will be allotted a serial number governed by the number of motor vehicles registered in that county, to-wit: that the smallest serial number shall be allotted to the county registering the largest number of vehicles; the second smallest serial number to the county in the state registering the second largest number of automobiles; and so on until each of the fourteen counties have been allotted a serial number.

Section 20. **Changing Motor Numbers.** No person shall at any time change the motor numbers on a motor vehicle. Violation of this provision shall constitute a felony and conviction thereof shall be punishable by a fine of not less than \$100 and imprisonment in the state penitentiary of not less than one year.

CHAPTER TWO

Section 1. **Governing Use of Highways; Speed Limits; Limitations on Accessories to be used; Governing Use of Lights; Limiting Loads Permissible; Setting Penalties; Limiting Power of Local Authorities.** No motor vehicle except those actually engaged in repair of construction of highways shall be equipped with block, stud, flange, cleat, ridge, bead or other proturbance of metal or wood attached to the tread of the wheels coming into contact with the pavement, excepting such accessories known as tire chains which may be used when highway is wet, or slippery or otherwise endangering the property and person of passengers in such vehicle. Traction engines or tractors, when the propulsive power is obtained through means of moveable tracks shall be eliminated from the port of this provision. Violation of this provision shall constitute a misdemeanor and be punishable by fine of not less than \$25.00.

Section 2. **Mufflers.** Every motor vehicle or tractor shall at all times when in use on the highways be equipped with a device attached to the exhaust pipe or motor for the purpose of stopping annoying noise, escape of gases or foul odors. Violation of this provision shall constitute a misdemeanor.

Section 3. **Horn—Brakes—Regarding Sirens.—Penalties.** At all times when a motor vehicle is being operated on public highways it must be equipped with a suitable horn to warn of its approach. Violation of this provision shall constitute a misdemeanor. No motor vehicle, other than municipally owned emergency vehicles such as fire, or police vehicles, and public or privately owned ambulances, shall be equipped with sirens. Violation of this provision shall constitute a misdemeanor, and upon conviction is punishable by fine of not less than \$25. No motor vehicle shall at any time be operated upon a highway without safe and efficient brakes and in event an accident occurs in which someone, or any person is injured, police authorities shall have indisputable power to judge whether brakes were faulty by examining their condition after such accident. Violation of this provision shall constitute a misdemeanor and upon conviction thereof, be punishable by a fine of not less than \$25.00.

Section 4. **Civil Action Not Curtailed.** Nothing in this chapter shall be construed as to curtail or abridge the rights of any person to prosecute civil suit for damages by reason of injury to person or property resulting from negligent use of the highways by a motor vehicle, operated by its owner, his agent, servant or employee or any member of his family.

Section 5. **Regarding Solid Tires.—Penalty.** It shall be unlawful for any person, company, or corporation to operate or cause to be operated on the highways, any motor vehicle equipped with solid tires on its wheels concentrated upon the surface of the highway, if a break in the tread shall extend from one side to the other of any width whatsoever. Violation of this provision shall constitute a misdemeanor and be punishable upon conviction thereof by fine of not less than \$25.00.

Section 6. **When Police, Fire or Ambulance Sounds Siren.** All motor vehicles and ordinary vehicles in operation on highways at time when a siren is heard by the driver shall be immediately pulled out of the center of such highway to a point close to the edge of such highway on the

right of the direction in which the vehicle is proceeding and remain stationary until such time as the municipal emergency vehicle shall have passed or be discovered to be going in another direction. Street cars and other passenger vehicles operating on tracks shall stop on the sounding of such siren and remain stationary until such emergency vehicle has passed or is discovered to be going in another direction. Violation of this provision shall constitute a misdemeanor and upon conviction thereof shall be punishable by a fine of not less than \$25 and imprisonment in the county jail of whatever county the crime was adjudged in.

Section 7. **Offer Aid to Injured or Others in Accident.—Report to Police or Authorities.—Penalties.—Felony.** Any person operating a motor vehicle which figures in an accident, and who, knowing that injury has been caused to a person or property, leaves the place of said accident or injury without stopping and giving his name and number, driver's license number and offering aid to the injured or reporting said accident to an authority, police officer, or at the nearest police station, shall be guilty of felony and upon conviction thereof shall be punishable by fine of not less than \$100 and imprisonment for not less than one year in the state penitentiary.

Section 8. **Driving Recklessly Defined.—Penalty.** Any person driving a motor vehicle on the public highways in such manner as to endanger public property, private property, peace and person, shall be guilty of reckless driving, which shall hereby be termed a felony punishable on the first conviction thereof by fine of not less than \$50, and on the second conviction thereof, such person shall be subject to fine of not less than \$100 and imprisonment in the state penitentiary for not less than one year.

Section 9. **Closed Driver's Compartments.—Penalty.** No person, company or corporation shall operate or cause to be operated upon the public highways, any motor vehicle of which the driver's compartment is so closed as to prohibit the giving of proper arm signals for right and left turns and slowing down or stopping. Violation of this provision shall constitute a misdemeanor.

Section 10. **Arm Signals Fifty Feet Before Turning, Slowing or Stopping.—Signals Defined.—Penalties.** Any person operating a motor vehicle on the highways shall use the correct arm signals for a distance of at least fifty feet before making any turn, slowing down his vehicle or stopping it. Correct arm signals shall mean: While driving: Right Hand Drive Vehicles:

Right Arm Extended Horizontally from the shoulder—Right turn.

Right Arm extended with hand raised above the level of shoulder—left turn.

Right Arm Extended with hand slightly below the level of shoulder—slow down or stop.

Left Hand Drive Vehicles:

Left Arm extended on level with shoulder horizontally—left turn.

Left Arm extended with hand slightly above the level of shoulder—right turn.

Left Arm extended with hand slightly below level of shoulder—slow down or stop.

Violation of this provision shall constitute a misdemeanor punishable by fine of not less than \$10.

Section 11. **Driving While Under Influence of Intoxicants or Narcotics or other Unbalanced State.—Examination.—Felony.—Penalties.** No person shall operate a motor vehicle on the highways while under influence of liquor, narcotics, intoxicants, or mental or physical affliction of such extent as to not permit him to at all times have absolute control of his car or such as will at any time leave

him with full and sane mental or physical control. Violation of this provision shall be determined immediately after alleged violation by a licensed physician, and said physician who makes examination shall be subpoenaed to all court hearings of such charges as witness for the state. Conviction thereof shall be conviction of a felony, punishable by fine of not less than \$50 or imprisonment, or both.

Section 12. **Drive on Right—Passing Others.—Penalty.** Any person driving a motor vehicle shall drive on the right hand side of highway, right hand side to mean to the right of direction in which he is proceeding, and shall pass all vehicles going in opposite direction to his left, leaving space between his vehicle and the other vehicle he is passing of not less than three (3) feet. Passing vehicles proceeding in the same direction as that which he is operating, an operator shall pull his car slightly to the left of such preceding car, determine that no other vehicle is approaching from an opposite direction within 300 feet, sound his horn and pass to the left of the preceding vehicle. Operators of motor vehicles, upon hearing the cry of a horn from the rear of their vehicle shall hold to the extreme right side of the roadway until such vehicle as has signalled to pass is passed. Violation of the provisions herein shall constitute a misdemeanor punishable by fine of not less than \$10.

Section 13. **Loads; Size; Exception.—Ten Ton Limit.** No individual, company or corporation shall operate or cause to be operated on public highways any vehicle so constructed or loaded that its width between farthest extremes shall be more than 108 inches, a greater height than 12 feet 6 inches, or a greater length than 30 feet, and no combination of vehicles coupled together shall be so operated when the total length thereof is greater than 85 feet, including load, provided that in special cases where a load is of such description that it can not be separated into smaller loads, and in such case special permit may be obtained as herein provided. No vehicle of four wheels or less, whose gross weight, including load is more than ten (10) tons, shall be operated on the highways, except as herein provided by special permit.

Section 14. **Special Permit.—Fees.—One Trip Limitation.** The Special Permit referred to in Section 13 shall be issued by the county board of supervisors of whatever county in the State of Arizona such excess load or such vehicle or train of vehicles as would require special permit will be traversing the highways, and said supervisors will collect a fee of \$5 for each ton of weight in excess of ten (10) tons as herein provided for, and a fee of \$5 for each foot in length over the limited length so prescribed, and said special permit be only for one trip from a point to a given point and reloaded on such highways and bridges ordered by the county board of supervisors.

Section 15. **Violation of any of the provisions in Sections 12 or 14 shall, upon first conviction constitute a misdemeanor punishable by fine of not less than \$50 and conviction shall be in the name of the individual, company or corporation operating or causing to be operated. Upon second such conviction, of any such company, individual or corporation, all motor vehicles used by such convicted party or parties shall be impounded by the county authorities for a period of sixty days, and shall not be used by the person, company, corporation, or any agents, servants or employees of them during that time.**

Section 16. **Empowering Officers to estimate weight of trucks and loads.** Any duly authorized officer

of law shall be empowered to estimate the load of any vehicle using the highway and upon his order, said load shall be divided by the hauler before it may be moved. In event such officer shall err in estimating the weight of a truck and its load the individual, company or corporation shall have no redress through suit in civil or other court.

Section 17. **Safe Speed.** No vehicle shall at any time be operated on the highways of the State of Arizona at a speed greater than is safe to the peace, health and property.

Section 18. **Setting Limits of Speed—Passenger Vehicles—Other Vehicles with Pneumatic Tires—Vehicles with Solid Tires.** No vehicle shall be operated at a greater speed than hereinafter prescribed:—

Vehicles carrying seven or less passengers and of gross weight vehicle and load of not more than 6,000 pounds, on country highways, 20 miles per hour, on suburban highways 20 miles per hour, on school zone highways, 15 miles per hour. Other vehicles equipped with pneumatic tires: Gross weight from 6,000 pounds to 20,000 pounds, on country highways, 25 miles per hour, on suburban highways 20 miles per hour on business section and school zone highways, 10 miles per hour.

Vehicle equipped with solid tires weighing 4,000 pounds to 8,000 pounds, on country highways, 20 miles per hour, on suburban highways 20 miles per hour, on suburban highways, 15 miles per hour, on business section and school zone highways, 12 miles per hour. Vehicles with solid tires weighing from 8,000 pounds to 12,000 pounds gross weight, on country highways, 15 miles per hour, on suburban section highways, 12 miles per hour and on business section and school zone highways, 10 miles per hour. Vehicles with solid tires, weighing from 12,000 pounds to 16,000 pounds gross weight, on country highways, 15 miles per hour, on suburban highways, 10 miles per hour and on business section and school zone highways, 10 miles per hour. Vehicles with solid tires weighing from 16,000 pounds to 20,000 pounds gross weight on country highways, suburban business section, and school zone highways, 10 miles per hour.

Section 19. **Intersection Speed Limit.** No motor vehicles shall enter or cross any intersection of another highway with the one on which it is traveling, at a greater speed than 15 miles per hour.

Section 20. **Violations.—Penalties.** Violation of any of the provisions in Section 18 or in Section 19 shall constitute a misdemeanor and conviction thereof shall carry a fine of \$5 per mile for each mile per hour in excess of the speed limit provided.

Section 21. **Lights—Lights on Ordinary Vehicles.—Spotlights.—Exceptions.—Penalties.** All motor vehicles of four wheels or more shall be so constructed that between the hour of sunset and sunrise or during darkness, they will display two lamps showing white lights visible for a reasonable distance from the direction in which such vehicle is proceeding and a lamp displaying a red light visible for a reasonable distance in the direction from which such vehicle is traveling, or from the rear of such vehicle. Ordinary vehicles shall be so constructed to have attached to them one white light visible for a reasonable distance in the direction toward which such vehicle is proceeding and a red light visible for a reasonable distance in the rear, said lights to be displayed or shown from lamps mounted on the vehicle in such position as to be on a parallel line with the extreme left side of the vehicle, except in case of bicycles or motorcycles which may have lamps mounted on the center frame of such vehicles. All spotlights used on motor vehicles shall be so constructed

that the ray of light can not be turned to a point on the left side of the vehicle in extreme of the left side of the vehicle and must be so constructed that no beam of its light can be focused more than 100 feet ahead of such vehicle in the direction it is proceeding, except as deemed necessary on police, fire and other emergency vehicles. Spotlights shall be any lights other than ordinary headlights. Violation of any of the provisions herein set forth shall constitute a misdemeanor punishable by fine or imprisonment or both.

Section 22. Size of Lights—Range of Lights—Penalties. No lights of more than 32 candle power shall be used on any motor vehicle and all lights in excess of four (4) candlepower, equipped with reflectors shall be arranged, designed, diffused or deflected that no dazzling rays of light shall at a point seventy-five (75) feet in advance of such vehicle rise to a height of more than forty-two (42) inches above the level on which such vehicle is standing. Violation of the provisions herein shall constitute a misdemeanor.

Section 23. Limiting Power of Local Authorities. Subject to the provisions of this chapter, local authorities shall have no power to pass, enforce or maintain any ordinance, rule or regulation requiring of any owner or operator of any motor vehicle any license or permit to use the public highways, or excluding any motor vehicle whose owner has complied with the provisions herein set forth from the free use of highways except such driveway, speedway or road as has previously been or may be expressly set aside by law for the exclusive use of horses and light carriages or except as herein provided, in any way affecting the registration or numbering of such motor vehicles, or prescribing a slower rate of speed, than is herein prescribed at which such vehicles may be operated, or the use of public highways, contrary or inconsistent with the provisions of this chapter, and all such ordinances, rules, regulations, now in force are hereby declared to be void and of no effect; provided, however, that the local authorities of incorporated cities and towns may limit, by ordinance, rule or regulation the speed of motor vehicles on public highways within their jurisdiction on condition that such ordinance, rule or regulation hereafter adopted, shall also fix the same speed limitation for all other vehicles, such speed limitation not in any case to be less than one mile in six minutes, and on further condition that the said incorporated city or town shall also have placed on the side of the public highway where such merges into the other at the edge of their jurisdiction or at their boundary, signs of sufficient size and bearing easily legible letters inscribing a warning of such speed limits to operators of motor vehicles entered such restricted area and at the edge of each such restricted area signs shall be posted in the order of such incorporated city or town defining the ordinance, rule or regulation as to speed limit therein and with an arrow showing the direction of the restricted area, and also, such incorporated city or town shall fix penalties for violation thereof, similar to and no greater than those already prescribed in this chapter and no greater than the penalties so fixed for violation by other vehicles, and such rules, regulations or ordinances, while so in force and with signs so displayed shall within the domains of such local authorities supersede the provisions herein provided nothing in this clause is interpreted to limit the power of city or local authorities to make, enforce or maintain further ordinances, rules or regulations affecting motor vehicles offered for hire.

ities may, notwithstanding the provisions of this chapter, make, enforce, maintain, such reasonable ordinances, rules and regulations concerning the speed at which motor vehicles may be operated in any public park or parkways, but in that event signs must be placed at all entrances of such parks or parkways, conspicuously marking and indicating the rate of speed permitted or required, providing such limit of speed is also applied to all vehicles.

CHAPTER THREE

Section 1. General Measures—Defaced Tires. It shall be unlawful for any person, company or corporation to operate or cause to be operated upon the public highways, any motor vehicle on which is used or carried any pneumatic tire or tires from which the trade name and serial number have been effaced except as such might be effaced by wear. Violation of this provision shall constitute a misdemeanor.

Section 2. Report to Police. Any dealer or person, company or individual buying second-hand tires, or dealing therein shall at no time purchase such tire without reporting to the police the make, size and serial number of such tire. Violation thereof shall constitute a misdemeanor.

Section 3. Definitions. The following definitions shall be accepted as the meanings of the following terms used herein:

Country Highway: Any highway of more than one-half mile in length along which on either side buildings are situated not closer than 300 feet apart.

Suburban Highway: Any highway of more than one-half mile in length along either side of which buildings are closer together than 300 feet but farther apart than 50 feet.

Resident Section: Any highway of more than one-quarter mile in length along either side of which homes or residences are located in close proximity.

Business Section: Any highway of more than one-quarter mile in length along which are located business or commercial establishments of close proximity to each other.

School Zone—Any highway or intersection of highways within a radius of one-eighth of a mile from the campus or playgrounds of a school building.

Local Authorities: Meaning all boards of supervisors, trustees or council committees or other public officials of counties, or incorporated counties, cities or towns.

Chauffeur: Any person operating a motor vehicle as means of livelihood, including operators of for-hire cars owned by themselves.

Driver or Operator: Any person operating a motor vehicle upon a highway.

Motor Vehicle: Any vehicle propelled by other means than muscular power upon the highways of the State of Arizona.

Ordinary Vehicles: Any vehicle other than motor vehicle.

Police: Either city, county or state authorities serving as law enforcement officers.

Misdemeanor: Violation of law subject to fine of not less than \$10 nor more than \$50 or imprisonment of not less than ten days nor more than sixty days in the county jail or prison farm operated by the county in which such sentence and judgment be made for such violation.

Section 4. Shooting from Vehicles. No person shall at any time fire or discharge or otherwise cause the explosion of any firearm from the confines of any motor vehicle while such vehicle is in operation or standing still. Violation of this provision shall constitute a misdemeanor.

Section 5. Defacing Signs of Distance on Highways—Felony. No person shall at any time destroy, deface or otherwise mutilate any sign or marker erected on the highways of the state of Arizona for the pur-

pose of giving information on the roads to and from any city or town.

Violation of this provision shall constitute a felony, punishable by fine or imprisonment or both.

Section 5. Declaring Emergency. Whereas the preservation of public peace, health, safety and property makes it necessary that the provisions of this Act shall become immediately effective and operative, an emergency is hereby declared to exist, and this Act is hereby exempted from the operation of referendum provisions as provided in the State Constitution, and immediately after its passage by the State Legislature of the State of Arizona and its approval by the Governor all provisions herein shall become effective and operative.

Section 6. Repealing. All Acts or parts of Act and all laws, ordinances, rules and regulations pertaining to any of the subjects provided for herein are hereby repealed.

Following pages contain other propositions to be considered before the Legislature of the State of Arizona, in convention assembled for sessions of early 1925 A. D.

Respectfully submitted and sponsored by the Automobile Club of Arizona, a non-profitable, non-political, self-sustaining organization of Motorists of Arizona, taxed in Arizona, for the Greater Arizona.

AN ACT

PROVIDING FOR MAINTENANCE OF SAFELY PASSABLE DETOURS AROUND ALL CONSTRUCTION OF REPAIR WORK BEING DONE ON PUBLIC HIGHWAYS OF THE STATE OF ARIZONA; PROVIDING PENALTY FOR VIOLATION THEREOF; AND PROVISIONS FOR DETERMINING NEED AND ADVISABILITY FOR SUCH DETOURS; DECLARING AN EMERGENCY:

Be It Enacted By the Legislature of the State of Arizona:

Section 1. That any contractor, individual, company or corporation constructing, repairing, or otherwise doing work upon the highways of the State of Arizona shall, as herein provided, maintain at all times during such construction work, a safely passable detour around such part of the highway as is closed to travel because of the work being done.

Section 2. The county board of supervisors of whatever county in the State of Arizona wherein the work is being done shall determine whether or not it is possible or necessary for such detour to be maintained during the time the highway is closed.

Section 3. If such order is included in the contract let to such contractor individual, company or corporation doing such road work and at any time during the said construction work there is no such detour in maintenance, the county board of supervisors shall be empowered to file suit in civil court for the amount of five (5) per cent of the total amount of such highway construction or repair contract, to present evidence to court that lack of such detour has damaged the commercial and business interests of that county. Such suit must be filed against the individual, company or corporation doing such highway construction or repair.

Section 4. Whereas, during the past year in the state of Arizona thousands of dollars in commercial transactions were lost by different communities in the state due to the fact that safely passable detours were not maintained around construction work being done on the highways, and public health, peace and prosperity calls for the immediate operation of this Act, an emergency is hereby declared to exist and it shall be exempt from the operation of referendum provisions of the State Constitution and shall take effect and become in force immedi-

ately upon its passage by legislature and approval by the Governor.

AN ACT

PROVIDING GRADE CROSSING PROTECTION FOR HIGHWAY TRAVELERS; VESTING POWER FOR DETERMINING WHICH HIGHWAYS SHALL BE SO PROTECTED BECAUSE OF THEIR DANGER; LIMITING TIME AFTER SUCH ORDER BEFORE WHICH SUCH PROTECTION SHALL BE INSTALLED AND IN OPERATION; FIXING PENALTIES FOR VIOLATION THEREOF; DECLARING AN EMERGENCY.

Be It Enacted by the Legislature of the State of Arizona:

Section 1. That any person, company, or corporation operating any railroad or railway service consisting of engines or engine and trains over any right-of-way which crosses or intersects with any public highway of the state, shall upon order from the county board of supervisors of such county within the state as such crossing is situated, install and maintain signals which may be seen by day and lighted for visibility at night, and automatic or other device to warn highway travelers of the approach of an engine or train.

Section 2. The county board of supervisors of any county within the State in which there is a crossing which, because of its condition or approach is deemed dangerous, shall declare such crossing as dangerous and order the individual, company or corporation operating such railway service which by right-of-way forms a part of such grade crossing, to erect and maintain such automatic or other device.

Section 3. Such automatic or other device must be erected and in operation not later than ninety (90) days after such order has been filed with an official of such company by the county board of supervisors as provided herein.

Section 4. Violation of such order as extended to the railway operators by such county board of supervisors shall constitute a waive of rights except as hereafter provided, and such individual, company or corporation operating over such right of way shall not be permitted to operate over such intersection except at a speed not greater than fifteen (15) miles per hour.

Section 5. In event it is impossible for such railway company or interests to erect and have in operation, such signal or other device within the time limit, an extension of time not to exceed sixty (60) days may be granted by the board of supervisors at its discretion.

Section 6. Whereas, the preservation of public health, peace and safety makes it necessary that the provisions herein be in force and effect immediately, an emergency is hereby declared and it shall be exempt from the referendum provisions of the State Constitution and shall become in force and effect immediately upon its passage by the legislature and approval by the Governor.

AN ACT

PROVIDING THAT NO PERSON UNDER THE AGE OF SEVENTEEN YEARS SHALL BE PERMITTED TO OPERATE A MOTOR VEHICLE UPON THE PUBLIC HIGHWAYS; PROVIDING THAT NO PERSON SHALL PERMIT OPERATION OF A MOTOR VEHICLE IN VIOLATION OF THIS LAW; PROVIDING THAT PARENTS SHALL BE RESPONSIBLE FOR VIOLATIONS OF THIS LAW BY MINORS; PROVIDING PENALTIES; DECLARING AN EMERGENCY.

Be It Enacted by the Legislature of the State of Arizona:

Section 1. No person under the age of seventeen (17) years shall operate a motor vehicle upon the public highways. Violation of this provision shall constitute a misdemeanor.

Section 2. No person shall knowingly permit any person under seventeen (17) years of age to operate a motor vehicle on the public highways. Violation of this provision shall constitute a misdemeanor.

Section 3. The parents of all persons under the age of twenty-one (21) years maturity, shall if such minor be under the care of their parents or residing with such parents, be responsible for the fault of such minors while such minor is operating a motor vehicle upon the public highways. Said responsibility shall be binding in civil as well as criminal offenses and violations.

Section 4. Whereas, the preservation of public health, peace, safety and property makes it necessary that this Act and its provisions become immediately operative, an emergency is hereby declared and this Act is hereby exempted from the operation of the referendum provision of the State Constitution and it shall become in force and effective immediately after passage by the legislature and approval of the Governor.

AN ACT

PROVIDING FOR REVOCATION OF LICENSE TO OPERATE MOTOR VEHICLES ON THE PUBLIC HIGHWAYS; DECLARING AN EMERGENCY; REPEALING ALL OTHER LAWS PERTAINING TO THIS SUBJECT.

Be It Enacted by the Legislature of the State of Arizona:

Section 1. Any justice of peace, municipal judge or judge of superior court shall be empowered to revoke for a period of twelve months, the license of any operator of a motor vehicle, in accordance with the provisions herein.

Section 2. Any person, company or corporation, violating or causing to be violated, any of the misdemeanor statutes of the motor vehicle law, on two separate occasions shall be subject, at discretion of the court, to revocation of driver's license or license to operate a motor vehicle on the public highways for a period of twelve months after such second conviction.

Section 3. Any person, company or corporation, violating or causing to be violated any of the felony statutes of the motor vehicle law, shall upon conviction thereof, in addition to whatever fine or judgment may also be assessed or adjudged, be subject at the discretion of the court to revocation of driver's license or license to operate a motor vehicle upon the public highways for a period of twelve months from the date of such conviction.

Section 4. Whereas, there may now be other laws, acts or statutes which might pertain to this subject and which might be misconstrued, all other such acts, laws or statutes are hereby repealed.

Section 5. Whereas, the preservation of the public peace, health and property and safety makes it necessary for the provisions of this act to immediately become operative, an emergency is hereby declared to exist and this Act shall hereby be exempted from the referendum provisions of the State Constitution and shall take effect and become in full force and operation immediately after its passage by the legislature and approval by the Governor.

AN ACT

PROVIDING THAT USE OF A MOTOR VEHICLE AT ANY TIME WITHOUT THE OWNER'S PERMISSION SHALL CONSTITUTE A FELONY; PROVIDING PENALTIES; DECLARING AN EMERGENCY.

Be It Enacted By the Legislature of the State of Arizona:

Section 1. No person shall at any time use or operate any motor vehicle without the permission of the registered or legal owner thereof. Violation of this provision shall constitute a felony.

Section 2. Conviction of use of a motor vehicle without the permission of the registered or legal owner shall be punishable by not less than one year imprisonment in a state institution nor more than three years.

Section 3. Whereas, the preservation of public peace, health, safety and property makes it necessary that the provisions of this act become immediately effective, and operative, this Act is hereby exempted from the operation of the referendum provisions of the State Constitution and shall become in force and effect immediately after its passage by the legislature and the approval of the Governor.

AN ACT

PROVIDING FOR STATE POLICE POWER FOR ONE HUNDRED PERSONS WHO ARE MEMBERS OF THE AUTOMOBILE CLUB OF ARIZONA; PROVIDING THAT SUCH PERSONS MUST BE PASSED UPON BY THE SECRETARY OF STATE; PROVIDING THAT THEY COOPERATE WITHOUT REMUNERATION; PROVIDING THAT SUCH OPERATIVES SHALL WORK UNDER JOINT DIRECTION OF SECRETARY OF STATE AND BOARD OF DIRECTORS OF THE AUTOMOBILE CLUB OF ARIZONA; PROVIDING THAT ALL EXPENSE OF SUCH ORGANIZATION BE BORNE BY THE AUTOMOBILE CLUB OF ARIZONA; DECLARING AN EMERGENCY.

Be It Enacted By the Legislature of the State of Arizona:

Section 1. There is hereby created a state police committee to be composed of members in good standing of the Automobile Club of Arizona who will without pay cooperate with the local authorities of whatever district in which they reside for enforcement of traffic and motor vehicle laws.

Section 2. No person shall be appointed in such service until the secretary of state shall have investigated his character, integrity and responsibility and after such appointment he shall operate jointly under the direction of the Secretary of State and the Directorate of the Automobile Club of Arizona.

Section 3. Such state motor vehicle law enforcement officers shall not be permitted to arm themselves nor to in any way conflict with the operation of local authorities.

Section 4. No expense of such law enforcement is to be borne by the state and all equipment, stationery, and paraphernalia consumed or used in such enforcement operations shall be borne by the Automobile Club of Arizona.

Section 5. In event of prosecution of violations reported by such operatives as herein provided, all such prosecution will be effected by the local authorities.

Section 6. The Secretary of State or the Directors of the Automobile Club of Arizona shall be empowered to at any time release any of such operatives from service and demand their credentials.

Section 7. Whereas, the preservation of public peace, health, property and safety makes it necessary that the provisions of this Act become immediately operative, an emergency is hereby declared and this Act shall be exempt from the referendum provisions of the State Constitution and it shall become effective immediately upon its passage by the Legislature and approval of the Governor.

KINNISON WRITES EXTENSION CIRCULAR ON POTATO GROWING

An eighteen page circular, "Potato Growing in Northern Arizona," by A. F. Kinnison, has just been published by the Arizona Agricultural Extension Service.

The production of potatoes from seed bed preparation to harvesting is

fully treated. Good seed production is especially stressed.

County extension agents will be supplied with copies of this circular for distribution, or copies may be obtained by writing directly to the Agricultural Extension Service, University of Arizona, Tucson.

INCOME TAX IN A NUTSHELL

WHO? Single persons who had net income of \$1,000 or more or gross income of \$5,000 or more, and married couples who had net income of \$2,500 or more or gross income of \$5,000 or more must file returns.

WHEN? The filing period is from January 1 to March 15, 1925.

WHERE? Collector of internal revenue for the district in which the person lives or has his principal place of business.

HOW? Instructions on Form 1040A and Form 1040; also the law and regulations.

WHAT? Two per cent normal tax on the first \$4,000 of net income in excess of the personal exemptions and credits. Four per cent normal tax on the next \$4,000. Six per cent normal tax on the balance of net income. Surtax on net income in excess of \$10,000.

Your Income Tax

Your income tax for the year 1924 is less, in proportion to your income, than was the tax for 1923. A rate reduction, however, is not the only benefit afforded by the revenue act of 1924. Increase in the exemption for married persons, a 25 per cent reduction on "earned income," and other changes in revenue legislation are of immediate interest to every taxpayer.

The revenue act of 1924 requires that returns be filed by every single person whose net income for 1924 was \$1,000 or more, or whose gross income was \$5,000 or more, and by every married couple whose aggregate net income was \$2,500 or more, or whose aggregate gross income was \$5,000 or more. Last year returns were required of married couples whose aggregate net income was \$2,000 or more. Husband and wife, living together, may include the income of each in a single joint return, or each may file a separate return showing the income of each. Net income is gross income less certain specified reductions for business expenses, losses, bad debts, contributions, etc.

The period for filing returns is from January 1 to March 15, 1925. The return, accompanied by at least one-fourth of the amount of tax due, must be filed with the collector of internal revenue for the district in which the taxpayer has his legal residence or has his principal place of business.

The exemptions under the revenue act of 1924 are \$1,000 for single persons and \$2,500 for married persons living together, and heads of families. In addition a \$400 credit is allowed for each person dependent upon and receiving his chief support from the taxpayer, if such person is under 18 years of age or incapable of self-support because mentally or physically defective.

The normal tax rate under the revenue act of 1924 is 2 per cent on the first \$4,000 of net income in excess of the personal exemptions, credit for dependents, etc., 4 per cent on the next \$4,000, and 6 per cent on the balance. Under the preceding act the normal tax rate was 4 per cent on the first \$4,000 of net income above the exemptions and credits, and 8 per cent on the remaining net income.

The revenue act of 1924 contains a special provision for reduced taxes which did not appear in previous laws. All net income up to \$5,000 is considered "earned income." On this amount the taxpayer is entitled

to a credit of 25 per cent of the amount of the tax.

For example, a taxpayer, single and without dependents, may have received in 1924 a salary of \$2,000 and from a real estate transaction a profit of \$3,000. His total net income was \$5,000. Without the benefit of the 25 per cent reduction his tax would be \$80. His actual tax is \$60. From his net income of \$5,000 he is allowed a personal exemption of \$1,000; the tax of 2 per cent the first \$4,000 is \$80, one-fourth of which, or \$20, may be deducted.

For the purpose of computing the credit, in no case is the earned net income considered to be in excess of \$10,000. A taxpayer may have received for the year 1924 a net income from salary of \$20,000, but the 25 per cent credit can be applied to only one-half of this amount.

ARBOR DAY PROCLAMATION

WHEREAS, Chapter 20, Section 28-38 of the Civil Code of Arizona provides that the Governor shall set aside, by proclamation, annually, a day to be known as Arbor Day, and

WHEREAS, Arbor Day should have even a greater significance than to be known solely as a tree day. It should be broadened in scope so as to include the beautifying of waste places, the policing of streets, alleys, lawns and vacant lots, repainting, repainting and decorating of houses, the repair of streets and sidewalks, the planting of lawns and gardens, the pruning of trees and shrubs and the doing of all those things which are necessary toward making our cities, towns and highways more attractive, and,

WHEREAS, Educational institutions, civic organizations, Board of supervisors, city and town officials are urged to arrange for appropriate observance of Arbor Day, 1925, and on this occasion it should be impressed upon the minds of all and especially upon the minds of school children, what the forests mean to the nation, and the necessity for planting, caring for and perpetuating the trees, shrubs and vines. The grounds surrounding schools, churches and public institutions of the State should be given special attention in order that they may have added beauty in the future. Municipal authorities and civic organizations are urged to make special efforts this year to encourage planting trees and shrubs along public thoroughfares. Public officials, educational institutions, civic organizations and each individual are urged to enter into the spirit of Arbor Day as suggested by this proclamation and plant trees and shrubs to beautify the streets, residences and public highways of the towns and cities of the State.

NOW, THEREFORE, I, Geo. W. P. Hunt, Governor of Arizona, by virtue of the authority vested in me by law, do hereby proclaim and set aside Friday, the 6th day of February, A. D. 1925, to be observed as Arbor Day in the counties of Cochise, Gila, Graham, Greenlee, Maricopa, Pima, Pinal, Santa Cruz and Yuma; I do further proclaim and set aside Friday, the 3rd day of April, A. D. 1925, to be observed as Arbor Day in the counties of Apache, Cochise, Mohave, Navajo and Yavapai.

IN WITNESS WHEREOF, I have hereunto set my hand and cause the Great Seal of the State of Arizona to be affixed.

Done at Phoenix, the Capitol, this 17th day of January, A. D. 1925.

GEO. W. P. HUNT,
Governor.

[SEAL]
ATTEST:

JAMES H. KIRBY,
Secretary of State.
P. S. The Legislature makes an appropriation of \$5.00 for the payment of publication of this proclamation.



You laugh at this superstition
WHY NOT THIS ONE TOO?

You are probably not one of those people who still believe that it is dangerous to look at the moon over your left shoulder (or is it your right?) But it is quite possible that you are paying a fancy price for "eastern automobile oil, thereby paying tribute to the superstition that eastern oil is in some mysterious way "better," presumably because it costs more.

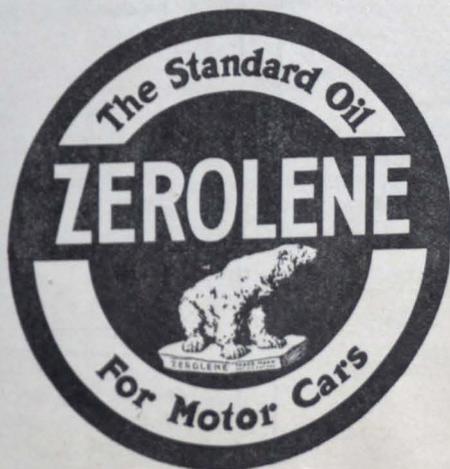
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It deposits less carbon, increases the gasoline mileage of your car, and maintains its lubricating efficiency longer than any other oil you can buy.

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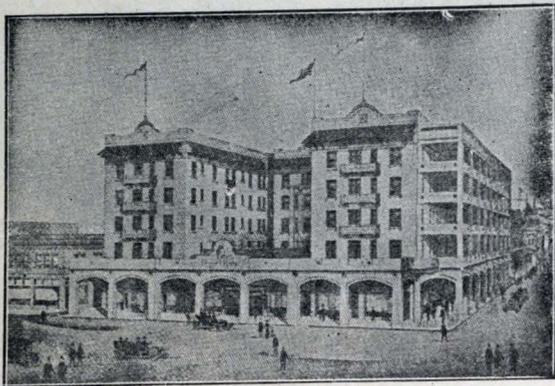
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