REPORT

OF THE

STATE ENGINEER

OF THE

STATE OF ARIZONA

JULY 1, 1909 to JUNE 30, 1914



Published by Board of Control, by authority of Chapter 53, Session Laws of the Second Special Session of the First State Legislature Arizona. Highway Dept

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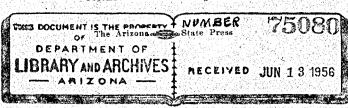
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State of Arizona

OFFICE OF

State Engineer

PHOENIX

THE HIGHWAY DEPARTMENT

June 30, 1914.

To His Excellency, George W. P. Hunt, Governor, To The Honorable Board of Control,

George W. P. Hunt, Chairman,

J. C. Callaghan, State Auditor and Member,

Charles R. Osborn, Secretary and Citizen Member.

I have the honor to submit the report covering the operations of this department since it was created by an act of the Territorial Legislature, approved March 18, 1909, to June 30, 1914.

Mr. Girand was appointed Territorial Engineer April 1, 1909, and served in that capacity until Arizona was admitted to Statehood, February 14, 1912, and as State Engineer until March 12, 1912, being succeeded by the present encumbent.

As the report of the Territorial Engineer has never been published, it has been incorporated in this report.

The Act of March 12, 1909, provided a specific tax for the purpose of raising a "State Road Tax Fund" for the years 1909-1910 and 1910-1911, which was continued in operation for the year 1911-1912 by an Act of Congress approved June 20, 1910. The Act of March 12, 1909, was repealed by the present State Road Law, approved June 20, 1912, which provided an annual running appropriation of \$250,000 that will continue in operation without further legislation until repealed.

Very respectfully,

LAMAR COBB, State Engineer.

Proceedings for Section

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STATE HIGHWAY DEPARTMENT

June 30, 1914

LAMAR COBB, State Engineer

E. P. ADAMS, Chief Clerk T. F. NICHOLS, Office Engineer

F. R. GOODMAN, Apache, Coconino, Mohave, Division Engineer Navajo and Yavapai Counties.

J. S. BARLOW, J. Greenlee, Pima and Division Engineer) Santa Cruz Counties.

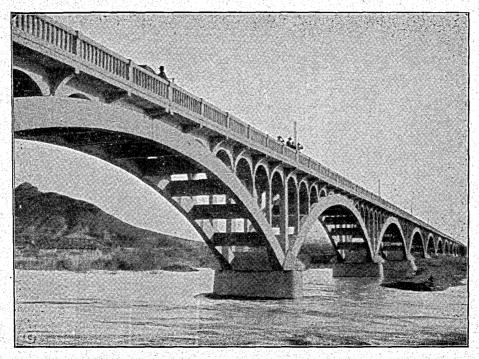
Cochise and Division Engineer Yuma Counties.

F. G. TWITCHELL, Gila, Graham and Division Engineer) Pinal Counties.

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PREFACE

When this administration assumed office, February 14, 1912, a tentative State Highway System had been adopted, consisting of a road from Yuma to Clifton and one from Douglas to the Grand Canon. The routes selected had become fixed to a certain extent by the construction of several units of their length and, though not meeting with entire approval, they had also become fixed in the public mind as the State Highways. It was, therefore, thought best not to make any changes in their location as it would undoubtedly lead to others by succeeding administrations, resulting in State Highways "that would start nowhere and end nowhere," thus defeating one object of the State Road appropriation—a State system of roads composed of coordinating county units connecting every county seat in the State. After the passage of the present State Road Law, June 20, 1912, which divides the State Road Fund among the various counties, it was necessary to select other State Highways traversing those counties not on the two previously selected This has been done by the several Boards of Supervisors and the State Engineer. This proposed system of State Highways comprise approximately 1500 miles of roads connecting all the county seats and nearly all the principal towns in the State. Under the operation of the Territorial and State Road Laws, improvements made and approximate cost thereof are as follows:

Territorial Road Law

To June 30, 1912

State Road, Law,

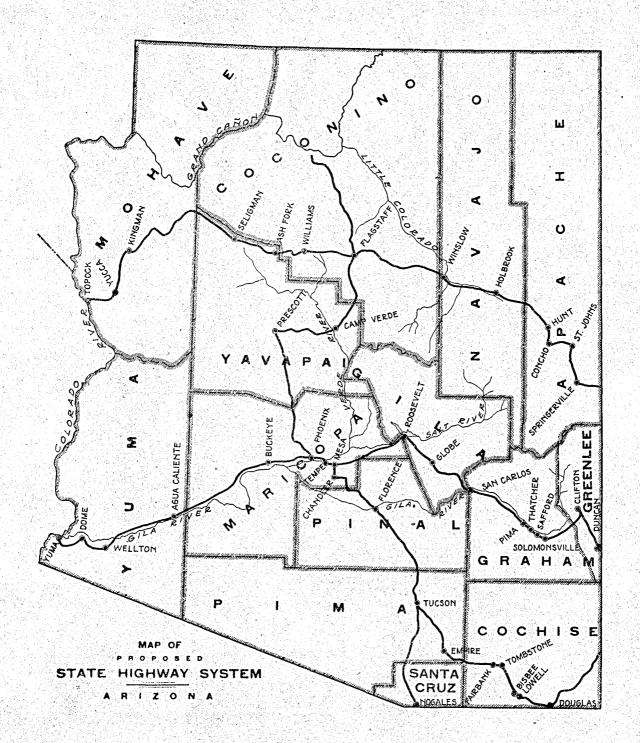
To June 30, 1914.

The mileage of roads improved with the State Road Fund is small considering the total mileage of the proposed system and

their completion with the present annual Road Fund is far removed; however, the worst places between counties and those bearing the greatest amount of traffic are gradually being improved by permanent construction; so, even without additional means, they will be put in much better condition year by year and some day be completed.

The value of this department to the taxpayers of the State cannot be measured by the roads that have been built under its administration, for the examples of proper road construction it furnishes in every county is of greatest value to officials charged with the expenditure of county road funds. The Boards of Supervisors in eight of the fourteen counties have called upon this office for advice relative to road and bridge construction, four for plans and specifications, and four for our engineers to locate or superintend county road construction covering expenditures of approximately \$100,-000.00 Since the creation of this department, there has been a marked improvement in the type of road work in every county in the State which is largely attributable to the demonstration work done by this office. This improvement is shown both in location and construction; however, the former, which is of the greatest importance, has not received the consideration it should have. Few county roads are now located in natural water courses, grades exceeding 10% are rare and more attention is being given to protection ditches and other drainage; however, their drainage openings are as a rule entirely too small, as for instance a 36 inch culvert to carry the water necessitating a 50 foot railroad bridge. In 1909 less than \$200,000.00 was expended on road work in Arizona. In 1915 over \$500,000.00 will be expended by Boards of Supervisors on county roads, exclusive of bond issues, of which \$630,000 have been voted in the past two years.

If the work of this department for the past two years has been successful, it is due to the cordial cooperation of the Board of Control and Boards of Supervisors; to the press and the public, irrespective of political faith, who have endeavored to assist in every possible manner in the building of a State Highway System; to the Territorial Engineer whose good work was an inspiration; and to



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the efficient services of the members of the organization of the Highway Department, Chief Clerk E. P. Adams, Engineers T. F. Nichols, J. C. Ryan, F. G. Twitchell, J. S. Barlow and F. R. Goodman.

Upon request of the State Engineer to the Office of Public Roads, Washington, D. C., for an engineer to inspect and report upon the State Road work in Arizona, Mr. W. A. Crossland, Senior Highway Engineer, was assigned to this work. He arrived January 3d, completed the inspection February 15th and the following is his report to the Director of the Office of Public Roads:

Phoenix, Arizona, February, 1914.

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Mr. V. M. Peirce,

al material control of and bottom equations that Chief Engineer, Office of Public Roads,

Department of Agriculture,

Washington, D. C.

Sir:-

With Hon. Lamar Cobb. State Engineer, I traveled by automobile, visiting the cities of Phoenix, Tempe, Tucson, Fairbanks, Tombstone, Bisbee, Douglas and Nogales on one trip and Roosevelt, Globe, San Carlos and Miami on another. In addition to these we made numerous short trips over the roads about Phoenix. Mr. Cobb wanted to visit Prescott and Clifton, where work is under way, but other duties kept him at his office in Phoenix. We were unable to go into Northern Arizona for fear of bad weather, and especially of snow. The weather encountered on our trips was perfect

CONTRACT WORK

Near Tucson I saw some road and culvert work being done by contract under the supervision of a division engineer. When I was there they were doing some grading on mountain work. miles had already been completed over the nearly level country between Tucson and Vail. This is the best unsurfaced (or probably the most appropriate term would be, naturally surfaced) road that I have seen. The soil there is, in itself, an excellent material for light traffic and the only work required was crowning and ditching. The location is excellent, practically the whole line being on the

erest of a ridge from which water is shed from both sides. The grades are light. This is a good automobile road, but already it is being used as a speedway by speeders from Tucson. None but a hard road surface can resist such wear, and this one will soon begin to rut. It cost about \$300.00 per mile for construction. Water crosses it at only a few places. For small openings circular corrugated iron culverts with rubble masonry headwalls are used, while in the larger ones reinforced concrete bridges are being built.

CONVICT LABOR

I saw three convict camps. Near Bisbee and near Douglas are two camps under direction of the same division engineer. In both, men are kept under guard. Between Globe and Roosevelt there is a camp working under the honor system, i.e., without guards either in camp or on the work. There are about 130 guarded convicts and about 35 honor men.

At all the camps the convicts are comfortably sheltered, well fed and well treated. Guarded prisoners are kept in barbed wire stockades, under guard when not at work. As far as I could learn, work performed by guarded convicts costs probably more than it could be done by contract, but that prison labor could compete with day labor or force account work. The fact that prison labor under guard cannot as a rule compete with contract work is due to many reasons. The work must be such as to require the employment of at least one hundred men to keep the overhead and subsistence charges to a reasonable minimum. Regardless of the number of prisoners, it requires at least six guards, two to each eight hour shift and one captain of the guard. It requires about eight or nine guards to handle one hundred prisoners.

The other overhead expense, such as salaries of Superintendent of Construction and bookkeeper does not increase and that of foremen in about the same proportion as guards, with an increase in the number of prisoners. Cost of subsistence decreases with an increase in the number of men, as does various other items of expense, such as camp labor (prison), cooks, flunkeys, etc.

The cost per working prisoner per working day with a camp of

one hundred prisoners, Cochise County, is about one dollar and sixty cents (\$1.60). This covers every item of expense in connection with the employment of a prisoner, clothing, subsistence, medical attention, transportation (considerable owing to distance from prison), cost of escapes, guarding, stockade, etc.; of this the prison pays approximately twenty-three cents (23c)—the cost of clothing, subsistence and medical attention within that institution. This leaves a cost to the State per working man per day of \$1.37. It is estimated that their efficiency is about 66 2-3% or a cost as compared with hired labor of \$2.05. Such hired labor can be secured for not to exceed \$2.50 per day.

This difference in favor of prison labor is more apparent than real for in the case of contract work in a camp of this size the boarding house would probably return a profit as large as this difference, and in addition the commissary also return a profit. To sum it all up, the cost of prison labor in small numbers is prohibitive. In forces of approximately one hundred, the cost (considering efficiency) per working man per day is very nearly the same as is actually paid to a hired laborer, taking into consideration contractors' profit from boarding house and comissary. Under favorable conditions, including continuous employment for long periods at or near the same place, prison labor under guard can compete with contract work. Under other conditions it is extremely doubtful if it can do so. Attached are copies of monthly reports of cost data from the Bisbee-Tombstone Highway.

THE HONOR SYSTEM

Convicts working under this system do not live in stockades, but in tents as do free laborers. They are never under guard, either in camp or at work. In fact, no guards nor anything suggesting a prison camp is seen about their place. These are picked men or "trusties." They are about as efficient as hired labor, while it costs between one-third and one-half as much to work them. The report of the engineer in charge shows, cases of insubordination, none; escapes, none; attempted escapes, none. The men seem cheerful and satisfied. They evidently consider it worth while to qualify as honor men.

So far as that camp is concerned, the experiment up to date is clearly a success and will probably continue successful, but it cannot be regarded as a solution of the convict labor problem as the proportion of convicts who have qualified as honor men is, to date, too small. Attached are copies of monthly reports from the Globe-Roosevelt honor camp.

All the prison labor is employed on grading and culverts. The grading is generally hill side work, a large proportion of it being solid rock.

GRADING AND DRAINING

All locating was carefully and well done. The grade limit is 6%. Regular profiles were prepared and the grading accurately done. It looks extremely well and reflects credit on the engineer in charge.

Culverts are generally of corrugated iron with headwalls of rubble masonry. These walls are heavy, well built and present a very pleasing appearance. Stone and sand are conveniently near and this work is very economically done.

Because of the light annual rainfall in Arizona, it is generally supposed by outsiders that drainage is an unimportant matter. That supposition is erroneous. Practically all the rainfall occurs in a few weeks and during that time the daily rainfall is heavy. The rate of precipitation and duration, which govern the size of drainage openings, is about the same in Arizona as elsewhere in the United States. The soil generally washes easily and all the hill sides are badly secured. On many of the roads drainage is the only important item.

SURFACING

No surfacing was being done, but preparation was being made to surface a portion of the Bisbee-Douglas Road, near Douglas, with slag and caliche. About four inches of slag will be used with a one and one-half inch surface of caliche. It is expected that the caliche will be driven in by the roller and, to a certain extent, act as a binder for the slag. I think it will make a good surface.

MAINTENANCE

No regular system of maintenance has yet been introduced, though the importance of such is fully appreciated by the State Engineer and his assistants. They are giving careful study to the problem now and when they do begin systematic maintenance it will be under a system carefully planned, and will undoubtedly be the one best suited to the condition peculiar to Arizona. The principal difficulty is the extensive mileage and scarcity of settlements or houses along the roads. Twenty-five mile stretches of road without a single house on them are common. The few ranchers who do live on the roads either do not care to undertake the work of road maintenance, or have no teams or other equipment suitable for such In some instances where they have been hired to do the work, they have neglected it. The State Engineer and his assistants are not able to inspect a given section of road more than two or three times a year. NAMES OF STREET

The engineer is now considering the feasibility of employing a few gangs of men trained and equipped for the work, who will be carried from point to point, visiting each section at such intervals as experience may demonstrate are necessary. Under conditions prevailing in Arizona, this seems to be the only feasible plan.

STATE SYSTEM

The State authorities have outlined a system of state roads and its completion is the goal to which their efforts are directed. The system consists of two roads crossing the State from east to west, one in the north and one in the south, and one running through the State from north to south. To these have been added one short road in order that each county seat may be touched.

STATE ROAD FUND

The State Road Fund of \$250,000.00 per annum, plus the automobile tax, about \$25,000, is expended under the direction of the State Engineer. Seventy-five per cent of it is divided among the counties in proportion to valuation. In each county this is under the joint control of the State Engineer and County Board of Super-

visors; twenty-five per cent of the fund is allotted to projects, jointly by the State Board of Control and State Engineer. The engineer's policy is to insist on the expenditure of the whole fund on roads which are to form parts of the State system.

This method brings the engineer in close touch with all the county boards and is having an excellent effect in that it is impressing the latter with the value of competent engineering supervision of road work.

The State Engineer is responsible for all work done by his department. He appoints and discharges all employees.

The principal assistant, or office engineer, has charge of all engineers and draftsmen in the office. There all maps, profiles and estimates are checked and plans for roads, bridges and culverts are prepared.

The chief clerk and his assistant are in charge of the accounting, cost keeping, correspondence and purchasing of material and supplies. This work is evidently well done, though improvements in the system are being made.

FIELD WORK

Field work is in charge of four engineers called division engineers, though the State is not divided into divisions. Each of these engineers is assigned to projects without regard to their location. The State Engineer things a saving in expense might be effected by dividing the State into districts and is considering the advisability of doing it.

The State and the State Engineer are both fortunate in having the services of the men they have for office and division engineers. Without exception, they impressed me as being unusually strong men and capable engineers. Each man understands his work and is determined to do it better than the others are doing theirs. All are enthusiastic road men and I was pleased to note the esteem in which each of the engineers is held, personally and professionally, by the citizens amongst whom they live and for whom they work.

I saw very little of the assistant engineers. Judging them by the work done, there must be some good men amongst them.

THE WORK

I have no criticism to offer regarding the work. Some suggestions that occurred to me were made to the State or division engineers and were generally agreed to by them.

RECORDS

Records appear to be kept in good shape. Cost data to a limited extent are kept. When they begin employing hired labor they will probably find it worth while to inaugurate a more elaborate system of cost keeping. The auditing of expenditures seems to be very carefully done. There is, however, no adequate system for the auditing of equipment, material and supplies, though I understand a more comprehensive system than now in use is being formulated and will soon be put in operation.

PAYING BILLS

The payment of accounts against projects are not promptly made as vouchers must be approved by the engineer in charge, the State Engineer and the County Board. This takes time and, in some cases, causes embarrassment. Some creditors cannot wait for their money. In such cases the division engineer pays the account from personal funds and is later reimbursed by the treasurer. In this way the division engineer is sometimes out as much as \$1,300.00 at a time. That works an imposition on the engineer. If those men are under bonds, there should be some way by which funds for such purposes could be advanced them on their memorandum receipts. It is expected that the next legislature will make such provision.

COUNTY WORK

Counties do not avail themselves to any great extent of the services of the State Engineer. This is due to no disinclination on their part, but to the fact that the engineer's organization is limited and he cannot always furnish the assistance requested of him.

ROAD BONDS

There is no authority under the constitution for the issuance by the State of bonds for public improvements. The latter part of

this year the people will vote on a constitutional amendment authorizing the people to issue bonds for such purpose, not to exceed \$10,000,000.00.

Laws authorizing county bond issues were passed but cannot be effective until the next legislature corrects certain flaws in them.

When the debt of a county exceeds four per cent of the assessed property valuation, the people of the county may vote on a road bond issue. The debt of no county, with possibly one exception, is anywhere near this four per cent. Nor would the proposed issue of bonds increase the debt to that figure. So the counties are in this peculiar position: Because their indebtedness is too small they cannot issue bonds, there being no specific authority for such issue under the circumstances. A number of counties were preparing for large issues—one of \$1,500,000.00—when this legal technicality was discovered. There is no doubt but that the legislature will correct it. That will be too late for them to complete their roads in time for the automobile traffic that the 1915 expositions are expected to bring.

In the near future many millions of dollars will be expended on roads in Arizona. The State system of roads as agreed upon will serve its purpose, i.e., furnish the most and best roads possible for the most people possible, while the communities not touched by them will be served by the county roads. The added duties and responsibilities that will devolve upon the State Highway Department will be heavy. The State Engineer and his present small but effective force will form an excellent nucleus for the large organization that will be required.

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in The work being done by them, the experience and familiarity with local conditions being gained by them—all make it advisable to keep the men now in the service together—keep them on the work. An increase in salaries might have that effect.

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The engineers do not see enough of each other. Nor does one know enough about the work being done by the others. Some ar-

rangement by which each might see the work of the others occasionally, and by which all might come together occasionally would be of much value to them and to their work.

Very respectfully,

W. A. CROSSLAND, Senior Highway Engineer

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AN ACT

RELATING TO THE CONSTRUCTION, MAINTENANCE AND IM-PROVEMENT OF TERRITORIAL ROADS AND CREATING THE OFFICE OF TERRITORIAL ENGINEER.

Be It Enacted by the Legislative Assembly of the Territory of Arizona:

Section 1. All highways and parts of highways and bridges which shall hereafter be constructed or improved under the provisions of this Act shall be Territorial highways and bridges.

Section 2. All such highways and bridges shall be constructed, improved and maintained according to the plans and specifications made for such purpose by the Territorial Engineer hereinafter provided for.

Section 3. The office of Territorial Engineer is hereby created, and there shall be appointed by the Governor, by and with the consent of the Council, a territorial engineer who shall hold his office for two years from the date of his appointment and until his successor shall be appointed and qualified. Such Territorial engineer shall be a practical competent civil engineer. The salary of the territorial engineer shall be Three Thousand Dollars (\$3,000.00) a year payable monthly, together with the necessary actual axpense, not to exceed Two Thousand Five Hundred Dollars (\$2.500.00), required to perform the duties of his office.

Section 4. The territorial engineer shall, before entering upon the discharge of his duties, execute a bond, with two or more sureties, to be approved by the Governor of the Territory of Arizona, and payable to the Territory of Arizona, in the sum of Five Thousand Dollars (\$5000.00) conditioned for the faithful discharge of his duties as such territorial engineer and be responsible for all public property in his possession and that he will turn the same over to the Board of Control on demand:

Section 5. The duties of the Territorial Engineer shall be to aid the Board of Control from time to time in such manner as they may require in the selection and designation of Territorial highways, and when so selected, and designated to take charge thereof and construct, maintain and keep the same in proper repair at the expense of the Territory of Arizona. It shall also be the duty of the Territorial Engineer to aid by his advice the County Superintendents of roads of the various counties of the Territory relative to the method of construction and maintenance of the county roads and bridges.

Section 6. The Board of Control shall, in addition to their present duties, perform the duties prescribed in this Act. They shall require the Territorial Engineer, from time to time as may be deemed requisite to

select, map, plan and furnish estimates of cost of construction of territorial highways and extensions thereof then proposed to be constructed as ferritorial highways, and upon the performance of said duty by the Engineer, they shall designate such road or extension thereof as they may deem proper and expedient to construct and maintain as a Territorial Highway.

Section 7. The Board of Control shall for the years 1909 and 1910 fix and determine the amount of Territorial road tax, not to exceed five cents on each One Hundred (\$100.00) Dollars of the assessed valuation of taxable property, which shall be levied by the Territorial Auditor in all counties where no road work is being done or to be done on Territorial road during the period for which such tax is levied and the Board of Control shall for the years 1909 and 1910 fix and determine the amount of the Territorial road tax, not exceeding twenty-five cents on each One Hundred (\$100.00) Dollars of the assessed valuation of taxable property, which shall be levied by the Territorial Auditor in all counties where Territorial roads are to be constructed during the period for which such levy is made, which said levy shall be assessed for the purpose of improving the existing Territorial roads and highways, and the building of new highways and bridges as the same may be necessary, and shall report the same to the Territorial Auditor. Provided, that thereafter all levies made under the provisions of this Act shall be such as may be fixed by Legislative Enactment.

Section 8. It shall be the duty of the Territorial Auditor to levy the said road tax in accordance with the amount determined in such report of the said Board of Control, and he shall cause such road tax to be levied and collected by the various counties in the Territory in the same manner, as other Territorial taxes are levied and collected, and when collected, the same shall be placed by him in a fund to be known as the Territorial road fund, to be expended for the benefit of the Territorial highways and bridges in accordance with the provisions and objects of this Act.

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Section 9. Upon the adoption by the Board of Control of the plans and specifications for the construction of any Territorial highway or extension thereof, it shall be the duty of the Board of Control, to advertise in some newspaper published in the county in which such work is to be done, or in which any portion of such work is to be done, and calling for sealed proposals for the doing of such work. Such notice shall be given for at least thirty days prior to the opening of such sealed proposals, which shall be directed to the Board of Control of the Territory of Arizona, and marked "Territorial Highway Contract". Upon the opening of such proposals, the contract for the doing of the work shall be let to the lowest responsible bidder. Provided, however, that the Board of Control shall have the right to reject any and all bids. And further provided, that upon the awarding of the contract, the successful bidder shall enter into a contract with the

Territory of Arizona, as may be prescribed by the Board of Control, a copy of which contract shall accompany the plans and specifications.

Section 10. All work done upon Territorial highways and bridges shall be under the supervision of the Territorial Engineer, and upon the completion of the same in accordance with the plans and specifications made therefor, the Territorial Engineer shall issue to such contractor, or his assignee, a certificate of acceptance stating the exact work accepted and the amount to be paid therefor by the Territory under the terms of the contract. Upon presentation of such certificate of acceptance, the Territorial Auditor shall issue his warrant for the payment of such work, in accordance with the terms of such certificate of acceptance, and such warrant shall be paid out of the Territorial road fund, in the same manner as other Territorial expenditures are made.

Section 11. It shall be the duty of the Territorial Auditor to keep a complete and accurate account of all moneys received for and expended out of the Territorial road fund, and to keep and preserve all contracts accepted by the Board of Control relative to the doing of any work upon the Territorial highways and bridges, and to keep and preserve all documents, books and papers which may be filed with him relative to such highways and bridges.

Section 12. Lands adjacent to a Territorial highway may be entered upon and occupied for the purpose of opening or constructing a drain or ditch so as to properly drain such highway;

- By a Contractor or any of his agents or employes, whenever, under the specifications of the work being done by him, it shall be necessary to open or construct a drain or ditch for that purpose;
- 2. By the Territorial Engineer or his servants or agents or employees at any time for the purpose of making surveys for such drain or ditch;
- 3. By the Territorial Engineer, his agents or servants, or by the contractor or his servants, whenever, in the discretion or judgment of the Territorial Engineer; after the completion and acceptance of the highway, for the purpose of opening, constructing or maintaining ditches or drains upon such lands, necessary for the proper maintenance of such highway.

Section 13. The Board of Control may agree with the owner of lands entered upon and occupied, as provided in the preceding section, for the payment of damages caused by such entry or for the payment of damages for the taking and using of any rock, earth or timber from any adjacent unimproved land, or if unable to so agree, the right to enter and occupy such lands, or to take and use such rock, earth and timber may be acquired

and the damages therefor shall be ascertained as provided in the condemnation law. Such damages shall in the case of a territorial highways be paid out of the moneys available for that purpose in the Territorial Road Fund.

Section 14. No street, surface, steam or electric road shall be constructed upon any portion of a territorial highway which has been, or may be, constructed or improved under the provisions of this Act, nor shall any person, firm or corporation enter upon or construct any such works in or upon any such highway of the Territory, other than crossing, and any person, firm or corporation violating the provisions of this Section shall be liable to a fine of One Thousand Dollars (\$1000) for each day of such violation, to be recovered at the suit by the Board of Control and paid to the Territorial Treasurer to the credit of the Territorial Road Fund, and may also be removed therefrom as a trespasser by the Board of Control on petition to the District Attorney of the County or Counties in which such trespass shall have been committed.

Section 15. All Acts and parts of Acts in conflict with the provisions of this Act are hereby repealed.

Section 16. This Act shall take effect and be in force on and after its passage.

Approved March 18th, 1909.

OPERATIONS OF TERRITORIAL AND STATE HIGHWAY DEPARTMENT, PERIOD JULY 1, 1909-JUNE 30, 1912

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Prior to adoption of the foregoing law all road work in Arizona was under direction of District Road Overseers appointed by the County Boards of Supervisors. The annual expenditure for this work was approximately \$200,000.

While the establishment of the Territorial Highway Department was made with the appointment of Mr. J. B. Girand as Territorial Engineer, April 1, 1909, due to funds not being available before the latter part of the year 1909, very little construction work was undertaken before the year 1910. However, acting under direction of the Board of Control, a tentative system of Territorial Highways was laid out, consisting of a North and South Highway beginning at the City of Douglas in Cochise County and running in a northerly direction through the Counties of Cochise, Pima, Pinal, Maricopa, Yavapai and Coconino and terminating at the Grand Canon, and an East and West Highway beginning at the City of Yuma, in Yuma County and running in an easterly direction through

the Counties of Yuma, Maricopa, Gila and Graham, terminating at the Town of Clifton in Graham County. Preparation of general plans and specifications for highways and bridges was carried on.

Upon funds becoming available, the construction work on sections of the North and South and East and West Territorial Highways was commenced and carried on, as far as possible with the funds available, up to the advent of Statehood, February 14, 1912.

REPORT OF TERRITORIAL ENGINEER AS FOLLOWS:

February 10, 1912.

Hon. Richard E. Sloan,
Governor, Territory of Arizona,
Phoenix, Arizona.

Dear Sir:

I have the honor to submit herewith my report covering the operation of this department from its organization to the present time.

SURVEYS

About a properties

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PRELIMINARY:

Prescott to Phoenix	iles
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Phoenix to Yuma201.6	•
Globe to San Carlos	•
San Carlos to Clifton	
San Carlos to Douglas	
Douglas to Bisbee	
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Camp Verde to Flagstaff	• in the
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Prescott to Phoenix.

Mt. Union	Division	. X	52.0	miles
Silver Mt.	医大线性 医二甲磺胺 化二氯二		6.0	elika, Nr. Hallandi

Globe to Roosevelt					37.0	o "
Glendale to Mesa		i est lette et est	y toron		11.0	0 "
Tucson to Bisbee	Stain.		vaovije	(4) 117	16.0	0 "
Bisbee to Douglas .				. Politica (22.	7
Camp Verde to Flag	staff)	6 y 2 A	CH-	13.0	0
Tucson to Florence					65.	7 💥 🕌
						-

CONSTRUCTION

30 she ishe 47 45 97

R O A D S: Prescott to Phoenix,	acoa Birti Alf Geral Malakada
Mt. Union Division	3.0 miles
는 11년 전에 다른 사람들이 되었다. 그는 사람들은 사람들은 학생들은 사람들이 되었다고 있는 사람들은 본 사람들이 가득하는 것이 되었다. 그는 사람들이 다른 사람들이 다른 사람들이 되었다.	l3.5 " 22.0 "
Florence to Bridge	2.0
발매가 되었습니다. 그리고 있는데 그렇게 그렇게 되었습니다. 그리고 그리고 있는데 그리고 있다.	.2.5 " .2.7 " "
Globe to Roosevelt { Camp Verde to Flagstaff {	37.4 " 1.5 "
TOTAL 14	

All the control of the second control of the control of

Marie Company of the Company of the

In addition to the above, there are uncompleted portions upon which work has been done on the following sections:

Mt. Union Division, Silver Mt. Division, Tucson-Bisbee, and Camp Verde-Flagstaff. We are also at present constructing the balance of the uncompleted road between Tucson and Florence, amounting to 18 miles. [基本] "是我们是基本的人,就是我们的

BRIDGES

Florence A 700 ft. reinforced concrete girder type across the Gila River.

Verde. A 300-ft. pin connected three-truss steel, with concrete abutments.

Hassayampa. A 80-ft. frame trestle. Built by Force Acct.

Tombstone Canon. A 60-ft. arch of reinforced concrete. Built by Force Acct.

Forest Wash. A 100-ft. frame trestle. Built by Force Acct.

In addition to the above we have constructed numerous small

all plane.

reinforced concrete bridges of the slab type, varying from 10 to 16 feet, and we have under construction a 1500-ft. reinforced concrete bridge across the Salt River at Tempe, of the arch rib type, consisting of eleven 125-ft. clear spans. Also a 212-ft. deck truss bridge is now under course of construction across the Black River.

REPAIRS

We have put in repair the road from Phoenix to Yuma. Also the road from Phoenix to Glendale, and from Phoenix east to the Cross-cut canal. Also a portion of the Prescott-Phoenix Highway from Prescott south, including a section between the Senator and Silver Mt. divisions. Also the road from the end of our constructed portion of the Camp Verde-Flagstaff Highway to Flagstaff, and a section between Tucson and Bisbee.

EQUIPMENT

Annexed hereto is an inventory of all the territorial propertypurchased by this department and on hand on this date. Also equipment and material on hand for the construction of the Tempe Bridge and other material.

OFFICE WORK

All office work in connection with the surveying, mapping and construction has been done without outside assistance. The office force consisting of a Chief Clerk, Office Engineer and one draftsman, constitutes the present force. Their work consists principally in auditing and preparing claims for payment, making monthly estimates of work done, and mapping and platting as same was required, which includes the detail work in connection with the designing of the numerous structures erected under the direction of this Department.

In addition to the foregoing work, this Department has been called upon frequently to aid and assist the Board of Control in engineering matters outside of the scope of the territorial highway department, such as designing and installation of a sewage system for the prison, water supply for the prison, territorial fair grounds, capitol grounds, Benson Industrial School, etc.

Attached hereto is a complete financial statement showing in detail cost of operation from March 23, 1909, to February 10, 1912, inclusive.

Respectfully submitted,
(Signed) J. B. GIRAND,
Territorial Engineer.

PRESCOTT-PHOENIX HIGHWAY

Mt. Vernon Street Section.

Final Estimate, October, 1911, to December, 1911, inclusive.

J. A. Trenberth, Contractor.

Foreman 59.8	22.4 Ex	2.00	lir digan	\$ 179.4°
Foreman 59.8 Laborers 326.4	@	2.25	1 16	734.40
Laborers 326.4 Drillers 40 ³	0	2.25		90.00
2-horse team and driver	ത	5.00		22.50
Ahorse team and driver	0	8.00		1,811.20
Wagons, plows and scrapers 242.9	@	.10		24.29
Blasting powder	@	2.30	Page Care Sale	23.00
Blasting powder2 boxes	@	7.50		15.00
하다 하는 수를 다양한 만들어 보고 사람들이 있는 것이 되었다. 하는 사람들은 사람들은 모양하다.	A	0 00	+ (while	32.00
Blasting caps2 boxes	@	.66	sulfer.	1.32
Blasting caps 1 box	@	.75	A POINTS	.75
Blasting fuse500 lin.ft.	@	· .51 p	er 100	2.55
Blasting caps 2 boxes Blasting caps 1 box Blasting fuse 500 lin,ft. Blasting fuse 300 lin,ft.	@	.58 p	er 100	1.74
Total Plus 10%			istrainist Sierre	
하는 아이지는 물리 경우 사람들은 사람들이 하는 것들이 살아 있다면 살아 보는 사람들이 되었다. 그 사람들이 살아 있다는 것이 없다.	40.0	일반 발생 경우	30000 140	游符符 针针的铁型流压剂
Total estimate		ing Say TS, 3.	r garantigarani. Parater Alberter	\$ 3,231.96
Total estimate Less previous estimates paid	Kina.	barruscer. Barruscer	944485 Sinosa en	2,688.38
Amount due contractors	138	ton of the	stevens) -	\$ 543.58
BISBEE-DOUGLAS HIGH	W.			b (e) 320/65 (
Final Estimate, December, 1910, to Jan R. Toohey & Sons, Contr				
Earth44,626.4 cu. yds	s. @	3 .1 8		\$ 8,032.75
Loose Rock 23,771.7 cu. yds	s. (d .49		11,648.13
Loose Rock 23,771.7 cu. yds Solid Rock 2,250.5 cu. yds	s. (1.1 0		2,475.55
Macadam (furnishing gravel) 3,959.0 cu. yds				3,959.00
Sand (furnishing & spreading) 2,246.27 cu. yds	s. (2.00	全等的。 1000年2月2	4,492.54
Oiling 160.014.8 sq. vds	3. 6	D .06	5167 110	9.600.89

Rolling	sy, yds. ent att	@ ach	.04 ed		600.88 586.04
Total				966	205 78
Less previous payments				#00;	199.56
Ilian previous payments	Granda	84°,		00,	120.00
Balance				\$13,	272.22
MATERIA	L.				
Material furnished, not included in force a	account	oka.	\$7,329,19		
Less payment on account	i ya to i w	r .!!	6,892.55		
and the state of the state of the party of t	ling				436.64
Amount due				\$13,	708.86
	**************************************		等的 医乳毒	S CAN	
BISBEE-DOUGLAS	HIGH	٧A	Y		4.021
					Street C
Final Estimate, Force Account, Dece				, 1912	;=1:16.}
R. Toohey & Sons,	Contra	cto:	rs.		
Foreman (bridge)	14	<u>_</u>	ድ ሮ ሰለ	\$	70.00
Foreman (grade)		4.5	₹5.00 3.75	₩	684.38
Foreman (grade)	104.0 951		2.75		690.25
Foreman (grade)	41.5		2.50		103.75
Lahorers	1610.5	@	海田 医二十二甲基甲基甲基磺基甲基磺	9	818.37
Laborers Laborers Laborers	733.5	@	4.约号"三千知度观察"副"蒙"。		130.25
Lahorers	1129	@	April 10 may represent the profit	gant, and	258.00
Carpenters, foremen		@	\$10 FT 6 F4 E \$1.4FT 1 / 2.		517.50
Carpenters		a a	3.75		646.87
Carpenters	7.25	@	3.25		23.56
Carpenters	28	@	2.75		77.00
Teams & drivers, 10-horse and road grader	网络网络亚洲 化氯甲基甲烷		不到 医尿液溶液性溶液溶液性溶液		830.00
Teams and drivers, 8-horse	36	19. 2	11.00		396.00
Teams and drivers, 6-horse	4.5	@	10.00		45.00
Teams and drivers, 4-horse	376	@	8.00	3	008:00
Teams and drivers, 4-horse	275	@	5.00	1	375.00
Supplies, form lumber, cement and steel		ng.	- Januaria	ind 4	191.13
Supplies, cement and steel	1. Trible				83.00
Supplies, cement and form lumber					130.16
relations of the second of the				\$1 5	078.22
Plus 10%					507.82
rather the commencer of			area basiculo		
Total force account, plus 10%	******		na mga na sti se isakii a	\$16	586.04

PRESCOTT-FLAGSTAFF HIGHWAY

Final Estimate.

		ontractor.

Earth	21,142 cu. yds.	@ \$.19	\$ 4,016.98
Loose rock	3,670 cu. yds.	@ .49	1,798.30
Solid rock	4,804 cu. yds.	@ 1.15	5,524.60
Macadam, furnishing gravel, 10	83 cu. yds., 1 mile	@ 1.50	1,624.50
Macadam, furnish'g gravel, 564.	.6 cu. yds., 1½ mi.	@ 1.75	988.05
Macadam, furnishing gravel, 212.	7 cu. yds., 2 miles	@ 2.00	425.40
Macadam, furnishing gravel, 14	9 cu. yds., 2½ mi.	@ 2.25	335.25
Force account, plus 10%, as pe	r statement atta	ched	15,057.21
Total			\$29.770.29
Less amount paid		The state of	
Amount due contractor		•	\$ 5,954.08

PRESCOTT-FLAGSTAFF HIGHWAY

Total Force Account, June, 1911, to December, 1911, inclusive.

J. A. Trenberth, Contractor.

그 나는 바이 집에 다른 하는 것이 되는 것을 살아야 한 것이다. 그는 사람들은 사람들은 사람들이 되었다면 가장 하는 것이 없는 것이다.	The first of the second of the second	(4) (4) (4) (4) (4) (4) (4) (4) (4)	化氯化甲基甲基甲甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基
Sub-foreman Sub-foreman Laborers	,148.91 @	32.75	\$ 409.48
Sub-foreman,	42.0 @	2.50	105.00
		D 2.25	41.17
Laborers	3937.4 @	2.00	7,874.80
Blacksmiths	34.6 @	2 4.00	138.40
Blacksmith helper	54.2 @	3.50	189.70
Stone masons	51.5 @	5.00	257.50
2-horse teams and drivers	343.4 @	5.00	1,717.00
4-horse teams and drivers	110.9 @	0.88	887.20
6-horse teams and drivers	127.7	D 11.00	1,404.70
8-horse teams and drivers		14.00	207,20
Wagons	163 3 6	ก 10	16.33
Plows	113.7 @	7 0 .10	11.37
			5.91
Fresnos	370.4 @	0 .10	37.04
Blasting powder	45 lbs 6	d .16½	7.43
Blasting powder			69.36
Blasting powder	647 lbs 6	7) 1516	A. D. A. E. C.
Blasting powder	036.2 lbs.	13 1/2	139.89
Blacting cons	749 6	70 per	
Blasting cans	368 6	9 .90 per	 All and a property of the property are their
Blasting caps	1675 @	and the second s	Program of the Contract
		y ,oo per	10.09

Blacksmith coal	per 100 ft. 45.25 3.95
Total	\$13,688.37
Plus 10 per cent	1,368.84
1905 - North Angeles (1906) (Angeles (1906) (Angeles (1906)) Michiel (1916) - Angeles (1906) (Angeles (1906)) (Angeles (1906)) (Angeles (1906))	Garage St.
Total force account, plus 10%	\$15,057.21
요즘 경기에는 여러 마이트 아이트 문화들이 다른 하다면 이루지 않을 위의 마이트를 가고 있는데 문화 없어.	
PRESCOTT PHOENIX HIGHWAY	
Silver Mountain Division.	
Final Estimate of Force Account, November, 1911, to inclusive.	医原基二基氏试验 医维克氏性 化二十二溴四苯 医皮克氏性 化水油试验 建氯化二
Foreman $23 \widehat{\omega} 3.00	\$ 69.00
Laborers 295.7 @ 2.25	665.32
2-horse team and driver	17.50
Total	医克勒氏试验 医肾上腺 化氯化铵 化二氯化铵
Plus 10%	
Total force account, plus 10%	. \$ 827.00
Total force account, plus 10%	
PRESCOTT-PHOENIX HIGHWAY	
Sliver Mountain Division.	
Final Estimate, November, 1911, to January, 1912	, inclusive.
J. A. Trenberth, Contractor.	
Earth 7,162 cu. yds. @ \$.20	\$ 1,432.40
Solid, rock	16,910.40
Clearing and grubbing16.1 acres @ 25.00	
Force account, plus 10%, as per statement attached	
Total estimate	\$10.579.20
Less previous estimates paid	15.657.84
Less previous escimates paid	
Less previous escimates paid	
Amount due PRESCOTT-PHOENIX HIGHWAY	3,914.46
Amount due PRESCOTT-PHOENIX HIGHWAY	3,914.46
Amount due PRESCOTT-PHOENIX HIGHWAY	\$ 3,914.46
Amount due PRESCOTT-PHOENIX HIGHWAY Senator Mountain Division. Final Estimate, September, 1911, to January, 1912 J. A. Trenberth, Contractor.	\$ 3,914.46
Amount due PRESCOTT-PHOENIX HIGHWAY Senator Mountain Division. Final Estimate, September, 1911, to January, 1912 J. A. Trenberth, Contractor.	\$ 3,914.46 \$ 3,914.46 \$, inclusive.
Amount due PRESCOTT-PHOENIX HIGHWAY Senator Mountain Division. Final Estimate, September, 1911, to January, 1912 J. A. Trenberth, Contractor.	\$ 3,914.46 \$ 3,914.46 2, inclusive, and this inclusive, and this inclusive, and this inclusive, and the same and the sam

Gravel, furnishing and laying	77 cu. yds.	@ 1.50	115,50
Force account, plus 10%, as p	er statement atta	.cnea	1010 007 3 3 3 3 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5
Total		447510	\$31.193.89
Less previous estimate	es naid		24.955.08
	Librardaya (California)	article has	当日本工工工工工工工工工工工工工工工工工工工工工工工工工工工工工工工工工工工工
Amount due contracte	or		\$ 6,238.75
나왔다는데 마이크 이 나는 아내는 사람들이 들었다면 아름다.			Andrews Christian (A) [14]
PRESCOT	T-PHOENIX HIGH	IWAY	Wife Wife
Senato	r Mountain Divisi	on.	singue antique
Final Force Account Estin	nate, September, inclusive.	1911, to	January, 1912
J. A. T	renberth, Contract	or.	
Foreman	185.7	@ \$3.00	\$ /a 557.10
Mason	32.4	@ 5.00	162.00
Mason	26.0	@ 4.00	2.5 mg/s 20104.00
Blacksmith	18.5	@ 4.00	74.0
Blacksmith helper	2.7	@ 2.25	Venta 3005 6.07
Laborers	2301.95	@ 2.25	5,179.39
water doys	10.0	(W Z.Z5	Section 1 (1.1)
2-horse teams and drivers	151.3	@ 5.00	756.50
2-horse teams and drivers 4-horse teams and drivers	57.75	@ 8.00	462.00
Powder	25 lbs.	@ .16	4.00
Powder	5 boxes	@ 8.00	40.00
Power	25.5 boxes	@ 7.50	191.25
Caps	15 boxes	a .61	9.16
Fuse	1200 feet	@ 46	per 100 ft 5.55
Μιτο Δ	1900 foot	@ 57	nor 100 ff 6.94
Lumber	32 feet	@ 40.00	per M. 1.28
Steel	526 lbs.	@ .09	½ per lb. 49.97
Lumber Steel Cement	67½ sacks	@ 1.26	85.05
Total	486° 8. (986/4888) (1885) 611. (%) 1789	144,194	\$ 7,744.56
Plus 10%			774.46
. Total force account, p			
Total force account, p	lus 10%	•••••	\$ 8,519.02
TUCSON	FLORENCE HIGH	WAV.	their priest warmit of
militaria del 1901 sollor de 1872	LONGINGE MIGH	ja south a	ing most parents
Final Estimate, Octobe	er, 1911, to Januai	ry, 1912,	inclusive.
	Pacheco, Contrac		
Foreman	82	@ \$3.65	111. 11 g 202 as
Sub-foreman	164	@ 90.00 @ 9.65	10104 427 81
Sub-foreman Time-keeper Corral boss	82	@ 3.95	\$ 302.98 434.60 269.75
The second of th		W 0.40	205.00



Blacksmith	83	0	3.50	290.50
Laborers				4,574.62
2-horse team and driver	178	@	3.70	658.60
4-horse team and driver	396	@	6.00	2,376.00
Saddle horse	79	@	1.00	79.00
Plows	166	@	.20	33,20
Fresno scrapers	249			24.90
Slip scrapers Wagons	185	@	.07	12.95
Wagons	334	@	.25	83.50
Water wagons	91	@	.80	72.80
Water (days)	29	@	3.00	87.00
Water (days)	2	@	2.00	4.00
· MA	萨特克尔 电光线流 医垂直点			
Dynamite	50 lbs.	@		8.00
Powder	100 lbs.	@	.16	
Blasting caps, 5-x	200	@	1.25	2.50
Blasting caps, 5-x	3 boxes	@	1.00	3.00
Blasting fuse	900 ft.	@	.50	4.50
umber	.987 gt. B. M.	@	40.00	39.1
Dement		@	1.10	26.4
Total		Saltr.		\$ 9,608.8
Plus 10%				960.89
Total		15		\$10,569.78
Less previous payments				
Amount due contractors				\$ 2,103.02
TUCSON-BI		1.0	112 Table 200	
Fina Griffin & Pa	checo, Contrac	ctor	s.	
Formean	226.5	a	\$3,65	\$ 972.7
Sub-foreman	333	a	2.65	940.7
Laborers	9055	@	1.65	
10-horse team and driver	5	(1)	12.00	6.0
10-horse team and driver	14.5	a	10.00	145.0
6-horse team and driver	359 5	<u>@</u>	8.00	2,876.0
6-horse team and driver4-horse team and driver	742.5	@	6.00	4.461.0
2-horse team and driver	498 5	ര	3.70	742.0
Saddle horse	60		.50	34.5
Blacksmith Blacksmith helper	212	@	ada fasi ar sa	742.0
Dlocksmith holnor	75	@	1.65	123.7

. 100 A	80	69.30 67.10 32.83 1.35 .88 42.63 86.40 \$27,387.42 \$27,387.42
0 .5 0 0 .5 0 0	.07 .10 .22 .25 .80	32.83 1.35 .88 42.63 86.40 \$27,387.42 \$27,387.42
.5 .0 0	.10 .22 .25 .80	\$27,387.42 2,738.74
.5 .0 0	.22 .25 .80	\$88 42.63 86.40 \$27,387,42 \$27,387,42
.5 .0 0	:25	\$27,387,42 \$27,38.74
@	80	\$27,387,42 2,738.74
		\$27,387,42
. 100 A		\$27,387.42
. 100 A		2,738.74
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arine yane arawa arine arawa		10 mm 12 mm 12 mm 12 mm
arine yane arawa arine arawa		\$30,126.16
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		1,885.40
		\$32,011.56
1. 1884.24		26,397.29
79.3	连续的	0.5.034.05
		\$ 5,614.27
9		
17		
		103.02
		\$ 5,717.29
	20 50 50 50 00 33 37	0 0 0 10

Tabulated statement showing receipts and expenditures by Counties, June 30, 1909, to June 30, 1912, as follows:

COUNTY	1910 Assessed Valuation	1911 Assessed Valuation	1912 Assessed Valuation	Paid into Road Fund	Expended to 6-30-12	Deficit
Apache	\$ 1,398,035.91	\$ 1,481,309.94	\$ 1,227,470.44	\$ 1,809.49	\$ - 6	\$ = 2 = 2
Cochise	18,692,704.82	18,714,652.13	19,336,876.85	120,041.12	87,701.95	
Coconino	4,463,174.89	3,902,889.85	4,330,203.58	29,839.64	23.75	
Gila	5,721,392.74	6,311,355.33	6,783,401.64	44,510.54	87,004.47	
Graham	8,182,337.97	8,429,520.34	2,993,019.20	9,393.97	1,804.42	
Greenlee			7,221,335.00	2,832.11		
Maricopa	15,641,411.66	17,388,067.99	21,418,734.24	130,435.65	70,337.62	
Mohave		1,975,795.29	2,475,890.93	3,295.59	16.85	
Navajo	1,467,979.97	1,902,001.36	2,541,466.00	6,693.30	19.35	
Pima	7,737,374.74	7,754,945.33	8,117,253.05	49,119.30	37,906.95	
Pinal	2,491,760.02	2,689,128.71	3,542,011.45	20,443.55	63,731.87	
Santa Cruz	2,178,114.33	2,241,182.54	2,438,942.11	3,135.08	3.5	
Yavapai	9,536,200.41	9,617,565.88	11,534,321.21	70,776,15	192,225.24	
Yuma	3,512,328.87	3,717,311.66	4,071,782.84	26,674.76	3,251.30	
	\$82,684,062.56	\$86,126,226.35	\$98,032,708,64	\$ 519,000.25	\$ 544,023.77	
Miscl. Receipts				26,804.76		4,403.84
Equipment		多数1000000				
General Expense				\$ 545,805.01	\$ 559,272.80 13,830.56 1,418.47	

ENGINEERING AND CONSTRUCTION WORK BY COUNTIES.

JULY 1, 1909, TO JUNE 30, 1912

APACHE COUNTY

There was no engineering or construction work carried on in **为人类的主义。**在1967年的第三人称单数的基础的基础的基础的是 this county.

The first of the second of

COCHISE COUNTY Globe-Douglas Highway:

Reconnaissance survey of proposed highway between the City of Globe in Gila County and the City of Douglas in Cochise County completed. This survey consisted only of a stadia line for the purpose of determining the general feasibility of the route.

Cochise County proportion \$986.00 Lowell-Douglas Highway:

Survey between these two points completed. This survey consisted only of a stadia line for the purpose of determining general feasibility of route.

Cost of survey Bisbee-Tombstone Highway:

Inspection of proposed route of highway between Bisbee and Tombstone made by Territorial Engineer.

Expenses \$ 71.95

Bisbee-Douglas Highway:

Preliminary and final locations completed for Territorial Highway between City of Bisbee and City of Douglas and contract for construction by force account, after due advertisement, awarded to R., Toohey & Son, October 18, 1910.

This construction consisted in forming road bed, spreading thin layer of gravel on sub-grade, rolling and applying one half gallon

of crude asphaltic oil per square yard and covering with thin layer of sand. The construction of a one hundred foot frame trestle, a sixty foot reinforced concrete arch, and numerous smaller bridges and culverts, also protection ditches; width of roadway 12 ft

Engineering	\$6,638.16					
Construction	77 201 20					
				- \$84.219.75		
	Segregated	Co	sts.			
Earth	44626.4 cu. yds.	a	.18	\$ 8,032.75		
Loose Rock	23771.7 "	@	.49	11,648.13		
Solid Rock	2250.5 "	@	1.10	2,475.55		
Gravel	3959.0 ''	0	1.00	3,959.00		
Sand	2246.27 1000 13	@	2.00	4,492.54		
Oiling	160014.8 sq. yds.	@	.06	9,600.89		
Rolling	240022.0 "	@	.04	9,600.88		
	estrophik (franklik)					
Carried forw	ard	30.03.0				
Culverts, etc	n, Aidh folt a mad			27 ,771,85		
r di a rittora y			thinly and	k spa <u>nia bili</u> ga		
00 mm 14 / 2 / 2 / 3			Never	\$77,581.59		
Engineering				6,638.16		
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		100	复数人工 化二氯甲基乙二	\$84,219.75		
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ided for maint	tenance to June	30,	1912	\$51		
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		13%	Control actuals	All Americans		

COCONINO COUNTY

Flagstaff-Grand Canon Highway:

Inspection made by the Territorial Engineer for proposed route of this highway.

Expenses \$ 23.75

GILA COUNTY

Globe-Roosevelt Highway:

Survey of this section of the Territorial Highway extending from the Town of Roosevelt to the City of Globe completed and after due advertisement for bids contract awarded April 6, 1910, to R. Toohey & Son, construction consisting of using cuts to make the fills without any attempt to procure any particular class of material for the roadbed.

Total number of miles surveyed 38.4, total miles constructed 32.4. Width of roadway 12 ft, cidead 4-stopes di

Engineering \$ 6,774.59

This work was completed February, 1911, and there was expended for maintenance to June 30, 1912, \$3,730.62.

in a constitution of the feet of the second of the second

Black River Bridge:

Upon representations made to the Territorial Board of Control, September, 1911; by the Board of Supervisors of Gila County, the Superintendent of the San Carlos Indian Reservation. Superintendent of the White Mountain Indian Reservation, and the Superintendent of the Arizona Eastern Railroad Company, appropriation was made of four thousand dollars from the Territorial Road Fund toward the construction of a 214.5-ft. wooden bridge over the Black River on the Globe to Ft. Apache road.

Expenditures to June 30, 1912:

Construction _____1,701.07

- \$2,291.40

cognizii oradi!

rings and subject the state of the state and some such as the same GRAHAM COUNTY

Bane and Sale all the fragget from the construction of

Globe-Douglas Highway:

Proportion of stadia survey \$ 985.99

Clifton-San Carlos Highway

Preliminary survey between Clifton and San Carlos, a distance of 114 miles, completed.

Engineering \$ 818.43

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MARICOPA COUNTY

Prescott-Phoenix Highway, Grand Avenue Division:

This section consists of that part of Grand Avenue extending from the city limits of Phoenix to Glendale. Portions of this road were surfaced with caliche, gravel and disintegrated granite at a cost of \$2.130.57.

There was expended on this section of highway \$4,612.32 for maintenance work to June 30, 1912, two teams and three men being employed for the joint maintenance of this section and the Phoenix-Tempe Highway.

Phoenix-Tempe Highway:

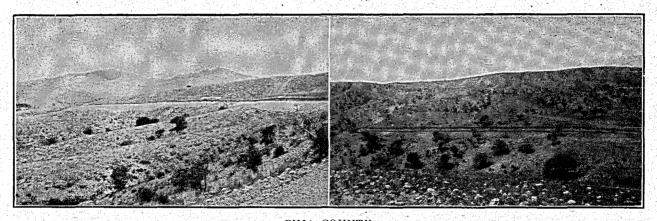
There was expended to June 30, 1912, on this section of highway \$6,920.64. This expenditure covering surfacing with caliebe in some places and general maintenance work.

Phoenix-Yuma Highway:

Reconnaissance and some preliminary survey work made on the highway extending from the City of Phoenix to the Town of Yuma in Yuma County, a distance of 202 miles.

TAN SALADASIAN JAWA KATAMBA

Plans and specifications prepared for the construction of a bridge over the Salt River at Tempe and construction under way with prison labor June, 1911.



PIMA COUNTY
Tucson-Bisbee, Davidson Canon Section
Borderland Highway

MOHAVE COUNTY

Expense of inspec'n of proposed highway routes. \$16.85

mention of his flats. We cannot cause by the distribution of stories

NAVAJO COUNTY

Chevelon Creek Bridge:

Inspection of site for proposed bridge over Chevelon Creek, about 12 miles east of Winslow made.

PIMA COUNTY

Tucson-Bisbee Highway, Davidson Canon Division:

Preliminary survey made between the Cities of Tucson in Pima County and Bisbee, in Cochise County, and permanent location for a ten mile section from a point about 10 miles east of Vail through the Santa Rita Mountains. After due advertisement for bids contract was awarded May 23, 1911, to Griffith & Pacheco, of Tucson, for construction of 9.5 miles of this section on a force account basis. This construction consisted of grading and dragging and the placing of 1,072 feet of corrugated iron pipe culverts. Width of roadway 12 feet.

En win coninc			\$ 4,525.40	(3) 安全教教的(6)
Engineering	5		p 1,040.40	
A			00 001 55	
Constructio	n		33,381.55	
		민준이 되고 보다면 하는데		407 000 0F
				\$37,906.95
Cost per mi	le	(86) Yun Barani (\$ 3.990.00	

PINAL COUNTY

or deed obtain vorter tribules.

Tucson-Florence Highway:

Survey from the City of Florence in Pinal County to the City of Tucson in Pina County, a distance of 66 miles, completed. After

due advertisement for bids contract awarded Griffith & Pacheco on a force account basis October, 1911, for construction of this highway as far as the Pima County line, a distance of 38.4 miles; the work to consist of grading only. Width of roadway 12 feet.

Cost per mile \$ 417.00

Globe-Ray Highway, Section One:

Preliminary survey made from Ray towards Globe to the Gila County line, a distance of 9.2 miles and later final location made of 7.1 miles.

Engineering \$1,388.60

ANY WOOD A WIST

Florence Bridge:

There was no construction work or engineering undertaken in this county.

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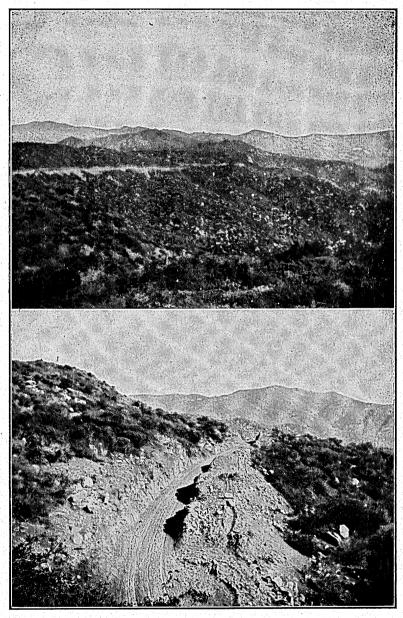
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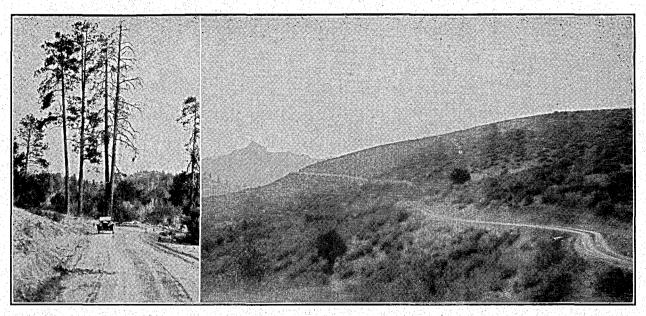
YAVAPAI COUNTY

Prescott-Phoenix Highway, Prescott Division:

Preliminary survey made from the City of Prescott to the City of Phoenix, a distance of 131 miles, expense of which was applied to this division. Final-location made from Prescott toward Phoenix,



YAVAPAI COUNTY
Prescott-Phoenix, Silver Mountain Division
Grand Canon-Nogales Highway



YAVAPAI COUNTY
Prescott-Phoenix, Prescott Division
Grand Canon-Nogales Highway

a distance of 8.9 miles. After due advertisement for bids, contract awarded Johnson-Shea Company, April 29, 1910. The construction to consist of grading and surfacing with gravel or disintegrated granite rolled where necessary. In addition to this contract a supplementary agreement was entered into covering the construction of 76 small culverts and bridges including two 16-foot span concrete structures. Width of roadway 12 ft.

Engineering \$ 6,365.61 Construction 48,970.97

\$55,336.58

Cost per mile (construction only) \$5,502.00 Maintenance expense on this division to June 30, 1912, \$3,521,55.

Prescott-Phoenix Highway, Senator Mountain Division:

Final location extending from the end of completed construction on the Prescott division, 9.5 miles completed, and force account agreement entered into Sepember, 1911, with J. A. Trenberth for construction of 8.5 miles. Same type of construction as the Prescott division. There were placed on this division 50 corrugated pipe culverts, 2 feet in diameter or less, 6 30 to 36 inch and 1 60 inch, also 3 small concrete culverts, 3 dry wall culverts and 1-5 span timber trestle. All these structures placed under supplementary force account agreement. Width of roadway 12 feet.

Engineering		\$ 7,90	61.61	
		and the second section of the	A CONTRACT TO SEE	
Construction	•••••	35,18′	1.11	
		53.03 <u>15.00 fes</u>	\$<	13,149.32
Cost per mile	FARANCE CONTRACTOR	\$ 5.0	医二苯代克氏试验	and very life

Prescott-Phoenix Highway, Silver Mountain Division:

Beginning about 30 miles south from the end of construction on the Senator Mountain Division final location made of 2.75 miles toward Phoenix, and force account agreement made September, 1911, with J. A. Trenberth. This construction consisted mainly of rock cut through disintegrated granite or similar material. While this work was completed, final estimate amounting to \$6,494.46 was not paid until after June 30, 1912, which would make total cost complete \$31,367.67, or \$11,202.00 per mile.

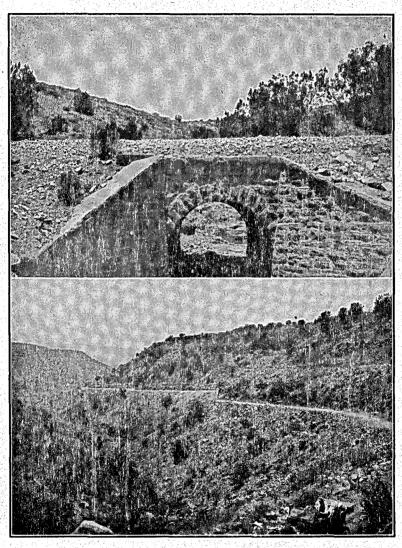
Expenditures to June 30, 1912:

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Engineering	
Construction	19,572.30
sque a tenitare sint et maili	\$24,873.21
Prescott-Phoenix Highway, M	ount Vernon Division:
One-half mile connection	was made with Mount Vernon Street
	e Prescott division, October, 1911, to
December, 1911, by force acco	一点的,我们还没有一个大大的,我们就是一个大大的,我们们就是一个大大的,我们就是一个大大的,我们就是一个大大的,只是一个大大的,只要一个大大的人,就是一个大大的
Construction	\$ 3,283.22
Verde River Bridge:	
Plans and specifications r	orepared for a steel bridge over the
Flagstaff section of the Territ	Camp Verde on the proposed Prescott- orial Highway. Bids were requested. contract was awarded the Missouri
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ウェールは、、2万円は、2月間は、1月をおいかがまた。 かんじょう いっぱい ことがわかれいけんだけ	ctober 19, 1911. Width of roadway
12 feet.	
Engineering	\$ 3,149.60
Contract	22,056.03
ongs of the stroums three	\$25,205.63
Prescott-Flagstaff Highway Se	ection One (Mogollon Hill Division):

Preliminary survey from the City of Prescott to the City of Flagstaff, a distance of 134 miles made and cost thereof charged to this division. Final location made of 8.7 miles beginning at a point 7.1 miles north of the Verde Bridge and extending toward Flagstaff. After advertisement for bids force account contract awarded J. A. Trenberth, May 23, 1911, construction consisting of grading and surfacing of four miles with natural broken rock and 4.7 miles with local material. Supplementary agreement made covering placing of about 40 culverts and also ditching. Width of roadway 12 feet.

/ Engineering	y	Tarageres.	\$ 6.57	6.01	4. Takenth	tera Meso
Constructio						new and
tator alcer	for the state of t	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	at the second of the second	2 L 30 T 30	and the second second second	- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1
Cost per mi			\$ 429			

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YAVAPAI COUNTY Prescott-Flagstaff, Mogollon Hill Division Grand Canon Highway

YUMA COUNTY.

Phoenix-Yuma Highway:

Section at the rank of the

Reconnaissance and preliminary survey made between Phoenix and Yuma, a distance of 202 miles.

Proportion engineering cost......\$1,300.53

Maintenance expense on this section to June 30, 1912, \$1,950.77.

General Expense.

Miscellaneous engineering expense which cannot be distributed \$ 1.418.47

Administrative.

Salary and expenses of Territorial Engineer paid from General Fund: Kinggan ber geskelet bet bet ditt en 1915.

Salary \$9,000.00 \$16,857.38

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1912-1913

ANACT

RELATING TO THE CONSTRUCTION, MAINTENANCE AND IMPROVEMENT OF STATE ROADS AND BRIDGES: CREATING THE OFFICE OF STATE ENGINEER, PRESCRIBING THE DUTIES THEREOF AND COMPENSATION THEREFOR; FIXING A TAX LEVY AND MAKING APPROPRIATION TO CARRY OUT THE PROVISIONS OF THIS ACT, AND AUTHORIZING AND DIRECTING THE EXPENDITURE OF SUCH APPROPRIATION.

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

- Sec. 1. All highways and parts of highways, and bridges which were heretofore constructed by the Territory, or the State of Arizona or which shall hereafter be constructed or improved under the provisions of this Act, shall be State highways and bridges.
- Sec. 2. All highways and bridges constructed, improved or maintained under the provisions of this Act shall be constructed, improved and maintained according to the plans and specifications made for such purpose by the State Engineer, herein provided for, subject to the restrictions and limitations of this Act, and shall be only for the industrial development of the State.
- Sec. 3. The office of State Engineer is hereby created, and there shall be appointed by the Governor, by and with the advice and consent of the Senate, a State Engineer, who shall hold his office for two years (2) from the date of his appointment and until his successor shall be appointed and qualified. Such State Engineer shall be a practical, competent Civil Engineer. The salary of the State Engineer shall be Three Thousand (\$3,000.00) Dollars a year, payable semi-monthly, together with the necessary actual expense, not to exceed Two Thousand Five Hundred (\$2,500.00) Dollars per year, required to perform the duties of his office.
- Sec. 4. The State Engineer shall, before entering upon the discharge of his duties, execute a bond, with two or more sureties, to be approved by the Governor of the State of Arizona, and payable to the State of Arizona, in the sum of Five Thousand (\$5,000.00) Dollars, conditioned that he will faithfully discharge his duties as such State Engineer, be responsible for all public property in his possession, and turn the same over to the Board of Control on demand.
- Sec. 5. The duties of the State Engineer shall be to aid the Board of Control, and the Board of Supervisors of the several counties in such manner as the Board of Control may require, in the selection and designation of State Highways. It shall also be the duty of the State Engineer to aid

by his advice the County Superintendent of roads and bridges of the various counties of the State relative to the method of construction and maintenance of the county roads and bridges.

- Sec. 6. The Boards of Supervisors of the several counties shall act with the State Engineer in the selection of the highways and bridges to be constructed under this Act, within the limits of their respective counties, and said State Engineer shall, on the request of the Board of Control of the State, or any Board of Supervisors of any County be required to select, map, plat and furnish estimates of the cost of construction of, State highways and bridges, or extensions thereof, proposed to be constructed under the provision of this Act, which data and information, as specified above, shall be furnished free of charge to such Boards requesting same.
- Sec. 7. There shall be annually levied and collected in the manner in which other State taxes are levied and collected, by a levy by the officials provided by law, a sufficient tax to raise the sum of Two Hundred and Fifty Thousand (\$250,000.00) Dollars annually, said levy to be made upon the taxable property within the State, for the purpose of raising a fund to be known as the State Road Tax Fund, to be expended for the construction, re-construction, repairing, improving and maintaining public highways, roads and bridges as follows:—

Twenty-five per cent (25%) of the "State Road Tax Fund," herein provided for, shall be subject to be paid out upon the authority and under the direction of the State Board of Control and State Engineer, who are hereby charged with such responsibility.

Provided, that twenty-five per cent (25%) of the State Road Tax Fund herein provided for, for the fiscal year beginning July 1st, 1912, and ending July 1st, 1913, shall be subject to be paid out, upon the authority and under the direction of the State Board of Control, upon claims approved by the State Engineer and the Board of Control and audited by the State Auditor, for any work done under the authority of the Territory of Arizona or the State of Arizona, in the construction, re-construction, repairing, improving and maintaining of public highways, roads and bridges prior to July 1st. 1912: Provided further, that such part of the said twenty-five (25%) per cent for the fiscal year from July 1st, 1912, to July 1st, 1913, as is not expended for said purpose shall be expended for the construction, re-construction, repairing, improving and maintaining of public highways, roads and bridges under the provisions of this Act, within the fiscal year from July 1st, 1912, to July 1st, 1913. The Board of Control and the State Engineer are hereby charged with the responsibility of making said expenditure.

Seventy-five (75%) per cent of such State Road Tax Fund, herein provided for, shall be apportioned to the several countles in the amount to each county of seventy-five (75%) per cent of the taxes collected under this Act by said county, and such amount shall be subject to be paid out for

the construction, re-construction, repair, improvement and maintenance of public highways, roads and bridges in the manner as in this Act provided, for the work in this Act provided for within such county, upon the authority and under the direction of the County Board of Supervisors of such County and the State Engineer, who are hereby charged with such responsibility.

Provided, that no obligation shall be assumed or expense incurred under the provisions of this Act, within any fiscal year, in the amount of any sum in excess of the levy herein provided for and the money actually collected under said levy.

Provided that Maricopa County shall be entitled to have the proportion of the State Road Tax Fund paid into said State Road Tax Fund for the fiscal year 1912-1913 by said county, expended upon that portion of the State Bridge now incomplete, and known as the "Tempe Bridge".

Sec. 8. Upon the adoption by the Board of Control or the Board of Supervisors, under whose direction the work is to be done, of the plans and specifications for the construction of any State Highway or Bridge, or extension thereof, it shall be optional with the Board of Control or Board of Supervisors, as the case may be, to have any or all work provided for by this Act done either by contract or under a wage system. In case the work is to be done by contract it shall be the duty of the Board of Control, or Board of Supervisors, to advertise in a newspaper published in such county, where the proposed work is located, for sealed proposals for the doing of such work. Such notice shall be given for at least thirty (30) days prior to the opening of such sealed proposals, which shall be directed to the said Board of Control, or the Board of Supervisors, as the case may be, and marked "State Highway Contract." Upon the opening of such proposals, the contract for the work shall be let to the lowest responsible bidder; provided, however, that the said Board of Control, or Board of Supervisors, shall have the right to reject any or all bids and may proceed to construct said work under their own supervision, without contract. In case the contract is awarded, as herein provided, the successful bidder shall enter into such a contract with the State of Arizona, or the county in which the work is to be done as may be prescribed by the said Board of Control or the Board of Supervisors, a copy of which contract shall accompany the plans and specifications. The successful bidder shall also file with said Board of Control, or the Board of Supervisors, a good and sufficient bond, payable to the State of Arizona, or to the county, in a sum not less than twenty-five (25%) per cent of the contract price of said work, conditioned upon the faithful performance of said contract.

Sec. 9. No person not a citizen or ward of the United States or who has not declared his intention to become a citizen, shall be employed upon, or in connection with, any State, county, or municipal works or employment; Provided, that nothing herein shall be construed to prevent the

working of prisoners by the State, any county, or by any municipality thereof, on street or road work, or other public work; and provided further, that the Board of Control shall require all contractors, under the provisions of this Act, to comply with the restrictions in this section contained.

Sec. 10. All roads and bridges, when constructed, shall thereafter be maintained and improved when necessary, at the expense of the county in which located, out of the seventy-five (75%) per cent of the taxes collected under this Act from said county, under the joint auspices and direction of the State Engineer and Board of Supervisors of such county.

Sec. 11. It shall be the duty of the State Engineer, upon request of the Board of Supervisors of any county where the work is being done under the provisions of this Act, to furnish such Board of Supervisors with a duplicate copy of the plans and specifications for such work.

Sec. 12. It shall be the duty of the State Auditor to keep a complete and accurate account of all moneys received for and expended out of the State Road Tax Fund and to keep and preserve all documents, books and papers which may be filed with him relative to such highways and bridges.

Sec. 13. Lands adjacent to a State highway may be entered upon and occupied for the purpose of opening or constructing a drain ditch so as to properly drain such highway.

1. By the State Engineer or his servants or agents or employes at any time for the purpose of making surveys for such drain or ditch.

2. By the State Engineer his agents or servants, whenever, in the discretion or judgment of the State Engineer, after the completion and acceptance of the highway, for the purpose of opening, constructing or maintaining ditches or drains upon such lands, necessary for the proper maintenance of such highways.

Sec. 14. The Board of Control, with the consent and approval of the Board of Supervisors of the county where the work is being done or the property affected is situated, may agree with the owner of lands entered upon and occupied, as provided in the preceding section, for the payment of damages caused by such entry, or for the payment of damages for the taking and using of any rock, earth or timber, from any adjacent unimproved land, or, if unable to so agree, the right to enter and occupy such lands or to take and use such rock, earth and timber may be acquired, and the damages therefor shall be ascertained as provided in the condemnation law. Such damages shall in the case of a State highway be paid out of the seventy-five (75%) per cent of the total sum levied under this Act in the County wherein said work is being done or the property is situated, and subject to be paid out under the authority of the County Board of Supervisors and the State Engineer as in this Act provided.

belli''Sec. 15. "No street, surface, steam or electric road shall be constructed bor improved under the provisions of this Act, nor shall any person, firm or

corporation enter upon or construct any such works in or upon any such highway or bridge of the State, other than crossing said highway, and any person, firm or corporation violating any provision of this Act shall be liable to a fine of Five Hundred Dollars (\$500.00) for each such violation, to be recovered by suit by the Board of Control and paid to the State Treasurer to the credit of the State Road Tax Fund, and may also be removed therefrom as a trespasser by the Board of Supervisors of the county or counties in which such trespass shall have been committed.

Sec. 16. All Acts and parts of Acts in conflict with the provisions of this Act, and especially that certain Act entitled, "An Act relating to the Construction, Maintenance and Improvement of State Roads and Bridges, Creating the office of State Engineer and Prescribing the Duties thereof and Compensation therefor", approved May 18th, 1912, are hereby repealed.

Sec. 17. Whereas, an urgent necessity exists for the construction, maintenance and improvement of State Roads and Bridges and for the creation of the office of State Engineer, and,

Whereas, urgent necessity exists for making an appropriation to carry out the provisions of this Act, and

Whereas, the provisions of this Act are necessary to the public peace, health and safety, an emergency is hereby declared to exist and this Act shall be in full force and effect from and after its approval by the Governor and is hereby exempt from the operation of the Referendum provision of the State Constitution.

Approved June 20th, 1912.

ANACT

APPROPRIATING THIRTY THOUSAND DOLLARS, OR SUCH PORTION THEREOF AS MAY BE NECESSARY, FOR THE PURPOSE OF COMPLETING THE ERECTION AND CONSTRUCTION OF THE TEMPE BRIDGE, THE APPROACHES THERETO, AND A SECTION OF ROAD CONNECTING THE NORTH APPROACH OF SAID BRIDGE WITH THE PRESENT STATE HIGHWAY, IN MARICOPA COUNTY, AND FOR SUCH OTHER PURPOSES AS THE BOARD OF SUPERVISORS OF MARICOPA COUNTY MAY DIRECT.

WHEREAS, the First Legislature of the State of Arizona, at its First Special Session, by an Act, entitled: "An Act Relating to the Construction, maintenance and Improvement of State Roads and Bridges, Creating the Office of State Engineer, Prescribing the Duties Thereof and Compensation Therefor; Fixing a Tax Levy and Making Appropriation to Carry Out the Provisions of This Act, and Authorizing and Directing the Expenditure of Such Appropriation", providing that Maricopa County should be entitled to have the proportion of the State Road Tax Fund, for the fiscal year

1912-1913, by said County, expended upon that portion of the State Bridge, now incomplete, and known as the Tempe bridge; and,

WHEREAS, the provision and appropriation so made for the work upon said bridge has proved insufficient for the completion of said bridge; and,

WHEREAS, the fund so appropriated has become exhausted and the State Engineer and the Board of Supervisors of said County are without resources, under the present statutes, to carry on and complete said work; and,

WHEREAS, the amount which will accrue to the State Road Tax Fund, from the levy therefor, from Maricopa County, for the current fiscal year will amount to not less than the sum of Forty-five Thousand Dollars. Now, therefore.

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

- Sec. 1. That there be, and there is hereby, appropriated, from the State Road Tax Fund, the sum of Thirty Thousand Dollars, or so much thereof as may be necessary, for the purpose of completing the erection and construction of the Tempe bridge and the approaches thereto, in Maricopa County, in accordance with the plans and specifications therefor, upon which the work of construction has so far progressed, and for such other purposes as the Board of Supervisors may direct, to be paid out upon claims duly certified by said Board of Supervisors, and approved by the State Engineer; Provided, however, that all moneys so paid out shall be charged to that portion of said fund collected from said County of Maricopa, and by law, apportioned to said County and reserved for the construction, re-construction, repair, improvement and maintenance of State roads, highways and bridges, in said County; Provided, however, that if, at any time, there should be an insufficient amount in said State Road Tax Fund derived from the collection of the levy for that portion of said fund collected in said County of Maricopa, by law apportioned to said County, being seventy-five per cent of the total levy for said fund collected in said County, to pay any claim made under the provisions herein, that then such claim shall be paid out of the General Fund of the State.
- Sec. 2. Should any money appropriated herein be paid out of the General Fund, then said fund shall be reimbursed, for money so drawn from it, from the State Road Tax Levy collected therefor in Maricopa County for the fiscal year 1913-1914, and apportioned as the said seventy-five per cent and subject to be paid out for the construction, re-construction, repair, improvement, and maintenance of State highways, roads and bridges, within said County, as provided by law, from the first money paid into said fund upon account of the State Road Tax Fund for the fiscal year 1913-1914.
- Sec. 3. All Acts and parts of Acts in conflict with the provisions of this Act are hereby repealed.
 - Sec. 4. Whereas, an urgent necessity exists for the construction, com-

pletion and maintenance, of said bridge, the approaches thereto, and that section of road connecting the north approach of said bridge with the present State highway; and,

Whereas, an urgent necessity exists for making an appropriation to carry out the provisions of this Act; and,

Whereas, the provisions of this Act are necessary to the public safety;

An emergency is hereby declared to exist, and this Act shall be in full force and effect from and after its passage and its approval by the Governor, and is hereby exempt from the operation of the Referendum provisions of the State Constitution.

Approved April 3, 1913.

AN,ACT

TO AUTHORIZE THE STATE OF ARIZONA TO ADVANCE MONEY OUT OF THE GENERAL FUND TO THE SEVERAL COUNTIES FOR THE PURPOSE OF CONSTRUCTING BRIDGES, AND PROVIDE FOR THE REPAYMENT OF ANY MONEY SO ADVANCED OUT OF THE STATE ROAD TAX FUND.

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

- Sec. 1. The State of Arizona is hereby authorized to advance to any county a sum of money, not exceeding twenty thousand dollars to any one county, for the purpose of constructing one or more bridges in such county.
- Sec. 2. The board of supervisors of any county desiring to construct any bridge, may make application to the Board of Control for an advancement of money to such county, by the state, for the purpose of constructing such bridge. Before any such application shall be made, a resolution shall be adopted by board of supervisors, directing that such application be made and authorizing the chairman and clerk of said board to make such application.

Such application shall be in writing, and under the seal of the board, signed by the chairman and attested by the clerk and shall set forth fully, the location of the proposed bridge, the dimensions thereof, the estimated vost of constructing the same, and a full statement of all the facts concerning such bridge.

Sec. 3. Upon the receipt of any such application, the Board of Control shall consider the same at its next meeting and if it deem it proper to grant such application, said Board of Control shall make an order, and enter the same in its minutes, directing that a sum of money to be specified in said order, not exceeding twenty thousand dollars, be advanced by the State to the county making such application for the purpose of constructing a bridge as specified in such application. Such order shall direct that the sum

mentioned therein be paid out of the general fund of the State at such times and in such amounts as the Board of Control may direct.

- Sec. 4. Upon presentation to the Auditor of the order of the Board of Control and all the directions of said Board as to the time and amount of payments, the State Auditor shall draw his warrant or warrants, payable out of the General Fund of the State in favor of such county, and the State Treasurer shall pay the same as other warrants are paid.
- Sec. 5. The State Treasurer shall keep a separate account of all warrants so drawn and presented. Whenever any moneys shall be received in the State Treasury to the credit of the seventy-five per cent of the State Road Tax Fund belonging to such county, the State Treasurer shall transfer the same from the said State Road Tax Fund to the general Fund of the State, and shall from time to time continue to make such transfers until the said General Fund shall be fully reimbursed, and the amount paid out of said General Fund, pursuant to the provisions hereof, shall be fully repaid.

Approved May 15th, 1913.

TITLE L. - CHAPTER VII.

USE OF PUBLIC HIGHWAYS BY MOTOR VEHICLES.

(Chapter 68, Laws 1913, Third Special Session.)

- 5132. The words and phrases used in this chapter shall, for the purposes of this chapter, unless the same be contrary to, or inconsistent with, the context, be construed as follows:
- (1) "Motor vehicle" shall include all vehicles propelled by any power other than muscular power, provided that nothing herein contained shall, except the provisions of subdivisions 3, 4, and 5 of Section 3 (Paragraph 5134) and subdivision 1 of Section 4 (Paragraph 5134) of this chapter, apply to traction engines or road rollers;
- (2) "Public highways" shall include any highway, county road, state road, public street, avenue, alley, park, parkway, driveway, or public place in any county, or incorporated city or town;
 - (3) "Closely built up" shall mean-
- (a) The territory of any county, or incorporated city or town, contiguous to a public highway, which is at that point built up with structures devoted to business;

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(b) The territory of any county, or incorporated city or town contiguous to a public highway not devoted to business, where, for not less than one-quarter of a mile, the dwelling-houses on such highway average less than one hundred feet apart; provided, that the local authorities having charge of such highway shall have placed in a conspicuous place on one side thereof, at both ends of such closely built up sections, signs of suffic-

- "Local authorities" shall include all boards of supervisors, trustees or councils, committees and other public officials of counties, or incorporated cities and counties, cities or towns;
- (5) "Chauffeur" shall mean any person operating a motor vehicle as mechanic or employee or for hire.
- (1) Every owner of a motor vehicle shall, for every such motor vehicle owned by him, file annually in the office of the secretary of state, on a blank to be prepared and furnished by such secretary of state for that purpose, a statement of his name and address, with a brief description of the vehicle to be registered, including the name of the maker, factory number, style of vehicle and motor power. An annual license shall be assessed of five dollars for motor vehicles of twenty-five horse power and under. A. L. A. M. rating; ten dollars for motor vehicles of more than twenty-five and not more than forty horse power, A. L. A. M. rating; fifteen dollars for motor vehicles of more than forty horse power, A. L. A. M. rating and two dollars for motorcycles. The provisions hereof with respect to the payment of registration fees shall not apply to motor vehicles owned by this state, the United States, a county or city or any of the departments thereof. Such state, county and city motor vehicles shall display a distinctive number plate showing the ownership thereof, but in all other respects the provision of this chapter shall be applicable. The license hereunder granted when the same is applied for and granted on or after July first of each year, shall be at the rate of one-half the annual fee charged for such motor vehicle provided herein.
- (2) The secretary of state shall thereupon file such statement in his office, register such motor vehicle in a book or index kept for such purpose, and assign it a distinctive number.
- (4) Upon the sale or transfer of a motor vehicle registered in accordance with this section, the vendor thereof shall immediately give notice of such sale with the name and residence of the vendee to the secretary of state, and the vendee shall, within ten days after the date of such sale or

transfer, notify the secretary of state upon a blank furnished promptly by him for that purpose, stating the name and business of the previous owner, if known, the number under which such motor vehicle is registered and the name and residence, including the county and business address, of the vendee. Upon filing such statement, duly verified, such vendee shall pay to the secretary of state a fee of two dollars for motor vehicles other than motorcycles, and a fee of one dollar for motorcycles, and upon receipt of such statement and fee the secretary of state shall file such statement in his office and note upon the registration book or index in his office such change of ownership.

- (5) Every motor vehicle shall also at all times have the number assigned to it displayed on the front and back of such vehicle in such manner as to be plainly visible, the numbers to be in Arabic numerals. Such number plates shall be of a distinctly different color each year, and there shall be at all times a marked contrast between the color of the number plate and that of the numerals and letters thereon, each letter shall not be less than three inches in height, and each stroke thereof shall be of a width of not less than half an inch. There shall also be, as a part of such number, the abbreviated name of the state, in colors similar to the rest of the number plate, such letters to be no less than one inch in height. tary of state shall designate the colors of the plates for each year, and shall furnish these two number plates, without extra charge, to every person registering a motor vehicle. This subdivision shall apply to motorcycles in all respects except that they are required to have a number displayed in the rear only, and the letters and numerals thereon shall be of two inches in height, and each stroke thereof one-quarter of an inch in
- (6) A manufacturer of, or dealer in, motor vehicles, shall register one vehicle of each style or type manufactured or dealt in by him, and be entitled to as many duplicate registration seals for each type or style so manufactured or dealt in as he may desire, on payment of an additional fee of fifty cents for each duplicate seal. If a registration seal and the corresponding number shall thereafter be affixed to and displayed on every vehicle of such type or style, as in this section provided, while such vehicle is being operated on the public highways, it shall be deemed a sufficient compliance with subdivisions 1, 3, 5 and 8, of this section, until such vehicle shall be sold or let for hire. Nothing in this subdivision shall be construed to apply to a motor vehicle employed for private use or for hire by a manufacturer of or dealer in automibiles.
- (7) Every manufacturer of, or dealer in, motor vehicles shall upon the sale of a motor vehicle notify the sheriff of the county in which said motor vehicle is sold and is to be operated of such sale, and the said sheriff shall see that such purchaser procures from the secretary of state a motor vehicle license, as is required by the provisions of this chapter, within five days after such purchase.

- (8) No motor vehicle shall be used or operated upon the public highways after this chapter takes effect, which shall display thereon a registration seal or number belonging to any other vehicle or a fictitious registration seal or number.
- (9) No motor vehicle shall be used or operated on the public highways after this chapter takes effect, unless the owner shall have complied in all respects with this chapter, except that any person purchasing a motor vehicle from the manufacturer, dealer, or other person, after this chapter goes into effect, shall be allowed to operate such motor vehicle upon the public highways for a period of five days after the purchase and delivery thereof; provided, that, during such period, such motor vehicle shall bear the registration number and seal of the previous owner under which it was operated or might have been operated by him.
- (10) The provisions of this section shall not apply to motor vehicles owned by non-residents of this state and only temporarily within this state, provided that the owners thereof have complied with the law requiring the registration of owners of motor vehicles in force in the state, territory, federal district or foreign country, of their residence, and the registration number, showing the initial of such state, territory, federal district or foreign country shall be displayed on such vehicle substantially as in this section provided. Such non-residents shall immediately notify the sheriff of the county or counties in which they operate, showing that they have complied with the laws of the state, territory, federal district, or foreign country, whose license they display. All non-residents shall be required to pay the tax similar to that paid by the resident owners of motor vehicles after six months' residence in the state.
- (11) It shall be the duty of the sheriff of every county in this state to keep a record of all motor vehicles registered in his county; to see that all owners of motor vehicles comply with the provisions of this chapter in all respects; and to rigidly enforce all its provisions. Any sheriff who neglects to comply with the provisions of this chapter shall be guilty of a misdemeanor.
- 5134 (1) No person shall operate a motor vehicle on a public highway at a rate of speed greater than is reasonable and proper, having regard to the traffic and use of the highway, or so as to endanger life or limb of any person, or the safety of any property, or in any event on any public highway where the territory contiguous thereto is closely built up, at a greater rate than one mile in six minutes, or elsewhere in any incorporated city or town, at a greater rate than one mile in four minutes, or elsewhere outside of any incorporated city or town, at a greater rate than one mile in two minutes; subject, however, to the other provisions in this chapter.
- (2) Upon approaching a bridge, dam, sharp curve, or steep descent. and also in traversing such bridge, dam, curve, or descent a person operating a motor vehicle shall have it under control and operate it at a rate of

speed not exceeding one mile in fifteen minutes, and upon approaching a crossing of intersecting highways, at a speed not greater than is reasonable and proper, having regard to the traffic then on such highway and the safety of the public.

- (3) Upon approaching a person walking in the public highway or a horse or horses, or other live stock, being ridden, led or driven thereon, a person operating a motor vehicle shall give reasonable warning of its approach, and use every reasonable precaution to insure the safety of such person or animal, and, in the case of horses or other live stock, to prevent frightening the same.
- (4) A person operating a motor vehicle shall, at the request or on signal by putting up the hand from a person riding, leading, or driving a restive horse or horses, or other live stock, bring such motor vehicle immediately to a stop; and if traveling in the opposite direction, remain stationary as long as may be reasonable to allow such horse or animal to pass, and, if traveling in the same direction, use reasonable precaution in thereafter passing such horse or animal. In case such horse or animal appear badly frightened, or the person operating such motor vehicle is requested to do so, such person shall cause the motor of such vehicle to cease running so long as shall be reasonably necessary to prevent accident and insure safety to others.
- (5) Any one operating a motor vehicle, while in an intoxicated condition, shall be guilty of a misdemeanor. Any person operating a motor vehicle who, knowing that injury has been caused to person or property, due to the carelessness or culpability of the operator, or to accident, leaves the place of said injury or accident without stopping and giving his name, residence, including the street and number, and operator's license number to the injured party, or to a police officer, or in case no police officer is in the vicinity then reporting the same to the nearest police station or peace officer, shall be guilty of a felony, punishable by a fine of not more than five hundred dollars, or by imprisonment for not more than two years, or by both such fine and imprisonment, and if any person be convicted a second time of either of the foregoing offenses he shall be guilty of a felony punishable by imprisonment for not more than five years.
- (6) Local authorities may, notwithstanding the other provisions of this chapter, set aside, for a given time, a specified public highway for speed tests or races, to be conducted under proper restrictions for the safety of the public.
- 5135. (1) Whenever a person operating a motor vehicle shall meet on a public highway any other person riding or driving a horse or horses or other live stock, or any other vehicles, the person so operating such motor vehicle thall reasonably turn the same to the right of the center of such highway so as to pass without interference. Any such person so operating a motor vehicle shall, on overtaking any such horse, live stock, or other

vehicle shall, as soon as practicable, turn to the right so as to allow free passage on the left. Any such person so operating a motor vehicle shall at the intersection of public highways, keep to the right of the intersection of the centers of such highways, when turning to the right, and pass to the right of such intersection when turning to the left. Nothing in this sub-division shall, however, be construed as limiting the meaning or effect of the provisions of the preceding section of this chapter.

- (2) Every motor vehicle while in use on a public highway shall be provided with good and efficient brakes, and also with suitable bell, horn, or other signal, and be so constructed as to exhibit, during the period from one hour after sunset to one hour before sunrise, two lamps showing white lights visible within a reasonable distance in the direction towards which such vehicle is proceeding, and also a red light visible in the reverse direction; provided, that motorcycles shall be required to exhibit but one white light during the period herein specified.
- (3) 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 a moter vehicle, any license or permit to use the public highways, or excluding or prohibiting any motor vehicle whose owner has complied with the provisions of this chapter from the free use of such highways except such driveway, speedway, or road, as has been or may be expressly set apart 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 motor vehicles, or prescribing a slower rate of speed, than is herein specified, at which such vehicles may be operated, or the use of the public highways, contrary or inconsistent with the provisions of this chapter, and all such ordinances, rules, or regulations, now in force, are hereby declared to be of no validity or effect; provided, however, that the local authorities of incorporated cities and towns may limit, by ordinance, rule, or regulation, hereafter adopted, the speed of motor vehicles on the public highways on condition that such ordinance, rule or regulation shall also fix the same speed limitation for all other vehicles, such speed limitation not to be in any case less than one mile in six minutes, and on further condition that such incorporated city or town shall also have placed conspicuously on the side of each main public highway where the boundary of such municipality crosses the same, and on every main highway where the rate of speed changes, signs of sufficient size to be easily readable by persons using the highway, bearing the words, "Slow down to _____ miles" (the rate being inserted), and, also, an arrow pointing in the direction where the speed is to be reduced or changed; and, also, on further condition that such ordinance, rule, or regulation, shall fix the penalties for violation thereof, similar to and no greater than those fixed by such local authorities for violation of speed limitations by any other vehicles than motor vehicles, which penalties shall, during the existence of the ordinance, rule, or regulation, supersede those specified

in the sixth section of this chapter; and provided further, that nothing in this chapter contained shall be construed as limiting the power of local authorities to make, enforce and maintain further ordinances, rules or regulations affecting motor vehicles which are offered to the public for hire.

- (4) Local authorities may, notwithstanding the provisions of this chapter, make, enforce and maintain such reasonable ordinances, rules or 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 each entrance of such park and along such parkway, conspicuously indicating the rate of speed permitted or required; and may exclude motor vehicles from any cemetery or grounds used for the burial of the dead.
- (5) Nothing in this chapter shall be construed to curtail or abridge the right of any person to prosecute a civil suit for damages by reason of injuries to person or property resulting from the negligent use of the highways by a motor vehicle, or its owner, or his employee, or agent.
- 5136 (1) Every person hereafter desiring to operate a motor vehicle as a chauffeur shall file in the office of the secretary of state, on a blank to be supplied by such secretary, a statement which shall include his name and address and the trade name and motive power of the motor vehicle or vehicles he is able to operate; and shall pay a registration fee of five dollars.

Sub-division (2) The secretary of state shall thereupon file such statement in his office, register such chauffeur in a book or index to be kept for that purpose, and assign him a number.

Sub-division (3) The secretary of state shall forthwith, upon such registration and without other fee, issue and deliver to such chauffeur a badge of aluminum, or other suitable metal, which shall be oval in form, and the greater diameter of which shall not be more than two inches; and such badge shall have stamped thereon the works, "Registered Chauffeur, No., State of Arizona," with the registration number inserted therein; which badge shall thereafter be worn by such chauffeur pinned upon his clothing in a conspicuous place, at all times while he is operating a motor vehicle upon the public highways.

Sub-division (4) No chauffeur, having registered as herein provided, shall voluntarily permit any other person to wear his badge nor shall any person, while operating a motor vehicle, wear any badge belonging to another person, or a fictitious badge.

Sub-division (5) No person shall operate a motor vehicle as a chauffeur upon the public highways after thirty days after this title takes effect, unless such person shall have complied in all respects with the requirements of this section.

5137. Any person violating any of the provisions of this chapter shall be deemed guilty of a misdemeanor, and upon conviction thereof, shall be

punishable by a fine not exceeding one hundred dollars or by imprisonment not exceeding thirty days; or by both such fine and imprisonment for the first offense; and punishable by a fine of not less than fifty dollars nor more than one hundred dollars or imprisonment not exceeding thirty days, or by both such fine and imprisonment for a second offense; and punishable by a fine of not less than one hundred dollars nor more than two hundred and fifty dollars or imprisonment not exceeding thirty days, or by both such fine and imprisonment for a third or subsequent offense.

5138. The amount of the fees secured by the secretary of state, as in this chapter provided, shall be paid into the state treasury, to the credit of the state road tax fund.

5139. There is hereby appropriated out of any money in the state road tax fund, the sum of twenty-five hundred dollars annually for the purpose of carrying out the object of this chapter, to be used by the secretary of state in the purchase of the necessary stationery; books and postage; for the necessary incidental expenses; for the purchase of the necessary seals, number plates and badges. The state auditor is hereby directed to draw his warrant for any legal claim against said sum, and the state treasurer is hereby directed to pay the same.

5140. All licenses granted for motor vehicles from and after September 20, 1912, shall hold and not have to be renewed until January 1, 1914; and thereafter the annual period, specified in this chapter, shall be from January 1 to December 31 of each and every year. The amendments provided for in this chapter, pertaining to the license tax on motor vehicles, shall not take effect until the beginning of the next fiscal year, January 1, 1914.

ANACT

AUTHORIZING THE EMPLOYMENT OF PERSONS CONVICTED OF CRIME AND SENTENCED TO IMPRISONMENT IN THE STATE PRISON, UPON THE PUBLIC ROADS, HIGHWAYS, AND BRIDGES OF THIS STATE, AND AUTHORIZING THE BOARD OF CONTROL TO REGULATE SUCH EMPLOYMENT AND TO PROVIDE THE NECESSARY IMPLEMENTS, TOOLS, MACHINERY AND SUPPLIES NECESSARY, THEREFOR. Be it Enacted by the Legislature of the State of Arizona:

Sec. 1. It shall be lawful for the Board of Control of the State of Arizona to cause persons convicted of crime and sentenced to imprisonment in the State Prison to labor and he employed upon the construction, repair, or maintenance of State roads, highways, and bridges within this State; Provided, that such work done under the provisions of this Act shall conform to the directions and specifications of the State Engineer; and Provided further, that all the work done or performed on the State Highway in the several counties of this State, by the prisoners, shall only be done on the request of the Supervisors of the said counties.

- Sec. 2. Whenever the Board of Control shall deem it expedient that any such persons shall labor or be employed upon the public roads, highways, or bridges, the Secretary of said Board shall notify the Superintendent of the State Prison, and it shall thereupon be the duty of said Superintendent to furnish such number of men as the Board of Control may direct and to cause them to be removed to the place or places where such work is to be done.
- Sec. 3. The Board of Control shall purchase, in the manner provided by law, and deliver from time to time at the place or places where work is to be done, all implements, tools, machinery and supplies of every kind, necessary for use in and about such work, and for providing suitable shelter and subsistence for the men so employed, and all animals necessary for the prosecution of such work and necessary shelter and subsistence for such animals.
- Sec. 4. The State Engineer may from time to time establish and maintain camps or enclosures for the men so employed, and maintain the same for such time as may be required in doing such work, and may, with the approval of the Board of Control, make and establish rules and regulations governing the conduct and deportment of the men so employed while in such camps or enclosures and engaged in such work, and to provide suitable means and methods for the enforcement of such rules and regulations.
- Sec. 5. Whenever any work upon or about which such men are employed is completed, or for any reason, the Board of Control shall deem it expedient that such men be no longer employed thereon, the said State Engineer shall cause such men to be returned to the State Prison or removed to such other place of employment as said Board may direct, and to cause all machinery, tools, implements, supplies, equipment, and other property to be removed to the State Prison or other suitable place, and properly stored and preserved, or removed to some other place or places where like work is to be done, for use in and about such work.
- Sec. 6. The said State Engineer may from time to time return any men so employed to the State Prison or apply for others to be so employed, and may, from time to time, transfer any person so employed from one place to another where any such work is being done.
- Sec. 7. The cost of removing and transporting the persons so employed and any necessary guards, to and from the State Prison, and from one place to another, and of establishing and maintaining any such camps or enclosures, and the shelter, maintenance, and subsistence for the persons so employed, and necessary guards, and the purchase, repair and maintenance of tools, equipment and machinery and the purchase and storage of supplies, and the purchase, shelter and subsistence for animals and the transportation of equipment, animals, or supplies, and all other necessary expenses incurred in or about the employment of such persons and the carry-

ing on of any such work shall be payable as follows: That proportion equalling the maintenance cost at the Prison for the number of prisoners employed shall be paid from the Prison maintenance fund, and the remainder from the State Road Tax Fund of the particular county in which the prisoners work as provided in this Act, except the purchase of tools, equipment, machinery, and animals, which shall be paid for out of the General Fund of the State. All claims therefor shall be in writing, and in such form as may be prescribed by the Board of Control, and shall be approved in writing by the State Engineer, and shall be audited by the State Auditor and if correct, ordered paid as herein provided. All payments shall be made by warrants drawn on the State Treasurer, or the County Treasurer of the respective counties, as the case may be, by the State Auditor, countersigned by the Governor, and payable as herein provided, and the State Treasurer and the County Treasurer of the respective counties are hereby authorized and directed to pay the same.

Sec. 8. A sufficient sum is hereby appropriated out of the General Fund of this State, and out of the Prison maintenance fund, and the State Road Tax Fund, for the fiscal years ending June 30th, 1914, and June 30th, 1915, to carry out the provisions of this Act.

Sec. 9. All Acts and parts of Acts in conflict with the provisions of this Act are hereby repealed.

Approved May 15, 1913.

March 8, 1913.

Hon. George W. P. Hunt, Capitol Building, Phoenix, Arizona.

Sir:

Pursuant to your instructions a full and complete report of the operations and expenditures of this department for the present fiscal year has been in course of preparation. Itemized statement of disbursements has not been completed, and as I will be out of Phoenix for the next ten days or two weeks conferring with the Boards of Supervisors in Santa Cruz and Mohave Counties, I beg to submit the accompanying report covering the operations of this department, which will also explain the delay in preparing statement of expenditures to be submitted later. It has been impossible with our clerical force to keep the work up to date.

Very respectfully, LAMAR COBB, State Engineer.

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Governor George W. P. Hunt,
Capitol Building,

Phoenix, Arizona.

Sir:

I have the honor to submit the following report covering the operations of the Engineer Department for the past eight months of the current fiscal year. The present State Road Law, re-creating the office of State Engineer and making appropriation for the construction of state highways, was approved June 20, 1912, ten days before the beginning of the current fiscal year. It provided a salary of \$3,000 for the State Engineer and \$2,500 for the necessary expense "required to perform the duties of his office" (paid out of the General Fund) and an appropriation of \$250,000, 25% of which to be expended under the direction of the State Board of Control and the State Engineer and 75% under the direction of the County Boards of Supervisors in the counties where raised and the State Engineer, for the construction, etc., of roads and bridges.

The expenditure of this appropriation was subject to the following proviso: "Provided, that no obligation shall be assumed or expense incurred under the provisions of this Act, within any fiscal year, in the amount of any sum in excess of the levy herein provided for any the money actually collected under said levy."

In construing this provision the Supreme Court said, In the matter of the application of the Valley Bank of Phoenix for a writ of mandamus against David F. Johnson, State Treasurer of the State of Arizona, "We hold, therefore, that all warrants against the General Fund, if there is no money with which to pay them but an appropriation therefor, when presented, to the extent of such appropriation only, should be registered and endorsed as provided by law. That all Road Fund Warrants drawn for obligations existing against the State prior to June 30, 1913, should likewise be registered and endorsed as provided by law. That Road Fund Warrants for obligations contracted during the current fiscal year should not be registered and endorsed as if cannot be known what money will be "actually collected" and, therefore, the appropriation is not for any definite or fixed sum.

This decision meant that warrants could be issued to pay off the deficit existing on July 1, 1912 (\$50,612.30), including an amount sufficient to cover the \$4,000 guaranteed by the Territory to complete the Black River bridge, in Gila County, but that no warrants could be issued for any work contracted for after the first day of July, 1912, until after the money was actually collected and in the hands of the State Treasurer, which could not be earlier than January 1, 1913. This, however, did not affect the Chevelon Creek bridge, although the cost of its construction was to be taken from the 25% portion of the State Road Fund, as the law providing for this project made it mandatory upon the Board of Control to construct it forthwith.

The situation, therefore, that confronted us on July 1st was as follows: The State Road Fund of \$250,000 could not be drawn upon until after January 1, 1913, except for the purpose of paying off the deficit, completing the Black River bridge and constructing the Chevelon Creek bridge. No provision had been made for continuing operations on the Tempe bridge. Closing down of this work, from July to January, in its then uncompleted stage would have been at great loss. Our force would have been completely disorganized, the prisoners sent back to Florence without other employment, watchmen employed to guard equipment and material that would be rapidly deteriorating, and the final completion of the bridge probably delayed for twelve months as the spring floods would have prevented continuous operations had all the main arches not been in place. To avoid this the Board of Supervisors of Maricopa County and the State Engineer arranged to borrow a sufficient sum from the banks of Phoenix and Tempe at 6% interest to meet the payrolls and the merchants from whom subsistence and other supplies were bought agreed to wait for settlement until January 1st. This bridge is now nearing completion.

On July 1st there were employed upon the Tempe bridge about 70 prisoners. In the prison at Florence there were more than 150 additional whose services could be profitably employed upon the state highways and bridges. As there was no money available in the State Road Fund with which to furnish employment for these men their labor was being lost to the state while they were being

supported in idleness. That their services might be utilized, it was proposed by the Board of Control that the necessary moneys be advanced from the Prison Fund to put them to work on the state highways, the Boards of Supervisors of the counties where they were to be employed and the State Engineer agreeing to re-imburse the Prison Fund out of the county portion of the State Road Fund when it became available. Under this arrangement prisoners were worked upon the roads in the Counties of Pinal, Maricopa and Gila. In addition to the above work performed by prison labor, the Black River bridge in Gila County (began under the last administration) was completed and a contract was awarded for the construction, which is now under way, of the Chevelon Creek bridge in Navajo County.

This covers all the construction work undertaken since the adoption of the present State Road Law and with the exception of a few weeks' work on the Florence-Tucson road, all the construction work done under the supervision of this department since the date of my appointment, March 12, 1912.

In a department of this kind the work necessary to be performed is properly subdivided into administration, engineering, construction and maintenance. Upon the passage of the State Road Law, June 20, 1912, there was available for all of these purposes, the salary of the State Engineer and \$2,500 for the necessary expense "required to perform the duties of his office," excepting authority to construct, with appropriation therefor, the Chevelon Creek bridge in Navajo County and to complete the Black River bridge in Gila County. No additional funds were in sight until January 1, 1913, save those to be raised by the automobile tax law, which would go into effect September 20th unless held up by a referendum petition advocated by some up until that date. We had \$2,500 to cover the cost of all office and engineering expense until receipts from the automobile tax were available. This being a new law, the receipts were very slow in coming in October 1st, \$3,241.30 had been paid in, November 1st, \$7,194.30, December 1st, \$9,449.80, January 1st, \$10,457.80, February 1st, \$11,474.80, March 1st, \$12,-322.80. This law will probably net about \$13,000, allowing \$1,000 for cost of collection, for the fiscal year ending June 30, 1913.

The Attorney General ruled that the engineering expense not covered by the above must come out of the 25% portion of the State Road Tax Fund, which, under the general provisions of that law, was to be expended under the direction of the Board of Control and the State Engineer. However, in so far as this 25% fund was concerned for the present fiscal year, or to be more exact, until January 1, 1914, the legislature had directed that it should be used to pay off a deficit of \$40,503.00, construct the Chevelon Creek bridge, \$5,500, and that the portion contributed by Maricopa County, \$12,250, be expended on the Tempe bridge. A total of \$58,253 chargeable against the 25% portion, \$62,500, provided there are no delinquent taxes, which leaves of that fund for the present fiscal year \$4,247.

STATE ROAD FUNDS, Fiscal Year 1912-13.

Less deficit July 1, 1912, \$40,503	\$209,497.00 13,000.00
State Engineer's salary	3,000.00
State Engineer's expense fund	2,500.00
<u>목으로 유명한 한민국과 원인 교육으로 하는데 그들이 구인하는 이번 다.</u>	·
For administration and engineering charges we	\$227,997.00 have
State Engineer's salary	\$ 3,000.00
는 사람들이 되고 있다면 다른 사람들이 되었다면 보고 있다면 되었다. 그 없는 사람들은 사람들이 되었다.	2,500.00
State Engineer's expense fund	
State Engineer's expense fund Automobile tax fund Approximate balance 25% fund	13,000.00

To meet all expense of administration and engineering we have a fund of about 8% of the total amount to be expended, whereas not less than 15% is necessary for the proper performance of the work. And a larger amount the first year was necessary for the economical prosecution of this work under the present law, for with the county funds running from \$42,898 in Cochise down to \$3,287 in Apache, with an average of about \$13,000, it would be in the interest of economy to do the location work necessary for the expenditure of the appropriation for two years while the field party was on the ground. And this is also true of the plans and estimates which could be prepared to cover two years appropriation at one

time more cheaply than if done on two separate occasions. It would not be advisable to do more than two years' preparatory work in advance as a change of administration might cause a change in routes and therefore a loss of the work done. In addition to being placed at a disadvantage by an insufficient appropriation it has been worse than appears from the above statement. The larger portion of the engineering work and expense must necessarily precede the construction. In point of time we had from July 1st to January 1st to prepare for construction, but we started with a fund of only \$2,500, the additions to which we could not estimate with any accuracy or certainty. The apparent deficit on July 1st was \$50,612, which was reduced by the returns from delinquent taxes to the State Treasurer in October and January by \$11,928.20. As stated before. the automobile tax law was threatened with a referendum up until September 20th and after that date the receipts were so slow in coming in that we could not plan for their use until they were actually collected, neither could we anticipate the collection of delinquent taxes. As stated, only \$4,247 was left of the 25% portion of the State Road Fund, which was placed to the credit of the Engineering Department. This left the Board of Control and the State Engineer with no money for construction or for the purchase of equipment. Each county, if the work is done other than by contract, has to purchase from its limited appropriation equipment for doing the work which will remain idle for most of the year.

Under the old law the State Engineer was an employee of the Board of Control and his duties were confined almost solely to the engineering work. His accounts and records, under the law, were kept by the Board of Control and the Auditor. The present law, which directs that the appropriation shall be expended under the joint direction of the State Engineer and the Board of Control or the Boards of Supervisors, has increased many fold the administrative duties of this officer. He has to direct and administer the expenditure of at least sixteen different funds in fourteen different counties, acting jointly with fifteen different boards consisting of 45 different individuals. Notwithstanding this has been a pleasant duty, it has and will take much of his time, leaving little to devote to engineering problems.

All of the accounts incident to the expenditure of these various funds must be kept in this department, and the chief clerk has to do business with and instruct the fourteen different clerks of as many boards of supervisors as to the proper method of handling the accounts. If the construction work is done under contract, the keeping of accounts will be comparatively simple as few payments will have to be made; if by day labor with semi-monthly rolls, purchasing of all material, renting or purchasing equipment it will require considerable more office assistance, and if, as we have had in the past few months, three separate forces of prisoners working in three different counties at the same time our present permanent clerical force of one clerk and one stenographer is entirely inadequate to handle the accounts and correspondence. In addition to the work ordinarily borne by an engineering department, working and camp equipment had to be purchased, subsistence from month to month had to be purchased and clothing ordered from the prison or purchased in open market. In making purchases, competitive bids were solicited, whenever possible, from the various merchants and the contract awarded to the lowest. All bills for these purchases had to be checked and claims, in triplicate, drawn to cover; one for the Board of Supervisors, one for the Auditor, and one for this office. As the prison was advancing the money to carry on the work in Gila and Pinal Counties, all of these accounts had to go through that office, which greatly increased the work in this department. lang of personal transfer with made and conference to

Between July 1, 1912, and March 1, 1913, accounts were opened with the 14 different counties, 596 claims, aggregating \$103.760.74 segregated into 24 different accounts, and approximately 4,700 letters written. We have adopted the requisition system for the purchasing of all supplies and material.

In the above I have endeavored, as briefly as possible, to inform you of the difficulties that have confronted us in operating this department handicapped by insufficient funds, under a new law, so different in many respects from the previous one that it necessitated a complete change in the organization, methods of conducting both preliminary and construction work, and of handling and keeping accounts, that under the conditions, as set forth, it was

not possible to conduct the construction work undertaken and prepare for further construction to begin promptly upon the date funds became available, January 1, 1913. The State Road Fund law, in its general provisions which gives home rule to the counties in the selection of the county units of the proposed state highways and supervision over the expenditure of funds for their construction, is good, but when it went further and took practically all of the 25% portion from which was to be paid the expenses of this office, and directed that it be expended for other purposes, it increased the cost of the work and will delay state road construction many months.

Before taking up what has been accomplished by this department in the past eight months of the present fiscal year, July 1, 1912, to March 1, 1913, I beg to state my understanding of the purpose of the State Road law and interpretation of its provisions that has guided me in assisting in its administration. As I understand the purpose of the law is to connect the various counties of the state by means of main highways along the most direct and beneficial routes. The county units to be so selected as to accommodate the greatest number of people and coordinate into a state highway system. That the roads be located along the routes selected, so as to afford the most economical construction consistent with durability and cost of maintenance. That the appropriation was for permanent construction work and not for repairing old roads. That no road or part of a road should be designated as a state highway except so much thereof as can be properly constructed with the funds in hand. Should a north and south highway and two east to west highways be designated, comprising 1600 miles, the appropriation of \$250,000 annually would not be sufficient to maintain them, as it would only be \$156 per mile. After they are once properly constructed and drained they can be kept in almost perfect condition throughout the entire year at a cost of from \$50 to \$100 per mile. I have endeavored, and with considerable success, to impress this fact upon the members of the various boards of supervisors, but in the small counties where the State Road Fund is small, and especially where the levy for county roads is far below the maximum of 25 cents on the \$100 they are very insistent upon spreading out their limited

fund over many miles of old, improperly located roads. If this is permitted it means the postponement of properly constructed state roads for an indefinite period. I give below tables showing the amount of each county's portion of the State Road Fund, the levy made for county purposes and the amount it will raise.

athatication of the same o	State Road Fund	County Levy on	County Road Fund
	selventen van de	County Roads	Raised by Levy
Cochise	\$42,898.84	15 cts.	\$48,908.42
Maricopa Maricopa	36,749.91	25 ''	69,830.17
(Expended on Tempe b	ridge.)		
Yavapai	21,198.05	20 "	32,223.85
Greenlee		8 "	9,833.60
Gila	13,689.88	.25 ."	26,012.75
Pima	11,813,27	25 ''	22,389.90
Coconino	9,080.96	25 ''	17,255.14
Mohave	6,848.19	25 "	13,013.11
Pinal	6,779.85	25 "	12,882.70
Yuma	5,917.20	10 "	4,497.40
Graham	5,329.46	5 "	2,025.37
Navajo	4,343.95	25 "	8,254.69
Santa Cruz	3,420.75	12 "	3,119.96
Apache'	3,287.49	25 "	6,246.72
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Taking the counties in the order as above given I beg to report as follows regarding the work done and that proposed to be done during the present fiscal year.

Cochise County.

County portion State Road Fund......\$42,898.84

After a conference with the Board of Supervisors and an inspection of the road from Douglas via Bisbee, Tombstone and Fairbanks to Huachuca Siding, it was decided to adopt this route for the State Highway and for this year's work to construct a bridge across the San Pedro River at Fairbanks and to build the road from Bisbee west as far as the funds would permit.

A survey of the Fairbanks bridge site with soundings for foundations was made.

The highway was located 9 miles out of Bisbee.

Plans and estimates for this work are now in course of preparation in this office.

A caretaker with team was employed to keep the Douglas-Bisbee highway in repair.

The employment of a court short multiplier on the same or the

"The General Association and the hour appropriate the Grant and the Committee of the Commit

Maricopa County.

\$48,999.88

Country Tood and all all will are

The law provided that Maricopa County should have all of the State Road Fund contributed by said county for the purpose of completing the Tempe bridge. As this fund was not available until after January 1, 1913, arrangements were made to borrow sufficient to meet the payrolls for labor on the bridge and the merchants and others agreed to wait for settlement until the above date.

To continue the employment of prisoners on this work, arrangement was made by the Board of Supervisors and the State Engineer with the Board of Control whereby the prison would pay into the Road Fund for each prisoner so employed the net per capita cost of maintenance of prisoners at the prison. Similar arrangement was made for the employment of prisoners in other counties.

When the grading outfit of prison labor engaged on the Florence-Mesa highway reached the Maricopa line it was decided to have them grade from that point to Higley, a distance of seven miles, which was done.

Minor repairs and some dragging was done on the Glendale road.

The County Road Superintendent was appointed as superintendent of state highways.

Thung and mounts of Yavapai County.

County portion State Road Fund.....\$21,198.05

Several conferences with the Board of Supervisors have been held and the state highway from Prescott to Senator Mountain inspected, also the road from Prescott via Camp Verde to the Coconino County line, but the location of the work for this year has not been definitely decided upon.

The employment of a caretaker and team on the Senator Mountain division has been continued.

The County Road Superintendent has been appointed Superintendent of State Highways.

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Greenlee County.

Any location of a state highway south out of Clifton, the county seat, would, for several miles, lie within the corporate limits of the town. There is some doubt as to the legality of expending state road funds within the corporate limits of a town or city. A case is now before the Supreme Court, the decision in which may settle this question.

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County portion State Road Fund......\$13,689.88

After a conference with the Board of Supervisors it was decided to expend this year's appropriation on the Globe-Ray highway. An arrangement was entered into between the State Board

of Control, the Board of Supervisors and the State Engineer, whereby the state prisoners were employed on this road. The Board of Control agreeing to pay into the Gila County State Road Fund for each prisoner so employed the net per capita cost of maintaining a prisoner at the state prison. As no funds were available until after January 1, 1913, the Board of Control agreed to advance the amount necessary from the Prison Fund, which was to be reimbursed from Gila County's portion of the State Road Fund.

Both camp and working equipment had to be purchased for this force.

This work was commenced in July, 1912, and closed down on account of the cold weather, January, 1913.

8 miles of location survey were made of this highway in Gila County.

1½ miles of road were graded and 1 mile of old road repaired. Black River bridge was completed.

The two road caretakers with two teams were retained on the Globe-Roosevelt road.

Provide State County Pourse pout for State Pines.

Pima County.

County portion State Road Fund.......\$11,913.27

After inspection of the road from the Florence division, through Tucson to the Davidson Canon division of the North and South highway, it was decided to expend this year's appropriation on the road between Tucson and Davidson Canon via Vail station on the Southern Pacific:

10 miles of road has been located from Tucson with survey still int progress.

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After a conference with the Board of Supervisors it was de-

cided to expend this year's appropriation on the North and South highway between Flagstaff and the Yavapai County line.

County portion State Road Fund \$ 6,848.19

A conference has been held with the Board of Supervisors and inspection made of the road from Kingman to Oatman, but no decision has been arrived at relative to this year's work or the designation of a state highway.

Assimper hear big to also be but but and any opinion in soling M. S. Maring and A. Maring and A. S. Maring a

Pinal County.

County portion State Road Fund......\$ 6,779.85

After a conference with the Board of Supervisors it was decided to expend this year's appropriation on the Florence-Mesa highway and should there be any balance after this road was graded it should be expended in maintaining the Florence-Tucson highway.

As no funds were available until after January, 1913, an arrangement was entered into with the Board of Control whereby the state prisoners were employed in grading this road from the Florence bridge to Maricopa County line, 7 miles south of Higley, a distance of 25 miles. The prisoners were employed on the same terms as in Maricopa and Gila Counties, the prison advancing the necessary funds to prosecute the work, to be later reimbursed from the State Road Fund of Pinal County. As in Gila County, camp and working equipment had to be first purchased from their limited road fund. Two graders were borrowed, one from Maricopa and one from Pinal County. 25 miles of road were graded and partially protected by side ditches. No culverts were used as the

fund was too limited. The gulches and washes were crossed by grading the road into them to a 10 to 15% grade. A large portion of this road is over a decomposed granite country and I anticipate that it will pack very satisfactorily. The cost of maintaining this road in its present fair condition by an occasional dragging would not be large, but we have no funds with which to do so

Some repairs were made on the Florence-Tueson highway. This road from Florence to the Pima County line, 38.4 miles, was graded by the Territorial Engineer, but owing to a lack of funds, no culverts were put in. There are over 200 washes and gulches crossing this road. There is only a small amount left in the Road Fund with which to keep this road in repair during this year.

Yuma County.

P. For heart with Little Bath and house

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relativities in the fact of any later. I he knowled

County portion State Road Fund......\$ 5,917.20

After a conference with the Board of Supervisors and inspection of the road from Yuma to Wellton on the East and West highway and of the two bridge sites at Dome and Antelope Hill, it was decided to expend this year's appropriation as far as it would go on a bridge across the Gila River at either Dome or Antelope Hill. A survey is being made of the latter site and borings made to determine its feasibility. A survey will also be made at Dome.

Graham County.

Fig. On Supplement C. 142, they they gove to inhibit in the consumption of which they are the supplementation of the theory of the supplementation of the supple

After a conference with the Board of Supervisors and inspection of the road from near Geronimo to east of Solomonville, it was decided to expend this year's appropriation on the East and West

highway between San Carlos and Mathews. Before meeting with the Board they had entered into an agreement with the Indian Agent at San Carlos whereby they were to advance him \$2,000 out of the county road fund and he was to furnish all labor and material to bridge all the openings on the old road bed of the Gila Valley, Globe & Northern R. R. and put it in good condition for a wagon road from San Carlos to Geronimo, a distance of 30 miles. It was agreed that the said \$2,000 should be taken from the State Road Fund. It was further agreed to expend the balance of this year's appropriation between Mathews and Ft. Thomas. 16 miles of location survey has been made of this road. Plans and estimates are in course of preparation in this office.

The County Superintendent of Roads has been appointed Superintendent of State Highways.

Under the supervision of the road superintendent some repair work has been done on this road.

Voice Density.

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edujum bing beging grouping her repositionals states, encountered at both

Navajo County.

County portion State Road Fund.....\$ 4,343.95

Appropriation for Chevelon Creek bridge \$ 5,500.00

Contract was let for the construction of the Chevelon Creek bridge October 1, 1912, to the Missouri Valley Bridge and Iron Company. This work is nearing completion.

On September 6, 1912, two designs for a bridge to be constructed over the Little Colorado River east of Holbrook was submitted to this office by the Board of Supervisors for our opinion of their relative merit. There was nothing contained in their letter to indicate that we were to pass upon plans for a state highway bridge and we assumed it was to be a county bridge. However, in replying, after passing upon the merits of the two plans submitted, we stated, "We cannot, however, approve any plan that does not contemplate

solid rock foundations for all piers and abutments at this location." After the completion of this work it was proposed by the Board of Supervisors to pay for it out of the State Road Fund. They stated that the clerk of the Board had been instructed to advise this office in September that it was to be a state bridge and they had understood its construction would meet with our approval. It was finally agreed that the original cost as contracted for would be taken from the State Road Fund and that the county pay for the approaches and reinforcement of the foundations which they had found to be necessary.

This office did not approve of the location, plan or foundations of this bridge, but as it was in place and on what will be a state highway, and further that Navajo County would have to pay for its construction no matter what fund it was taken from, agreement was reached as stated above, with the further understanding that in the future this office was to pass upon all plans for highway work.

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Santa Cruz County.

County portion State Road Fund......\$ 3,420.75

Disposition of this fund for this year will be taken up with the Board of Supervisors within a few days.

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Disposition of this fund will be taken up with the Board of Supervisors when construction work is in progress in Coconino County.

During the past eight months I have inspected all the highways constructed by the last administration under the provision of the old State Road law. The best constructed of these roads is the Mogollon Hill division of the Prescott-Flagstaff highway, which was surfaced from a natural quarry of broken stone and, with the exception of some sloughing off from the side hill cuts and ruts in the surfacing which can be repaired for a small amount, it is in as good condition as when completed. December, 1911. There has been no maintenance work done on this road. Next to this the Davidson Canon division of the Tucson-Bisbee highway exhibits the best type of mountain road location and construction. No maintenance work has been done on this road since its completion, December, 1911, yet it is in almost perfect condition. And third in point of proper construction comes the Prescott-Phoenix highway between Prescott and Senator Mountain. One man and team has been kept on this road for maintenance. It is not as well drained as the other two mentioned. These three roads are a credit to the engineering skill of those in charge of their construction. The one feature that deserves particular attention is the drainage. And this is the most important part in the construction of any kind of road and the one usually neglected. As one engineer of prominence puts it "proper road construction is based on three principles. 1st drainage, 2nd drainage, 3rd drainage." And drainage does not mean bridging streams and putting culverts in the gulches alone, for this is only a part of the drainage problem. Every foot of a mountain road should have a hillside ditch with culverts across the roadway at frequent intervals, their distance apart depending upon the watershed to be drained, to prevent any water from the adjoining hills ever reach. ing the road bed and washing off the surfacing material. The function of the gutter along the side of the road is not to take care of the run-off from the hillsides but only to take care of that which falls on the road itself and between it and the hillside ditch. The popular belief is that the government road from Phoenix to the Roosevelt Dam is a perfect type of mountain road. Almost every day you see in the papers where some one speaks of it as on wonderful piece of road construction and the next day—a rain intervening—where some man wore out a set of tires making the trip

to the dam. Insufficient drainage results in the loss of the road surfacing whenever it rains. This road was built for the sole purpose of getting supplies to the dam during its construction, and to answer that purpose alone it was cheaper to maintain it for that period as built than to properly drain it.

The Globe-Roosevelt road was not properly drained, nor was the Douglas-Bisbee, and it will take a considerable amount to put them in proper condition. Oiling the latter road was a mistake, though at the time it was considered good practice to oil earth or gravel roads throughout the whole county. Practice in road construction is changing more rapidly than any other branch of engineering work. The old type of macadam roads will in a short time become as obsolete as the use of oil on earth roads. Taken as a whole the work done by the previous administration on the five roads mentioned was very well executed. They are all too narrow, as everyone will and does tell you, but they rarely stop to consider that every additional foot in width means a greater cost per mile and therefore fewer miles of road. Also that 4 feet added to a 12 ft. road on hillside work, as most of our roads are, means doubling the cost of excavation. Notwithstanding the additional cost, we have decided on a minimum width of 16 feet for all roads to be constructed in the future. I have been over a great many roads in every county in the state except two, and I have not found a foot of properly graded and protected mountain road or road in a rolling country that was not constructed under the direction of the engineer department. There are a few miles of graveled road in Graham, about ½ mile in Yuma and several miles of caliche road in Maricopa. I know of no other improved roads in the state, outside of cities, towns or special road districts, though I may have missed a half mile or so elsewhere. Every two years the personnel of the various boards of supervisors is almost completedly changed. They go in imbued with the idea that their predecessors squandered the county road funds and go out with the public equally confident that they have. With both more or less correct in their opinions, but it has not been the fault of the supervisors. With county road funds of limited proportions to repair hundreds of miles of road, and with every man in the county clamoring for work in his locality,

it has been next to impossible for them to set aside a sum, in any amount, for permanent work. Even a large amount of money equally distributed over a large mileage of roads, many of which are natural water courses, and if not natural are soon artificial conduits made so by lack of drainage, must result in bad roads at all seasons of the year except just following the annual repairing period. The supervisors themselves recognize the futility of the present practice and the necessity for a change in administrative methods that will tend towards its correction. Eight out of the fourteen counties of the state levied for county road work the maximum allowed by law of 25 cents on the \$100 assessed valuation, and I am informed the other six will do so in the future. With the funds this levy will raise it will be possible to set aside a portion for the purpose of properly grading, draining and improving a few miles of road each year. It was to accomplish this that they unanimously recommended the law be so changed as to permit the employment of a county engineer, one who could devote his entire time and attention to the problems of road and bridge construction and maintenance for the purpose of advising them as to what should be done and supervising the work itself. This is no reflection upon the intelligence or the ability of the present road superintendents, for there are some very competent men who hold these positions today. They are well qualified to conduct certain parts of road work, about which they can inform any engineer in Arizona, but there are also problems that they themselves recognize can only be solved by an engineer; such, for instance, as bridge design and construction, determination of the proper size for drainage openings either for bridges or culverts, etc. Should the Harrison bill become a law the County Engineer will not take the place of the road superintendent in fact, even though he does by law. And if the County Engineers are sensible men they will in most cases continue many of them in their present employment and seek their advice regarding questions about which they have superior information gained from experience.

I mention the county road problem for the reason that it has a direct bearing upon the administration of the State Road Law. As stated before, in those counties where the state road fund is small and the county levy below the maximum of 25 cents, it has

been difficult to impress upon the Supervisors that the state fund is only for the purpose of permanent construction and not temporary work. In some instances this may be permitted this year to a limited extent as some claim that when making the county levy they were under the impression that the state fund would be at their disposal to expend anywhere they saw fit and for any character of work. Next year it will be the policy of this office to permit no portion of this fund to be expended except for the purpose, as I understand it was intended, of permanent road construction and maintenance thereof.

On August 29, 1912, I addressed the following letter to the various boards of supervisors:

"Gentlemen:

In discharging the duties of this office under the provisions of the Roberts State Road Law which provides that seventy-five per cent of the total appropriation be spent under the joint direction of the State Engineer and the Boards of Supervisors of the fourteen different counties, I find that we are badly handicapped in not having more rapid means of transportation always available for the State Engineer and the Supervisors. This is especially true at this time when the selection of routes for State Highways in the fourteen different counties is under consideration and the inconvenience will continue during the period SULTRUM Labora (Labora Francis) of construction.

It would take me fourteen months to meet with the different Boards of Supervisors were I to await their regular monthly meeting, and it has been found in the counties where these conferences have been held that the Supervisors are not sufficiently informed as to the relative merits of the routes suggested to arrive at a decision without going over the ground. The Board is usually too busy with other matters at their regular meetings to spare the time necessary to do this work as thoroughly as it. should be done, and in addition the hire of automobiles is a very considerable expense and quite often it is impossible to secure them at the time when needed.

If this department was supplied with an automobile it would enable me to take the Supervisors together, or singly, when otherwise inconvenient, over the routes under consideration at their convenience. It is necessary for the successful administration of the road law that the Supervisors should have intimate knowledge of the road conditions in their own countles and in adjoining counties when connected by a State Highway.

It has been suggested by the Board of Supervisors of Pinal County by the passage of a resolution that the various counties purchase an automobile for the State Engineer Department out of their 75% portion of the State Road Tax contributing in proportion to their assessed valuation.

The State's 25% portion of the Road Tax Fund, as will be seen by my letter of July 27th, is not available for this purpose, and the amount available for engineering expense for this year is limited to the Automobile Tax Fund, which is very uncertain.

Furthermore the selection of routes and supervision of construction by the Supervisors is not an engineering charge nor a State charge and should be borne by the county portions of this fund.

The State should and will pay all charges for the up-keep of the machine, if purchased. Such a machine should cost in the neighborhood of \$2,000.00.

I respectfully submit this proposition for your consideration and would request that you notify me at your earliest convenience of your approval or disapproval of such a purchase.

Yours very truly."

A favorable reply having been received from all of them this purchase was made. It has already enabled me to inspect the roads in company with the Boards of Supervisors in Graham. Cochise. Pima and Maricopa Counties, and before the year is over, the supervisors in every county in the state will be thoroughly conversant, through its use, with the condition of the state roads within their counties and adjoining ones, as well as many of the county roads. It will, as it has already, permit us to keep in closer touch with the work in progress, and also more frequent inspection of the condition of the roads already built. The upkeep of this machine and cost of operation is a charge against the State Engineer's expense fund; however, there is no charge for storage in Phoenix, as I furnish the garage in lieu of any cost for its private use, which it is almost impossible, as a rule, to separate from its public use. The services of a chauffeur were dispensed with after my first trip.

Accompanying statement of the receipts and expenditures of this office will be submitted in a few days. I will make such recommendations regarding amendments to the State Road Law as are in my opinion necessary.

Upon the passage of the State Road Law I wrote the various Boards of Supervisors explaining its provisions and my interpretation thereof, concluding as follows:

"In the natural order of things every public official is subjected to criticism and the present State Engineer does not anticipate being made an exception, but in the administration of the law he is consoled by the fact that you gentlemen will have the pleasure of sharing this with him. He will accord you the fullest share of honor that may accrue from a successful administration, as also, at least an equal portion of all adverse criticism. No matter of what character or how severe adverse criticism of the acts of a public official may be he would profit thereby if communicated direct to him and not, as is so often thoughtlessly done, to others with small chance of its ever reaching his ears. To aid me in discharging the duties of this office to the satisfaction of the public I invite criticism of my work, as I do not know it all and would like to profit by the opinions of others. As long as I hold this office it will be my earnest endeavor to see every dollar of the public money intrusted to my care is expended to secure the greatest possible returns of that it was designed to accomplish. Should any one think such is not being done they will perform a public duty by making it known to me that I may correct an evil or satisfy them of their error.

Public office is a public trust and a public official serves himself best when he serves the public best."

LAMAR COBB.

State Engineer.

SUMMARY EXPENDITURES BY COUNTIES STATE ROAD FUNDS

July 1, 1912, to June 30, 1913.

COUNTY: WORK:	25% Fund	75% Fund	Total
APACHE:	\$ =	\$ 44.00	\$ ~ 44.00
Equipment, Prop'n Auto for State Engineer	40.2		
COCHISE:	9 0 2		
Bisbee-Tombstone Highway Sec. 1	2,342.12	 (2) (2) (3) (3) (4) (4) (4) (4) 	
Bisbee-Douglas Highway (Maintenance)		1,031.75 1,474.90	
Fairbank Bridge	4.直流均衡	1,395.47	6,244.24
Fairbank Bridge Equipment		1,000.41	0,244.24
	2272	1 24 (E.). J.	
COCONINO:	97.30		
Canon Padre Bridge		121.25	218.55
Equipment	<u> </u>		
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GILA:	2,845.69	9,106.87	
Globe-Ray Highway, Sec. 2	4.84	-6.413.5	
Globe-Roosevelt Highway	1,879.80		
Globe-Ray Highway, Sec. 2 Globe-Roosevelt Highway Black River Bridge Maintenance		2,400.00	
		184.00	16,421.20
Equipment			
물건 가는 사람들이 살아 있다면서 살아보고 하는 것이 없는 것 같아.			
GRAHAM:	1,014.70	2,201.92	
Solomonville-San Carlos Highway, Sec. 2		3.00	
Maintenance		71.50	3,291.12
Equipment	Anna Anna Anna Anna Anna Anna Anna Anna		

COUNTY: WORK:	25% Fund	75% Fund	Total
GREENLEE: Clifton-Solomonville Highway, Sec. 1 Equipment	619.27	217.25	836.52
*MARICOPA:	131.81	791.86	
Florence-Mesa Highway, Soc. 1 Phoenix-Prescott Highway, Grand Ave. Phoenix-Tempe Highway	117.39 896.20 37,645.01	26.02 31,363,51	
Tempe Bridge General Expense	31,049.01	46.10 228.50	
Maintenance Equipment		494.00	71,740.40
MOHAVE:	1,246.56		
Kingman-Needles Highway Equipment		92.00	1,338.50
NAVAJO:	4,985.17	3,265.00	
Chevelon Creek Bridge Little Colorado Bridge Equipment		58.25	8,308.42
(1) 自己 (中央) (中央) (中央) (中央) (中央) (中央) (中央) (中央)	1,295.65		
Tucson-Bisbee Highway, Sec. 1 Tucson-Bisbee Highway, Sec. 2 Tucson-Bisbee Highway, Davidson Canon	880.50 1,020.14	143.50	3,339.79

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COUNTY: WORK:	25% Fund	75% Fund	Total
BINAL SCORESTERS BUTTONES EST T		19520	<i>្ត</i> ្រូវជាធិ
FINALISS JOS SON SON SENDINGEN AND THE RESIDENCE OF THE CONTRACTOR	461.93	3,468.52	who is his try training
Florence-Mesa Highway, Sec. 1	1,044.40		
Globe-Ray Highway, Sec. 1	236.64		
Tucson-Florence Highway		313.59	
Maintenance		191.75	6,716.83
Equipment 200 Deserve		110.70	ି ଚୈ∂ଳି ଝି
		3 3(24)3.04	
SANTA(CRUZ:	73.60		
Nogales-Tucson Highway, Sec. 1		42.75	116.35
Equipment	l		
		no dicitatival	1.000
YAVAPAI:	242.95	Harris N	
Verde Bridge	297.33		
Phoenix-Prescott Highway, Prescott Division	6,494.46	3 1 2 2 3 2 1 3 At 1 2 2 4 2 2 4 2 4	
Phoenix-Prescott Highway, Silver Mountain Division	91.67		
Prescott-Flagstaff Highway, Sec. 2	64.10		
Prescott-Flagstaff Highway, Sec. 3		62.00	
General Expense	54 ato at	1.058.27	
Maintenance	24 35 - 33 23 6 3 6	284.75	8.595.53
- Equipment			
Carried and Arthurst Control of the	and the state of t		
YUMA:	BO ST	1,493.90	
Antelope Hill Bridge		435.24	
		40.00	
Dome Bridge Site;		957.36	2.926.5 0
CREE General Expense	_ (1 63 M RA)	991.30	4,340.80
Equipment	The second series were free	and the second s	en english shake in a sake en in i
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		四十二年 四十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二
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		中江下京都有你然不不幸 丁 男子
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		中部中華都有原於四人本書 丁田子 人名西班牙
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		中心中華 海南南京の大学寺 丁田 丁田 日本

EQUIPMENT: 606.82 TOTAL: \$ 66,636.05 \$ 63,108.78 \$ 129.744. GENERAL: 8,023.79 8,023.79	COUNTY:	WORK:		25% Fund	75% Fund	2	Total
FOTAL: GENERAL: State Engineer's Office Expense State Engineer				20 70 F und	719 76 F UHU	~	Total
State Engineer's Office Expense	EQUIPMENT:	(1994)		606.82		1 () 2 ()	2
State Engineer's Office Expense 8,023.79	rotal:			\$ 66,636.05	\$ 63,108.78	\$	129.744.
Tempe Bridge \$21,714.85 Florence-Mesa, Sec. 2 344.24 Prescott-Phoenix, Grand Ave: 1,473.15 Phoenix-Tempe Highway 627.64 General Expense 14.90 Equipment 53.00 Maintenance 212.27	HENERAL: State Engineer's Off	ice Expense		8,023.79			8,023.
*In addition to expenditures shown, following made from \$30,000 loan account: Tempe Bridge	GRAND TOTAL, 1912-1913 DEFICIT, 6-30-'12			E. C. State of the Control of the Co	\$ 63,108.78	\$	and the second
Tempe Bridge \$21,714.85 Florence-Mesa, Sec. 2 344.24 Prescott-Phoenix, Grand Ave. 1,473.15 Phoenix-Tempe Highway 627.64 General Expense 14.90 Equipment 53.00 Maintenance 212.27	프로그램 수 보다 살아가 보니다	이 얼마들은 작전을 돌면 살 그는 그는 이번 수 있다.		∰gauk guka suka tinus.			344-1
Tempe Bridge \$21,714.85 Florence-Mesa, Sec. 2 344.24 Prescott-Phoenix, Grand Ave. 1,473.15 Phoenix-Tempe Highway 627.64 General Expense 14.90 Equipment 53.00 Maintenance 212.27				\$ 88,127.63	\$ 63,108.78	\$	151,236.
Florence-Mesa, Sec. 2 344.24 Prescott-Phoenix, Grand Ave. 1,473.15 Phoenix-Tempe Highway 627.64 General Expense 14.90 Equipment 53.00 Maintenance 212.27	In addition to expenditure	요요 하용하다 (# 특별하다 사람이로 하는 하고 하는 이용하다) 요하는 사람들로 옮겨로 사람이들을 만하는 것이라는 바다 이쪽으로			\$ 63,108.78	\$	151,236.
Prescott-Phoenix, Grand Ave. 1,473.15 Phoenix-Tempe Highway 627.64 General Expense 14.90 Equipment 53.00 Maintenance 212.27	In addition to expenditure	s shown, following made from	\$30,000 loan accor		\$ 63,108.78	\$	151,236.
Phoenix-Tempe Highway 627.64 General Expense 14.90 Equipment 53.00 Maintenance 212.27	In addition to expenditure	s shown, following made from Tempe Bridge	\$30,000 loan accor		\$ 63,108.78	\$	151,236.
40명 하고 있다. 150 - 150 150 150 150 150 150 150 150 150 150	In addition to expenditure	s shown, following made from Tempe Bridge Florence-Mesa, Sec. 2	\$30,000 loan accor \$21,714.85 344.24	int:	\$ 63,108.78	\$	151,236.
속하는 것 않는 것 같아. 100 없은 이번 경상을 하고 있는 것이다. 그는 그는 그는 그를 가는 것이다. 그는 그를 가는 것이다. 그를 보다고 그렇게 되었다. 그 없는	In addition to expenditure	s shown, following made from Tempe Bridge Florence-Mesa, Sec. 2 Prescott-Phoenix, Grand Ave.	\$30,000 loan accor \$21,714.85 344.24 1,473.15	int:	\$ 63,108.78	\$	151,236.
속하는 것 않는데 보다면 있으면 하는 것으로 가득하는 하는데 하는데 하는데 하는데 하는데 하는데 되었다. 그 사람이 모든데 하는데 하는데 하는데 하는데 하는데 하는데 하는데 하는데 하는데 하는	In addition to expenditure	s shown, following made from Tempe Bridge Florence-Mesa, Sec. 2 Prescott-Phoenix, Grand Ave.	\$30,000 loan accor \$21,714.85 344.24 1,473.15	int:	\$ 63,108.78	\$ 711	151,236.
석사 후에 보고 있는 동시하다는 것들이 전통 환경을 하고 통하는 경우를 하는 것이 되는 것을 하는 것이 되는 것이다.	In addition to expenditure	s shown, following made from Tempe Bridge Florence-Mesa, Sec. 2 Prescott-Phoenix, Grand Ave.	\$30,000 loan accor \$21,714.85 344.24 1,473.15	int:	\$ 63,108.78	\$ 7.11	151,236.
\$24,440.05	In addition to expenditure	s shown, following made from Tempe Bridge Florence-Mesa, Sec. 2 Prescott-Phoenix, Grand Ave.	\$30,000 loan accor \$21,714.85 344.24 1,473.15	int:	\$ 63,108.78	\$	151,236.
	In addition to expenditure	s shown, following made from Tempe Bridge Florence-Mesa, Sec. 2 Prescott-Phoenix, Grand Ave.	\$30,000 loan accor \$21,714.85 344.24 1,473.15	int:	\$ 63,108.78	\$	151,236.

APACHE COUNTY

It was agreed with the Board of Supervisors that the State Road Funds of this county should be expended in conjunction with the \$30,000 county bond issue under the direction of U. S. Senior Highway Engineer W. A. Crossland.

COCHISE COUNTY

Bisbee-Tombstone Highway, Section 1:

Survey extending from the city limits of the City of Bisbee through Tombstone Canyon toward Tombstone, a distance of 10.1 miles, made and plans and specifications, together with estimate, prepared for construction of 3.9 miles.

Engineering:

Salaries				\$ 1,369.64
Commissary	Supplie	es		 367.55
Traveling E	xpense	r vida N		161.25
Engineering	Supplie	es		 14.65
Team Hire	14 - 19 - 15 <u>.</u>			 365.50
Salaries Offi				 38.71
Miscellaneou	s Expe	nse	15017440	24.82

\$ 2,342.13

Fairbank Bridge:

Survey and soundings made for construction of bridge over the San Pedro River near Fairbank and plans and specifications prepared and work started in May with prison labor.

Maintenance:

J. F. Walker employed as caretaker on the Bisbee-Douglas

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RECEIPTS AND EXPENDITURES—STATE ROAD TAX FUND

July 1, 1912 to June 30, 1913

COUNTY: App		Appor- Paid in		Paid in Del. Prior to 1912		Re	Refunds Total		Total Expenditures		Balance		
	tionment	75%	25%	Total	1912	25%	75%	25%	75%	25%	75%	25%	• 75%
Apache	\$ 4,383.32	\$ 3,404.65	\$ 1,134.88	\$ 4,539.53	\$	\$ 39.72	\$	\$	\$ 3,404.65	\$	\$ 44.00	; ;	\$ 3,360.65
Cochise	57,198.45	43,710.91	14,570.30	58,281.21		1,932.90	688.75		44,399.66		3,902.12	2,342.12	40,497.54
Coconino	12,107.95	9,379.35	3,126.45	12,505.80		772.33			9,379.35		121.25	97.30	9,258.10
Gila	18,253.17	.13,744.52	4,581.51	18,326.03		1,240.17	10.00		13,754.52		11,690.87	4,730.33	2,063.65
Graham	7,105.94	5,138.07	1,712.68	6,850.75	255.19	173.60		9.69	5,138.07		2,276.42	1,014.70	2,861.65
Greenlee	21,563.27	17,388.97	5,796.31	23,185.28		217.18			17,388.97		217.25	619.27	17,171.72
Maricopa	48,999.18	34,767.66	11,589.22	46,356.88	2,643.00	3,414.92	6,750.66	3,834.29	41,518.32		32,949.99	38,790.41	8,568.33
Mohave	9,130.92	7,430.51	2,476.83	9,907.34		113.44			7,430.51		92.00	1,246.56	7,338.51
Navajo	5,791.93	4,372.35	1,457.45	5,829.80		444.01			4,372.35		3,323.25	4,985.17	1,049.10
Pima	15,711.02	11,605.89	3,868.63	15,474.52	236.50	1,354.59			11,605.89		143.50	3,196.29	11,462.39
Pinal	9,039.80	6,743.96	2,247.99	8,991.95	47.85	1,391.88			6,743.96		3,973.86	1,742.97	2,770.10
Santa Cruz	4,561.00	3,045.54	1,015.17	4,060.71	500.29	179.70			3,045.54		42.75	73.60	3,002.79
Yavapai	28,264.06	20,564.96	6,854.99	27,419.95	844.11	1,658.33			20,564.96		1,405.02	7,190.51	19,159.94
Yuma	7,889.60	5,438.61	1,812.87	7,251.48	638.12	1,021.25	15.60		5,454.21		2,926.50		2,527.71
Motor Tax	\$250,000.31	\$186,735.95	\$ 62,245.28	\$248,981.23		\$ 13,954.02	*\$ 7,465.01	*\$ 3,850.43	\$194,200.96	\$ 80.049.73 \$ 16,003.50	\$ 63,108.78	\$ 66,636.05	\$131,092.18
Expense State Engineer Office Deficit 1911-'12												8,023.79 13,467.79	7,925.60
Totals	\$250,000.31	\$186,735.95	\$ 62,245.28	\$248,981.23		\$ 13,954.02	*\$ 7,465.01	*\$ 3,850.43	\$194.200.96	\$ 96,053.23	\$ 63,108.78	88,127.63	\$139,017.78

*Receipts shown in these columns all represent refunds and to obtain net expenditure should be deducted from Expenditure Column.
75% Fund:

Cochise County	Treasurer's F	Receipt No. 428			\$ 688.75
Gila "		" No. 308		145, 1546, 1074, 114	10.00
Maricopa'"		" No. 360, 37	77, 425, 430, 431, 453	3, 462, 504, 507, 508,	6,750.66
Yuma "					15.60 \$ 7,465.01
25% Fund					
	Treasurer's R	eceipt Nos. 477,	505, 509		\$ 3,850.43

Highway beginning November 17, 1912, at \$140.00 per month, he

	Salary \$ 864.17	
	Salary \$ 864:17 Material \$ 167.58	
	- 1984	1,031.75
Equipn	ent:	
illian ai	Proportion of cost State Engineer's Automobile\$	576.25
	Well drilling outfit Ditch cleaner	781.07
	Ditch cleaner	15.00
into 1	in in constraints of the contract of the contr	1,395.47
	Well drilling outfit sold to Yuma Co\$	
	Net expenditure to June 30, 1913\$	on the second of
	Net expenditure to June 30. 1913	706.72
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	neithne grade of the bothway by the plane mineral stangers in the conjugation in the plane of the conjugation of the conjugatio	year! www.true!!
	nation made of this backway be the imparament in conjunction with other work Propostion of expenses COCONINO COUNTY	lku)
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Canon Di	COCONINO COUNTY Padre Bridge: Vision Engineer J. S. Barlow together with County J.	gan) wohaas goteleke Engineer
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Canon Di E. Ray	COCONINO COUNTY Padre Bridge: Vision Engineer J. S. Barlow together with County J.	woland woland cojence engineer one hun
Canon Di E. Ray dred ar	COCONINO COUNTY Padre Bridge: vision Engineer J. S. Barlow together with County l	words words Enginee one hun the Flag

Equipment:

Proportion of cost of State Engineer's automobile......\$ 121.25

97.30

Mirkos in custom a longer

in July, 1913.

Salaries \$40.00

Team hire \$8.00

Travel and subsistence \$49.30

GILA COUNTY

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Globe-Ray Highway, Section 2:

Survey made from the City of Globe toward Ray to the Pinal

County li	ne, a distance of	21 miles and final lo	cation made of 8.8
miles and	construction com	menced in July, 1912,	with prison labor.
	Construction	교리 경우 경우 주민이 발표되었다. 왕조리 등 요. 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100 - 100	8,106.87
Pales :			\$11,952.56
Carlin.	Refund	a jedan kalikali delaktiri. Yantuu kasika parka paraktiri k	10.00
Tyo year hanat		ison Labor Section of th	
Black Riv	er Bridge:	. Lugh hig strate bein to	Ottore South Services
		of bridge over the n State Road Fund e	
Globe-Ro	osevelt Highway:	ini. Tu tyvilbancen jak	
	conjunction with		on Engineer J. S.
	Proportion of ex	penses	\$ 4.84
Maintena	nce:		医二角 医皮皮质 化二氯化物 化二氯化物 医隐毒性 有效的
velt High	way at \$100.00 per	nployed on maintenar month, each furnishi the other from Glob	ng team, one work-
Equipmen	it: charge becauties	So la multiplenso so	d holesines of their
Prop	子(99)(2) (4) (またら) - こし	te Engineer's automo	bile\$ 184.00
one e		in cathalist about 1.2	
			: Francismale
50. (01. 4)	GR.	AHAM COUNTY	to introduct
Solomony	ille-San Carlos Hi	ghway, Section 2:	
		s northwest from Ma of San Carlos Indian	
	Salaries Commissary Suppl	ies acomosa v	682.60 126.29

į. T	Ingineering Suppli Feam Hire and Mis	es	in the per like sign
Refund 1	 acct. supplies so Net Cost Survey	\$ 1,014.70 ld Maricopa County 9.69	the property of the contract o
Upon r intendent o expend \$2,0 tion, such s	ecommendation f the San Carlos 000.00 in constr um to be paid f	of the Board of Supervisors, s Indian Reservation was au uction of highway across the com State Road Fund—Grah	thorized to ne Reserva- am County.
Constru done under	uction of some s direction of Co	small wooden culverts on thunty Road Superintendent:	is highway
		Percence description is a section of	
	Material	49.001 \$124.42 49.001 \$124.42 49.001 77.50	
	Province Section		201.92
		sameat squart Chable	\$ 2,201.92
Maintenanc	的复数形式 医阿勒耳氏 医二甲二乙二		75% Fund
Report High	wavs	ty Road Supt. Maintenance	\$ 3.00
Equipment		自然的"自己的"。	
Propor	tion cost of Stat	te Engineer's automobile	\$ 71.50
		and the state of t	
		anilings from Star Leave Fig.	
31.681.40 4.	GRE	ENLEE COUNTY	1200.000
Clifton-Sole	omonville Highw	av section L	网络巴巴伯姓氏亚尔 医斯特氏结膜炎
一点的性性更多的知识。它都是不可能。	医囊膜 通過網 医内侧上沟 电流电流电流系统	from Clifton toward Solon	
connection	of 2.2 miles wit	h Clifton-Duncan road	
	Salaries-Office		0
HARRES	Commissary suppl Traveling expense	iles 59.9	0

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Equipmen	gag the control anadatal dos societas tra-	transfer (
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rakanganta nake Kabupatèn kasa	tus and controposal could said to unstable	ie karbroin
namana W	illy segme visibly it is nontroversuor in factor	O.Combine 2.0
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14.5 (14. 1 5.3) . (1) 15.5 (25.15.15.1)	Florence-Mesa Highway, Section 2 131.8	
	Phoenix-Prescott Highway, Grand Ave 117.3	
Australië	Phoenix-Tempe Highway896.2	0
lou in or	Tempe Bridge37,645.0	1
201.99		
a Maria Maria Santana Maria Maria Maria Maria	\$ 38,790.4 Potund Towns Bridge	
201.025	Refund—Tempe Bridge	.9 - \$ 34,956.12
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75% Fu	" [생존하면 얼마나 나는
decision of the	Florence-Mesa Highway, Section 2\$ 791.8 Phoenix-Tempe Highway 26.0	5 6 ,7 (1.15) (1.15)
oo Egiptic	Tempe Bridge)2 .1
	Equipment 494.0 Maintenance 228.5	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
ing 11.50	Maintenance 228.5	30
	\$ 32,949.9)9
	Refunds—Tempe Bridge	\$ 26,1 99.33
Net e	expenditures from State Road Fund	\$ 61,155.48
\$30,000 Fu	nd:	
สารเจลาเป็น	Tempe Bridge	Stok coffil.
	Florence-Mesa Highway, Section 2 344.2	24
hur slle	Prescott-Phoenix Highway, Grand Ave 1,473.1	15
elds In File	Phoenix-Tempe Highway 627.6	34 (************************************
医毛髓 医毛毛髓	General Expense14.9	10
) of the control of t	M
	Equipment 53.0 Maintenance 212.2)0 ?7

Under Act of Legislature approved April 3, 1913, there was authorized a loan of \$30,000.00 from the General Fund of the State to Maricopa County for completion of Tempe bridge, etc., such loan to be repaid from 1913 taxes and expenditures from this fund not shown in expenditures against State Road Fund for fiscal year 1912-1913, but carried as separate account.

Florence-Mesa Highway, Section 2:

61 34 3

Expenditures from State Road Fund 1912-1913....\$ 923.67 Expenditures from Loan Fund 1912-1913....

\$ 1.267.91

(For detail see Prison Labor Section of this report.)

TO BE WAS TO BEING TO BE A .-

Tempe Bridge:

Expenditures from State Road Fund 1912-1913...\$69,008.52 Expenditures from Loan Fund 1912-1913........... 21,714.85

\$90.723.37

near *Refunds 10,584.95

\$ 80.138.42

Constral Living

Phoenix-Tempe Highway:

Expenditures from State Road Fund 1912-1913...\$ 912.32 Expenditures from Loan Fund 1912-1913..... 627.64

\$ 1,539.96

Liconominal

kai. Andria ing Kabulahan at ing Kabulahan at Albahan kat at kabulahan Phoenix-Prescott Highway, Grand Ave. Division:

Construction of three concrete culverts begun in April, 1913, and the culverts begun in Ap under direction of Division Engineer F. G. Twitchell:

Expenditures from State Road Fund 1912-1913....\$ 117.39

Let be be being an imagine much ben intermediate rate. The County Road Superintendent placed two small wooden culverts on this division, cost of which was included in State Road Fund expenditures:

Material \$ 37.90 28.04 minural line rodes? 18.60 resigned Teams Labor \$ 34.54

Engineering on concrete culverts:

sow. orm; 160 Salaries	
Miscellaneous 5.35	to med a tractoria.
inal dance ita seried ame to a muddance co	\$ 32.85
Construction concrete aulyerts to 6 20 12.	
Temporary road \$245.56	
Teams 51.25	grading ke di uniték
Foundation, Labor 283.14	isa, hijirining Julii (MCC)
Forms, Labor 396.50	Sign FITE Some Fit and an amount of
	Florence-Mean Mistry
Concrete, Labor 376.22	axi bananlararekt
Concrete, Material 87.35 Embankment 20.33	Value of the second
	[2] : 10 (1) : 10 : 10 : 10 : 10 : 10 : 10 : 10 :
Miscellaneous 8.80	\$ 1,473.15
	그는 이번에 되고 있는 생각 경기를 되었다.
	"Lengte Aridese."
General Expense:	agai Caratthaearsis (-)
Expense of Board of Supervisors on inspec	tion:
그렇게 하지 않는 그렇게 하는 그 없는데 하게 하면 사람들이 가다가 되어 가입니다. 그는 사람이 그런 나는 그들이 그는 사람들은 것이다. 그 나를 가지 않는데 하다 나를 하다면 다른 사람들이 되었다.	46.10
Loan Fund	14.90
	 \$ 61.00
Equipment:	
State Road Funds \$4	factor Tempe Migh
Loan Fund	53.00
persi z	\$547.00
*Refunds shown as receipts and credits not con	sidered by Auditor and
for uniformity gross expenditures are shown herein.	H. Shishard viving 191
물을 가지 않는데 그릇 사람들이 가장하면 하는 것이다. 그런 사람은 소리를 모르는데 되었다면 다른데 다른데 되었다.	
Maintenance: A death at intend accessive accessing as	
Haronov ir mainentilla die de	ted 14 adirocato dellan
County Road Superintendent allowed \$	
supervising maintenance work on State High	
Salary for April, May and June not paid prev	rious to July 1, 1913.
bross Expended from State Road Funds. Expended from Loan Fund	8990 EA
Expended from Loan Fund	212 27
	\$ 440.77
Salary Road Supt\$90.	00
Labor and Teams	
Lumber 76.	15
Miscellaneous ;1.	
12.47 (11) A. 1.47 (11)	
한 분통하여 마니다이트 전환이의 교원되었다고 함께 가지고 그 강경병은 현취 본경에 함께 함께 되었다.	777 经已转载计划日均等加速转载。上述"一

serious factors

Kingman-Needles Highway:

Survey from Yucca to Topock, a distance of 31.7 miles, made and construction by force account started in June, 1913, but no expenditure made account such construction this fiscal year.

Engineering:

Salaries, Engineering Corps	\$776.66
Salaries, Office	42.28
Commissary supplies	84.52
Engineer's traveling expense	196.47
Engineering supplies	
Stock rental	42.00
Miscellaneous	102.63

Equipment:

N. 2012 12 13

stantism:

THE SWITE

dinapartian of east of state lighters sentinged authorizing

NAVAJO COUNTY

Chevelon Creek Bridge:

Under Chapter 68, Special Session, Laws of 1912, \$5,500.00 was appropriated from the 25% portion of the State Road Fund for the construction of a bridge over Chevelon Creek, about twelve miles east of Winslow. After due advertised call for bids, contract was awarded the Missouri Valley Bridge & Iron Company October 1, 1912, for construction of a one hundred and two foot span Warren type truss steel bridge with curved upper chord and concrete floor for the sum of \$4,800.00, this including seven cubic yards of concrete in abutments. Construction eighty per cent complete June 30, 1913.

2	-	1	1843	3-C	T.					C.				1,00		1,5	16.75%	197	111	11 6	21	ř
3	Eng	Inc	cri	ng.	اسلا	ocat	1011	a.	ца	DI	un	ıan	пЯ	,	14.		111	W.	e de la constante de la consta La constante de la constante d	1.15	i di	3
ď	7y,39	_	4847,1	\$2\$\$.		ុំ(០	199	. 9:	ERS.	ME.	557°	23	33.	HVQ	1.8	. 51	37.13	1.6.4	37/20	i i i i i i i i	()	
		ន	ala	rie	3	****										****		\$	و زوان	7.7	U.	13
		H	'vn	ens	AR	9, 9,				45			Ç 18.	la Ch		17.5	277		1814	6 5	15	į.
ď.	第5章 6月		1	*	ಁಁಁಁ				agart.	11,11						737.3		7	44.35	100	33	ì.

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Commissary, supplies	103.30
Commissary, supplies Miscellaneous	28.47
	\$ 827.86
Construction: 1111 11011001111111111111111111111111	OF STANDARD STANDARDS
Contract \$: Extra Concrete Grading approaches	3,072.00
Extra Concrete	295.68
Grading approaches	745.38 \$ 4,113.06
	133024343334
The second tradition of the second second second second	**************************************
Little Colorado Bridge:	edition to
One hundred and twenty-eight foot steel bridg	물리 물리의를 열려가 하는 그 물리는 사람이 있다.
Colorado River, near Holbrook, built by El Paso	医乳囊膜切除 建氯磺基 医氯化二甲基甲基二甲基甲基二甲基甲基二甲基甲基
Company on authority of the Board of Supervisor	そん とうじ 置けたしょうしゅく かんかんしん
without the location or the plans receiving appro	oval of the State
Engineer. Contract cost	\$3,265.00
Equipment:	
Proportion of cost of State Engineer's autom	nobile\$ 58.25
하면 경험하다 나는 말을 들은 그리는 것이 많은 이번 살아보다.	
THE TAXABLE PARTIES OF A PARTIE	
	Lales O colevana
PIMA COUNTY	시크를 하게 하게 됐다.
Timew (190-1108, 1881), M. P. H. J. G. K. Walle, J. S. H.	dipul di sankur 👵
Tucson-Bisbee Highway, Section 1:	un o pri ncipio de soci
를 하다가 하면 하는 사람들은 사람들이 가는 하는 것이 하는 사람들이 가는 사람들이 되었다. 그렇게 되었다면 가장 나를 하는 것이다.	
Survey made for Section One of the highway	그 그 사람이 가면 되어 그렇게 그렇다 그 그 그 그 그 그 그 그 그 그 그 그 그 그 그 그 그 그
City of Tucson to City of Bisbee, this section run	
to Vail, a distance of 21.048 miles. Plans are prepared	ared and bids will
be requested early in July, 1913.	
mover of control of the second control of the second of th	성기를 되면서 성의 선기를 받았다.

Engineering:

noo le al	Salaries of Engineering Corps \$748.20	1. 17.3
anul state	Commissary 310.30	60000
	Travel and expense 48.85	13.46
	Transit rental 30.00	
	Transportation of party (teams and auto) 109.00	
	Engineering supplies25.40	
	Miscellaneous	295.65

Survey extending from Vail 10.078 miles to connection with Davidson Canyon of constructed highway made and bids will be requested upon completion of Section 1.

Engineering:

de la Compania. Compania

Salaries		\$20	2.40
Commissary suppl	ies	22	1.30
Traveling expense	3 (1)		6.95 damer
Transit rental		2	0.00
Transportation of	party		3.00
Miscellaneous	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		6.85

wingumallion is the

Tucson-Bisbee Highway, Davidson Canyon Division:

(Deficit incurred under old Road Law.)

Corrugated iron culverts purchased in January, 1912, for construction, but invoice not paid until January, 1913, \$1,020.14

Equipment:

Proportion of cost of State Engineer's automobile 143.50

vision of County Hourd of Supervisors

Tropies and judice Other Inder

PINAL COUNTY

Missection Transcript

Florence-Mesa Highway, Section 1:

Survey from Arizona Eastern depot at Florence station to the Maricopa County line, 23.6 miles, and grading work done by prison labor:

Engineering \$ 461.93

Construction \$ 3,468.52

\$3,930.45

(For detail see Prison Labor section of this report.)

Globe-Ray Highway, Section 1:

Survey from Ray to the Gila County line, a distance of 9.2 miles, made 1911-1912, but these expenses not paid until after January 1913.

(Deficit incurred under Old Law.)	
Salaries, Engineering Corps\$408.51	
Commissary supplies 521.50	
Traveling expense 27.95	
Transit rental 10.00	
Transit rental 10.00 Stakes 30.44	
Miscellaneous 46.00	
\$ 1,044.4	0
Prisoners were used on this party for axemen and chainmen.	
Tucson-Florence Highway:	
Construction work on this highway completed prior to Jun	e
30, 1912, but final estimate was not paid until after July 1, 1912	? :
(Deficit incurred under old Road Law.)	2 3
(Deficit incurred under old Road Law.) Labor and Teams \$ 236.6 Equipment:	34
Equipment:	
Propor. of cost of State Engineer's automobile \$ 91.00 Road levelers and cooking range	
rropor, of cost of State Engineer's automobile \$ 91.00	Shirt.
Road levelers and cooking range 100.75	
*1917	75
Maintenance:	수동
Maintenance work on Tucson-Florence Highway under supe	_
vision of County Board of Supervisors:	1
지 않는데 나는 이번 이번 등을 가는 것이 되었다. 그는 그는 그는 그는 그는 그를 보고 있는 것이 없는 것이 되었다. 그는 그를 모르는데 되었다. 그는 그를 모르는데 그를 모르는데 그를 모르는데 그를 보고 있다.	1.
Teams and labor\$248.39	
Teams and labor \$248.39 Other labor 12.00	
Teams and labor \$248.39 Other labor 12.00	
Teams and labor \$248.39 Other labor 12.00	
Teams and labor \$248.39 Other labor 12.00 Miscellaneous 7.10 Inspection 46.10	
Teams and labor \$248.39 Other labor 12.00 Miscellaneous 7.10 Inspection 46.10	
Teams and labor \$248.39 Other labor 12.00 Miscellaneous 7.10 Inspection 46.10 \$ 313.	59
Teams and labor \$248.39 Other labor 12.00 Miscellaneous 7.10 Inspection 46.10 \$ 313.	59
Teams and labor \$248.39 Other labor 12.00 Miscellaneous 7.10 Inspection 46.10	59
Teams and labor \$248.39 Other labor 12.00 Miscellaneous 7.10 Inspection 46.10 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	59
Teams and labor \$248.39 Other labor 12.00 Miscellaneous 7.10 Inspection 46.10 Inspection 46.10 Inspection 46.10 SANTA CRUZ COUNTY	59
Teams and labor \$248.39 Other labor 12.00 Miscellaneous 7.10 Inspection 46.10 Inspection 46.10 Inspection 46.10 SANTA CRUZ COUNTY	59
Teams and labor \$248.39 Other labor 12.00 Miscellaneous 7.10 Inspection 46.10 SANTA CRUZ COUNTY Nogales-Tucson Highway, Section 1:	59
Teams and labor \$248.39 Other labor 12.00 Miscellaneous 7.10 Inspection 46.10 SANTA CRUZ COUNTY Nogales-Tucson Highway, Section 1: Reconnaissance from Nogales toward Tucson made by Divisi	59 On
Teams and labor \$248.39 Other labor 12.00 Miscellaneous 7.10 Inspection 46.10 SANTA CRUZ COUNTY Nogales-Tucson Highway, Section 1: Reconnaissance from Nogales toward Tucson made by Divisi Engineer J. S. Barlow:	59 On
Teams and labor \$248.39 Other labor 12.00 Miscellaneous 7.10 Inspection 46.10 SANTA CRUZ COUNTY Nogales-Tucson Highway, Section 1: Reconnaissance from Nogales toward Tucson made by Divisi Engineer J. S. Barlow:	59 On
Teams and labor \$248.39 Other labor 12.00 Miscellaneous 7.10 Inspection 46.10 SANTA CRUZ COUNTY Nogales-Tucson Highway, Section 1: Reconnaissance from Nogales toward Tucson made by Divisi Engineer J. S. Barlow: Salaries and expense \$73.	59 On
Teams and labor \$248.39 Other labor 12.00 Miscellaneous 7.10 Inspection 46.10 SANTA CRUZ COUNTY Nogales-Tucson Highway, Section 1: Reconnaissance from Nogales toward Tucson made by Divisi	59 On
Teams and labor \$248.39 Other labor 12.00 Miscellaneous 7.10 Inspection 46.10 SANTA CRUZ COUNTY Nogales-Tucson Highway, Section 1: Reconnaissance from Nogales toward Tucson made by Divisi Engineer J. S. Barlow: Salaries and expense \$73.	59 60

ental de apropalat Tynyapai County (1996) (770) (770) County Salar Hagy Russia (1907) 2017 2017 (2017) (2017)
Prescott-Phoenix Highway, Silver Mountain Division:
(Deficit incurred under Old Road Law.) Final estimate
Prescott-Phoenix Highway, Prescott Division:
(Deficit incurred under Old Road Law.) Right of way
Prescott-Flagstaff, Section 2:
Survey started in June, 1913, from a point 0.9 miles north of the Verde River bridge to connect with the Mogollon Hill division of Section One of this highway, constructed in 1911. Salaries
Prescott-Flagstaff Highway, Section 3: market through the section 3:
Survey extending from Cherry P. O. toward Camp Verde started in June, 1913: Expenditures to June 30, 1913:
Salaries
Verde Bridge: \$ 64.10
(Deficit incurred under Old Road Law.) Right of Way\$ 242.95
General Expense:
Expenses
Equipment:
Proportion of cost of State Engineer's automobile\$ 284.75
Maintenance:

Caretaker employed on Phoenix-Pres	cott Highway at three
dollars per day, the 75% Fund furnishing t	eam, tools, etc.
Salaries	Freezentt Physipper Marche
Material Material	
Material	191.37
	\$,1,058.27
18.67 kg	
Lietuvil lietvil	volgili zbisodlotowart
YUMA COUNTY	중화 첫 시시 하나 하나 하는 일이 되는데 되었다.
in the control of the	
Antelope Hill Bridge:	n daw a familian with a second fire
Survey and soundings completed for br	그리는 사람이 나는 아이를 보고 있는 것 같아. 그는 사람들은 사람들은 이 사람들은 이 살아 있다.
at Antelope Hill, about seven miles from Wo	ellton Researt Scioners
Salaries	\$ 782.99
Commissary supplies	229 43
Traveling expense	83.30
Teams I was to the same to the same and the	50.00
Salaries Commissary, supplies Traveling expense Teams Lumber	25.42
Repairs to well rig	75.46
Samue Stadio Salamana de Lacines Grada	\$ 1,493.90
Dome Bridge Site:	State and in barrots
Survey and soundings also made for br	ridge over the Gila River
at Dome.	
Dome Bridge Site:	
Salaries	\$ 263.39
Commissary supplies	48.80
Traveling expense	6.45
Teams	
Miscellaneous	
그리는 살아왔다는 얼마나면 그리겠다면 얼마를 하시다고 있다면 하는 사람들이 되었다. 그 그리는 사람들이 되었다.	φ τυυ.Δτ
General Expense:	The first of the control of the cont
Inspection of State Highway route and bridg	
Board of Supervisors and the State Engin	하는 열 살이다. 아버지는 남자들이 얼마를 만들어 되는 수 없다.
图 上心 Equipment:	
Prop'n of cost State Engineer's auto	omobile \$ 79.50
Well rig and freight	773.43 Maring Ing.
Tents and frames	76.75
Small tools	
	\$, see 957.36

GENERAL EXPENSE

Equipment:

			nt fo				1.82		
			rts a				5.00 -		
								606.	

ADMINISTRATIVE EXPENSE

General Fund:

r i Nary Naskata	Salary State Engineer	\$3,000.00	40	与责合的影響
	Travel expense, State Engineer	786.84		
	Auto expense, State Engineer	515.08		
			\$	4,301.92
	Postage	140.00		
	Molograph and talophane	191 00		
	Drafting supplies	127.11		
激怒	Stationery	743.94		
	Drafting supplies Stationery Blue printing	97.33		
	Books and periodicals Engineering instruments	50.25		
	Engineering instruments	120.09		
图.第	Salaries. Miscellaneous	48.40		
	Miscellaneous	88.89		
E 01	Fund:		\$	1,547.10
370	소 등에 Le 아이저는 열등을 통하고 하는데 경기를 하지 않는데 하는 모든 사람들이 하셨다.			
	Salaries paid for previous year			
	Salaries drafting and engineering off. force			
	Salaries clerical force	2,848.17		
	클리얼 성상 등로 가장된다고 하고 말하게 하는데 하는데 되었다.		\$	6,154.27
	Traveling Expenses:			
	T. F. Nichols, office engineer	\$ 23.91		
	K. K. Koontz, division engineer			
	J. C. Ryan, division engineer	90.00		
	J. S. Barlow, division engineer	90.00		
e-ar	Miscellaneous	127.00		
****		JUSTINE CO	\$	462.11

- Milita	Engineering instruments Drafting supplies	\$ 165.16 207.25
	Stationery	110 1 10 10 10 10 10 10 10 10 10 10 10 1
il.	General expense	25.00
	Secretary of State for Administration Expense Motor Vehicle Tax Law	1,000.00
	Total Office Expense	\$ 8,023.79
	Refund	6.45
Karana.		\$ 8,017.34

લ કોઇએ માટે તે કે ફેર્ડિયા હિંદિયા હો જાતા હો મામમું જાત જો હતા. કોઇ જ કોઈ દેવાલી જ ૧૯ મામલી - પોલાની પેલા પ્રત્યો લાગો હતા હો છે. તે જો પોલાની હો છે છે છે છે છે છે છે. ત્રાં મામલી કે પ્રત્યો હોઈ હોઈ હોઈ હોઈ કે કે મામલી હોઇ મામલી હોઇ મામલી હોઈ છે.

But A County of the Bury to State of the

1913-1914

The small material the bricker applications are assisted to an arm laws all the

It has been the policy of this office, approved by the Board of Control and the Boards of Supervisors to utilize the State Road Fund solely for construction purposes of as permanent a nature as possible upon properly located roads, and the maintenance thereof. The minimum width of roadway, including gutters, was increased from 12 ft. as formerly to 16 ft. and the maximum to 26 ft. The width of road as constructed in different sections has been governed by proximity to centers of population—the amount of traffic it would have to carry—but in no case less than 16 ft. A maximum grade of 6% was adopted and has been adhered to except in extreme cases where it was thought the expense would not be justified. For bridges, live loads of a 15-ton roller for steel and 20-ton roller, 150 lbs. per sq. ft., for reinforced concrete were adopted. Wherever practicable, foundations have been carried to solid rock and in all cases to firm footing below the stream bed to a depth of not less than 10 ft. for large nor less than 4 ft. for small bridges. Minimum size of culverts was increased from 6 inches to 18 inches and both corrugated iron and concrete pipe used with headwalls on one or Size of openings were determined, if possible, by high water marks or the E. P. & S. W. drainage formulae. After preparation of plans and quantity sheet all contracts have been let on a lump sum basis.

The character of road construction made under the operation of the State Road Law can be divided into two general classes: Heavy construction, in mountainous or rolling country, which consisted of grading a roadway from 16 to 24 feet in width, excavating adequate sidehill ditches, installation of all necessary drainage structures, and surfacing with the most suitable material found near or adjacent to the road. And light construction, over mesa or desert country, which consisted of crowning a roadway 20 to 26 feet wide, the excavation of side ditches to concentrate storm water, grading back from cross washes to about 10% grade, with only sufficient fills to install culverts as limited funds would permit and surfacing where absolutely necessary with gravel.

The construction of bridges and approaches over large streams and arroyas were found to be the most necessary improvements in several counties and the major portion of their funds during this year were expended for this purpose. Reinforced concrete has been given preference in all bridge work and only in extreme cases of limited funds have wooden structures been erected.

The scheme for administering the State Road Fund, as provided in the law of June 20, 1912, whereby the Boards of Supervisors and the State Engineer act jointly in the expenditure of county portions has worked very successfully. They have worked in almost perfect harmony without the slightest manifestation of personal ill feeling, notwithstanding the many trying differences of opinion. They have been of great assistance to one another in settling the many problems that have arisen in connection with the State road work and a very beneficial rivalry has been engendered between the State and county officials and employees in the construction of roads.

SUMMARY EXPENDITURES BY COUNTIES

10 8 1 W 8 10

8119251

建恒等设置物

S.T.A.T.E. ROAD FUNDS July 1, 1913, to June 30, 1914

COUNTY: WORK 25% 75% Total 法国的政治 医动物 医二种动物 医二种动物 APACHE: 見ずむけむむも父 Beaver Dam and Milky Wash Bridges \$ 29.17 \$ Big Hollow Bridge 3,823.35 Equipment 18.95 3,871.47 HUTHERMAN THE STATE COCHISE: elitishe. Fairbank Bridge 12.11 25,758.95 Bisbee-Douglas Highway 17,420.68 169.39 Tucson-Bisbee-Fairbank Bridge Sec. 4,514.53 Bisbee-Tombstone Highway, Sec. 1. 41,382.28 1.359.42Equipment Construction of the Equipment 2,386.42 CHVHVIII Maintenance 2,075.29 95,079.07 alisms emulica 1885053 COCONINO: Canon Padre Bridge -98.048,903.83 Flagstaff-Winslow Highway 84.13 6.140.68 Equipment 69.20 15,295.88 CILA

COUNTY:	WORK:	25%		Total
GILA:				
	Globe-Ray Highway, Sec. 2 Globe-Roosevelt Highway		255.65	
	Globe-Roosevelt Highway	1,088.88	13,694.99	
	Globe-San Carlos Highway	927.55		
	Equipment	사 가는 이 회문의 맛이 있어? 얼마나 없다면	215.05	
	Maintenance		2,694.07	18,876.79
GRAHAM:	하는 경우 그는 사람들이 들었다. 그들은 사람들이 그렇게 되었습니다. 그를 됐다. 하는 사람들이 들어 들었다.			
	Solomonville-San Carlos Highway, Sec. 2		2,000.00	
	Solomonville-San Carlos Highway, Sec. 2-A	269.05	3,144.22	
	Solomonville-San Carlos Highway, Sec. 2-B	1.96	49.09	
	Equipment		18.95	
	Maintenance		595.89	6,079.1
GREENLEE:				
	Clifton-Duncan Highway			
	Clifton-Solomonville Highway, Sec. 1	1.733.02		
	Equipment		18.95	2,602.8
MARICOPA.	TO PORTUGALE AMERICAN PROPERTY SERVICES AND A SERVI			
STATE OF STA	Prescott-Phoenix, Grand Ave. Division		1,407.40	
	Florence-Mesa Highway, Sec. 2		1.428.48	
A PASSONALIA	Phoenix-Tempe Highway	19,121.75	24.421.43	
Conference of the September of the Septe	Phoenix-Tempe Highway Tempe Bridge Wichenburg Bridge	4.428.34	3,146.48	
	Wichenburg Bridge	31.58		
	Prop'n \$30,000 loan expended previous year		24,440.05	
			3,370.60	
	Equipment		1,977.60	84.345.22

COUNTY:	WORK:	25%	75%	Total
MOHAVE:				no es es estados en cambios de como de
	Kingman-Needles Highway Equipment		14,298.06	* 379 850 1
	Equipment		37.90	14,512.63
	in the state of th	and the Arthurst Control of the sound at 19 and 19.		
OLAVA	ing the stop state of	18 20110		A CHARACTE
CEMENALI	Chevelon Creek Bridge	1,386.94	1,070.88	
	Winslow-Holbrook Highway		1,322.99	
	Jacks Canon Bridge		2,154.60	1 eastw
	Equipment		88.21	6,024.37
PIMA:			1 2000 20 1	
	Tucson-Bisbee Highway Sec. 1	660.01	5,998.92	
YUMAE	Tucson-Bisbee Highway, Sec. 2-A)	796.69	14.300.36	
	Tucson-Bisbee Highway, Sec. 2-A)	119.57	图 福祉基本	te Toy 5 !
	Equipment		18.00	
	Tucson-Bisbee, Davidson Canon Division	670.20		22,563.75
PINAL:	마다 (1985년) 1일 전 전 전 전 전 전 전 전 전 전 전 전 전 전 전 전 전 전			
	Florence-Mesa, Section 1	=2.00	4,213.47	
	Tucson-Florence Highway	698.31	2,300.23	
	General Expense		25.00	
	Equipment		425.79	
	Maintenance		1,885.50	9.624.56
YAVAMM				
SANTA CRUZ:				Forst
(Oligita)	Nogales-Tucson Highway, Section 1	1,160.32	3,652.80	and the second second second second second
And the second s	Equipment		18.95	
	Maintenance		350.75	5,182.82

-101

	Wellstone neo			
COUNTY:	WORK	25%	75%	Total
YAVAPAI:	Afticulation of the second		128730	೨ ಕ್ಷಮ
	Prescott-Flagstaff, Section 1	12.09	2,537.83	
	2	927.26	N.2 Ge	30.5
	androve recents frequent	化二氯化二氯甲酰胺 化二氯化甲基乙二烷		
		5,108.34	30,230.32	
	ettikasa akan kasaran (3-A 3-B.	8.05		
	Prescott-Dewey Highway	661.14		
	General Expense		70.05	
	Equipment		777.85	
	General Expense Equipment Maintenance	149.19	4,271.03	46,705.
	Tangga tagus inggasti Bri 37 3		And the second	
YUMA:	Language from Lighting States	Jeliji si saman		
	Antelone Hill Bridge	324 32	5,450.68	
CINY.	Phoenix-Yuma Highway Dome Bridge Site	1,063.49	154.25	
	Dome Bridge Site		271.79	1391
	Equipment		428.95	7,693.
	살 선명하게 되는 그는 학생들이 하면 하라는 생각하게 했다면서 나가 있다. 그 그 사이가 되었다는 사이를 하는 것이 되었다. 그는 사이를 살 수 있다면서 살 때문에 살아 있다면서 살아 있다. 그는 사이를 살아 먹었다면서 살아 없었다면서 살아 있다면서 살아			
GENERAL:	varios napuse misrara Parante reservantes			
	Salaries and Expense	13,661.52		13,661.
avavio:	Equipment	3.777.29		3,777.
				Y 200 27 44
	ejakate i egeneratik (Projection)	\$ 64.167.97	\$291.728.22	\$ 355,896.
here is a second of the				
				1014

RECEIPTS AND EXPENDITURES—STATE ROAD FUND July 1, 1913, to June 30, 1914.

COUNTY:	Appor-	Paid	in	Total	Del.	시나 아이를 받는 아이에 하지?	eceived uent 1912	Total	Rec'd Prior 1912	Ref	unds	Balance July 1,	Total	Total	Expend	litures	Balance
	tionment	75%	25%		1913	75%	25%		25%	75%	25%	1913	75%	25%	75%	25%	6-30-14
Apache	\$ 3,997.50	\$ 2,980.15	\$ 993.38	\$ 3,973.53	\$ 23.97	\$	3 // 10 10 10 10 10 10 10 10 10 10 10 10 10	\$	\$ 5.92	\$	\$	\$ 3,360.65	\$ 6,340.80		\$ 3,842.30	\$ 29.17	\$ 2,498.50
Cochise	58,500.75	43,955.03	14,651.68	58,606.71		242.45	80.82	323.27	157.90	8,978.72		40,497.54	93,673.74		93,538.15	1,540.92	135.59
Coconino	10,697.25	7,571.53	2,523.82	10,095.35	601.90	99.31	33.10	132.41	105.31			9,258.10	16,928.94		15,113.71	182.17	1,815.23
Gila	21,593.75	16,118.54	5,372.86	21,491.40	102.35	276.27	92.09	368.36	338.72	4,967.72	20.00	2,063.65	23,426.18		16,859.76	2,017.03	6,566.42
Graham	6,100.25	4,651.60	1,550.53	6,202.13		196.21	65.40	261.61	35.88			2,861.65	7,709.46		5,808.15	271.01	1,901.31
Greenlee	22,722.00	16,810.28	5,603.43	22,413.71	308.29	30.52	10.18	40.70	5.16			17,171.72	34,012.52		18.95	2,583.86	33,993.57
Maricopa	44,539.75	31,968.66	10,656.22	42,624.88	1,914.87	805.40	268.46	1,073.86	347.11	19,774.19	1,937.77	8,568.33	61,116,58		60,192.04	23,581.67	924.54
Mohave	9,363.00	6,868.59	2,289.50	9,158.09	204.91	271.33	90.45	361.78	50.28			7,338.51	14,478.43		14,335.96	176.67	142.47
Navajo	4,699.75	3,543.64	1,181.20	4,724.84		8.07	2.69	10.76		63.21		1,049.10	4,664.02		4,636.68	1,387.69	27.34
Pima	15,875.75	11,756.61	3,918.87	15.675.48	200.27	136.00	45.33	181.33	271.84			11,462.39	23,355.00		20,317.28	2,246.47	3,037.72
Pinal	12,841.75	9,622.50	3,207.51	12,830.01	11.74	352.49	117.50	469.99	320.86	1,150.29		2,770.10	13,895.38		8,849.99	774.57	5,045.39
Santa Cruz	3,886.50	2,657.60	885.87	3,543.47	343.03				103.86	175.66		3,002.79	5,836.05		4,022.50	1,160.32	1,813.55
Yavapai	26,382.25	19,749.44	6,583.13	26,332.57	49.68	281.23	93.74	374.97	422.82	85.22	19.49	19,159.94	39,275.83		37,887.08	8,818.29	1,388.75
Yuma	8,799.75	6,452.25	2,150.75	8,603.00	196.75	89.89	29.96	119.85	133.48	92.05		2,527.71	9,161.90		6,305.67	1,387.81	2,856.23
TOTAL Balance 7-1-'13 Auto Tax	\$250,000.00	\$184,706.42	\$ 61,568.75	\$246,275.17		\$ 2,789.17	929.72	\$ 3,718.89	\$ 2,299.14	*\$35,287.06	*\$ 1,977.26	\$131,092.18	\$353,874.83	\$ 66,932.70 7,925.60 34,046.25	\$291,728.22	\$ 46,157.65	\$ 62,146.61
Expense State Eng'rs Office Equipment											157.83					13,661.52 4,348.80	44,736.58
	\$250,000.00	\$184,706.42	\$ 61,568.75	\$246,275.17		\$ 2,789.17	929.72	\$ 3,718.89	\$ 2,299.14	*\$35,287.06	*\$ 2,135.09	\$131,092.18	\$353,874.83	\$ 108,904.55	\$291,728.22	\$ 64,167.97	\$106,883.19

*Receipts shown in these columns all represent refunds and to obtain net expenditure should be deducted from Expenditure Column.	j.
[and and the control of the control	3
Treasurer's receipts, Nos. 97, 132, 143, 344, 374, 382, 439, 497, 530, 564, 573, 601 \$2,135.09	W.
是最高。 75% Fund: 我的意思,只是是我们的人,我们就是我们就是这些,我们就是这些,我们就是这些,我们就是不是,我们就是这样,我们是这个人,我们就是这个	VII.
Cochise County — Treasurer's Receipt Nos. 179, 210, 291, 319, 329, 340, 347, 400, 406, 417, 418, 419, 447, 449, 493, 506, 508, 563, 574	
Gila "Nos. 42, 332, 345, 346, 408, 416, 434, 483, 507, 534, 603, 616	
Maricopa "Nos. 41, 54, 73, 74, 112, 134, 178, 203, 205, 223, 226, 238, 239, 249, 262, 280, 288, 294, 304, 316, 371, 373, 375, 415, 420, 448, 451, 485	
Navajo " Nos. 585, 602 63.21	
Pinal "Nos. 164, 320, 395, 1,150.29	30
Santa Cruz " " No. 162 175.66	100
Yavapai " " No 482 85.22	200
Yuma , , , , Nos 68, 133 92.05	

eabird Musdala's APACHE COUNTY e entimitates. Board of Supervisors: J. R. Armijo, Chairman, Hyrum J. Knight, Member, Pedro Candeleria, Member, Theo, Lopez, Clerk. F. R. Goodman, Division Engineer. Beaver Dam and Milky Wash Bridges: Nowing the assume the control of the control o Selection of sites for bridges over Beaver Dam and Milky Wash between Holbrook and St. Johns made in June, 1914. Big Hollow Wash Culvert: Plans furnished by Mr. W. A. Crossland, Senior Highway Engineer, Office of Public Roads, for a three arch concrete culvert over Big Hollow Wash on State Highway between Holbrook and St. Johns. Contract awarded Faustino Franco for construction of this culvert for \$2,614.75 for 106.5 cubic yards with allowance of \$12.60 per cubic yard for additional concrete yardage. Construction completed and bridge accepted February, 1914: Original Contract, 106.5 cu. yds.\$2,614.75 Extra work 92.50 \$ 3,823.35 listed Technican Michway Solist day Equipment: Road drag saft and he hand new value at know his nothingery nvers sign of the state of the second Marine V. SECTION CHE COCHISE COUNTY Howwall Board of Supervisors: August Hickey, Chairman, John Rock, Member,

the many to sembrate A. C. Karger, Clerk.

Wm. Riggs, Member,

J. C. Ryan, Division Engineer. It was a series of a matrix

[2] 전에 1842년 - 2월 17일 전문 2월 1일 전 1일 17일 17일 17일 17일 17일 17일 17일 17일 18일 18일 18일 18일 18일 18일 18일 18일 18일 18
Fairbank Bridge: YTHUGO EHOAGA
Construction of bridge at this point begun in May, 1913, completed in November, 1913: (1913) and (1
Expenditures 1913-1914
(For detail see Prison Labor section of this report.)
Tucson-Bisbee Highway, Fairbank Bridge Section:
This section built in connection with construction of Fairbank bridge and completed in December, 1913. Expenditure 1913-1914 \$4.514.53
Bisbee-Douglas Highway:
Reconstruction and surfacing work on portion of this highway commenced January 1, 1914, and carried on to May 1, 1914, at which time work was discontinued until such time as additional funds were available.
Expenditure 1913-1914 (1914-1914) \$17,590.07 (1914-1914) Refunds (1914-1914) \$28.40 (1914) \$17,061.67
(For detail see Prison Labor section of this report.)
Bisbee-Tombstone Highway, Section 1:
Construction work on this section started October, 1913, with prison labor and work is being continued at this time. Expenditures 1913-1914
YTMBOD EBINDOD\$40,207.56
Equipment:
County equipment purchased 1913-1914\$ 2,386.42 Taken into State equipment
*Refunds shown as receipts and credits not considered by Auditor, and for uniformity gross expenditures are shown herein.

Maintenance:

16.70

INTERNET ST

Canon Pedro Bridge

Caretaker employed on the Bisbee-Douglas Highway to December 1, 1913, at \$140.00 per month including team; maintenance taken over entirely under direction of Division Engineer J. C. Ryan as of that date and teams and day labor used to put road in as good condition as possible until reconstruction work commenced in January, 1914.

Maintenance by caretaker:

	S 4 45 06 17 1	The second of the second	Address to the same		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	海绵 化压烧点源	7.77	Jan. 1 19 10	2.5	erical configuration in	* . "	
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4.1	Salarie	C .	of the section		20.000 3 1 1 1 2	とんしゃ まんかく		~ U+27 i	4.2	200年的4分	5 1 2 3	
4.5	Datatio	O						· 341.	IU .			
9.0	200		the second		ALC: NO SECURE					せきついり 短った		
		一点的 "你说,这'更是能	100	化气炉 医二氏腺 可托	医毛膜性 化氯化二					医基础管理 电电流电路		
120	Miscell	0300000	07770		The last the second		10.00	477	12	建金属 机熔性 网络	4	
											8.58	

In addition to the work done under direction of Division Engineer, December 1, 1913, to January 1, 1914, during August, 1913, Assistant Engineer B. M. Atwood was delegated to superintend temporary repair work on portions of this road consisting of cleaning out ditches and scarifying old oil surface. Day labor was used on this work at \$3.00 per day and teams at \$3.00 per day.

maintenance und	ter direction	or enginee	rs:	
Salaries and	WOOD		Q 4	78.81
引送性 生態性の 第四年 ほうかん かいけい みたいんじょう マルーベー	一个写了第二次的 化二氯甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基	A 18 8 18 18 18 18 18 18 18 18 18 18 18 1	A	
Engineer's to	ravel and exp	enses	1	54.15
Team hire		计学机器的关系形 式	6	86.50
· 我们们是一个多,不是有一个,我们们们是我们们是有一个。			Sec. 2019 18:50	T. DAT ALM SHINES Y
Drags constr	ructed			50.00
in the figure of a Thereign to the contraction	化水性 化激光性 能拉克 化氯化钠		ofactor to	00.70
Tools and st	eel for scarif	yıng	1	26.70
Miscellaneou	ia *			10.55

\$ 2,075.29

COCONINO COUNTY

Board of Supervisors:

H. J. Gray, Chairman,

R. F. Bongberg, Member,

P. M. Shafer, Member, CO. Se C. H. Brownell, Clerk.

F! R. Goodman. Division Engineer.

Side of Court and the first of the Court of

dadgregoficashi:

Canon Padre Bridge:

Contract awarded Topeka Bridge & Iron Company for construction of a one hundred and forty foot Luten type arch for \$7,900.00 and construction commenced by that company in September, 1913, Assistant Engineer W. H. Caruthers acting as inspector. Supplementary agreement made with the contractor for building approaches on basis of wages paid plus 10%. Construction of bridge proper completed in April, 1914, and approach work taken over by Assistant Engineer Caruthers and finished with day labor. Final estimate on contract for bridge will be paid in July, 1914.

	Paid on contract	j
练3800 (本)	Salary of Inspector 572.02	
	Travel and subsistence 188.10 Miscellaneous expense 36.80	igit Gal
camb took	Miscellaneous expense	ģ
STATE OF	Approaches 1,072.45	١.
dept burit	2 24 in. Corr. Iron Culverts in approaches 137.76	y
	a grain leading traces with the envillaging and	3
	gEngineering:	
	, y/Salaries) \	120
	Travel 2.55 and 1000	
	Advertising, etc. 44.14	
	Expenses, Office Engineer 34.05	
	Expenses, Office 7.30	
	98.0	4
		-
Discosto ef	\$ 9,001.8	7

Flagstaff-Winslow Highway:

Highway between the Canon Padre bridge and Canon Diablo bridge site graded by day labor, approximately 13 miles:

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	-	. 3	7	• •	_	_	٠.		: =	

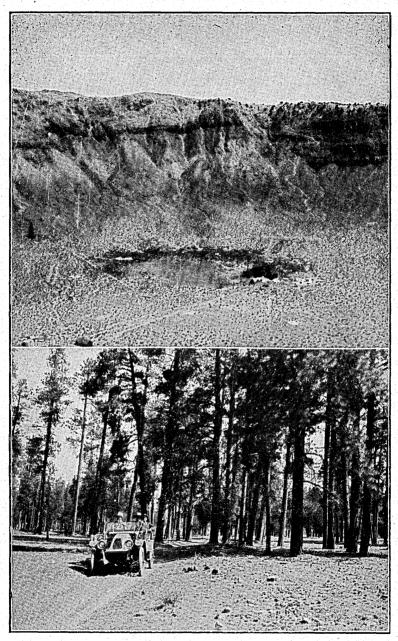
Salaries	열리를 받는	314,4311,4			\$ 82.18	경기가 되었다. 그 것
Expense	3.24		ディダー カッダカ		4 00	
	2.3		1 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	MODOO.	and the first of the second of	- \$ 84.13

Construction:

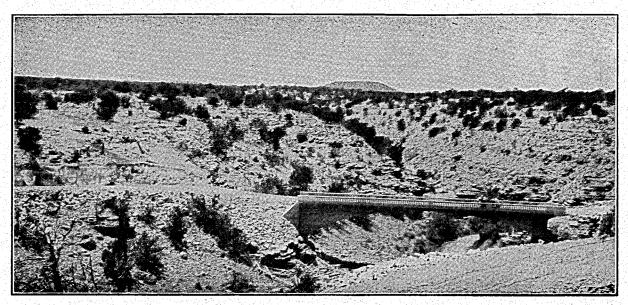
Clearing			and A	8 15	nistl.	弘诗日	학생 얼마
Clearing	and Gri	ibbing-		6. P. C.	1.1		
Labor	. Parkitir	7 5 7 5 8 5 1 1 1 1 5 1 5 1 5 1 5 1 5 1 5 1 5	5 34 44 1 4 8 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			\$	875.46
Grading:	Adagota	1-27/1	imakiri	9 B	31		
Labor	્ટિલવેલા	Mr. We	O KAR	M/ \$3	3.229.9	9	
	468.0003.00	and the state of the state of	1 1 m 1 1 m				

Labor \$3,229.99

Teams 792.09



COCONINO COUNTY
Santa Fe Highway
Upper Picture—Meteor Mountain



COCONINO COUNTY Canon Padre Bridge Santa Fe Highway

	Culverts and Drains:	36.83
16.821.63	TeamsSurfacing:	24.05
	Surfacing: (and see seds of season's	
	Labor \$ 3	849.00 102.20
	Same were line manueal deposition	,\$ 451.20
William Wals	Superintendence:	
Sand San	Salaries \$ 4	477.81 per ed activities the
	Expenses	198.13
		7 019.34 7 19.34
	Miscellaneous expense	5 6,140.68
		\$ 6,224.81
Equipme	nt:	
	Drags and small tools	\$ 69.20
we asset		الله الله الله الله الله الله الله الله
	GILA COUNTY	Victoria de la constitución de l
	Board of Superviso	ors:
erri.		
	Mart McDonald,	Member,
	Patrick Rose, Me	mber, it coinsi una adali.
	Dromle T. Cotos (Nork
Aller II.	F. G. Twitchell, Division Engin	eer.
្រស់ស្រាយ	distribution and but and the allowable	
Globe-Ra	ay Highway, Section 2:	
	ile construction work on this sec	tion was closed in Janu
Wh		
Wh:	3. it was necessary to leave two	prisoners to guard the
Wh ary, 191 material	3, it was necessary to leave two and equipment at that camp, the	prisoners to guard the cost of their subsistence
Whary, 191 material	3, it was necessary to leave two land equipment at that camp, the harged to the work. This arranger 17, 1913, when camp was dismander	prisoners to guard the cost of their subsistence gement was continued to

terial by Cochise County 75% portion of State Road Fund, and

Expenditures 1913-1914	,\$ 256.25
Expenditures 1913-1914* *Refunds	3,384.61
30 Net Credit	\$3,128.36
(For detail see Prison Labor Section	of this report.)
Globe-Roosevelt Highway;	• Lakor Terras
Work of putting in additional drainage tion of highway undertaken December 15, 19 of prisoners selected from Phoenix-Tempe I work is being continued at this date.	13, with an honor force
Expenditures 1913-1914:	on Misrophysical Company
Engineering	\$ 1.088.88
Construction	13,694.99
()E()) *Refunds Figur The	\$14,783.87 1,536.91
Equipment:	
Expenditures 1913-1914	
Globe-San Carlos Highway: (Figure 1) San Carlos Highway Figure 1 San Carlos Highway Figure 2 San Carlos Highway Fi	
Survey from the city limits of Globe south to the boundary of the San Carlos Ir and plans and specifications being prepared	ídian Resérvation made for advertising for bids
in July, 1914. in som mit med strow	avitanatenos villy
and bummEngineering: By out avest at gre	ner, 2013, it was moneso
sonateisdus non Salaries of Lountinos si Subsistence and travel has bus inomquipo Auto expense; Engineer (C.E.E.M.	Inemate 1687.75 to large in the control of the cont
the Middle Combestion of the Star Comp. The over to state road equipment and the ma-	
for uniformity gross expenditures are shown her	considered (by) Auditor, and
(or direction the Angel Carlotte and Carlott	

Maintenance:

Caretaker on the Roosevelt end of the Globe-Roosevelt highway, at \$100.00 per month retained to January 1, 1914, and caretaker on the Globe end of same highway retained to January 31, 1914; after which dates maintenance work taken in hand by prison forces engaged on this highway.

Caretakers:

67.52

274 量数10

机砂板砂锅 格尔尔 医二氯甲酚 化二氯甲酚 医克克氏征 医二氯磺基基二		
	Le	a series of the
Colonica	5 (A 10 PSS) #32 PGE 1415 (MI DT	.900.00
Salaries	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	:000.00
		TO MONTH MARKET THE REAL PROPERTY.
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. A. W		
Miscellaneous	一 化二氯化二甲二二烷二氢甲烷烷基 电电路递电路计路	3 3 3 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
		0.00
医二甲基磺胺 医氯化合物 医二亚亚酚 化基金化 医二氯甲基二氯甲基二氯甲基	经支票 人名英格兰人姓氏格特的变体 医动脉丛 医动脉丛 化二甲基二甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲	一种中华 ""在"企业的"中" (Amilian Circle) "这个企业生的"特别" (Amilian Circle) "
일이 나타 아이들이 그는 사람은 사람이 일 수없이 되다 했다. 이번	· 1、6、1、6、1、6、1、1、1、1、1、1、1、1、1、1、1、1、1、1	\$1,305.00
	一点 网络建二氯化氯化聚基金基化基化 网络黄金属 高层 网络美国科学会会	21 205 111

tron Matthews tousing said the solution of this engine of the fait of the fait of the solution and said of the fait of the construction solutions of the construction solutions and antitions of the solutions.

GRAHAM COUNTY

Board of Supervisors:

Phil C. Merrill, Chairman,

A. C. Peterson, Member,

W. L. Nelson, Member,

Benjamin Blake, Clerk.

: Englisearling:

: mailent)

restricted and more off-the

F. G. Twitchell, Division Engineer.

Solomonville-San Carlos Highway, Section 2:

With appropriation of \$2,000.00 1912-1913, and \$2,000.00 1913-1914, the Superintendent of San Carlos Indian Reservation accomplished the following:

26 miles of road improved, utilizing as far as possible the abandoned railroad grade.
doned railroad grade.
는 대한 기본 통해 중에 보고 있는데 한 사람들은 것을 보여 함께 있습니다. 그 보이 있는데 보고 있는데 보고 있는데 보고 있는데 보고 있는데 보고 있는데 보고 있는데 없는데 없다.
Construction following bridges and culverts: 10 than market of
6 10-ft. wooden bridges;
1 20-ft. wooden bridge;
1 80-ft, wooden bridge;
1 98-ft. wooden bridge;
15 wooden culverts;
100 m(1) 1 25 corrugated iron culverts.
Solomonyille-San Carlos Highway, Section 2-A:
Under supervision of Division Engineer F. G. Twitchell, the
County Road Superintendent W. R. Foote constructed 1.89 miles
from Matthews toward San Carlos on this section of the
State Highway, this construction consisting of grading and surfac-
ing and putting in wooden culverts and bridges:
Engineering: YTMUOU MARASD
Right of way plats \$22.70
Right of way plats\$ 22.70
Inspection: Translate Mary 16 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Inspection:
Inspection: Salaries 77.42 Expense 10000 10000 1 1 1 168.93 registed 00000 1 1 269.05 Construction: Grading: 400000 1000000 1 100000000 1 1000000000
Inspection:

	r F. G. Twitchell inst extension of construct		neces-
Salary and	expenses		51.05
Equipment:			
Road drag		na barana s	18.95
Maintenance:			
Maintenance of S	State Highways in this	county under d	irection
of County Road Supe	erintendent who is all	owed \$15.00 per	month
for supervision:			
Labor		\$ 331.51	
Teams	Value property Karacandaria	159.91 104.47	
		\$ 101.11	595.89
	indigator proporti de A		
	manchine in the Control of		
	which area is that		
	Trota : M. Homes with		
	GREENLEE COUNT	Y	i anggrass
	Board of Supervisor	'S: //es: Tries Thereite:	OU.
	Wade Hampton, (Chairman, Samue	agair o
	R. A. Campbell, M	ember,	
	C. P. Dunn, Memb	er.	
	A. L. Terry, Clerk		
J. S. Barlo	w, Division Engineer.	are tightly 1811	
Clifton-Solomonville	Highway, Section 1:	Same of the State	vinean'
Final location m	ade and plans and sp	ecifications prepa	ared for
advertising for bids	for construction of 3	miles of highw	ay fron
Clifton toward Solom			
일하는 시간에 생각하는 그 일하다.	점계 존대를 내고 모든 그는 본 본 어린	antis Criministici	
Engineering	Corps salaries	\$ 803.55	
Travel and	subsistence	628.79	
		92.00	
Team hire	1 重 1 重 2 生 4 しかん 1 2 4 2 4 2 4 2 5 4 2 5 4 2 5 4 2 5 4 2 5 4 2 5 4 2 5 4 2 5 4 2 5 4 2 5 4 2 5 4 2 5 4 2 5 4 2	30,00	25 68
Team hire Transit ren		- C / C - C - C - C - C - C - C - C - C	11111
Transit ren Blue printin	ital g, specifications, etc. us jamis and most may i	101.10 77.58	unn Tunch i

Clifton-Duncan Highway:

Enlowed the Ban Oarlog Section 12 B

Survey made of seven miles of highway from the end of Clifton-Solomonville Highway, Sec. 1, toward Duncan.

Engineering:

SERT

Salaries				\$ 44	10.92	iomqtupill
Travel	and sub	sistence		1 3 4 1 1	13.92	
Team h					6.00	
			Service I		177 825718	OEA OA

makovakijahmy chapie slif ar szawasak szek komanistacek. Almani iha ilkák keszakk szodwita hagini ajos baok szauk kir

16.162 F. 10.041

14 364

MARICOPA COUNTY

Board of Supervisors:

W. A. Moeur, Chairman, Frank Luke, Member, Lin B. Orme, Member, Jas. Miller, Jr., Clerk.

Tempe Bridge:

Finishing and paving work completed in September, 1913, and bridge opened for traffic September 20, 1913.

And 1 - 4 32.08

(For detail see Prison Labor Section of this report.)

Phoenix-Tempe Highway: I noting a vew of the effection of a state of

Construction work on this highway with prison labor continued to completion, December, 1913. (For detail see Prison Labor section of this report.)

Reimbursement made to General Fund for loan of \$30,000.00 in fiscal year 1912-1913. Expenditures during that year \$24,440.05. Amount expended current year from this fund, \$5,559.26, shown as regular expenditures against proper projects.

BEARTH BINKEY AVERSON OF THE WAR WAS NOW A

Parkett with the the mill

Trades and Fredshi

1000

STATE HIGHWAY DEPARTMENT.

Florence-Mesa Highway, Section 2:

Construction (grading only) on this project finished in February, 1913, but final adjustment of expenditures between Maricopa and Pinal Counties not made until current year.

963.05

Prescott-Phoenix Highway, Grand Ave. Division:

Work of construction of concrete culverts started latter part of previous fiscal year completed.

Expenditures 1913-1914—

Superintendence	48.28
Temporary road	267.00
Teams	27.09
Forms, labor	11.25
Forms, material	133.30,1
Concrete, labor, teams	123.08
Concrete, labor	180.43
Concrete, labor Cement	346.48
Gravel	168.60
Lumber	32.15
Miscellaneous	2.54
Embankment	
사용화 교육 사용하는 경기를 받게 되었다. 이번 나를 받스	
34	1,407.40
L. L. Tr. Tree Research mean his firm full.	T. STEAT OF THE SOUL

*Refunds Date Hill 19 24.50 position in the mission of the contract of the transfer of the contract of the

Maintenance:

A 16 6

ran yana rahilikin

County Road Superintendent allowed \$15.00 per month for supervision of maintenance on State Highway in this county up to December, 1913, at which time a caretaker was placed in charge of Phoenix-Tempe Highway at \$70.00 per month, the County Road Superintendent, however, looking after the other sections.

Salary County Road Supt. \$
Grand Ave. Division: 180.00

Teams \$ 540.75 Labor 565.00

*Refunds shown as receipts and credits not considered by Auditor, and for uniformity gross expenditures are shown herein.

Phoenix-Tempe Highway:	
Salary caretaker ####################################	\$7.66 (1.9.46) (1.9.35) (1.9.3
Light Globes to replace those broken	28.08
	\$ 1,977.60 ·
*Team and wagon furnished by 75% Fu Equipment: hely the streethe of the control of the streethe of the street	nd strock stockets.
Expanditures 1012 1014	
	370.60 571.51
. 즐겁함 : 이 함께 바람이 하고 있다. 그리 있다. 보고 있는데 모양하다 살다.	
*Refunds	897.81
Wickenburg Bridge:	,
Survey and soundings made at Wickenburg fo Hassayampa River for Maricopa County: Salaries	
State Road Fund will be reimbursed by Mari this charge, together with pay roll charges under	cons County for
	Loonanoimmät
ica dinamental results begoing inclinantiques l	County It was
Board of Supervisors:	skila ilina etteri en eren kanna kanna kilonari ili.
Board of Supervisors: John C. Potts, Chairman, N. K. Ridenour, Member, J. Sam Withers, Member, Isaac Bartholomew, Clerk, F. R. Goodman, Division Engineer. *Refunds shown as receipts and credits not considered uniformity gross expenditures are shown herein. Some statement of the statement of	(3) (ff

The large report of a Director of the first STATE HIGHWAY DEPARTMENT.

Vavanoo convarv

Kingman-Needles Highway: Work of grading highway from Kingman to Topock started in June, 1913, under force account agreement with Aubrey Investment Company completed in December, 1913. Division Engineer James A. Parker was in charge of supervision of this work and prices allowed were as follows, plus 10%: Foreman, per day\$ 4.00 Blacksmith, per day\$ 4.00 Laborers, per day 2.25 2 H. team and driver per day 5.00
4 H. team and driver 8.00 6 H. team and driver per day 11.00
8 H. team and driver 13.50 Wagons per day 15
Water wagons, per day 25 Fresnos per day 10
Plows, per day 10 Scrapers per day 10 lared to Engineering: total year its the engineering that letter Unpaid bills from previous year: Salaries \$2.55 Subsistence 132.61 Travel 10.00 Miscellaneous 31.51 176.67 Superintendence: Salary Saddle horse and feed165.25 843.30 Construction: Clearing and Grubbing \$ 1.022.58 rading: vivitarii deordin Redicin R Labor ::::: 12,349.59 Grading: Material 82.59 qu' sand, ossessione strather Unite soft her between the \$ 12,432.18 The wine of the later to the later of the later of the later of Equipment: \$ 37.90 Camin Country

THE STREET WATER HE SPECE NAVAJO COUNTY

Board of Supervisors:

The transfer of the state of th

Barnett Stiles. Member: has know and to more C. M. C. Houck, Clerk, was a second

F. R. Goodman, Division Engineer. Parallella 1975 and and

Chevelon Creek Bridge:

Construction of bridge under contract with Missouri Valley Bridge & Iron Company completed, together with original approaches, bridge being accepted July, 1913. In May, 1914, additional work done on approaches by day labor under direction Assistant Engineer B. M. Atwood.

Expenditures 1913-1914:

137	Balance due on contract\$1,432.3	2	
Ú	Extra concrete in abutments 662.4	8	
	Force account on approaches 136.0	1	

Forces under B. M. Atwood on approaches:

Labor \$ 60.56 Material 157.95 Teams 8.50

227.01

pik celasaki-namaaidi

2,457.82

子名的 医尼克克氏试验检尿病 医多克克氏病 医多克克氏病 Winslow-Holbrook Highway:

N. AMAZIE Suche 100 Ha3

400 VI Y W

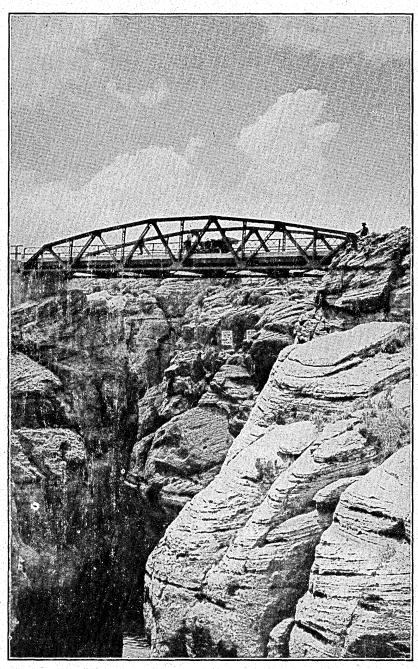
Under supervision of Assistant Engineer B. M. Atwood, 3, 735 feet of road graded and five small culverts constructed from approach of Chevelon Creek bridge toward Winslow by use of day labor:

	. 3				
Sun	ner	inte	nd	ene	

	The Automotive Control	To Labour Co.	建化铁 混乱 医洗涤	程序 医二氯苯甲基磺基二氯基二
Salary		- Farth 1881	\$ 76.08	[1] J. J. Sant S. S. L.
	the second second	also a transition of the	and the second second second	医二甲基乙基苯二甲基乙基苯二甲基乙基
Expenses		A Maria Andrews	32 25	e Salah di Bada Aras
Нароносы		**************	and the state of the state of the	NORTH TO SELECT THE SECOND
Property Part (1997)	. T	S V P & Services		\$ 108.30
化对邻氯氯化乙酰胺 化二氯化	- 15 - 15 - 15 - 15 - 15 - 15 - 15 - 15	一年十二月子第四十二年 建	Contract Additional to	Ψ 100,00

Camp Costs:

Cook							38.71
Labor	Fig. 244	313.		VI (\$0)			20.26
Team	27 12-90	(H)09	6.5	$\mathbb{R}^{n-1}_{2}(0)$	Ned Web	74.	25.00
.t.Cun		44/17	00,504	pare:	53 4 FW	3	21 27



NAVAJO COUNTY Cheallon Creek Bridge Santa Fe Highway

		新り : と 単しい
Clearing and Grubbing:		
Labor	. 6.25	
្រំ ដើម្បី Grading: - មានក្រុមប្រើបាន	\$ 5,25	
Grading:		
Solid Rock: Labor\$17.90		20
Labor\$17.90		
33 Material 10.50	\$ 28.40	
Loose Rock:		李雪
**************************************		朝
Teams		
	a, \$ 34.00 kg says	
Earth Excav.:		
Labor\$10.75		74. 37
Teams 25.25		
	\$ 36.00	
경기가 있다면 하면 물 수 있는 모습이다. 그는 그는 그리고 함께 없는 수 없는 것이다.		į
Labor\$38.96		
Teams110.00	\$148.96	13.7
Borrow, L. R.	\$148.96	
하는 본 하는 사람들이 없는 것이 그 사람이 살 수는 사이로 가는 이 사람이는 살 살이 다듬어 맞춰?	a Chama Relayor	40
Labor\$17.30		1
The state of the s	\$ 48.30	17
S. R. Excav.:		
Material 6.50		
	- \$ 23.00	
	\$ 318.16	
Culverts:		1
No. 1—1.5'x1.2'x18' Stone box—		
Labor Teams	A Provide the Control of the Art Art Control of the	
Teams Material	2.83	T.
Material (U.V.)	\$ 10.83	
No. 2—1.5'x1.2'x18' Stone Box-	−6 C. Y.	
Labor	\$	Š
Teams	1.00	
Matarial	2.83	
	-7 C. Y.	3

Teams 2.00 as princed	
Material 2.84 today 2.	n de la companya de l
Pipe \$308.26	
Labor	1 71 - 12 - 12 1 기기 기계 : 1 기기 기기
28.5 C. Y. Masonry Headwalls Labor	
\$ ad36.97	
Solid Rock—Labor	
Miscellaneous \$16.74 4.50	
Material not used, but to be placed later (culverts)\$ 226.08	
\$1,322.99	
*Refund \$ 63.21	\$ 1,259.78

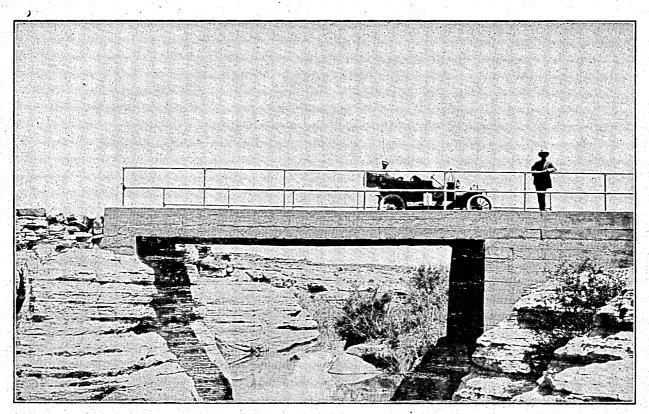
Jack's Canon Bridge:

Thirty foot rail top concrete bridge over Jack's Canon four and one-half miles southeast of Winslow and thirteen hundred and fifty feet of road constructed and one 18 inch corrugated iron culvert placed by day labor under direction of Assistant Engineer B. M. Atwood.

Superintendence:

Expens	es Till Handad and ME.	
		\$ 263.
mp Costs	3. (10, €	Terror
Cook	(\$\$\)\$\(\text{\$\pi_{\text{\text{\$\pi_{\text{\text{\$\pi_{\text{\$\pi_{\text{\text{\$\pi_{\}}}}}}\pi_{\text{\$\pi_{\text{\$\pi_{\text{\$\pi_{\text{\$\pi_{\text{\$\pi_{\text{\$\pi_{\text{\$\pi_{\text{\$\pi_{\}}}}}}}}}}}}}}}}}}}}}}}}}}}}}}}}}}}}	\$ 67.61
Labor	jang temperatura di Persenti.	35.83
- I Cultin	The state of the s	28.00
Supplie	S	213.72 Octob
3 - 5 - 1 to 1 Terri	- 60:1 [10] [24] [10]	**335.
nadina	00 cu. yds	si. Isinolate

*Refunds shown as receipts and credits not considered by Auditor, and for uniformity gross expenditures are shown herein.



NAVAJO COUNTY Jacks Canon Bridge Santa Fe Highway

	Loose Rock—Labor 3.50	:paldoliC
	얼마는 전 하다. 하면 얼마 보다 보다 하는 사 <mark>트를 하다</mark> 면	\$ 65.75,01
	Earth:	그는 눈이 들어가 그렇게 하는 것이 들었다. 된 그들이 생활한 것입니다.
	Labor\$ 5.25	
	7 Teams 13.00	현기 시간 사용하는 경기 경기로 보고 있다. 1985년 - 1985년
	다면 강물이 되었습니다 말로 마음을 됐 <u>다. 다</u>	\$18.25 gmlon3 w2
	Borrow—Solid Rock:	Line Bridge Mark the Land Control
	,并为人类的是CDD TO , The Charles Eller Eller Eller Eller With Make #44 4 5 5 5 5 5 5 5 6 7 6 7 6 7 6 7 6 7 6 7 6	
	Labor\$23.42 Material	
Y Markets		\$ 38.42
dr. State 1	Borrow-Loose Rock:	일을 하면 경찰이 얼마나 하는데 그 나는 사람이 되었다.
		Lamina de la company de la
1000 2	Labor\$92,90	
	Teams	
		\$157.65
		\$ 280.07
	Bridge:	
	Excavation:	
	Labor	
	Material	Another the leading the land of
	damarina) viasat ari et	\$,24.32
	Forms and Falsework:	
	Labor \$94.25 Nails 3.60	
	Nails	
	Wire 1.20	
	Lumber transportation 17.00	
		\$200.85
E sur sur contra	Concrete: Cement \$252.45 Cement transportation 20.00 Labor 79.35	
Annas Antonio	Cement \$252.45	
at at war	Cement transportation 20.00	
MOW N	Labor 79.35	t deficient izerent, monutote
क्षांभ्याभा भा	Gravel	avolte franziskati linimioni
31.62.50	Salandar foots tree at a second	\$423.80
will Tolus	Reinforcing:	Madicilla and Language and Adolf Face
	· Material	on has hitalance tentines
	Material transportation 35.00	Company of the Compan
	Masonry:	\$404.95
	Masonry:	
	Labor\$ 2.48	The state of the s
	Material 1.70	As representation of the second of the secon
		\$ 4.18
	Railing:	\$104.80 American
	영화에 가게 하는 것들은 사람들이 살아 살아 있다.	'하다마다 나라하인 생생님은 보다 '얼마다 바다님

Ditching:	- NUMBER 1911 - 100 TONES	r moun ceora	
Solid Rock:			
Labor	\$ 12.00	C Parth Care	
Material		4 William S	
경기를 사용하여 한다는 사람이 되는 것이 되는 것을 하는 것이다. 기계를 보고 있다면 되는 것이 없는 것이 되는 것이 되었다.	00.81 \$	15.75 \$ 15.75	
Surfacing: : : : : : : : : : : : : : : : : : :			
	\$ 29.75 of	dallari - www.raff	
Teams	27.75		
	\$ 70 - 50	57.50 \$ 57.50	
Miscellaneous, La	or\$	40.35 \$ 40.35	
		<u> Takan da Santa da Kabupatèn da</u>	\$ 2,155.35
Equipment:	The Capual	uranxae wormat	
	Transaction	Section Contract Con-	A 00 01
Drags and smal	. tools	rational Samuell	\$ 88.21
10.381 3 EE-2			
Equipment: Drags and smal	tools	Bates Almee Laber Teams Benge	\$ 2,155.35 \$ 88.21

PIMA COUNTY

Board of Supervisors: 61124117.

W. B. Coberly, Chairman.

J. W. Estill, Member,

C. F. Ainsworth, Member,

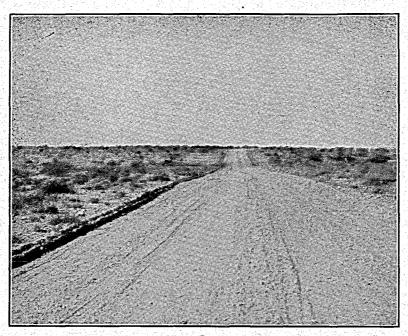
Bertram L. Hitch, Clerk.

J. S. Barlow, Division Engineer, and reduced

Tucson-Bisbee Highway, Section 1:

Bids for grading 21.048 miles between city limits of Tucson and Vail opened August 4, 1913, and contracted awarded D. O. & L. L. Johnson, lowest bidders, for \$5,416,50. Following culvert work included in original estimate stricken out by Board of Supervisors prior to asking for bids: Two 13 ft. rail floor culverts, two 20 ft. rail floor culverts and one 40 ft. rail floor culvert. Work under this contract completed and accepted June, 1914.

ngineering:	, via.as. as			
Expense incurre	d 1912-191	3 and 1	aid 191	3-1914:
Salaries		5.00		A market artistics
Subsistence		3.25	and the second second	TUTE!
	- grading process		91.70	
Expense during			eritario e consultario.	Raillug:
^{()C.} Salaries	\$ 24	1.48		on the s



PIMA COUNTY
Tucson-Bisbee, Section 1
Tucson to Vail
Borderland Highway

	그렇게 뭐 보셨는데 뭐요?				
	sistence	daleys is a			Addition of the
	d Miscellaneous				
Tea	m rental	97.00		Ent's ToleT.	Alaguna).
00.51	1.6% 12 MO 14.15		568.31	भवान अलहाँह	white at v
THE STATE OF MALEST	19 936 Can Arts	Salata Salata	1. 1. 1. 1. 1. ()	\$ 660.01	Pigning V
Contrac	t:	机械多数		共。如外 经	Pictoria,
Clearing and grubbi	ng 48.5 Acres @	\$5.00 '\$	242.50		
Earth excavation	18761 cu.yds. @	.16½	3,095.56		AF STANFOR
Embankment	8958 cu.yds. @	.18	1,612.44		
Ditching	8720 Lin. ft. @	.05	436.00		
Placing 24-in. culve	erts 60 Lin. ft. @	.50	30.00		
				\$5,416.50	
Inspect	or:		200		
Sal	ary\$	421.37			1.87 (1.74
Ext	oenses	161.05			
		\$	582.42	\$ 582.42	arezilezitet.
					\$ 6,658.93

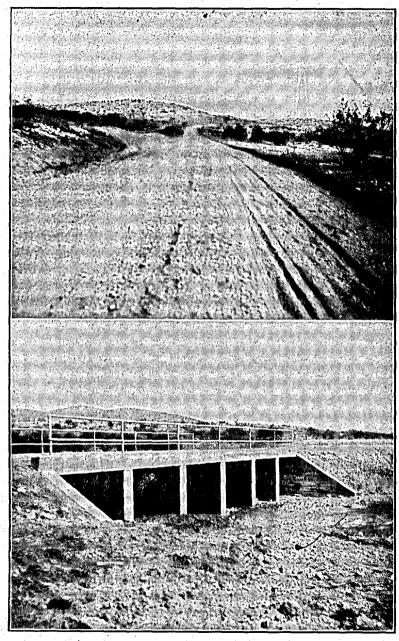
Tucson-Bisbee Highway, Section 2-A:

Final survey, plans and specifications made for 10.078 miles extending from Vail to beginning of Davidson Canyon division, constructed under Territorial administration. Account lack of funds bids were asked by Board of Supervisors for the last 4.8 miles of this section and contract awarded Roberts & Johnson November

Engineering: S	lurvey—, a halicol	Way class	E WORK'S	191 .05
Salaries				
	subsistence		marino G	ं ते अस्ता
Miscellaneo	ous	20.35		
		 \$	250.80	a sa a sa fasar. A sa a sa fasar
Engineering: D	uring constructio	n—		
The track of the first of the f	subsistence	president and the second and the first		YEAR Y
Inspection	expense	155,00		
Office, blue	prints, etc	· 医二乙酰 医二甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基	665 A6	
				916.26
Contract.				

	기가 되었다. 나를 보는 것이 같은	经分级的证明的	Addition Charge A	항공 시간에 전혀
Clearing and grubbing		14.7 A. @	\$ 5.00	73.50
"一点一一点,我们有一块,""就是一点点去啊"的第三人称单数有多点的数量是要较	医自己性氏征治疗医尿管 经公司 "我们是你们	The second of the second of the second		\$25,69.60 to 1 to 3
Earth excavation	48	46.8 CY @	.25	1,211.70
Rock excavation	65	22.4 CY 6	.75	4.891.80
	10 N S NO 194 4 4 6	20.5 CY		
Embankment	1442	20.5 CY @	713 TEAL 20 75 3	2,844.10

```
Ditching
                       Concrete, Second Class
                       63.2 CY @ 10.00 632.00
Concrete, Third Class
                       0(300.0 CY @ 1-10.00 33,000.00
2 in. Galvanized Pipe Rail 140.0 LFt @
                                    .25
Placing 24 in. Corr. Iron Culverts 369.0 LFt @
                                   .50
                                          184.50
Placing 12x18 in. " ""
                        211.0 LFt @ .50 .50 105.50
Placing 30x36 in.
               17.216"1
                       74.0 LFt @ .50 37.00
                       Placing 48 in.
               92.760.2
Second hand rail
               1.610.44
Reinforcing steel
                     21.24
               00.001
               60.02
                       THE SEASON RESIDENCES
                                        $14.577.89
       C63.514.33
   Paid to June 30, 1914 ________12,454,11 $12,454.11
   Culverts
                                                1,048.50
  Cement tests
                                                   7.50
Inspector:
$ 510.95
  rseredim 2000 rot oben materidesige har nach encous t
nos negrivih negana nostivad in japanapar at the 7 mort $15,216.62
Tucson-Bisbee Highway, Davidson Canyon Division:
$1,000.00 has been appropriated by the Board of Control from
the 25% Fund for repair work on this section and under force
account agreement with J. H. Fritz, there was expended to June
30, 1914, $670.20. Prices allowed under this agreement: Foreman
$4.00, teamsters $2.00, laborers $2.00, 2 h. team and scraper $3.50,
and 4 h. team and wagon $6.50 per day plus ten per cent.
Equipment:
                                                  18.00
                     - rollogication garatti (miskonigas 🕏
                ETTER Andrews Line Errors
                PINAL COUNTY Malagrania
                Board of Supervisors:
        $4.000 B
                   Thos. N. Wills, Chairman,
                                            Combinet:
                   J. G. Keating, Member,
               H. B. Wiggins, Member, wilding this manner
                                         "and have execution."
                   C. H. Neimeyer, Clerk.
       Ch. 168.1
                                          Parek, Smithau Land
       F. G. Twitchell, Division Engineer.
                                            · resummation (
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PIMA COUNTY Tucson-Bisbee, Section 2, Vail East Borderland Highway

Florence-Mesa Highway, Section 1: Vandaily notes	100	elsayaX.)
Expenditure 1913-1914 (Cons.):		
Expenditure 1913-1914 (Engr.) 76.26	ķ'n,	perdant.
Second things was a fifth manual that at hour times here after	Å.	14000月至5日
10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	123	renament.
*Refund		
(For detail see Prison Labor Section of this report	ा .)	3,200.14
Tucson-Florence Highway:		
Expenditures 1913-1914 (Constr.)\$ 2,300.23 Expenditures 1913-1914 (Engr.) 698.31		
(For detail see Prison Labor Section of this report		2,998.54
Maintenance:		
Expenditures 1913-1914 \$ 1.885.50	Ü	
*Refund 20.55	i Aci	
(For detail see Prison Labor Section of this report.)	\$	1,864.95
등 보기 주민 이 그는 병원하는 물 사람들이 살아지고 있는 것 같아 보는 것 같아.	1.5 13.4	
Equipment: Expenditures 1913-1914\$ 425.79		
교통 보이는 그들은 그는 가능한 사람들은 그래도 생각하는 그 그들은 그런 사람들이 되었다. 그를 가는 그를 가는 그를 가는 것이 되었다. 그를 바다를 하다고 하는 것		
이 보고 있는 경우를 통해 보았다. 그 사람들이 살아 가는 얼마를 살고 있다. 그 것 같아.	\$	325.04
General Expense:		
Right of way (Florence-Mesa highway)	\$	25.00
the thirt is a first that the state of the s		/ .
September 1		
SANTA CRUZ COUNTY		
Board of Supervisors:		
A. S. Henderson, Chairman,		
W. C. Fortune, Member,	44	
A. L. Peck, Member, Lula Reddock Wood, Clerk	3	nast
J. S. Barlow, Division Engineer	147	O Jesan er S
*Refunds shown as receipts and credits not considered by		

Nogales-Tucson Highway: 1 none of your party of the second of the second

Final location made and partial construction by day labor commenced under supervision of Division Engineer J. S. Barlow in August, 1913, and continued to September, 1913, when funds were exhausted with money available, 4.6 miles graded and two rail top culverts constructed.

77,293,27	‡ Engineering: During Construction:	
	Salaries \$ 126.81 Travel, commissary supplies	Pi-gogonT
A. S. S. S. S. S.	Construction: (1200) Fitte(2) zondibliouxis Construction: (1207) Fitte(2) zondibnouxis Grading:	\$ 349.27
	(From Labor laboritises indeed and the laber lines 655.38	
	Teams 2,030.25	Medantena.
	Material	
	Ditching:	\$ 2,838.94
edde Fadd (de	Labor \$ 101.25	
	5、4.17.5、1.17.5、1.1.5、1.1.5、1.1.5、1.1.5、1.1.5、1.1.5、1.1.5、1.1.5、1.1.5、1.1.5、1.1.5、1.1.5、1.1.5、1.1.5、1.1.5、1.1.5	\$166.25
	Culverts	(,) ;;;;;100.25
	。 6.2 gat 1. 8 mm 2. 1 mm 1 mm 1 mm 1 mm 1 mm 1 mm 1 m	
	Pail 68 15	
10 (15)	Cement 80.83	
	Lumber	General II
	Nails	
00.ac	Service Carlo Anti-Att. Book November 2015 Anti-Att and Service Commission	\$ 189.36
	Superintendence:	
	Salaries \$ 228.75	
	Expenses229.50	
	SANTA ORUZ COUNTY	\$ 458.25
	Fluind of Supersons:	\$ 4,002.07
	BEAU*RefundOrfolia W. //	\$ 4,002.07 175.66
	W. C. Perine Demon	1.0.00
	reduced while I have	\$ 3,826.41

NOTE: Engineering expenses \$175.66 primarily charged to 75% Fund; transferred to 25% Fund and credit allowed 75% Fund.

*Refunds shown as receipts and credits not considered by Auditor, and for uniformity gross expenditures are shown herein a some of management.

Nogales-Tucson Highway, Section 1:

Work resumed on this highway April, 1914, and plans and specifications prepared for advertising for bids in July, 1914:

Engineering:	1.00	julia sid	1. The 91.	1900	(detyler MV)
Salaries				g doğu yıçılırı	\$ 482.85
Subsister	ice and	travel			324.00

Miscellaneous 44.20

Maintenance

Maintenance	work und	ler direc	tion of l	Board of	Supervi	sors:
Teams	and drivers	- <u> </u>		\$	293.00	
Labor					57.00	3.3 (0.15.3)
Miscell	aneons	177	10 TV 40	and the second	75	

YAVAPAI COUNTY

Board of Supervisors:

Abonzo Mason, Member,

Harry Heap, Member,

R. T. Belcher, Clerk.

F. R. Goodman, Division Engineer.

Prescott-Flagstaff, Section 1 (Mogollon Hill Division):

Day labor force under direction of Assistant Engineer J. E. Linney completed approximately one mile of road that had been left in an unfinished condition when work closed down in 1911, also replacing several wooden culverts, with corrugated iron pipe and cleaning out ditches for entire length of this division:

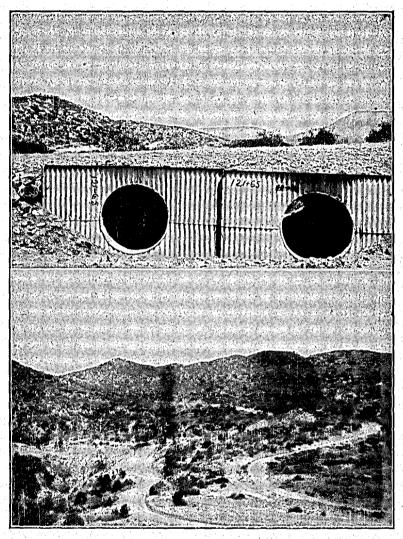
Engineering:	11.00	and the same of the	the same of		
Engineering:	COMPANIA	化环烷基甲基苯甲基苯二	Patrifells :	terrett	1943 A 1
Salaries	and the second	And the first of		16.2	\$ 121

New Construction:

 Grading:
 Labor and teams
 \$436.33

 Powder
 365.87

FREE MARKET TO A RESERVED TO Hay and grain	ÁR 86			
Culverts: : 1 more v	<u> </u>	\$849.06	l'asti	141117/
Labor,\$	313.93			
esservation of the companies of the comp	10030	\$501.48	(iirca)	2010:
Miscellaneous, supplies for camp, etc Superintendence:	, gains Section	\$166.94	Missi Mission	Notes: Rope:
Salaries\$	180.11	MP		
Expenses 49.43		\$233.81		
Repair and Maintenance:		ing a garait	\$ (1:1)	751.29
atoxi (18 (8 Teams think to motivate to the		watelikalist	iria.P	48.35
Hay and Grain				
Powder	12.95	andrej.		
Supplies	108.89			
Miscellaneous		var die		
	for a sure of the second	\$786.54	\$	786.54
			\$ 2,	549.92
Prescott-Flagstaff Highway, Section 2:				
Survey of this section under way as of	June 30,	1913, e	ompl	eted,
a distance of 6.2 miles from a point appro	oximate	ly .9 m	iles 1	10rth
of Verde River bridge to beginning of Mo		Till div	ision	
Engineering:				
Salaries June 10 model \$	523.99			
Subsistence with the state of t	por an extra transfer of			
Travel Team hire and miscellaneous	105.95			
Team hire and migcellaneous.	174 39	king at	i lio:	MOTE
	174.39			
Office expense	174.39 21.50	is milit	viit(ta tani
Office expense	174.39 21.50	is milit	viit(ta tani
nod but the free expense	174.39 , 21.50 , 21.50 , 100 10 10	\$927.26 19.49	7,5() 3 79 \$11 11 3166	907.77
nod but the free expense	174.39 , 21.50 , 21.50 , 100 10 10	\$927.26 19.49	7,5() 3 79 \$11 11 3166	907.77
Prescott-Flagstaff Highway, Section 3:25 Survey commenced in previous fiscal	174.39 21.50 20.30	\$927.26 19.49 om Che	7,5() 3 79 \$11 11 3166	907.77
Prescott-Flagstaff Highway, Section 3:15 to Verde River, a distance of sixteen miles,	174.39 21.50 20.30	\$927.26 19.49 om Che	7,5() 3 79 \$11 11 3166	907.77
Prescott-Flagstaff Highway, Section 3:15 to Verde River, a distance of sixteen miles,	174.39 (21.50)	\$927.26 19.49 om Che ted.	yall \$1 u 2ulu rry	1111116 907.77 2111-11 P. O.
Prescott-Flagstaff Highway, Section 3: Survey commenced in previous fiscal to Verde River, a distance of sixteen miles, Salaries Subsistence	174.39 21.50 21.50 21.50 21.50 21.50 22.50 23.60 24.60 25.60 26.60	\$927.26 19.49 19.49 om Che ted.	\$0.00 200 200 rry	14114.6 907.77 8443-44 4344.77 P. O.
Prescott-Flagstaff Highway, Section 3: Survey commenced in previous fiscal to Verde River, a distance of sixteen miles, Salaries	174.39 21.50 year fr comple ,387.97 376.75	\$927.26 19.49 19.49 com Che ted.	\$0.00 200 200 rry	14114.6 907.77 8443-44 4344.77 P. O.



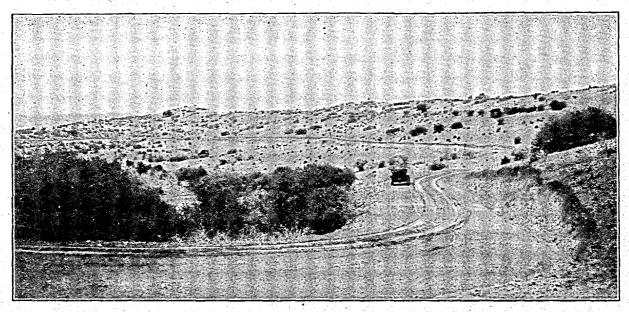
YAVAPAI COUNTY
Prescott-Flagstaff, Sec. 3-A
Cherry Creek Hill
Grand Canon-Nogales Highway
Left, new road 6% grade
Right, old road 20% grade

STATE HIC	HWAY DEP.	ART	'MEN'	respondi		
(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)			111	7.3	٠	
Team Rental				277.02		
Ra 864 & Office expense	.,4,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		72.10	Maria de la California. Casa de la California de	والهام	
Transit rental			15.00			
Engineering supp	olies		13,53			
Miscellaneous		digi.	78.22			
보통하는 보다는 보다를 하다					\$	1,952.22
Prescott-Flagstaff Highway,	Section 3-A		Maria.		ri.	er Presen
Plans and specifications	prepared fo	or 4	L375 i	niles fro	\mathbf{m}	Cherry
toward Camp Verde and con						
15, 1913, for \$24,988.39, which						
- C14 V / V - D. C - A C C C C C C C C C C C C C C C C C	- 1. 1 年 1 日 - 1		mpiere	u in Ap	· 11,	1914.
Engineering: During						A STAN
Salaries						
Subsistence Blue prints, etc.				. 330.04		
Blue prints, etc.			50 mm	54.12		
얼마 되는 이 가지를 보고를 써 되고, 살았다.				washing!	\$	1,193.70
Contract:						
Clearing and grubbing	16 A.		\$40.	\$ 640.00		
Earth excavation	7118.2 CY		.18	1,281.27		
Loose rock excavation	9875.6 CY		.40	3,950.24		
Solid rock excavation	7534.4 CY	@	.85	6,304.24		
Earth embankment furnished	2861.0 CY					
Rock embankment furnished	6272.7 CY					สหรับเกล้า
Ditching	23100.0 LFt			1,617.00		
Second Class concrete	47.8 CY	100 100 1				
Third Class concrete	209.6 CY 198.0 LFt	@	14.90	2,620.00 29.70		Marate
2 in. Galv'd Iron pipe rail Placing 18 in. Corr. Iron Culver	and the first of the particular and the same of the sa					
Placing 24 in.	1225.0 LFt	5 3 1	70	403.20 875.50	FL 31	
Placing 30 in.						30% 10%
Placing 36 in. """	302.0 LFt	@	70	211.40	1 7	Believe
Placing 42 in.	25.0 LFt	@	.70	17.50		
Placing 48 in.	22.0 LFt					
Second hand rail in place	33075.0 Lbs					
Placing 72 in. Corr. Iron Culver						
			Hann		\$	24,988.39
Extra Work Under	,我说,我也还是一点的一次多点的。""P					
Grading—Labor	g in hard trief of the second			1,013.91	¥ . W	
Culverts—Labo	r		interior	929.91 15.57		nin rout
Culverts—Labor Ditching—Labor	9 ev at 188589 19389.			15.57		
				Harainta	\$	1,959.39
Material						217.37

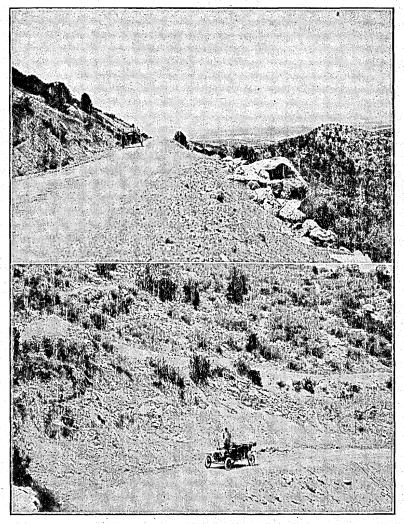
5,721.26

Culverts-Material

Salary \$ \$81.75 Expenses		Inspection:	人TMCI,Y 大學 母為		
* 1,258.5 **Refund on culverts ** **Refund on culverts ** **\$ 35,233.6 **S.2 **Prescott-Flagstaff Highway, Section 3-B.** **Prescott-Flagstaff Highway, Se		Salary		\$ 881	.75
Prescott-Flagstaff Highway, Section 3-B and part of the section 3-A response of preparation for construction of additional 3.97 miles from end of completed Section 3-A Engineering: Salaries \$ 8.06 Prescott-Dewey Highway: Survey of proposed highway from Prescott to Dewey, a distance of 17 miles, made. Engineering: Salaries \$ 3,351.11		Expenses			.80
Prescott-Flagstaff Highway Section 3-B and property of proposed highway from Prescott to Dewey, a distance of 17 miles, made. Engineering: Salaries substance 100.56 and 100.56		Service of the Control	The same was a second of the second	างระบบได้จะเกาะ	- \$ 1,258.55
Prescott Flagstaff Highway, Section 3-B. Prescott Flagstaff Highway, Section 3-B. Prescott Flagstaff Highway, Section 3-B. Plans and specifications are in course of preparation, for construction of additional 3.97 miles from end of completed Section 3-A first flags from end of complete Section 100.56, and flags flags from end of complete Section 100.56, and flags flags from end of complete Section 100.56, and flags flags from end of complete Section 100.56, and flags flags from end of complete Section 100.56, and flags flags from end of complete Section 100.56, and flags flags flags flags from end of complete Section 100.56, and flags flag		98.84		: lating, disanti.	
Prescott-Flagstaff Highway, Section 3.B; and specifications are in course of preparation, for construction of additional 3.97 miles from end of completed Section 3.A Engineering: Salaries \$8.0.6 Prescott-Dewey Highway: Survey of proposed highway from Prescott to Dewey, a distance of 17 miles, made. Engineering: Salaries Subsistence 100.56 131.00 Office Salaries Miscellaneous 42.57 days days distance of 3.0.0 and account of the courty for the court of the cour		14 CONT.	othic	tus arrigenerus (° -	\$ 35,338.66
Prescott-Flagstaff Highway, Section 3.B: Complete Section 3.B: Complete Section 3.B: Complete Section 3.A		*Refu	nd on culverts.		85.22
Plans and specifications are in course of preparation, for construction of additional 3.97 miles from end of completed Section 3.A Engineering: Salaries \$8.06 Prescott-Dewey Highway: \$8.06 Prescott-Dewey Highway: \$8.06 Survey of proposed highway from Prescott to Dewey, a distance of 17 miles, made. Engineering: \$1.351.11 Subsistence \$100.56 Travel \$1.40 Office Salaries \$1.41 Office Salaries \$1.41 Office Salaries \$1.41 Expense of Supervisors inspecting \$1.20 Maintenance: \$1.20 Under direction of County Road Superintendent about 0.5 miles of road graded connecting Senator Mountain division of Prescott-Phoenix Highway with old county road: Labor \$1.20 Hay and Grain \$1.10 Powder and Fuse \$1.10 Two caretakers employed on Prescott-Phoenix Highway at \$3.00 per day, State furnishing team and wagon and necessary tools. Salaries \$1.995.65 Material \$1.45.6	12 476.1 3				
Plans and specifications are in course of preparation, for construction of additional 3.97 miles from end of completed Section 3-A Engineering: Salaries \$8.06 Prescott-Dewey Highway: \$8.06 Prescott-Dewey Highway: \$8.06 Survey of proposed highway from Prescott to Dewey, a distance of 17 miles, made. Engineering: \$1.351.11 Subsistence \$100.56 Travel \$1.40.5 02 \$1.77.70 Office Salaries \$8.41 Miscellaneous \$42.57 and \$42.57 Expense of Supervisors inspecting \$1.77.05 Maintenance: \$1.00.102 \$1.00.012 Under direction of County Road Superintendent about 0.5 miles of road graded connecting Senator Mountain division of Prescott-Phoenix Highway with old county road: Labor \$1.234.50 Team rental \$1.00.5 02 \$1.00.012 Labor \$1.234.50 Team rental \$1.00.5 02 \$1.00.012 And Grain \$1.00.0	Prescott F	la octaff Hicky	wh eastlines i	dewilgill lists	\$ 35,253.44
Plans and specifications are in course of preparation, for construction of additional 3.97 miles from end of completed Section 3.A Engineering: Salaries \$8.06 Prescott-Dewey Highway: \$8.06 Prescott-Dewey Highway: \$8.06 Survey of proposed highway from Prescott to Dewey, a distance of 17 miles, made. Engineering: \$1.351.11 Subsistence \$100.56 Travel \$1.40 Office Salaries \$1.41 Office Salaries \$1.41 Office Salaries \$1.41 Expense of Supervisors inspecting \$1.20 Maintenance: \$1.20 Under direction of County Road Superintendent about 0.5 miles of road graded connecting Senator Mountain division of Prescott-Phoenix Highway with old county road: Labor \$1.20 Hay and Grain \$1.10 Powder and Fuse \$1.10 Two caretakers employed on Prescott-Phoenix Highway at \$3.00 per day, State furnishing team and wagon and necessary tools. Salaries \$1.995.65 Material \$1.45.6	127.20	agsvan mignw	ay, becount o-	and didfinate la	na Carara
Survey of proposed highway from Prescott to Dewey, a distance of 17 miles, made. Engineering: Salaries Subsistence 100.56 Travel Office Salaries Miscellaneous 42.57 Maintenance: Under direction of County, Road Superintendent about 0.5 miles of road graded connecting Senator Mountain division of Prescott. Phoenix Highway with old county road: Labor Team rental Labor Team rental 100.56 10	Plans struction o	and specificati f additional 3.9 Engineering: S	ons are in con 7 miles from e alaries	rse of prepara nd of completed	tion, for con- l Section 3-A. \$ 8.05
Engineering: Salaries Subsistence 100.56 Travel Office Salaries Miscellaneous 42.57 Miscellaneous Expense of Supervisors inspecting Under direction of County Road Superintendent about 0.5 miles of road graded connecting Senator Mountain division of Prescott-Phoenix Highway with old county road: Labor Hay and Grain Mail 1995 Fowder and Fuse 135,100 Two caretakers employed on Prescott Phoenix Highway at \$3.00 per day, State furnishing team and wagon and necessary tools Salaries \$1,995.65 Material 100,56 1	Prescott-De	ewey Highway	e intervene enterior		
Subsistence 100.56 Travel 31.60 Office Salaries 31.41 Miscellaneous 42.57 Expense of Supervisors inspecting 570.05 Maintenance: 100.56 Under direction of County Road Superintendent about 0.5 miles of road graded connecting Senator Mountain division of Prescott-Phoenix Highway with old county road: \$1,234.50 Hay and Grain 56.16 Two caretakers employed on Prescott-Phoenix Highway at \$3.00 per day, State furnishing team and wagon and necessary tools. Salaries \$1,995.65 Material 100.56 100.5	Survey tance of 17	of proposed miles, made.	highway from	Prescott to	Dewey, a dis-
Subsistence 100.56 Travel 131.60 Office Salaries 181.41 Miscellaneous 42.57 Expense of Supervisors inspecting 162.42 Under direction of County Road Superintendent about 0.5 miles of road graded connecting Senator Mountain division of Prescott-Phoenix Highway with old county road: Labor 172.42 Labor 173.43 Powder and Fuse 173.43 Powder and Fuse 173.43 Two caretakers employed on Prescott-Phoenix Highway at \$3.00 per day, State furnishing team and wagon and necessary tools. Salaries \$1,995.65 Material 134.56	4 i 194 i 1	Engineering:			
Office Salaries					
Office Salaries		Subsistence			11:00 (10:00)
Miscellaneous		Travel			60
Miscellaneous ### ### ############################		Office Salarie	98	21	41
Expense of Supervisors inspecting Expense of Supervisors inspecting Under direction of County Road Superintendent about 0.5 miles of road graded connecting Senator Mountain division of Prescott-Phoenix Highway with old county road: Labor		Miscellaneous		19	57
Expense of Supervisors inspecting		Charles and Control			- 8 661 14
Expense of Supervisors inspecting \$ 70.05 Maintenance: Under direction of County Road Superintendent about 0.5 miles of road graded connecting Senator Mountain division of Prescott-Phoenix Highway with old county road: Labor \$1,234.50 Team rental \$20.00 Hay and Grain \$3.00 Powder and Fuse \$1.10 **Two caretakers employed on Prescott-Phoenix Highway at \$3.00 per day, State furnishing team and wagon and necessary tools. Salaries \$1,995.65 Material \$134.56	General:		Profit Addition	- Demistric sovie	2(3/11/931-1-9/2-44
Under direction of County Road Superintendent about 0.5 miles of road graded connecting Senator Mountain division of Prescott-Phoenix Highway with old county road: Labor					
Under direction of County Road Superintendent about 0.5 miles of road graded connecting Senator Mountain division of Prescott-Phoenix Highway with old county road: Labor		expense of Sur	ervisors inspe	cting	\$ 70.05
Under direction of County Road Superintendent about 0.5 miles of road graded connecting Senator Mountain division of Prescott-Phoenix Highway with old county road: Labor	Maintenand	:e:	Siver a ver		oranary proper ar so dadar area.
of road graded connecting Senator Mountain division of Prescott-Phoenix Highway with old county road: Labor \$1,234.50 \text{24.50} \text{20.00} \te		15 cos / 05 / 13	e sout a state or	a dies wet rust	an ar ambuda.
Phoenix Highway with old county road: Labor	Under	direction of Co	unty Road Su	perintendent ab	out 0.5 miles
Phoenix Highway with old county road: Labor	of road gra	ided connectin	g Senator Mo	untain division	of Prescott-
Labor 18 18 18 18 18 18 18 18 18 18 18 18 18					
Powder and Fuse 11.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1		abor	Carl Oak	\$1 234	50 i Sh partherist.
Powder and Fuse 11.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1		Ceam rental	F-1911 0788 12	90	00
Powder and Fuse 11.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1	F	Tay and Grain	e edit udrone	20,	and the description
Two caretakers employed on Prescott Phoenix Highway at \$3.00 per day, State furnishing team and wagon and necessary tools. Salaries \$1,995.65 Material \$134.56		owder and Fuse	POPULATION AND	to the Front Jugger	77 1 27 (11) 201
Two caretakers employed on Prescott Phoenix Highway at \$3.00 per day, State furnishing team and wagon and necessary tools. Salaries \$1,995.65 Material \$134.56					(中の)、「の)を付します。 (基本)を行
Two caretakers employed on Prescott Phoenix Highway at \$3.00 per day, State furnishing team and wagon and necessary tools. Salaries \$1,995.65 Material 134.56		2			
per day, State furnishing team and wagon and necessary tools. Salaries \$1,995.65 Material 134.56					
per day, State furnishing team and wagon and necessary tools. Salaries \$1,995.65 Material 134.56	Two ca	retakers emplo	yed on Prescot	t-Phoenix High	way at \$3.00
Salaries \$1,995.65 Material 134.56	per day, St	ate furnishing	team and wag	on and necessa	ry tools
Material134.56	S	alaries		Q1 005 (₹
한 병생님은 하면, 그는 그들은 그는 그는 그는 그는 그는 그는 그들은 일본에 대한 경험에 대한 점점이 되었다. 그는 사람이 되었다. 그는 한 학생들은 학생은 학생을 가장 그는 그는 그는 그를 모든 것이다. 그 생각이 없는 그는 그를 모든 것이다.	T. Carrier Co.	Iaterial		134.	56
	14.111 54.1210	And the second s	the profit of the contract of	化克尔特特化 医二甲基甲基氏管 医隐断性毒素的	



YAVAPAI COUNTY
Prescott-Dewey
Grand Canon-Nogales Highway
State Location—County Construction



YAVAPAI COUNTY
Prescott-Flagstaff, Section 3-A
Cherry Creek Hill
Grand Canon-Nogales Highway

Hay and Grain, etc.

(하늘) 살아지다. 하늘이 하는 말로이 되면 보는 보는 보는 말로 하는 모모나 맛 하는데 하다	\$ 2,654.89
Salary and expense, Div. Engr.	149.19
The state of the s	
Part United	
Equipment:	
der er der det det fikkelige der det det der der der der der det der det det det det det der der der der det d	
Team of mules and wagon and small tools and small tools are the contract of th	\$ 777.85
하고 있는 경우를 하고 있으면 살아 있는 것이 없는 것이 없는 것이 없는 것이 없다.	
2006년 1일	하고 하는 사람
YUMA COUNTY	Flaguetic Y
Board of Supervisors:	nemet :
F. E. Elliott, Chairman,	easitymetyou.
	Po register
B. F. Hopkins, Member,	0.714.71
Ike Proebstel, Member,	
Koy Hansberger, Clerk.	
J. C. Ryan, Division Engineer.	
전에서 마음 사람들이 되었다. 이번 전에 대한 전에 전혀 보다는 것이 되었다면 하는데 보다 되었다면 하는데 하는데 되었다면 하다면 다른데 보다 다른데 다른데 다른데 다른데 다른데 다른데 다른데 다른데	
Antelope Hill Bridge:	
Did hand the first of the first	411
Bids requested for plans and construction of bridg	1. March 10 10 10 10 10 10 10 10 10 10 10 10 10
Gila River at Antelope Hill, opened December 15, 1913	5. 等。 有限 (1.45)。 1.45年 1. 46 全有 40.
checking over, it was decided to postpone this constru	ction until

Bids requested for plans and construction of bridge over the Gila River at Antelope Hill, opened December 15, 1913, and after checking over, it was decided to postpone this construction until May, 1914, and build by use of prison labor. However, it was found necessary number of prisoners were not available at time construction was to be commenced and it was determined to readvertise for bids covering the furnishing of necessary labor and materials, with exception of cement and reinforcing steel furnished by State f. o. b. Tacna, to construct a reinforced concrete deck girder bridge consisting of ten spans of sixty-five feet each; width of roadway sixteen feet. Plans and specifications prepared therefor and bids were received May 12, 1914, and contract awarded lowest bidder, Perry E. Borchers, for \$19,865.00.

Expenditures 1913-1914:

Mark Short

Sounding	s, etc., an	d Inspect	or\$	324.32	
Construct			The state of the s		
			the first and the control of the con	According to the second se	- \$ 5,775.00

of et Exper		3 not paid prior to July, 1913.
and the second		\$ 214.04
31,120,85	Transit rental	사람들은 그는 사람들은 사람들이 가는 사람들이 그 사람들이 되었다. 그는 사람들이 되었다.
	Traveling expense	
78 TT 14	Misselleneaud	
	wiscenaneous	
	Dudana	\$ 271.79 92.05
	Retund	"我们是一大,我们还是有什么,我们就是一个,我们就是一个,我们就是一个,我们就是一个,我们就是一个一个。"
Phoenix-Y	uma Highway:	\$ 179.74
Surve	y of Phoeniy Vuma H	Gohmor hoturgen Danis and M. L.
commence	d April 1914 and cor	estruction by downlohou and Monawk
vision of	Aggistant Engineer W	of Tr. Carrier and rapor under super-
date.	Colsi, Juducul,	estruction by day labor under super- V. H. Caruthers in progress at this
uate.	Engineering:	edinor (Logital California)
	Engineering.	fencil with the Asset of the Control
	Salaries	\$ 579.40
	Commissary supplie	s
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interior in	Construction	anago, liitt soud suk da rovid ziigi
ida a	Labor	510 (01) (01) (01) (05) (15) (15) (15) (15) (15)
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Equipment	n severoli soduluc	ozing to ozir vil blind bun 1 1 1,217.74
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um orbid	Gener	and to analyze of all guidance did ATIVE EXPENSE BULLETO MAN COMMON TO GOING SO ral Fund.
Salary	and ornonwood of Ctat	e Engineer paid from General Fund
Salary	and expenses of Stat	e Engineer paid from General Fund
of Stata 1	Colomo III	<u> </u>
of State.		-1.71.11.11.11.11.11.11.11.11.11.11.11.11
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of State()	Traveling expense	E01 75
of State 1	Traveling expense Auto expense	
of State.	Traveling expenseAuto expense	E01 7F

Salaries: 1101	onthic dimensial archi-	
Drafting & Engineering	\$6.787.72	
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Traveling Expense:		14 15 19
Office Engineer	89.90	
Chief Clerk	94.40	G28 [4]
Division Engineers		3.0
	1,172.12	
Stationery and Supplies:	된다 하는 사람이 있다고 있다면 하다.	
Drafting		
Office and general	622.82	
Stamps	200.00	
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Engineering Instruments:		10
Miscellaneous Expense:		
Telephone and telegraph	142.10 lang histor . moltant	6.633
Express		Hills.
Blue Printing	225.29	10474
Auto number plates	9,00 54,60	
Auto insurance	54.60	
Total and the control of the control	463.90	240
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Refunds:		1000
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Engineering for other Depts		
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1 1914 Velie Roadster	\$ 1,330.00	V A
i ream or mules	400.00	and the
1 Set of harness	40.00	
1 Set of harness	281.50	3.113
1982 1 Twin Motorcycle, Indian Lat.		納(執)
2 No. 10 Remington typewrite		1:01
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3 Transits and tripods 5 Level rods		
5 Level rods1 Pocket Transit		900 V.) Taran
1.4-A Eastment Kodak with		VV - 54.)
2 Hand levels		139448

	Miscellaneous	equipment .		104.49	16543
	National design	\$ \$ 7,0 \$ (.45 - 12.5)	and the section of the		ar di ta
	Storage on e	winment		3,616.89 116.00)
	Repairs to tr			44.40	
	pagi pangkabaha. Kabakkabaha			សេស្ត្រ () - សេស្ត្រ () () () () () () () () () (#V#Y
				3,777.29	
Expendit	tures 1913-19	14		Amell), keju Malidiarre	

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STATE ROAD EQUIPMENT

Prior to August 17, 1913, date of Prison Labor law becoming effective, it was necessary to purchase all equipment required in connection with prison labor work from the 75% Fund of the county in which it was desired to work and upon completion of such work sell the equipment to the County 75% Fund in which work was then undertaken. Owing to the outlay necessary for equipment, the funds available for construction work were very materially reduced and in Maricopa and Cochise Counties on this date equipment approximating \$11,000.00 had been purchased from the 75% Fund of these counties. Refund was made these counties at depreciated value of this equipment from the General Fund as provided by the Prison Labor law, and this equipment taken over by State Road Equipment Fund. It had also been necessary to rent teams for furtherance of construction work, the average rental of which was \$25.00 per month per team, which it can be readily seen was a very uneconomical proposition as in eighteen to twenty months the rentals paid would equal purchase price of teams. We have purchased under this law seventeen teams of mules, five in use at. Bisbee-Tombstone camp and twelve at the Globe-Roosevelt camp. Equipment for three prison labor construction camps were in use to May 1, 1914, two in Cochise County and one to December 15, 1913, in Maricopa County and since that date in Gila County, this equipment consisting of freight wagons, tank wagons, dump wagons. graders, wheelers, fresnos, concrete mixers, tents, full kitchen and dining equipment, and necessary hand tools. Two auto trucks have

also been put in use in connection with this work, one in use in Pinal County used on maintenance work in that county to April 1st and since that date in freighting on construction work now under way in that county, and the other in use at the Bisbee-Tombstone and Bisbee-Douglas camps for hauling supplies and transferring men between these two comps during construction on Bisbee-Douglas highway. These trucks are also used for transporting prisoners to and from the camps from the State Prison, which has proven very economical.

Account the large quantity of solid rock necessary to move on the Bisbee-Tombstone construction, it was thought advisable to purchase an air compressor and in October, 1913, a 15 H.P. Sullivan portable compressor was placed on this work and the results obtained show the saving effected by its use over that of hand drill work to have more than paid for the entire outfit.

Detail of Prison Labor Equipment purchased under this Fund as follows:

Class 1—Animals:	
17 Spans Mules	\$8,177.90
1 Saddle Horse	65.00
2 Bloodhounds	50.00
사용을 내려면 할 때로 가는 그는 얼마 하나지 않을 통증한	
Class 2-Wagons, trucks, scrapers, graders, j	plows,
saddles, harness, etc.	뭐 그런 한글의 시간 등 내가 됐다.
1 5-Ton Sauer Truck	\$5,250.00
1 2½-3-Ton Mack Truck	3,000.00
6 Wheelers	835.93
8 Freight wagons	
2 Tank wagons	340.00
12 Dump wagons	2,360.57
1 Extra wagon bed	
1 Austin Giant Road Grader	415.00
1 Russell Special Road Grader and	Scari-
fier Attachment	565.00
Miscellaneous, fresnos, scrapers, ha	rness,
plows, etc.	2,719.97
	\$16,767.27
Class 3—Machinery:	나를 하는 나는 내는 일 경영화를
2 Ransome Concrete Mixers, No. 60	\$2.220.92
77 Concrete pipe moulds	826.87
11 Concrete hipe mounts	

	1 1-H. P. Gasoline engine 58.32
	1 15-H. P. Air compressor and drills 2,084.72
	of 4H.P. Gasoline engine and pump (13.11) 302.75 (100) land
	Crescent band saw 188.18 1 1911
nobini we	Miscellaneous
Confodedtho	\$ 6.460.32
Out Class	4—Wheelbarrows, shovels, picks, mattocks,
一一点 ""等 医垂涎反射 排充的 医抗生物	nammers, natchets, trow pars, forees, etc
Class	5—Small tools not classified have seen to \$315 68.40
Class	6—Camp Equipment: tank and much some and professions of
	48 Tents and flies\$1,886.53
	Mattresses, blankets, kitchen equip't etc 6,575.86
30 57081	1) Chest on the daile for the min and at \$1 \$1 8,462.39
∵iii Class	8—Firearms, etc. \$ 645.55 9—Equipment not classified \$ 1,258.90
Class	9—Equipment not classified
Class	10—Engineering equipment for use on
Hill Will	Prison Labor Construction:
THE STATE OF THE STATE	2 Leitz Transits \$,484.20
A CONTRACTOR OF S	Prison Labor Construction: 2 Leitz Transits \$484.20 2 Dumpy Levels 201.78
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SUMMARY SHOWING NET COST OF STATE ROAD AND

BRIDGE CONSTRUCTION 1912-1914 State Road Fund, expenditures \$ 507,132.60 General Fund, Equipment expenditures 44,728.19 Total Book Expenditures \$ 563,209,60 Deficit July 1, 1912 \$ 52,157.30 Refunds 44,903.30 Equipment, Construction 44,728.19 Equipment, Engineering 3,842.29 145,631.17 Cost of operations \$ 417,578.43 Construction \$359,735,55 86.2% 9.4% Maintenance 18,396.55 4.4% \$417,578.43 100.0% Interest and depreciation of equipment (estimated)..... 10,000.00 Net cost highway construction, 1912-1913 and 1913-1914 \$ 427,578.43 CONSTRUCTION:

143.2 Miles of Road. 239,708.79

SUMMARY OF RECEIPTS AND EXPENDITURES—25% FUND

		RECEIPTS		E.	XPENDITURI	7	E. Salak
County	25%	Refunds	Total 25%	Exp. Prior June 20, 1912	Exp'nse Sub. June 20, 1912		Balance
Apache	\$ 2,178.90	\$ 20.5	\$ 2,178.90		29.17	29.17	
Cochise	31,393.60	95.	31,393.60		3,883.04	3,883.04	
Coconino	6,561.01		6,561 01		279.47	279.47	
Gila	11,625.35	20.00	11,645 35	2,094.75	4,652.61	6,747.36	
Graham	3,538.09	29.96	3,547.68		1,285.71	1,285.71	
Greenlee	11,632.26		11,632.26		3,203.125	3,203.13	
Maricopa	26,275.93	5,772.06	32,052.99	26,717,77	36,226.48	= 62,943.59	
Mohave	5,020.50		5,020.50		1,423.23	1,423.23	
Navajo	3,085.35	8	3,085.35		6,372.86	6,372.86	
Pima	9,459.26		9,459.26	1,020.14	4,422.62	5,442.76	
Pinal	7,285,74	K 3	7,285.74	1,281.04	1,236.50	S 2,517.54	
Santa Cruz	2,184.60		2,184.60		1,233.92	1,233.92	
Yavapai	15,613.01	3 19.49	15,632 50	7,034.74	8,974.06	£ 16,008.80	
Yuma	5,148.31		5,148.31		1,387.81	1,387.81	
Motor Tax		i 5	50,049.75				
General Expense		164.28	164 .28	\$ B	21,685.31	° 21,685.31	
Equipment				541.82	3,842.29	4,384.11	
Deficit 6-30-12						13,467.79	
	\$140,996.91	\$ 5,985.52	\$191,176 .12	\$ 38,689.60	\$113,606.00	\$152,295.60	\$ 44,736.5

NOTE:—The State Road Law of June 20, 1912, provided that all unpaid expense incurred prior to that date should be paid from the 25% Fund; also that the entire 25% Fund collected from Maricopa County for the year 1913, should be expended in that county.

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STATE HIGHWAY DEPARTMENT.

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SUMMARY OF RECEIPTS AND EXPENDITURES—75% FUND July 1, 1912 to June 30, 1914.

COUNTY:	Taxes	Refunds	Total	Exp'tures	Balance
Apache *1,***	\$ 6,384.80	\$	\$ 6,384.80	\$ 3,886.30	\$ 2,498.50
Cochise	87,908.39	9,667.47	97,575.86	97,440.27	135.59
Coconino	17.050.19		17,050.19	15,234.96	1,815.23
Gila	30,139.33	4,977.72	35,117.05	28,550.63	6,566.42
Graham	9,985.88		9,985.88	8,084.57	1,901.31
Greenlee	34,229.77		34,229.77	236.20	33,993.57
Maricopa	67,541.72	26,524.85	94,066.57	93,142.03	924.54
Mohave	14,570.43		14,570.43	14,427.96	142.47
Navajo	7,924.06	63.21	7,987.27	7,959.93	27.34
Pima	23,498.50	1 3 2 2 2 2 2 3 3 5	23,498.50	20,460.78	3,037.72
Pinal	16,718.95	1,150.29	17,869.24	12,823.85	5,045.39
Santa Cruz	5,703.14	175.66	5,878.80	4,065.25	1,813.55
Yavapai	40,595.63	85.22	40,680.85	39.292.10	1,388.75
Yuma	11,980.75	107.65	12,088.40	9,232.17	2,856.23
	\$374,231.54	\$ 42,752.07	\$416,983.61	\$354,837.00	\$ 62,146.61

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EXPENDITURES BY COUNTIES

STATE ROAD FUNDS

July 1, 1912—June 30, 1914.

COUNTY:	WORK:	Exp'tures	Refund	Net Cost
APACHE:			4. 图 5. 特	
Beaver Dam and Mil	ky Bridges	\$ 29 17	\$	\$
Big Hollow Wash Cu			Ť	3,823.35
Prop'n State Enginee	er's Auto	44.00		44.00
Equipment	NO EXPENDING	18.95	*5 Val.	18.95
	arat los alietadas		1	<u> </u>
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COCHISE:	Barrier Barre			
Bisbee-Tombstone Hy	y., <u></u>	. \$ 45,083.82		\$ 42,549.68
Bisbee-Douglas Hy	in en jaren erreinen	. 17,590.07	528.40	17,061.67
Fairbank Bridge			3,789.04	23,456,92
Tucson-Bisbee Hy. Fa			vijska an di	4,514.53
Equp'mt (Includes pro	op'n auto \$576.25		2,815.89	966.00
Maintenance		3,107.04		3,107.04
The grade of the Contract of the	Mark American			
-Nacing Programmer - D	New Jordan, and the	\$101,323,31	9,667.47	\$ 91,655.84
coconino:	មែលម្នាក់ប្រើប្រើប្រើបានប្រើបា	0.000.17		\$ 0.000.17
Canon Padre Bridge a				\$ 9,099.17
Flagstaff-Winslow Hy				6,224.81 69.2
	-1 A -4-	. 69.20 121.2E		121.25
Prop'n State Engineer	's Auto	i print settemb		121.20
		\$ 15,514.43		\$ 15,514.43
GILA:	Telsenter is the hour	I I Clambe	7.4.75	
Globe-Ray Hy., Sec.	2	. \$ 12,208.81	\$ 3,394.61	\$~~8,814.20
Black River Bridge		. 1,879.80		1,879.80
Globe-Roosevelt Hy.		14,788.71	1,536.91	13,251.80
Globe-San Carlos Hy.		. 927.55		927.55
Prop'n State Enginee	r's Auto	. 184.00	la de la la la	184.00
Equipment		. 215.05	66.20	148.85
Maintenance		5,094.07		5,094.07
		\$ 35,297.99	\$ 4,997.72	\$ 30,300.27
GRAHAM:		Ψ 00,201,00	T,001.12	00,000,21
Solomonville-San Carl	los Hy. Sec. 2	. \$ 5,216.62	\$ 9.69	\$ 5,206.98
3.0	" " 2-A			3,413.27
	" " 2-B		1	51.05

COUNTY: WORK:	Exp'tures	Refund	Net Cost
Prop'n State Engineer's Auto	71.50		71.50
Equipment		111 3-11-17	18.95
Maintenance	598.89	The second of the second of the	598.89
	\$ 9,370,28		\$ 9,360.59
GREENLEE:	\$ 9,310.28	\$ 9.69	\$ 9,300.09
Clifton-Duncan Hy.	\$ 850.84		\$ 850.84
Clifton-Solomonville Sec. 1		W Sheller	2,352.29
Prop'n State Engineer's Auto			217.25
Equipment	18.95	The state of the state of the	18.95
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MARICOPA:			ersona D
Tempe Bridge	\$ 98,298.19		\$ 80,170.50
Phoenix-Tempe Hy.		And the second second	35,311.56
Florence-Mesa, Sec. 2	2,696.39	465.43	I the transfer of
Prescott-Phoenix, Grand Ave. Div		The second second second	2,973.44
Maintenance	2,418.37		2,418.37
General Expense		1. 3.7% a see the 5.7%	The second second
Wickenburg Bridge	31.58	2.374	S 40 C
Prop'n State Engineer's Auto		A section of the first section is a section of the first section. The section is a section of the secti	494.00
Equipment Equipment	3,995,11	3,897.81	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Compared to the control of the contr			
	\$156,085.62	\$32,296.91	\$123,788.71
MOHAVE:		a to off (i)	Syranti de
Kingman-Needles	\$ 15,721.29	ANTHON'S H	\$ 15,721.29
Durala Ctoto Dagingon'a Auto	92.00		92.00
Equipment	37.90 Table 1	include [1]	37.90
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NAVAJO:	e 200°00		\$ 3,265.00
Little Colorado River Bridge	\$ 3,265.00		7,442.99
Chevelon Creek Bridge		63.21	
Winslow-Holbrook Hy		05.21	2,155.3
Jacks Canon Bridge	2,155.35	- waters	58.25
Prop'n State Engineer's Auto	58.25 88.21	gicht reinse	
Equipment	88.21	0.000	80.41
et est	\$ 14,332.79	\$ 63.21	The second second
PIMA:		100	
Tucson-Bisbee Hy. Sec. 1	\$ 7,954.58		\$ 7,954.58
2 and 2-A	16,097.12		16,097.1

COUNTY: WORK:	Exp'tures	Refund	Net Cost
Davidson Canon (deficit)		Ward James	1,020.14
Tucson-Bisbee Hy. Davidson Canon		789	670.20
Equipment	18.00	abrilla	18.00
Prop'n State Engineer's Auto	143.50		143.50
	\$ 25.903.54		\$ 25,903.54
PINAL:		D. Arrani	
Florence-Mesa, Sec. 1	\$ 8.220.18	\$ 1.028.99	\$ 7.191.19
Tucson-Florence Hy.		to not deliver	3,235,18
Globe-Ray Hy. Sec. 1		1984	1,044,40
Prop'n State Engineer's Auto			91.00
Equipment	526.54		425.79
General Expense		to the safety of a con-	25.00
Maintenance			2,178.54
in realism where the realism of the second	2,100,00	20.00	
	\$ 15,341.39		\$ 14,191.10
SANTA CRUZ:	Jaga dares)	(Xiscoutis)	
Nogales-Tucson Hy.	\$ 4,886.72		\$ 4,711.06
Prop'n State Engineer's Auto	42.75		42.75
Equipment	18.95	field asod	18.95
3.53 Maintenance	. 350.75	1275\$ 144H	350.75
onine (17 - 18 in	\$ 5,299.17	\$ 175.66	\$ 5,123.51
YAVAPAL	Alia Asa Ni		a Nation Assets
Prescott-Phoenix, Silver Mt. Division	. \$ 6,494.46	\$	\$ 6,494.46
Prescott-Phoenix, Prescott Division		asitista Mad	297.33
Prescott-Dewey Hy.	The second of th	for its second	CC1 1 A
Prescott-Flagstaff, Sec. 1 Mogollon Hil	1 T J P 3 P 3 P B to to me married a	11400 31460	2,549.92
" " 1 Mogollon Hil	786.54		
(Maintenance)			
Prescott-Flagstaff, Sec. 2	1,018.93	19.49	999.44
, , , , , , , , , , , , , , , , , , ,		\$ \$ \$15.75 P. F	2,016.32
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General Expense	The second of the second of	Rolling God Feb	132.05
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		345 3819W	284.75
Prop'n State Engineer's Auto	* Long With degree is as	100	5.329.30
Maintenance	A Argonalist Comment		149.19
5. Maintenance	777.85		777.85
Equipment	. 111,89		111.00
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BENTEONED TO THE PARTY WELL AND LINE OF THE	95,500.80	φ 103.(1	φ 99,130.13

COUNTY: WORK:	Exp'tures	Refund	Net Cost
YUMA:	Ar Galda.	18.33	
Antelope Hill Bridge	\$ 7,268.90		\$ 7,268.90
Dome Bridge Site	707.03	92.05	614.98
Phoenix-Yuma Hv.	1,217.74		1,217.74
General Expense	40.00	11-27-74 4-44-40	40.00
Prop'n State Engineer's Auto	79.50		79.50
Equipment	1,306.81	at all to	1,306.81
	31 5 to 5 a 44 4 12 a 4	1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Activities of the fi
green his hind bridge are absorbed in the city of the	\$ 10,619.98	\$ 92.05	\$ 10.527.93

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PRISON-LABOR

The "Good Roads" movement and Prison Labor for the past decade have been becoming more and more closely allied until at this time they are considered by all "Good Roads" enthusiasts throughout the nation as interdependent. As an example, quoted herein is an article by Charles Henry Davis, C. E., President of National Highways Association, which is deemed worthy of the earnest consideration of every citizen of Arizona:

"Society has, for centuries, manufactured more criminals than human nature of its own accord produces. more fortunate, but not necessarily less criminal, have, almost universally, cruelly punished those less fortunate brothers caught in their so-called crimes. Correction, instruction, forgiveness, kindness, have played but a small part in dealing with the "criminal" or "convict." Would that we might call him by a kindlier name! For many of us now think and talk of him as of a different breed, forgetting that he is, after all, a man. We cry against slavery, yet legalize it for tens of thousands. We scorn revenge, yet mete out vengeance in the name of the law. We remove from society offenders against society and forcibly detain them for years in surroundings as much unlike real society as is possible. We then once more thrust them upon society untaught, revengeful, weak, broken in mind and body, and wonder why they fall again! Why should they not? Has not society done its utmost to prevent their rise? Most of them are mentally deficient and should have our care and help—not our contempt. Many of them have been sorely tempted without ability to run from temptation. And all of us must run! Some have led honorable and useful lives and would continue to do so did society have the forbearance and forgiveness of the parent towards the child. And society should have such forgiveness and thus restore men to society and not brand them as criminals. Our modern

prisons are barbaric. They typify the medieval prisons, so loathsome to our imagination, and yet we call them modern. They are not. They still hold men in abject slavery, in idleness worse than death. Without sun. Sometimes without light. With foul air and fouler companions. Does this treatment, even of the convict, produce repentance? No, a thousand times no! Revenge, insanity, more crime are the inevitable reults.

As in many other activities, our laws and their administration are fifty years behind the times. Once there, how many of us could resist the debauching influences? How many of us could resist the degrading example of those associates more steeped in crime and hardened by their previous contact with still earlier criminals? How many of us could return to the life outside without a feeling of bitterness, or resentment, against our whole social structure? We have abolished negro slavery, a paradise to that of criminal slavery. We maintain institutions little better than the torture chambers of ancient times. They are not designed for reform, tuition, enlightenment. They offer little incentive to right living, high ideals. They are not places where erring humanity may be schooled and trained to become good citizens. They are more fit to drag and trample down into the mire the poor unfortunates sent there for their "first offense." There, even plant life does not exist. The grass, the plants, the flowers, the trees do not grow within their yards. How much less does man! Could there be greater shame to our nation than thus to cling to the ancient custom of depriving men of their freedom, shutting them up within four walls, leaving them to their fate? "Men are but children of a larger growth." But do we treat our children in this wise? Do we not believe in pointing out to them and making attractive and possible the road to virtue? Do we rather enslave and chastise them unmercifully for having failed to find it out themselves? We used to when parents held the lives of their children in their hands! The state now so holds the

lives of its citizens. When shall we take such power away? In our criminal procedure we now have the spirit of punishment, cruelty, unkindness, physical force, slavery, confinement, isolation, darkness, silence and all the resultant evils thereof, resistance, revenge, sullenness, depravity, hopelessness; insanity.

We should turn on the light; we should give men the sunshine, the free air and fields of the country. We should have, and thus give, hope, faith, help. We should correct, not punish. We should be kind and square, and our "pals" will respond most wonderfully. Children are not controlled by physical force. Deliberate, low-voiced, firm kindness and square doing gain their obedience. So it is with their larger brothers. What results to be attained by such a change—change in our moral acknowledgment of the wrongs we have done to the convict! We have been too long blind to this wrong thinking and doing. We have had too much pride, too little charity. We have admired too long the public prosecutor. We have delayed too long the coming of the public defender.

How can we do all this? We must do something with those who violate the rules. Yes? But that something should be to help them not to break the rules again. Temporary exile, into a temporary society as nearly as possible like the one they left, would seem the best solution. They would thus be learning the game according to the rules. Responsibility, during their temporary exile, would increase the desire to play so well, so fairly, that they could go back from whence they came. To do this we must get them "Back to the land." But how? One way is via good roads, although some prefer railroading!

United States will mean more to this nation than any other development since our Declaration of Independence. During all ages it has been of primary importance to provide a people with means of intercommunication. People, like water, must move or stagnate. They must run and play

like the brook itself or become sluggish and dull—to themselves as well as to others. Of the seven modes of intercommunication—water, roads, post, railroad, telegraph, telephone, and wireless—only one, roads, is free to all the
people of the earth. Roads are the most universally used
and are therefore the most beneficial to the greatest number of people. The importance of Good Roads everywhere
is paramount—their benefits are all-embracing.

There are 18,000,000 children who endeavor to attend school. There are over 30,000,000 who should attend school. Why don't they? Largely because during much of the school term a considerable part of the 2,000,000 miles of our roads are impassable. This is shown by the fact that only nine-tenths of one per cent (0.9%) of the urban white population of the United States of native parentage is illiterate, while rural illiteracy is six hundred per cent greater in the same class of inhabitants. How can we have or get good schools in the rural districts if we have not the good roads to reach them at all times and in all seasons? If we do not have good schools, the illiteracy results, then we help—in the best possible way—the growth of the criminal classes.

The relation of good and bad roads to illiteracy, and thus to crime, is indicated by the accompanying table.

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STATE HIGHWAY DEPARTMENT.

amate de litere. Le recutt de sacción El redimenta d'als	Na. Wht. of	Pr. Ct. Imp'd Roads	Per cent of Illiterate Native Whites of Native Parentage. (1910)		
New England;	Tot. Pop. (1910) 2,135,801	$(1909) \\ 22.2$	Total	Urban	Rural
Maine, New Hampshire,		1.35 (1.35)		distribute.	St. All
Massachusetts, Rhode Island, Connecticut	6,552,681				
South Atlantic:	5,397,864	6.7	8.0	2.2	9.8
Delaware, Maryland, Va., W. Va., N. Car.,	12,194,895				
S. Car., Geo., Florida					enor Seu
Pacific: Wash., Oregon	1,684,658	14.2	0.4	0.3	0.6
California	4,192,304		aus seed aus iens		
West, South Central: Ark., Louisiana,	4,101,510	2.6	5.6	1.4	6.8
Okla., Texas.	8,784,534				

This table does not, of course, include foreign-born, native born of foreign parentage, or negroes, all of whom are excluded for obvious reasons. Illiteracy is eleven times greater in the South Atlantic States than in New England, while the percentage of improved roads (such as they are) is less than one-third. Similar figures for the Pacific and West Southcentral are fourteen times greater illiteracy, while the percentage of improved roads is less than one-fifth as much. The excess of illiteracy in rural over urban New England is only one hundred and forty per cent, while in the South Atlantic States this excess is nearly four hundred per cent, due to the lower percentage of improved roads. This difference is slightly greater in comparing the other two groups in the table.

The children of today are the electors, the representatives, the senators, the judges, one of them the President, of tomorrow. The population is increasing by leaps and

bounds. If education means liberty, and if poor roads mean illiteracy or worse, have we a right not to build good roads, even if they would not pay for themselves well within the generation which builds them?

Today we have preventive medicine. Instead of waiting to cure people of disease we are bending every effort to prevent disease. Why not profit thereby? Crime is a kind of disease. Why not do those things which will prevent crime? Idleness more than any other one thing produces moral deterioration and crime. The building of "Good Roads Everywhere" by the nation, the state, the county and the town will give constant employment to the army of unemployed. This will tend to prevent crime if we apply it rightly.

What better thing than to employ those temporarily withdrawn from our society, in the building of "Good Roads Everywhere?" Such a policy will be of vast economic advantage to the nation. It will give brawn, brain and heart to those most needing it. It will give them freedom of mind and body. It will give them inspiration, hope. Tear down our prison walls, and rear no more, for they are festering-places for our bellow beings. Let us no longer go back on those of our own mold! Let us rather, from now on; give our "pals" a "square deal!" We can be sure they will answer in kind."

In the preparation of this report, it has been the endeavor to give a full and complete accounting of the public funds expended in the furtherance of good roads, which is unquestionably one of the most important public improvements undertaken and one that enters into the daily life of every man, woman and child in the Nation, and as a large proportion of the funds so expended has been for construction by prison labor, it is due the citizens of this commonwealth that every feature entering into this character of work be laid before them.

Although in the year 1901 prison labor under guard was in use on public highway construction in Alabama, Arkansas, Florida,

Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, Texas and Virginia, and had been for some years in some of these states, the first attempt to use this class of labor in Arizona was not made until 1910. At that time, upon recommendation of Territorial Engineer J. B. Girand, prisoners were employed in construction of a bridge over the Gila River at Florence and later, in 1911, on a bridge over the Salt River at Tempe, detail of such construction being covered by this report.

At the time of admission of Arizona to the Union, February 14, 1912, construction work on the Tempe bridge was in progress and funds for other highway and bridge improvements would not be available before December of that year. Governor Geo. W. P. Hunt, after due consideration, determined to place additional prisoners on highway construction work and carry such expenditures as necessary therefor from the Prison Fund until such time as State Road Funds were available for repayment to Prison Fund of amounts advanced and for carrying on further construction. In the furtherance of ideas on prison management and in view of the excellent results obtained since 1903 and 1909 in our sister states. New Mexico and Colorado, respectively, under the "Honor System," it was his desire to carry out these proposed improvements with Honor men. The proposed system, however, did not meet with the approval of some of the people not familiar with the results sought to be obtained. However, to this date, there has been an average of one hundred and sixty men of an average prison roll of four hundred and sixty engaged on highway and bridge improvement work under this department, part under guard system and part under honor system and at this time have adopted a system by which the two are working very successfully. This system is as follows:

All men assigned to highway and bridge work are taken to the guard camps and after working there six months or more and have shown themselves to be efficient and desirous of taking advantage of the opportunity to rehabilitate themselves, are eligible for transfer to the honor camps. "Let the convict build the roads and the roads will rebuild the convict" has been the basis of this system. Firstly, the assignment to the guard camp gives opportunity for upbuilding the physical man and the recovery of his equilibrium lost

under confinement. Secondly, upon obtaining the first result desired, through the honor system, the trust and confidence placed tends to bring to the fore every good quality and the feeling that brotherhood among men still exists. With this feeling awakened comes the reformation of the prisoner and efficiency not to be obtained from the best of paid labor—the two desired results.

In this progressive age, there is little room for the relic of the dark ages crying for punishment in its worst form for infractors of the law and arguing that a prisoner is never reformed and society is only safe after his complete isolation or death. Those who have given the subject the time and study it deserves, well and truly contend: That the infractor of the law has incurred a debt to society and should be made to repay such indebtedness; that during the serving of his sentence in liquidation of such indebtedness, it is the duty of the State and society to use every possible means to bring about reformation in the life of the prisoner so that when his sentence expires he will be ready to resume his place among his fellow citizens a better man than before.

The success or failure of this system rests entirely, practically, upon the men in charge of the camps and in daily contact with the men and it has been the endeavor to obtain men of such character as to put their hearts into the work for carrying on to successful culmination both from the economic and moral standpoint.

One of the most serious problems facing the people of Arizona in the furtherance of the moral results obtained under this system is the protection of these men upon release at expiration of sentence. Under the present law, a man is furnished five dollars, a suit of clothes and transportation to any point in the State within a radius of three hundred miles of the prison. Those familiar with economic conditions can readily appreciate the handicap under which this man starts life anew. Employment is none too plentiful and should he be fortunate enough to secure such, in many cases as soon as it is discovered that he is an "exconvict" he is discharged. Within our own observation this has happened more than once and in one instance the man was employed as a day laborer. What logical reason could be offered for such action? The most logical solution

we have been able to arrive at is the payment of a wage for each day employed on highway and bridge work, based on the efficiency of the men, such wages to be credited to the prisoner and turned over to him upon release, except in cases of those with families dependent upon them, in which case turned over to the families as required by them. By payment of such a wage based upon the amount of work performed by the prisoner, even greater efficiency than now obtains would result.

ECONOMIC VALUE—PRISON LABOR

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Nations have beautiful to our sections of requirement see the recent of

So many factors enter into the economic value of prison labor on highway construction in Arizona that it varies between wide limits.

und improve to the state of the classical tien and explanation and

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UNDER GUARD

Under average conditions at present the cost of road construcwith the Land Carl Carl Carlo tion with prison labor under guard approximates its cost by contract. Better construction is always secured by prison labor than by contract and this is of great or small value dependent upon the character of the work. The value of prison labor is increasing with experience gained by its use. The cost per working man per day has decreased on the Bisbee-Tombstone Highway from \$1.98 in January to \$1.315 in June, with an average for 9 months of \$1.619. This does not include the cost of stockade, camp and camp equipment, which cannot be segregated until completion of the job. On bridge work done in the past I am inclined to believe that its value has not been as great as on road work, or will ever be, unless road construction is carried on in connection therewith to utilize surplus labor (in camp, which at times is not needed on the bridge construction). The economic minimum as to the number of prisoners for a road or bridge construction camp is not less than from 70 to

100. As compared to work done by day labor or force account, prison labor under guard is more economical. Their efficiency has been estimated by those in immediate charge of the work from 66 2-3 to over 100 per cent as compared to free labor of the same character.

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WITHOUT GUARD

Both road and bridge work can be done far more economical by the use of prisoners under the honor system than it can be done by contract, force account or day labor. As with prison labor under guard, its value is increasing with experience gained by its use. On the Globe-Roosevelt Highway the cost per working man has averaged for 6 months \$1.05 per day (exclusive of transportation) with a minimum of 68c in June. This does not include the cost of camp and camp equipment, which cannot be segregated until completion of the job. The economic minimum as to number of prisoners for a honor force is 40 to 50.

Since the first of this year the Boards of Supervisors in the counties where prison labor has been employed (except Pinal, where only a small force was engaged) have been furnished monthly statement showing total expenditures and segregated costs, including that of prisoners per working man day. These statements have also been furnished the newspapers in the vicinity of the work.

The system of keeping and reporting monthly unit cost data for prison labor construction forces was worked out by Chief Clerk E. P. Adams and Division Engineers J. C. Ryan and F. G. Twitchell, assisted by Office Engineer T. F. Nichols, and the reduction in operating expense is largely attributable to this system.

There is no State highway department or penitentiary in the Union under whose direction prison labor is employed that furnishes such complete cost data as does this department and at the time when it is of the greatest value—during construction. In fact, notwithstanding the large number of states that employ prison labor.

Harrist Will Control of the

on highway construction, there has been so very little cost data kept that it has been impossible to estimate its economic value therefrom and the people generally have labored under an erroneous impression of its economic value, also as to its aggregate value in Arizona.

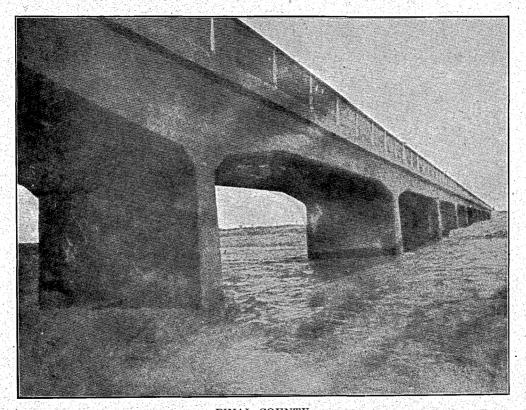
The number of honor men available does not at the present time exceed 50 and the total number of able bodied men in the State prison that can be furnished for road does not exceed 190.

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Under date of September 10, 1909, the Territorial Engineer was instructed by the Board of Control to make survey and soundings for construction of a bridge over the Gila River near the City of Florence. Plans and specifications for a seven hundred foot reinforced concrete bridge were submitted and adopted November 5, 1909, and bids advertised for. Five bids were submitted, running from \$62,300 for the highest to \$47,963 for the lowest. After carefully considering the bids, the Territorial Engineer recommended to the Board of Control that all bids be rejected and the work be done with prison labor, which recommendation was accepted and instructions given to proceed with construction.

In March, 1910, preliminary excavation work was started with a prison force of 14 men, which was increased in April to 36 when actual construction was begun. This force was increased to an average of 55 men until completion of the work in December, 1910. Data as to number of men on camp work or other outside work cannot be located, and it is therefore impossible to give any unit costs on labor. Given below, however, is statement of segregated physical costs:



PINAL COUNTY
Prison Labor
Florence Bridge
Borderland and Grand Canon-Nogales Highways

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Salaries— 13.938.5 , 1990a sympositudit Engineers \$877.86 Draftsmen 240.00	Engineering:	30.863.8		entury)
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Draftsmen	Salaries—		alichia de como como	r mawbrodh
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Supplies	Comp	27.407.	To average	\$ [1,340.01]
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Teamsters, guards, etc	Carper	iters	4,823.00	de Diethindar went
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Teams————————————————————————————————————	reams	ters, guards, etc	Z,922.65	
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Reinforcing steel	
Hardware and miscellaneous	2,049.49
Fuel and Oil	19.952.29
Tools and Equipment—	상 되는 강하는 하고 그 이 사고 된 모양이
Charged to job	6,496.18
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Camp supplies—Eng'r mess	1,012.87
Camp equipment, etc.	48.66
Office expense	69 62
Miscellaneous	309.57
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Construction!

TEMPE BRIDGE

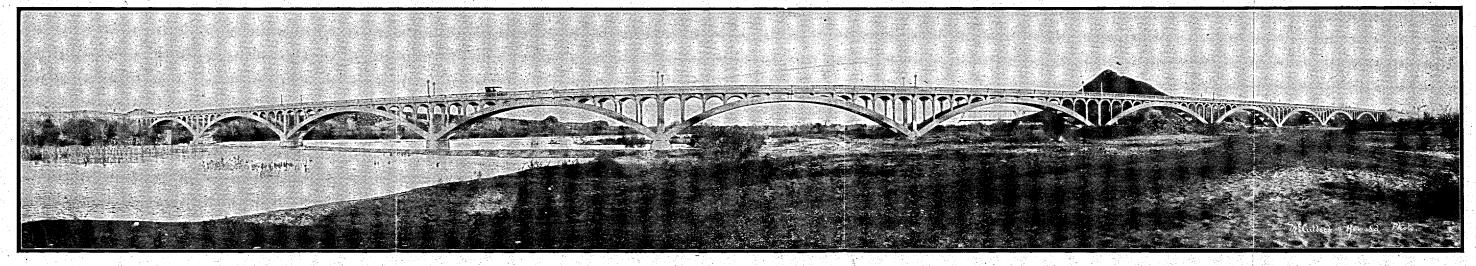
Including South Approach with San Francisco Canal Culvert.

J. C. Ryan, Division Engineer.

Under instructions from Board of Control, the Territorial Engineer submitted plans for construction of bridge over Salt River at Tempe, February 24, 1911, and under date of May 31, 1911, the Superintendent of the Prison was instructed to send twenty-five prisoners and six guards to the camp established at the bridge site. The following resolution was adopted on this date by the Board of Control relative to use of prison labor on this work:

"Whereas, certain prisoners now confined in the Territorial Prison at Florence can be advantageously employed by the Territory in the construction of the Territorial bridge across the Salt River near Tempe; and

Whereas, it is deemed advisable for the Board of Control that men so employed be rewarded for faithful and efficient service on the construction of said bridge, and it is



Built June, 1911—October, 1913

TEMPE BRIDGE

Prison Labor

Length 1507 ft. 9 in., 18 ft. roadway

the belief of the members of the Board of Control that by so rewarding prisoners so employed a greater standard of efficiency may be maintained and better results can be achieved on the work by giving the prisoners an incentive for good behavior;

Whereas, be it resolved that for every day of faithful and conscientious labor performed by a territorial prisoner in the construction of the said bridge, a credit of two days shall be allowed to the said prisoner to be deducted from his sentence in addition to the regular good time allowance."

On July 13, 1911, the Superintendent of the Prison was instructed to send twenty-five additional men to Tempe for employment on this work, bringing the prison force up to fifty men and shortly thereafter increased to bring average up to fifty-seven men for the period of twenty-seven months for completion of the bridge. Of the average of fifty-seven prisoners at the Tempe bridge site, forty-eight were employed on the bridge proper and nine on camp work (one cook and waiter for engineer's and foremen's mess, one cook and waiter for prison mess, one barber, one laundryman and one corralman). The paid force consisted of one engineer, one assistant engineer, five foremen, two carpenters, seven guards and one bookkeeper.

The original plans and specifications called for a nine span solid arch ring bridge 1225 feet in length for 16-foot roadway and estimate on this basis was made of \$78,397.92. Later, these plans and specifications were revised to call for an eleven span arch rib type bridge for 18-foot roadway with open spandrel walls and various other changes were made, necessitating additional paid skilled labor in the way of carpenters, etc., together with increase in reinforcing materials. Detail of construction costs for project, which includes south approach with San Francisco Canal Culvert; (North approach included in Phoenix-Tempe Highway.)

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	Engineer and Assistants \$ Foremen	8,702.81 8 591 49	731
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	Office Engineer and Force	1,222.71	redrive.
	es, Engineer's Mess:	\$ 6,	473.72
	Miscellaneous expense of Engineers and Engineering Parties, including railroad		
	fare, rent of quarters, telephone and tele-		
1. Take 14 - 14 - 1	graph charges, office supplies, etc	\$ 2,	510.03
	Oiling approach to bridge	Harrist Committee (Kile)	130.00
	Rent of land for storage of material	india.	256.50

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Paving:	nne vakk Lagaran	2,866.53
[2] - 1일 : 20 Thur : 1: 20 Thur : 20 Thur : 12 Thur	it minited	126.55
Prisoners:	st primitia	
Camp Supplies, food, clothing, etc\$	16,913.63	
Salary of Guards		
Medical attention		
Escapes		
Expense of Guards	84.44	
Stockade expense, building, wiring, tele-	Trough saide	
phone, lights, etc	1,382.91	Argania (
	37,530.72	ile director
Maintenance refunds from Prison	25,770.74	
		\$ 11,760.01
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Av. cost per working man per working day, less refund	315
Average cost per man per day for guards	Y
Average cost per working man per working day for guards 53**	
*Included in Item 4.	
**Included in Item 6.	
Escapes 11	
Recaptured2	
Engineers and Assistants per working day\$16.22	
Foremen per working day 19.28	
Carpenters per working day	
Office per working day 3.51	
Other per working day	
Efficiency report of Division Engineer in charge of this co	n
struction shows the following:	**
"Paid labor force necessary to do the same amount of work	
per day as 48 prisoners:	
1 Blacksmith \$ 4.00	
3 Derrick Engineers @ \$3.50 10.50	13.34
14 White laborers on foundation work, etc. @ \$2.50 35.00	
8 Laborers on concrete work @ \$2.00	
4 White teamsters @ \$2.50 10.00	, se ^{nt} illi North Na
6 Laborers on rock crusher @ \$2.00 12.00	
1 Cook for Engineer's Mess	
\$ 90.00	ĸ.
48 Prisoners @ \$1.1153.28	
\$ 36.72	
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Cooks and waiters for general mess not included under paid labor	8.8
boarding house should be self-sustaining.	ins
	* 12

PROTAL ROSTS OF THE

GLOBE-RAY HIGHWAY

Section Two: gent a material control of the materials

In July, 1912, it was decided to start work, on what is designated Globe-Ray Highway, Section Two, extending from the City of Globe toward Ray to the Gila County boundary, a distance of 21.0 miles. After investigation of honor system as then being used in Colorado and other states, it was deemed expedient to adopt that

method on this work. Accordingly, late in that month twenty men were selected from the inmates of the State Prison at Florence and sent overland from Florence, via Ray, to location selected for camp in the Pinal Mountains, about nine miles from the City of Globe. Insomuch as the heaviest construction on this section was through the Pinal Mountains, it was decided work should be done here first. In order to economically freight materials and supplies from Globe to the camp, it was found necessary to grade two miles of new road and make considerable repairs to two miles of old road between these points. Camp had been established early in August and additional men were sent from the prison, bringing the force up to thirty men. Only one paid man, the superintendent of construction, was employed. On October 10,1912, the paid force was increased by the employment of a foreman who was afterwards relieved and a bookkeeper employed, the superintendent looking after all outside work. Work was continued to January 17, 1913, at which time, owing to extreme weather conditions, it was deemed advisable to close down the camp. Tabulated statement of costs as follows:

Engineering: (Prior to Construction)

Salaries ,,,,	
Commissary supplies	591,46
Engineer's Travel Exp.	
Transit rental	
Engineering supplies	24.88
Miscellaneous expense	88,38
Office salaries	47.19
보고 있는 것들은 사이는 가는 없는 이 속에 가운데 하고 있다. 스타이스 등록 1 공격은 사이트의 교통을 하는 사람들이 되었다. 그리고 있다.	\$2,457.03
(During Construction);	(1996) 및 100 (1901) (100 (100) (100) (100) 실험 (1906) (100) (100) (100) (100) (100) (100) (100) (100)
Salaries	\$ 266.29
Commissary and expense	122.97
	\$ 389.26
됐으면 나를 보는 시간에 살아왔다. 프로그램	
	\$2,846.29
	20.00
*Refund.	
*Refund.	\$ 2.
*Refund.	

Lumber			11.	\$ 482.41
Powder,	fuse,	etc	Authorit	529.80

Drill steel		
Miscellaneous 95.26	iow July do	ondrous.
Drill steel	\$1,245.82	13 940 46
Team feed and stable expense	852.08	AO 100%
odobi l'Equipment:	analeshield	eath) in
Purchased for work \$2,830.88	it all the ripi	imosaili
Recovered with the boundary of the 2 338 23	arangell is:	the th
richt Foight materials and shipping from Clube	\$ 492.65	broud.
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399 9191 Salaries\$1,245.80		
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Labor (Prison):	no mo vind	dimi
Food \$3,465.20		odomi
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Team and horse hire, Transporta		
tion, 1-17-'13 to Prison		CONTRACTOR
Escape expense 140.20	n marangan parti dari Kalangan bangan kanggan kanggan kanggan banggan kanggan kanggan kanggan kanggan kanggan kanggan kanggan kangg	yaawa L
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Maintenance refund 3.445.82	医结膜性性 医克莱氏氏菌病 医抗原	보다 경우 그 사이 없어?
2. 그렇지만 문문의 경찰 문식대학에 전 대한 등 전 이렇지게, 몰래를 된 물론이 시하는 다시에 지난 그리고 있었다. 그는 중 없다.	VALUE OF STREET	
2. 그렇지만 문문의 경찰 문식대학에 전 대한 등 전 이렇지게, 몰래를 된 물론이 시하는 다시에 지난 그리고 있었다. 그는 중 없다.	\$1,625.39	
Office expense	44.80	
Office expense	44.80	5,987.91
Office expense	44.80	5,987.91 8.814.20
Office expense	44.80 50.500 \$	8,814.20
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Statement of quantities as of December 1, 1912:

All road not less than 14 feet.

				Classification		
Eng'r's Station		Excav. Cu Yd	Embank, Cu Yd	Earth Cu Yd	L. Rock Cu Yd	S. Rock Cu Yd
0 1	to 3	441.2	178.7	264.7	110.3	66.2
3	4	75.6	82.5	75.6		
4	5	122.4	105.0	73.4	49.0	
ō	6	111.8	56.0	95.0	16.8	
6	9.	787.8	353.5	472.7	196.9	118.2
9	14 85	1640.2	1698.1	738.1	492.1	410.0
14 85	19 00	974.5	533.7	438.5	292.3	243.7
19 00	23 00	349.8	143.1	349.8		
23 00	23 80	149.9	43.2		149.9	
23, 80	28.00	375.9	513.2	357.1		18.8
		5029.1	3707.0	2864.9	1307.3	856.9

Road between Globe and Camp:

314 Lin. Ft. retaining wall, 152.4 cu. yds.

350 Lin. Ft. surface ditch.

5300 Lin. Ft. new road constructed.

Two miles old road repaired.

As estimate was not prepared at time of closing down of camp, actual additional quantities moved from December 1st to January 17th are not available. However, using this estimate as a basis together with men days for this period as compared with period July to December 1st, i.e., July to December 1st, 4243, December 1st to January 17th, 877, a minimum of 25% increase over December 1st estimate is believed proper.

As compared with other construction, it must be admitted the results obtained in this camp could be bettered at this time by reason of thorough organization and efficiency methods developed since this work was done. There was, however, one matter entering into the work to such a marked degree as to command the serious attention of the citizens of the State—the introduction of liquor into construction camps where prisoners are employed. We quote from report of Superintendent of the Prison in this connection:

"One of the greatest difficulties which we have encountered in working prisoners on public works without guards has been the smuggling into the various camps of intoxicating liquor. Without exception, to every body of men we have had at work outside the prison, whiskey has been furnished from one source or another. The first case we endeavored to prosecute and were able to obtain a conviction, but the man was fined only twenty dollars and released. I think that a law should be passed which would make the furnishing of intoxicants to state prisoners a felony."

FLORENCE-MESA HIGHWAY

9402 St. 100 BU

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5 7 3 3

Survey of this section of State Highway system completed in September, 1912, 32.1 miles, to Higley. Section One of this highway extends from City of Florence to the Maricopa County line. a distance of 25 miles. Section Two extends from the Maricopa County line toward Mesa to Higley, a distance of 7.1 miles.

In October, 1912, it was determined to start construction on this road with honor prisoners, selected by the Superintendent of the Prison, beginning at Florence and working toward Higley. A force of thirty men was selected and commenced on this work October 20, 1912, at the Arizona Eastern Depot, Florence, and by the latter part of February, 1913, had completed the grading to Higley, 30.7 miles. Costs have been segregated as between Pinal and Maricopa Counties and tabulated statements covering follow:

nesses in and sales a Pinal County 23.6 Miles. On housing allows while the property of the property in the property and the property in the pr

15. 15.36	Engine	ering:	(Prior to	Constru	ction)	18 14 72 Vin	anoli suvi	- Blown St.	1.113
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Construction:	The first of the section of the sect
Material:	
Lumber	andrettik side atteriore i i i
Miscellaneous 111.12	
	183.09
Teams:	fil sandsoft as
Rentals \$1,962.83	
Feed and stable 1,761.81	No. 01 of 5
The same of the sa	724.64
Equipment:	seguine de la companya de la company
Purchased \$1,176.45 Recovered 905.93	
100010101	270.52
Labor:, Paid:	
Salaries and expenses Supt\$ 770.94 med	AND TYMES IN
Salaries and expenses Supr	770.94
Miscellaneous:	K May 1
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Office\$ 2.60 Water\$ 60.05	
en e	62.65
Labor: Prison:	But & Sugar Sugar
Food, clothing, etc. \$1,876.91	
Guards 304.69	
Escapes 1,013.55	BANG ELVIAND SOLD
\$3,195.15	Combination to Co.
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life are been who will not not not many men with his the	\$ 6,441.45
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TOTAL CONSTRUCTION AND ENGINEERING	6,903.38
이 사람 생생님 하는 것은 사람들이 얼마를 가지 않는데 되었다면 그렇게 되었다.	are simila legal yes
Maricopa County. 7.1 Miles.	
Engineering: (Prior to Construction)	
\$ 90.92 m	ent station to street
Commissary supplies	भित्रक असी है जिल्ला
Expense 10.59	\$ 131.81
Construction:	्राक्षां दोहाक से प्रदान
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Miscellaneous\$ 39.28 \$ Equipment:	39.28

Stolen	\$460.00	t. Humak Jayana saini
Rentals	576.27	
Feed	382.61	
Labor: Paid:		\$1,418.88
Salary, Supt.	\$171.76	
Expense, Supt.	14.30	
	34 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	\$ 186.06
Miscellaneous:	ياً والأنظرةِ (ويواي _{ة ك} يواي)	Contraction (Contraction)
Office expense	\$ 1.75	
Water	7.61	
Sugar San San San San San San San San		\$ 9.36
Labor: Prison		
Food, Clothing, etc.	\$ 724.35	
Escapes		指数少数 为数据
	\$ 907.05	
Maintenance refund	465.43	
		441.62
· 1867 发现的 医电影经验 经收益额		
		ang katalang di andi yan t

During the period of October, 1912, to February, 1913, over which this work extended there were nine escapes, three of which were recaptured. Six of these escapes can be directly laid to the fact of liquor being smuggled into camp to the prisoners and when this was discovered it was deemed advisable to employ a guard to try and eliminate this feature.

The entire road was graded to a width of twenty feet and partially ditched; owing to lack of funds the culvert work was postponed. This part of the work is now under way and is covered in separate item.

In analyzing the costs shown for this work, we find a gross cost of \$336.00 per mile (gross cost—exclusive of refund from prison for maintenance) and a net cost of \$270.00 per mile. These figures do not represent true construction costs of labor, teams and material

\$1,806.25 or \$56.00 per mile

In May, 1914, Assistant Engineer Ed Ten Eyck was assigned to Pinal County to direct the culvert work on the Florence-Mesa Highway and Tucson-Florence Highway. The concrete pipe moulds used for the work on Phoenix-Tempe Highway were shipped to Florence and prisoners were furnished by the prison for the manufacture of the necessary pipe. On account of small fund available in Pinal County for this work, \$2,000.00 was appropriated from the 25% Fund for expenditure on the Florence-Mesa Highway in conjunction with the Pinal County 75% Funds. Owing to the innumerable drainage openings, it has been found expedient, until such times as sufficient funds are available for culverts, to hire teams and grade down as many of the smaller washes as possible and only put culverts in the larger. This work is under way at this date and should be completed by August 1st. Expenditures to June 30, 1914, as follows:

Engineering:

							8.67	-A-1-1
Travel			*******				6.79	- Karasa
Supplies, etc			-		.(1)	. 3	0.80	
		141 93	1450	r #11 [14th	"sdrifeth	200 3 15	1.8154	\$ 76.2
nstruction:	and kind to	10.13	english.	in 1948		Gay in	a dilin	ver A. Ma
Salary, Asst.								
roremen						. U	1.10	Part of the
Subsistence					garage y	2	7.50	aya Yanas
Freight on fe	orms					. 3	1.00	
			A 1975			e de Light de la	1.5	\$ 211.5

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TUCSON-FLORENCE HIGHWAY

Cement pipe is also being made by prison labor at Florence for placing on the section of the State Highway extending from Flor-

ence to the Pima County boundary, a distance of 38.4 miles. This road was graded under the Territorial administration, but due to insufficient funds, culvert work was postponed. There are more than two hundred drainage openings on this section of road and as funds are limited it will be necessary to follow the same methods used on the Florence-Mesa Highway and only put in culverts in the larger openings, grading down the smaller until such time as funds are available. Prison labor under the honor system will be used in placing these culverts.

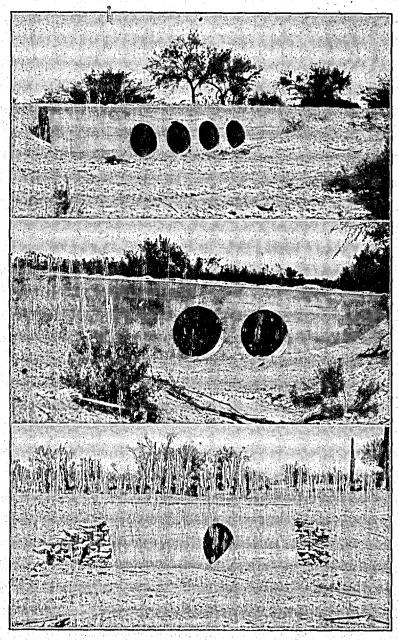
culverts:	
Expenditures to June 30, 1914—	di seri, panggal pin pungag. Sering a in man sering
lieve bar Camp.	
Clearing and grubbing	49.25
Culverts 1	,330.01 45.19
and safe and building a humble of the view	2 2 300 13
*Detail of cost of concrete pipe cul	verts:
Translation 2 foot goation	and the state of t
116 sacks cement	\$ 95
Reinforcing, 11 ft.	
Superintendence, etc.	
	\$2.12, per lin. ft. \$ 1.06
30 in. -2 foot section:	
1 1-3 sacks cement	
Reinforcing, 10.5 ft.	
Superintendence, etc	가게 하는 사람이 어떤 물은 보고 하는데 하는데 되었다.
(1942년 - 1942년 - 1942년 - 1942년 - 1942	\$1.95, per lin. ft. \$.975
24 in.—2 foot section:	
34 sack cement	\$.47
Superintendence, etc	
	\$.67, per lin. ft. \$.335
*No charge for labor account price	pare used at Prison

*No charge for labor account prisoners used at Prison.

นักร้างใหล่ อีก

Cost of corrugated iron culverts in event work done by contract:

36 in per	ft		Un Proceeding	\$2.95	
30 in. "					
24 in. "					



PINAL COUNTY
Prison Labor
Florence-Mesa, Section 1
Borderland and Grand Canon-Nogales Highways

PINAL COUNTY MAINTENANCE

In September, 1913, a five ton Sauer truck was purchased for use in maintenance work. This truck was placed at Florence and an average gang of seven prisoners with paid driver and foreman were engaged during the winter of 1913 and up to May, 1914, on maintenance work in Pinal County. The road between Florence and Higley was dragged after rains, ruts filled in and ditches cleaned, also gravel placed on some of the worst sandy stretches. Since May the truck has been used in hauling cement pipe from the prison out to locations of openings on Florence-Mesa and Tucson-Florence Highways, also transporting prisoners to and from the work thereon.

-'1	'able	of.	costs	of	maint	tenanc	e be	iow	
	2.5	. 4	M. 183	37.2			167 15	2.5	

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WATER TO

(Might

Salary of driver and foremar		792.12
Gasoline and oil		422.90
Miscellaneous auto expense		- 36.72
Miscellaneous expense, frt.,	etc	46.53
Steel		8.90
Powder		10.25

그는 그는 사람이 가게 하는 것이 되었다.		1 917 49

		74.1	17.42	
Refund of salaries	 		20.55	
364. MESERGE ERE	State of the base	Jan a <u>vor</u>		1,296.87

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Maintenance work under direction of Board of Supervisors with day labor and teams in June and August, 1913:

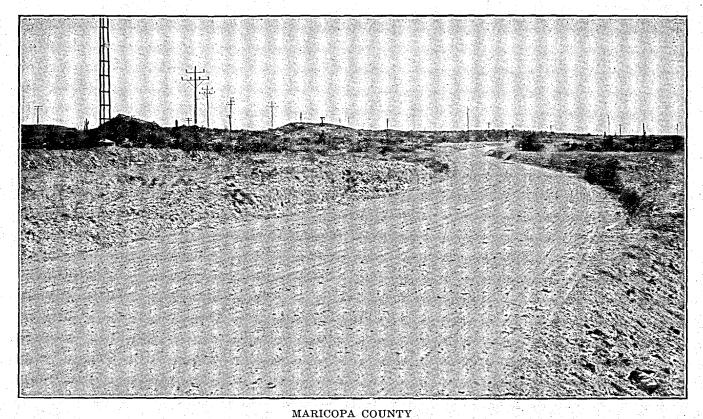
	Labor an	nd teams			 		 \$ 454.3 0
÷	Material		195			745.0	113.78
		34. 253 See to		(1) (4 i h			

PHOENIX-TEMPE HIGHWAY

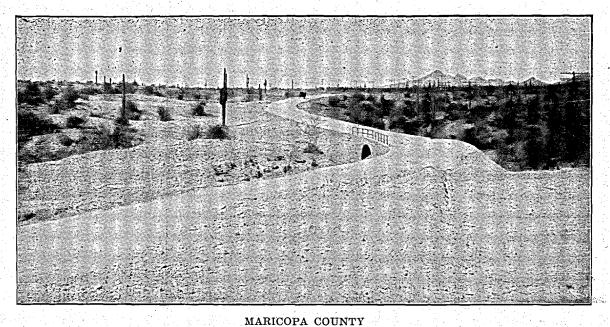
F. G. Twitchell, Division Engineer.

Survey of highway extending from north end of Tempe bridge toward Phoenix to the Grand Canal, a distance of 3.64 miles, completed in April, 1913, and construction work commenced latter part

employed on this road consisted of 60 prisoners on road work, 13 on camp work and a paid force of one engineer and instrumentman, one bookkeeper, four foremen and two carpenters, also twenty rented teams." Detailed statement of costs follow: Material		This road was completed December.		
one bookkeeper, four foremen and two carpenters, also twenty rented teams. Detailed statement of costs follow: Material				
rented teams. Detailed statement of costs follow: Material:				
Material:				
Cement Steel 100 Steel Steel 100 Steel Steel 100 Steel S	rented te	ams. Detailed statement of costs foll	ow:	
Cement Steel 1210.62 2	Mate	rial:	$a_1a_1a_1^{\dagger}a_2a_1$	73 + 4042
Lumber 0 // 41 14 41 42 43 44 45 45 45 45 45 45	CONTRACTOR OF ART.	我要没有这些大家,便是这家都有了一直的时候是这个人,这个女子看到是一个一个人的话,看着我的一点,一直要的话,看一个看着我的话,看一个人的话。	ロー・ペープ アイカイナオー・フィッシア	(antelation)
Lumber 0 // 41 14 41 42 43 44 45 45 45 45 45 45	denintin bi	nSteel white folly summer relia begging	210,62	louble thus
Culverts, Corr. Iron 54.72 136.01	ozestolo uz-	Lumber 2011 will be accessing herein	634.45	i i entre de
Culverts, Corr. Iron	hdt mod ?	Powder, caps and fuse	3,016.99	nKoonija -
Stock killed on work	nowoT b	Hardware	424.98	in ansing :
Stock killed on work	trong the	Culverts, Corr. Iron	54.72	opmetoth.
Stock killed on work		Miscellaneous	136.01	8 6 534 On
Stock killed on work	Tean			
Rentals 3,431.88 Feed 3,577.94 \$ 7,584.82			化工作工作 法不证债券 医水管管	
Feed 3,577.94 Equipment: Tools, etc., worn out on job. 559.79 Fuel: 155.64 Labor: Paid: 155.64 Labor: Paid: 2,084.47 Foremen 2,074.21 Office International State 1,701.26 Miscellaneous Expense: \$ 8,504.99 Miscellaneous Expense: \$ 396.56 Rent of building 150.00 Rent of land 38.00 Prisoners: \$ 1,178.35 Right of Way: 550.00				
Equipment: Tools, etc., worn out on job				
Equipment: Tools, etc., worn out on job				\$ 7,584.82
Tools, etc., worn out on job. 559.79	Equi			
Fuel: 155.64 Labor: Pald: \$1,552.55 Carpenters 2,084.47 Foremen 2,674.21 Office 15 10 10 10 10 10 10 10 10 10 10 10 10 10		Tools, etc., worn out on job.	Carron Company	559.79
Labor: Paid: Engineer and Ass't. \$1,552.55 Carpenters 2,084.47 Foremen 2,674.21 Office 11.22.43 1.22.23 1.	Fuel			
Engineer and Ass't. \$1,552.55 Carpenters 2,084.47 Foremen 2,674.21 Office 492.50 Miscellaneous 1,701.26 S 8,504.99 Miscellaneous Expense: Office and Engineer's miscellaneous 396.56 Rent of building 150.00 Rent of land 38.00 Engineer's Mess: Supplies Asserting 1,701.26 \$ 1,178.35 Right of Way: \$ 1,178.35 Right of Way: 150.00 Prisoners:	Laho			
Carpenters		Engineer and Agg't	0 14169 H	
Foremen 2,674.21 Office 492.50 Miscellaneous 1,701.26 S 8,504.99 Miscellaneous Expense: Office and Engineer's miscellaneous 396.56 Rent of building 150.00 Rent of land 38.00 Engineer's Mess: Supplies Supplies 1,178.35 Right of Way: 150.00 Prisoners:		Carpenters	2.084.47	
Miscellaneous		Foremen	2,674.21	child
\$ 8,504.99 Miscellaneous Expense: Office and Engineer's miscellaneous		Office Eller termila han shell at ances in	492.50	Wita
Office and Engineer's miscellaneous \$ 396.56 Rent of building \$ 150.00 Rent of land \$ 38.00 Engineer's Mess: Supplies/			1,701.26	
Office and Engineer's miscellaneous \$ 396.56 Rent of building 150.00 Rent of land 38.00 Engineer's Mess: Supplies	34 223 1		111111111111111111111111111111111111111	\$ 8,504.99
Rent of building	Misc	ellaneous Expense:		
Rent of land				
Supplies 1,178.35 Right of Way: 150.00 Prisoners:		Rent of building	150.00	
Engineer's Mess: Supplies/************************************		Rent of land	38.00	e 204 EG
Supplies/ \$ 1,178.35 Right of Way: 150.00 Prisoners:	Engi	neer's Mess:		a 004.00
Right of Way:150.00 Prisoners:				t 1179 25
·하겠죠![Prisoners: 이 환경 마장이에서 하다리고 말을 통하는데 하셨습니까. 다음 등하는데 함께 되었다.	Righ			
	Prie	oners:		
AND THE PROPERTY OF A PROPERTY		하루트를 하고 모든 사람들이 되었다. 그는 사람들은 사람들이 가장하는 사람들이 되는 사람들이 되었다. 그 사람들이 되었다.	*** \$7.991 00	ivened
4,937,40	Charles and	Guards	4,937.40	A Tarayan
Transportation 480.95	Townson Walder	Transportation	480.95	A TO THE STATE OF



Prison Labor
Phoenix-Tempe
Roosevelt Dam, Borderland and Grand Canon-Nogales Highways



Prison Labor
Phoenix-Tempe
Roosevelt Dam, Borderland and Grand Canon-Nogales Highways

	Medical	
	Medical	346.50
ve.ive	Escapes	154.86
\$0.25° a. 15	Rewards	. , 200.00
领域结果	Miscellaneous expense, stockade	. 191.23
35.179.4		314,276.92
Maint	enance refunds from Prison	5 5 5 9 0 0 1
		9,002.01 \$ \$ 744.01
the Max		\$,8,744.01
		\$ 33.986.16
Engin	eering-Surveys:	, \$ 50,500.10
K1-201-00F	Salaries field force	\$ 336.27
That which is	Salaries field force	252 77
10 10/10 1/6	Commissary supplies	174.00 (1.07)
with visit He	Travel expense	52.45
Maranine.	Miscellaneous	56.62
	Travel expense	22.19
a kara yaki	r table of the art of the second	Some district the second
2. \$400 A 8 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		\$34,883.46
*\$428.	10 credit allowed account sacks returned,	
	ot credited on books as yet.	
	UNIT COSTS.	
	Total men days	15697
านกระทำหน้า	Total working men days	10161
	Total working men days	
Avera	ge number of men on job	30753000 3. 46
Avera	ge number of men on road workge number of men on camp work ge number of men not working	
Avera	ge number of men on camp work	
Avera	ge number of men not working	4
Cost	per man per day, exclusive of refund	
Cost I	per man per day, less refund	
	oer working man per working day, exclusive	
	per working man per working day, less refu	
Cost	per man per day for guards	
Cost	per working man per working day for guard uded in Item 5.	ome it unit receil
THE	uded in Item 5. uded in Item 7.	Bridge con Arres 10
THE	uded in item (. Labor:	S. Alberta asserberg with
HAID MA (61)	Engineer and instrumentman per working	day\$11.18
88 8 do 44	Office "	4.00
indensi il i	Foremen (1997) Carpenters (1997) Miscellaneous (1997) des men from bridge charged to highway at	", 19.75 a.
es frage	Carpenters of the last observable off	" 12.33
ongova 4.	Miscellaneous ""	10.06*
"'`*Inclu	des men from bridge charged to highway at	\$1.00 per day.

QUANTITIES.

Clearing and grubbing, 10 acres	\$19.76 \$	197.60
Earth excavation, 19.731 cu. vds	.34	6,708.54
Rock excavation, 11,321 cull yds the security and ass	1.40	15,849.40
Surfacing—Sta. 136-192—1658 cu. yds	1.00 +	1,662.35
Concrete culverts, 838 cu. yds	9.36	7,843.01
104 lineal feet corrugated culverts in place	1.83	190.32
754 lineal feet concrete pipe in place	.601/2	456.09
Concrete headwalls, 149 cu. yds.	7.23+	1,078.75

\$33,986.16

CONTRACT CONTRACT

This work consisted of the grading of 3.64 miles of roadway 24 feet wide, surfacing with caliche, decomposed granite and gravel to a depth of 6 inches (loose), the construction of the following concrete bridges and culverts:

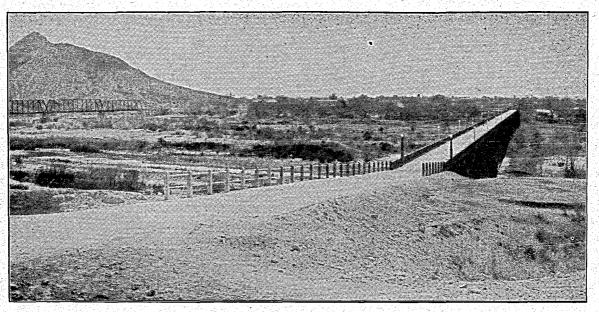
One arch having a clear span of thirty-six feet;
One double arch, each section having a twelve foot clear span;
One arch having a twenty-one foot clear span;
Two arches of twelve foot clear span each;
One rail top bridge consisting of two eight foot spans;
Eight concrete culverts from 24 to 40 feet in length;
Twenty-two pipe culverts with concrete headwalls, comprising:

37 326 linear feet of 24 inch cement pipe; and seement

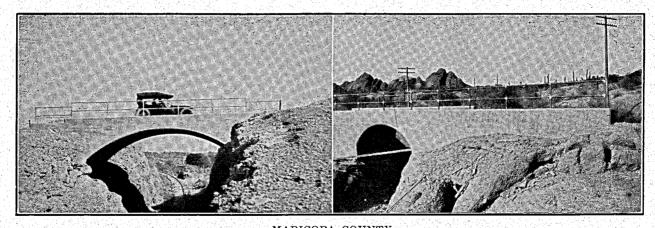
428 linear feet of 18 inch cement pipe;

One 24 inch corrugated iron culvert pipe 41 feet long; One 24 inch corrugated iron siphon, 32 feet long.

As will be seen from the table of quantities, 11,321 cubic yards of rock were moved at an expenditure for powder, fuse and caps of \$3,016.99, with a total cost per yard of \$1.40, which is probably higher than it could have been done by contract. 19,731 cubic yards of earth were moved at a cost of \$0.34 per cubic yard, which is high for average earth excavation. However, there was a long haul and a large percentage of this material was a layer of ten to twelve inches over bed rock. This also includes the cost of finishing on 2.58 miles. 1.06 miles over a silt subgrade was surfaced with 6 inches (loose) of caliche. The concrete cost of \$9.36 per cubic yard as against an average contract price of \$12.00 offsets cost of excava-



TEMPE BRIDGE AND NORTH APPROACH
Prison Labor



MARICOPA COUNTY
Prison Labor
Phoenix-Tempe
Roosevelt Dam, Borderland and Grand Canon-Nogales Highways

tion. Attention is called to the manufacture and laying of 754 lineal feet of concrete pipe (18 inch and 24 inch) at a cost of \$0.605 per lineal foot (pipe 0.295, laying 0.310) as against average contract prices using corrugated iron \$2.07 (corrugated iron pipe \$1.47, laying \$0.60). This concrete pipe was made on the work by prisoners using moulds bought for that purpose and shows a saving of \$1.465 per lineal foot. The road was thoroughly dragged after the rains and the surfacing bound well. It is holding up satisfactorily notwithstanding the heavy traffic and extremely dry season, except in the cuts which were broken to 12 inches in depth but not excavated and backfilled. A caretaker was placed in charge of the road from Phoenix to Tempe, 6.64 miles. Immediately upon opening of this piece of new road and the Tempe bridge the traffic increased on the route over 500 per cent.

COCHISE COUNTY

J. C. Ryan, Division Engineer.

Prisoners under guard have been employed on State Highway and bridge work in this county continuously from May, 1913. The first work undertaken was the construction of a reinforced concrete bridge over the San Pedro River near Fairbank, which was carried to completion in December, 1913. In October of this year an additional force of forty men began work on the highway, between Bisbee and Tombstone and upon completion of the bridge near Fairbank a portion of that force was transferred to the Bisbee-Tombstone camp.

larger than anticipated due to the fact of work being in such proximity to the Mexican boundary, twenty-seven miles from Fairbank, nine miles from Bisbee and on the Bisbee-Douglas work for a portion of the time one mile. Under ordinary conditions, this would have very little effect on our working conditions, but with Mexican internal affairs as they have been the past year, the men of the na-

ture not caring for work have felt they would be safe from extradition once across the border, and especially so if enlisted in the ranks of either army. With this idea and watching for an opportunity to carry out such plans, it has been impossible to guard them closely enough to prevent escapes. Also, on account of the character of the immediate surrounding country at the Bisbee camp, mountainous and covered with underbrush, it is known to be very difficult to capture a runaway before reaching the border. Another feature entering into this has been the fact with two camps going on, in order to secure the greatest efficiency and economy, requiring at least seventy men in each camp, it has been necessary to take every available man from the prison regardless of his trustworthiness or aptitude to manual labor; and, upon completion of the Bisbee-Douglas work, it was decided to only maintain one camp under guard and one on honor.

FAIRBANK BRIDGE AND HIGHWAY

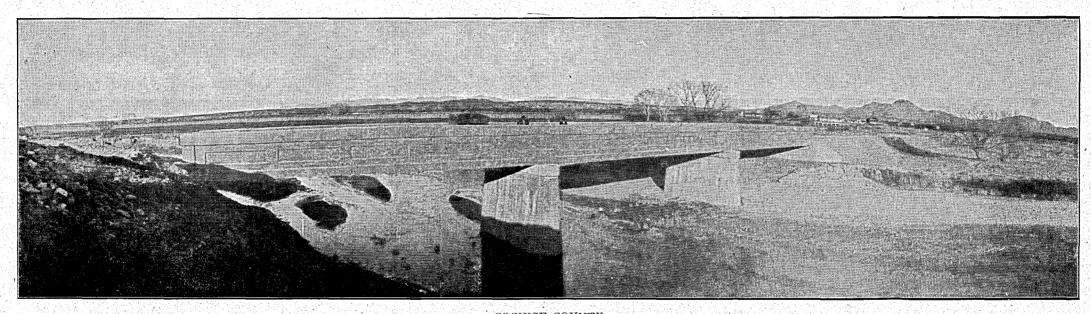
In April, 1913, survey and soundings for bridge over the San Pedro River at Fairbank were completed. Plans were prepared for a 192-foot through girder reinforced concrete bridge with 16-foot roadway.

As the work on the Tempe bridge had reached the stage where practically all the force then engaged on that work could be available, it was decided to construct the Fairbank bridge with prison labor. Accordingly, on May 24, 1913, with the exception of ten prisoners and the Assistant Engineer, the Tempe bridge force was transferred to the Fairbank bridge site and construction work gotten under way. This work was carried to completion in November, 1913.

16 feet wide, was graded and surfaced with six inches of caliche and the following bridges and culverts constructed: [4, 184] of the surfaced with six inches of caliche and the following bridges and culverts constructed:

po dias contail input estim into

- 1 30-foot rail top bridge;
- 2 3x4-foot concrete box culverts with headwalls;
- 1 24-inch corrugated iron culvert with headwalls;

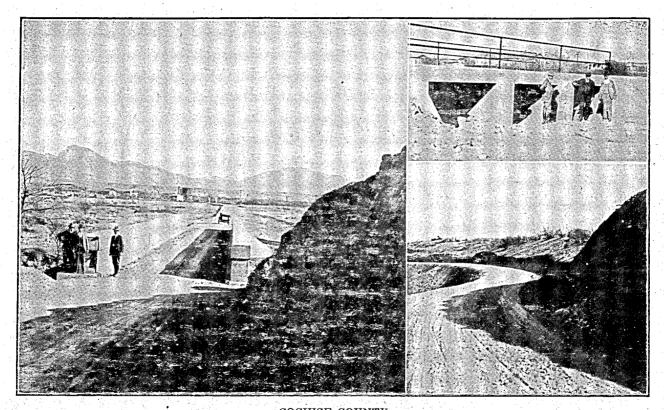


COCHISE COUNTY
Prison Labor
Fairbank Bridge
Borderland Highway

approximately 15 miles of old road repaired east and west of Fairbank. Tabulated statement of costs as follows:

Engineering: (Prior to Construction)	
Salaries \$ 473.47	
Commissary supplies	
Travel expense 69.65	
Transit rental 15.60	
Miscellaneous 14 20	
	\$ 746.25
Construction:	
는 사람들이 마른데를 하다면 하다.	
Material:	South All Company
Cement 3,468.47 Steel 2,325.85	시작의 유민 최고를 가운
Steel 2,325.85	
Lumber 2,408.30	m Mark Marin Carlotte Control
Powder and fuse	
Wire 128.95	
Handrail pipe	
Hardware, etc. 314.91	
Labor—Paid:	
Engineers	
Foremen	회사와 아랫동안 보다.
Carpenters	
Office	
Other 274.50	성과 경기를 하는 사람이 되었다.
raskis i terramina nakali ha kalif kabulaten i filosofi i k	\$4,512.86
Engineer's and Foremen's Mess Transportation for employes	\$1 ,093 .76
Transportation for employes	305.65
Office and miscellaneous expense	398.16
Medical attention for R. E. Kirkland	
Teams:	물건이 생활이 많아 이렇게 하시다
Rentals \$ 1,147.35	gatha Niga (afiguay) i a a a
Feed1,134.28	
The control of the state of the	\$2,281.63
Puel:	563.49
Purchased and repairs\$2,276.56	
Purchased and repairs\$2,276.56 Recovered1,059.09	a Maria Maria da La
and the three with the first think when the first the	기념에 되고 있는 것이다.
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Transp. from Tempe\$ 674,68	and the Aller
	\$1,892.15
	\$20,290.11 \$ 746.25
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Transportation 620.0 Guards 4,346.1	00
Guards 4,346.1	9
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\$9,668.5 Maintenance refunds \$2,869.7	75
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Office-Travel expense	\$ 1911
Bridge plate	123.75 \$ 27,225.20
	N. A. C. Market
	\$ 27,971.45
Approaches and road	4,514.53
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Cost of Bridge	\$ 23,456.92
Average number of men on job	ig his hand at 38
Average number of men on bridge	29
Average number of men on camp work	Q
Average cost per man per day, gross	1.28
Average cost per man per day, net	
la de la companya de	
Average cost per working man on bridge, gros	s 2.01
Average cost per working man on bridge, net.	1.41
Average cost per working man on bridge, gross Average cost per working man on bridge for g	1.41
Average cost per working man on bridge, net Average cost per working man on bridge for g	uards
Average cost per working man on bridge, net. Average cost per working man on bridge for g *Included in Item 6 (\$2.01). Engineers, per working day	1.41 uards.20030
Average cost per working man on bridge, net. Average cost per working man on bridge for g *Included in Item 6 (\$2.01). Engineers, per working day	1.41 uards
Average cost per working man on bridge, net. Average cost per working man on bridge for g *Included in Item 6 (\$2.01). Engineers, per working day	1.41 uards
Average cost per working man on bridge, net. Average cost per working man on bridge for g *Included in Item 6 (\$2.01). Engineers, per working day	1.41 uards 1.412
Average cost per working man on bridge, net. Average cost per working man on bridge for g *Included in Item 6 (\$2.01). Engineers, per working day Forementa, """"""""""""""""""""""""""""""""""""	1.41 uards 2010 91* 6.56 bits 2222 25 6.66 bits 1222 25 6.66 bits 1222 25 6.47
Average cost per working man on bridge, net. Average cost per working man on bridge for g *Included in Item 6 (\$2.01). Engineers, per working day Forementa, """"""""""""""""""""""""""""""""""""	1.41 uards
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Average cost per working man on bridge, net. Average cost per working man on bridge for g *Included in Item 6 (\$2.01). Engineers, per working day	1.41 uards 91* 6.56 http://doi.org/10.17 doi.org/10.13.86 http://doi.org/10.147 7560** 1659 k
Average cost per working man on bridge, net. Average cost per working man on bridge for g *Included in Item 6 (\$2.01). Engineers, per working day	1.41 uards 91* 6.56 blid 22 blid 12.17 definition 3.86 defini
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Average cost per working man on bridge, net. Average cost per working man on bridge for g *Included in Item 6 (\$2.01). Engineers, per working day	1.41 uards 91* 6.56 blid 22 blid 12.17 definition 3.86 defini
Average cost per working man on bridge, net. Average cost per working man on bridge for g *Included in Item 6 (\$2.01). Engineers, per working day	1.41 uards
Average cost per working man on bridge, net. Average cost per working man on bridge for g *Included in Item 6 (\$2.01). Engineers, per working day	1.41 uards
Average cost per working man on bridge, net. Average cost per working man on bridge for g *Included in Item 6 (\$2.01). Engineers, per working day	1.41 uards
Average cost per working man on bridge, net. Average cost per working man on bridge for g *Included in Item 6 (\$2.01). Engineers, per working day	1.41 uards
Average cost per working man on bridge, net. Average cost per working man on bridge for g *Included in Item 6 (\$2.01). Engineers, per working day	1.41 uards



COCHISE COUNTY
Prison Labor
Fairbank Bridge and Approaches
Borderland Highway

Two thousand nine hundred and eight feet of road approach, one 30 foot rail top culvert and two 3x4 foot concrete boxes—designated Tucson-Bisbee Highway, Fairbank bridge section. Costs as follows:

ows:	gradient les	स्थित्वके स्थापित हिंदू स्थानी है। उत्तर
Paid Labor:	48 AM 1.	
Engineer	.\$ 32.71	
Instrumentman		
Bookkeeper		all the second
- Foreman		Line agreement Disk in
Carpenter	20.00	
		745.87
Teams	The Book of Alexander	\$ 850.20
Prison Labor	and the second	2,134.62
Material		186.29
		* 3,916.98
30 ft. Rail Top Culv	ert.	
70.9 cu. yds. concrete.		
a arth excavati	on.	Althornoon Control
Paid Labor:		이 부장의 함께 된다.
	1. A. V. Se	
Foreman Instrumentman	\$ 69.90	
Bookkeeper		THE PROPERTY OF THE
Carpenter	36.00	4 100.00
and the graph of the property of the second	<u> </u>	\$ 136.90
Teams:		The group of the second
Excavation	\$ 42.00	
Concrete	23.64	
		\$ 65.64
Prison Labor:		
		January Branch Control State
Excavation	158.14	
		\$ 229.14
Total labor		\$ 431.68
Labor Pr cu yd. concrete	4.49	awada a wala Herri
Labor Pr cu. yd. excavation	• • • • • •	
창업을 하는 그는 그 일반들이 이번 사람들이 그들은 그들이 맞고 그를 하는 것이다. 목표 목표	aran da esta de la compansión de la comp	
공한 경험 king (1964년 22년 전한 경우) (1961년 1월 18일 후원 전환 (1964년 1964년 1월 18일		
Rail		
Piperail	30.60 _.	自然的 第四份的共产物的基
Cement	257.95	required for complete

Lumber 54.5 Miscellaneous 29.2	
grant to graph he although them blacked the third with the said	- , \$1 503.45 (June) June 1
나는 살이 되면 살아서 그렇게 된 게 먹어가 되었다. 보안	\$ 935.13
Material—Per cu. yd. concrete7.1	10
Two 3x4 Concrete Culverts 35.6 cu. yds. concrete.	
28.4 cu. yds. earth excavation.	Land Strangers of the Co
20.4 Cit. yus. eartif excavation.	randam to participate
Labor:	
Foreman 37.2	8
Instrumentman 12.0	🖟 को न्यवस्थानमञ्जूषाहित्र 🔻 🖂
Bookkeeper	0
Carpenter 20.0	Organis Ralletter
	- \$ 72.78
Teams:	n inn i di da akamedalah
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Excavation \$ 14.0	
Concrete 16.7	
and the control of th	. \$ (112.56
	\$ 216.08
Labor per cu yd	· · · · · · · · · · · · · · · · · · ·
Excavation	20
Material:	
Lumber	5
Lumber \$ 43.6 Moulding 2.0 Cement 160.8	0
Cement 160.8	0
Miscellaneous15.0	
	- \$ 221.54
the state of the s	\$ 437.62
	Control strains
	\$ 5,289.73
Material per cu. yd. concrete Maintenance refund	b.2Z
Maintenance retund	775.20
The first service was the first of the service of t	\$ 4.514.53
ાં કર્યો હાજસ્તુલ કર્યો કર્યો હતા. તેને મહત્વન મુખ્યત્વે મુશ્કાનો પ્રોત્	φ 3.014.00

The cost per man per working day shown for this project illustrates the handicap of working a small force under guard. Twenty additional men could have been used on this work without increasing the paid superintendence and guard expense and on the other hand resulted in a reduction thereof by reason of shortening time required for completion of work.

A sudden rise in the San Pedro River carried away the forms and falsework for one of the piers, also some equipment and it is impossible to estimate the material and labor loss resulting therefrom.

Another feature entering into this work was an epidemic of smallpox among the men during August, 1913, resulting in natural loss of efficiency.

a tracket refract to Shirt

BISBEE-TOMBSTONE HIGHWAY

Section One.

Bisbee West 3 Miles.

Division Engineer J. C. Ryan.

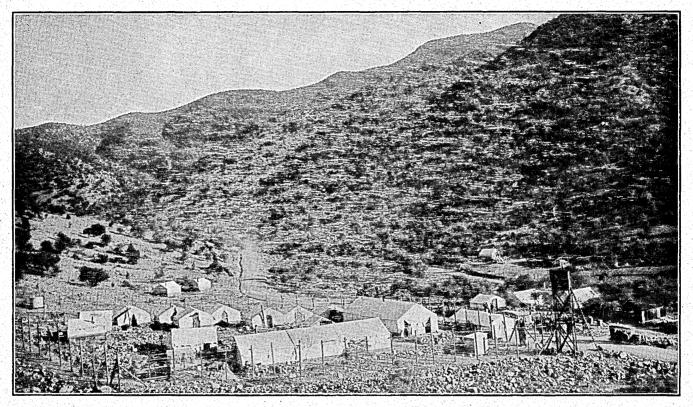
Plans and specifications for construction of 3.9 miles of the highway extending from the city limits of Bisbee through Tombstone Canon were prepared and construction of stockade and quarters for prison force started late in September, 1913. It was planned to commence this work with a force of at least seventy men, but owing to work on a concrete building within the prison then under way, only forty men could be secured. These men were transferred to Bisbee October 7, 1913, and this force immediately began work, continuing until December, when increased by men from the Phoenix-Tempe Highway work. It has been found that 70 men is the economic minimum for prison labor construction camps under guard; the costs, therefore, shown for the first four months of this work run higher than the subsequent months.

This work consisted of the regrading of about two miles of old road, correcting the alignment, widening the road to a width of 17 to 24 feet and reducing the maximum grade from about 14% to 10%, and the construction of 1 mile of new road. The entire three miles was surfaced with local material—decomposed granite and gravel with loam binder—to a depth of 12 inches, adequate drainage structures and storm ditches were installed. This was very heavy and expensive work. Note itemized statement of quantities and drainage structures.

QUANTITIES.

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Width varies from 20 to 24 feet, exclusive of surface ditch	region mag
Clearing and Grubbing, None.	
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Grading:	of West Ti
SOLID ROCK 4922.0 Cu, Yds.	egt weightdawn
Earth excavation and bor 425.9 " "	ionts la sont
Gravel borrow, "Fresno"1725.0 " "	
Culvert Excavation:	
SOLID ROCK 66.5 ""	
Loose rock and boulders 283.1 " "	
Earth excavation222.7, " "	
Culverts and Retaining Wall: Cu Yds. Masonry Cu. Y	
1—4x6 reinforced concrete box	33.42
1-3-10 ft. span rail top culvert	134.30 29.80
1—3-10 it, span rail top culver	49.00
7,00 1—12 in. Corr. iron pipe, 20 ft. long	Carroll Value
4—Doub. 12 in. Corr. iron pipe, 20 ft. long 34.10	المحجودي والمراجعة
2-18 in. Corr. iron pile, 22 ft. long 18.90	ener i energia. Post i rostinus
3-24 in. Corr. iron pipe, 22 ft. long 42.70	Tuzza i Li Elektri Pefi
1-30 in. Corr. iron pipe, 22 ft. long 10.40	जे तुर पश्चिम ाश्चित्राहरू
1-30 in. doub. Corr. iron pipe, 22 ft. long 45.60	事业 信用的 拼
1-36 in. doub. Corr. iron pipe, 24 ft. long 19.20	
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transport to the state of the s	bjilt gymnif
SOLID ROCK 72.7	รไม่น้ำมาไปกระบับค ร
Loose rock and boulders 208.6	dia octoberis
Loose rock and boulders 208.6 Earth excavation 367.0 Gravel (Fresno) 597.0	
ក្រុម ក្រុមស្រាញ: ១៦ ស្រេចស្រាស់ ស្រែស ស្រែស អង្គមាន ស្រេចស្រាស់	
il to Earth and crushed rock surface, 1 ft. deep.	
us est terminare apart churu ca M.I. L. B. 2.11 contaction tree	
Width varies from 16 to 24 feet, exclusive of surface ditch	
Clearing and Grubbing: 0.3 miles	1.82 acres
The Grading: be to mai at Landing is no standard passes.	
SOLID ROCK 5978.7 cu. yds.	
Loose rock and boulders 583.0 " "	
The state amountain and homeon 1099 9 "	그 선생님이 의존됐습니다.

Earth excavation and borrow.......... 1832.2



COCHISE COUNTY
Prison Labor Camp
Bisbee-Tombstone, Sec. 1
Borderland Highway

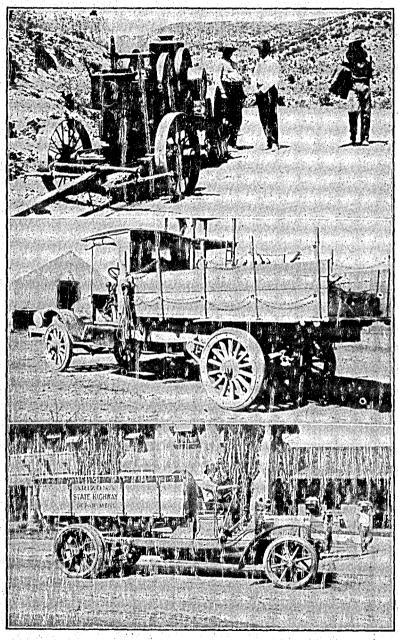
	네 그는 이번 하게 하고 하는 하다 그래요?	10
Culvert Excavation:		1
SOLID ROCK	None.	
Loose rock and boulders	71.0	
SOLID ROCK Loose rock and boulders Earth excavation	215.0	d À
Culverts; Cu. Y	ds. Masonry. Cu. Yds. Concret	e.
1—4x6 reinforced concrete box 1—8 ft. rail top culvert	33.32	
1-8 ft. rail top culvert		- 3
1-18 in. Corr. iron pipe, 22 ft		1.1
6—24 in. Corr. iron pipe, 22 ft		
1—24 in. Corr. iron pipe, 24 ft		
1-30 in. Corr. iron pipe, 20 ft	18.4	1 1
Bolton Commencer of the Commencer	524.6 138.6 4 Man (17.135.65)	
Dry Walls with the wife of the William	The first of the entry of the first of the second	
Dry masonry	27.0	
Dry masonry Storm Ditches:		1.
SOLID ROCK	29.0	
Earth Excavation	504.8	111
Finishing: A A MILL Experience		
Earth and Decomposed Granite, 1 f	人名英格兰 化二甲基酚 化二氯酚磺酚 化二氯甲基酚 医二氯甲基酚 医二氯甲基酚 经基础 医多种毒素	
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Of this 0.9 is 16 ft. in width and 0.1 v	aries in width from 20 to 24 i	ft.
Of this 0.9 is 16 ft. in width and 0.1 v (exclusive of surface ditches)	나는 전에 관한 번째 전에 되었다. 나는	ft.
(exclusive of surface ditches)	나는 전에 관한 번째 전에 되었다. 나는	
(exclusive of surface ditches) Clearing and Grubbing:	8.18 acres	
(exclusive of surface ditches) Clearing and Grubbing: Grading:	8.18 acres	
(exclusive of surface ditches) Clearing and Grubbing: Grading: SOLID ROCK	8.18 acres	
(exclusive of surface ditches) Clearing and Grubbing: Grading: SOLID ROCK	8.18 acres	
(exclusive of surface ditches) Clearing and Grubbing: Grading: SOLID ROCK Loose rock and boulders Earth excavation and borrow	8.18 acres 2146.1 Cu. Yds. 2894.7 " " 1220.1 "	
(exclusive of surface ditches) Clearing and Grubbing: Grading: SOLID ROCK Loose rock and boulders Earth excavation and borrow Culvert Excavation:	8.18 acres 2146,1 Cu. Yds. 2894,7 " " 1220.1 " "	
(exclusive of surface ditches) Clearing and Grubbing: Grading: SOLID ROCK Loose rock and boulders Earth excavation and borrow Culvert Excavation: SOLID ROCK	8.18 acres 2146.1 Cu. Yds. 2894.7 " " 1220.1 " " 96.0 " " "	
(exclusive of surface ditches) Clearing and Grubbing: Grading: SOLID ROCK Loose rock and boulders Earth excavation and borrow Culvert Excavation: SOLID ROCK	8.18 acres 2146.1 Cu. Yds. 2894.7 " " 1220.1 " " 96.0 " " "	
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(exclusive of surface ditches) Clearing and Grubbing: Grading: SOLID ROCK Loose rock and boulders Earth excavation and borrow Culvert Excavation: SOLID ROCK Loose rock and boulders Earth excavation Culverts: Culverts:	8.18 acres 2146.1 Cu. Yds. 2894.7 " " 1220.1 " " 108.0 " " " 108.0 " " "	
(exclusive of surface ditches) Clearing and Grubbing: Grading: SOLID ROCK Loose rock and boulders Earth excavation and borrow. Culvert Excavation: SOLID ROCK Loose rock and boulders Earth excavation Culverts: Culvert	8.18 acres 2146.1 Cu. Yds. 2894.7 " " 1220.1 " " 108.0 " " 108.0 " " 108.0 " " 11.70 8.84	
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1-36 in. Corr. iron pipe, 20 ft	50
3—36 in. Corr. iron pipe, 22 ft,	
3-36 in. Corr. iron pipe, 24 ft	
1-36 in. Corr. iron pipe, 20 ft. 1	Double to the control of the control
1-36 in. Corr. iron pipe, 22 ft. 1	Double 8.0 Double 7.7
granded the Ville Symony Striker Valle	
	92.6
Storm Ditches:	A STATE OF THE PARTY OF THE PAR
SOLID ROCK	213.8 Cu. Yds.
Loose rock and boulders	253 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
Earth Excavation	\$.000g TOW 208.0 (" \$ 7 " 1
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Finishing:	보면 그는 가장마하지만 작가를 만했다.
Earth and decomposed granite,	
Reports in detail to June 30, 19	14, are as follows:
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COST OF MAINTAIN COST OF MAIN	ING PRISONERS 7, 1913 and January, 1914. 100 Days. 1,273.80 1,
COST OF MAINTAIN COST OF MAIN	ING PRISONERS 7, 1913 and January, 1914. 201 Days. 1,273.80 1,273.80 1,273.80 172 242 1,273.80 172 243.00 1,368.16 185 191 241.177.69 010 2483.09 2483.09 2483.09 271.40 2483.09 271.20 260.00 271.20
COST OF MAINTAIN COST OF MAIN	ING PRISONERS 7, 1913 and January, 1914. 101 Days. 1,273.80 1,273.80 1,273.80 172 1,273.80 172 1,368.16 185 191 114.199 ***********************************
COST OF MAINTAIN COST OF MAINTAIN COST OF MAINTAIN 7413 Prisone Groceries Meat Fuel Doctor's Fees and Medicine. Clothing Transportation Prisoners Escapes (includes rewards) Captain of the Guard Board Bookkeeper's Board Guard's Payroll Truck Hauling Supplies	ING PRISONERS 7, 1913 and January, 1914. 10 Days. 1,273.80 1,273.80 1,273.80 172 1,368.16 185 191 1,368.16 185 191 1,421.99 191 1,421.99 1,4
COST OF MAINTAIN COST OF MAIN	ING PRISONERS 7, 1913 and January, 1914. 10 Days. 1,273.80 1,273.80 1,273.80 172 1,273.80 172 1,368.16 185 1,1421.99 1,1
COST OF MAINTAIN COST OF MAIN	ING PRISONERS 7, 1913 and January, 1914. 10 Days. 1,273.80 1,273.80 1,273.80 1,273.80 1,273.80 1,283.16 1,368.16 1,368.16 1,368.16 1,421.99 1,1421.99 1
COST OF MAINTAIN COST OF MAIN	ing prisoners 7, 1913 and January, 1914. 10 Days. 1,273.80 1,273.80 1,273.80 1,273.80 1,288.16 1,368.16 1,421.99 1,4
COST OF MAINTAIN COST OF MAINTAIN COST OF MAINTAIN Total Coctober, November, December 7413 Prisone 7413 Prisone 7413 Prisone Reat Fuel Doctor's Fees and Medicine. Clothing Transportation Prisoners Escapes (includes rewards) Captain of the Guard Board Bookkeeper's Board Guard's Payroll Truck Hauling Supplies. Average number of men. Total number of Prisoner days Less Prisoners in camp.	ING PRISONERS 7, 1913 and January, 1914. 10 Days. 1,273.80 1,273.80 1,273.80 1,273.80 1,273.80 1,273.80 1,283.16 1,293.16 1,368.16 1,368.16 1,421.99 1,91 1,421.99 1,91 1,421.99 1,91 1,1421.99 1,91 1,1421.99 1,91
COST OF MAINTAIN COST OF MAINTAIN COST OF MAINTAIN Total Coctober, November, December 7413 Prisone 7413 Prisone 7413 Prisone Rescapes (Includes rewards) Captain of the Guard Board Bookkeeper's Board Guard's Payroll) Truck Hauling Supplies Average number of men. Total number of Prisoner days Less Prisoners in camp	ing prisoners 7, 1913 and January, 1914. 242 250 Days. 1,273.80 1,273.80 1,273.80 1,273.80 1,288.16 1,368.16 1,421.99 1,421.9

9



PRISON LABOR State Equipment

Escapes—16.

NOTE: The cost shown is high by reason of small number of men to December 8th (forty men) and includes initial transportation expense, also clothing, etc.

BISBEE-TOMBSTONE HIGHWAY, SEC. 1

COST OF TEAMS

October, November, December, 1913, and January, 1914.

Number of Team Days 747.

Hay purchased during perior	\$	375.66	100 M 100 M	Salar Albania
Less on hand 1-31	\$15.57	1.08 (1.1.1)		
Less sold to guards	15.94	1. 10 - 1	Jan Jan	
rang (j. japan) a sakaran kalendari kacamatan t <u>a</u>		31.51		North Aug
elem a mission en en la especial de la companya de			4. 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Hay used		e e e e e e e e e e e e e e e e e e e	\$ 344.15	\$.460
Barley purchased		92.32	11867750	
Less on hand 1-31				
Less sold to guards	7.88	1875 (5)		
म्ब्रिका स्थापना अने हिन्दी स्थापना विकास स्थापना अन्य प्राप्त करने का स्थापना स्थापना स्थापना स्थापना स्थापना		9.40	i (area de la composición de l	
Walley of the first of the first of the second half the		0.10		
Barley used		4.	82,92	.111
Transportation of stable supplies:		100	02,02	
Cumpling for motor trusts		19.85	117.7945	ittisaan oli
Supplies for motor truck	•••••	27.20	40	11.20
Salary of Ghauneur		41.20	47.05	001
TT-1- 00 1 0 01 00		* 1	47.05	.063
Help, 30 prisoner days @ \$1.98		Anglikorii .	59.40	.080
Feed at Tempe when teams were purchas			67.24	
*Supplies and water (See note)		Section .	61.26	.082
The same of the Market and White the South of the first			az ig avada 19 - 4 d	
			\$ 662.02	\$.886
			12.09	.016
ren in the first all the second of the secon	Ver North Control	100		
and femiliar on the Barrellian and English and the	area area	1 8 N 3	\$ 674.11	\$.902
Total team days			747	Lions
Less teams in camp account Sundays, idle,	etc	•-•-•	327	distributed by
Total work days			420	M gara
Rate per team per work day			and with the state of	\$ 1.603
* This item includes shoes, etc., for the	stock, a	xle grea	se, repair	s, etc.,

water charged to corral amounting to \$10.00

		~	4 1477 3		1.00			* 1 TO 12	.0.	12年表示	大 经净债券有限通知股票的 机海上
· TO:	תמאז	T3 T1	\sim 10 σ \sim		ATTS 1	「TT~T	TTTT A	77	CITA	~ :	Retearlar
 6 PS I	1986	Pi1	UJIVI B	STU) N P;	HJU÷r	1 W A	Y	SPI	i .	A Same A Secretary
							_ ,, ,,				· 化异子医毒素 医神经电视器 医有一

roceries hough	1	8 904.71
roceries from	nt prison mess	200.00
	OHR YAWKDIH MMOTERMOJA unts	auterinist.
ess store acco	ounts\$ 245.78	
ess captain's	board 70.20	
n nand 1-31	81.00	0.70 3300 130 € 396.98
	The again many the endings .	
otal used	Rate per meal	707.73
otal meals	Rate per meal	\$.13
5231		
		286.22
	Rate per meal	
'uel	\$90.00	baan (S) Tagoning polasi
ess on hand	1-3130.00	60.00 head do
	Rate per meal	bu.uu heed do so
looks and wall	ters \$274.28	on and the court
ess prison me	ters \$274.28 ess 100.32	
	보통생물하다는 사람들이다. 나쁜 만든다면 하네요. <u>나는 것이</u> 됐다.	173.96
14. SP 14	Rate per meal	fice to instruction in
	and the second of the second o	and the same of the same and the same of t
일본을 하다고 없	per day	\$1,237.91 \$.2
Rate per man	per day	.71
0.0 m 20 4 10 70 1 1 1	Recapitulation for Employees Boar	ded: rongaint v. ato
lroceries	nessed wire based ¹⁴⁸ \$663.39 ¹⁾	\$1.104.74 to 1000
ess Credits	\$663.39	"Tille" for wellques
ess on hand	81.00	
6张 和 1.20 200 中	4 3 3 7 1 3 2 1 3 1 3 3 3 3 3 3 3 3 3 3 3 3 3 3	744.39
		THE PROPERTY OF THE
Committee and terminal constraints	이 이 보이다는 사람들이 가지가 있습니다. 이 점점에 가고난 사람들이 되었습니다. 이 점점에 되었습니다.	\$ 360.35
leat	o proposed de la compaña d La compaña de la compaña d	286.22
uel	ceegal Surgave, idle, etc.	60.00
(C)	ck dayboardboardwww.www.wic.journessensor.group	\$ 880.53
		# 000.00 0 70.00 (1891 1891 188

Rate per day for 807	men days	 ********		\$ 1.004
Less Sundays, etc. 122				
			ी अभिनेता	
685		$\mathcal{F}_{\mathcal{F}}}}}}}}}}$	ી સમૃતિશ્વન શાળી	pp partitions of the
Rate per day per wor	king day	 <u></u>		1.180

SUMMARY OF COSTS

BISBEE-TOMBSTONE HIGHWAY, SEC. 1

September, October, November, December, 1913, and January, 1914.

2-2-2	Clearing and Grubbing	36
2-2-3	Grading	.8,55
2-2-4	Bridges and Culverts	4,28
2-2-5	Ditching	62
2-2-6	Finishing	40
-2-7	Dragging	14.25
-2-8	Miscellaneous Surveying	1,34
-2-8	Shoo-Fly	12
9.8	Transportation Comp Equipment	55
2-2-8	Transportation Road Equipment.	52

\$18,432.7

COSTS

BISBEE-TOMBSTONE HIGHWAY, SEC. 1

September, October, November, December, 1913, and January, 1914

02-2-1 Camp Construction.

318 prisoners @ \$1.98	3		• • • • • • • • • • • • • • • • • • • •		\$ 629.64
6 teams @ 1.603				 \$ 9.62	State
Lumber, etc				21.49	
Engineer's expense				 130.63	
Paid labor including	board			 842.14	in in the second second
		27		<u> </u>	\$1,003.88
TO VIEW TO SERVE TO THE SERVE					

\$1,633.5

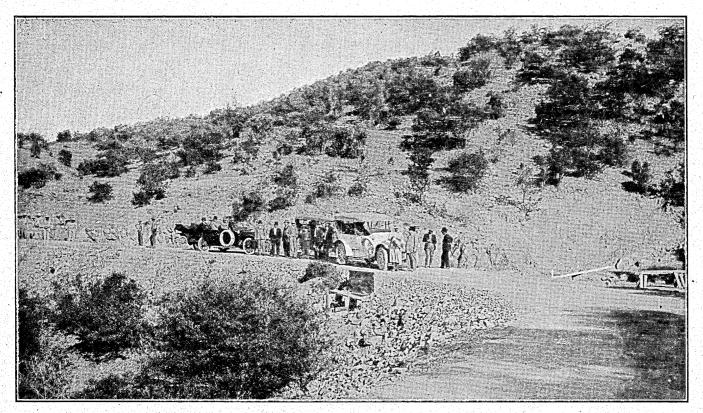
02-2-2 Clearing and Grubbing.
134½ prisoners @ \$1.98266.31
Engineer's expense 54.74
Engineer's expense 54.74 Paid labor including board 45.93
100.67
residente alla attenda propriata della propriata di la compania di la compania di la compania di la compania d
10 acres366.98
Rate per acre \$36.70
02-2-3 Solid Rock Grading.
987½ prisoners @ \$1.98 1.955.25
8 teams @ 1.603
Material:
Gas Eng. Oil \$ 17.69
Distillate 68.63
Gasoline 21.25
Dry cells 10.00
B S. Coal 4.10
Pick steel 2.10
Judson powder28.50
Fuse 25.55
Dynamite 40% 27.25
Dynamite 30% 229.00
Caps 5.70 page 1 nagge to sauch a sauch
Waste
444.15
Engineer's expense 401.91
Paid labor including board 295.76
1,154.64
g Production of the control of the c
2470 cu. vds.
Rate per cu, yd.
02-2-3 Loose Rock and Boulders, Grading. 1238½ prisoners @ \$1.98. 2,452.23 28½ teams @ \$1:603. 45.69
2814 teams @ \$1 603 0 x 5721
Repairs to tools 1.72
Engineer's expense504.07
Paid labor including board
874.24
2959 ou vas
2259 cu. yds.
Rate per cu. yd.
02-2-3 Earth Excavation and Borrow, Grading.
630 prisoners @ \$1.98
Tiperior of the second

197 teams @ \$1.603 Engineer's expense	315.79
Engineer's expense Paid labor including board	256.41 302.95
	875.15
Programme and the contract of	32,122.55 10 12 12 13 14 15 15 15 15 15 15 15 15 15 15 15 15 15
2645 cu. yds.	.80
Rate per cul yd.	. 80
The last of the fire and a capital that expended	
BISBEE-TOMBSTONE HIGHWA	AY, SEC. 1
COSTS	
September, October, November, December, 19	โดย และ เมติดสิทิส เพิ่มสิทิส เพิ่มการ 12 and January 1014
그리는 그 아이를 받는데 그렇게 되었다. 항상 이 그리고 이번 경험을 받다.	io, and January, 1914.
Bridges and Culverts. 02-2-4 Solid Rock Excavation	
56 prisoners @ \$1.98	110.88
Caps 30 Fuse 30	
	8.00
Engineer's expense	
Paid labor including board	24.00 54.79
	10. A 60.00
	100 (100 for 165.67 a) 1890 (10
71 cu. yds. Rate per cu. yd.	2.33
Bridges and Culverts.	• 14 - 15 - 15 - 15 - 15 - 15 - 15 - 15 -
02-2-4 Loose Rock Excavation	
62½ prisoners @ \$1.98	131.67 1,60
Engineer's expense	27.07
Paid labor including board	39.02
Brulass and Beiverts	67.69
e gang pang mengang panggang panggang panggang panggang panggang panggang panggang panggang panggang panggang Banggang panggang pa	199.36
102½ cu. yds.	and the state of t
Rate per cu. yd.	1.94

Bridges and Culverts.	8-9-57	TO SHALL SAN
	is on sin	daval klaszynigyősik
02-2-4 Earth Excavation.	-ju gudaju	a value and production to
58 prisoners @ \$1.98		114.84
Engineer's expense	23.61	in the state of th
Paid labor including board	38.65	
	<u> </u>	62.26
		177.10
98½ cu. yds.		177.10
Rate per cu. yd.		1.80
Bridges and Culverts.		
	erat din Auropean	N STIE
02-2-4 Masonry. 114½ prisoners @ \$1.98	Warda was	226.71
3 teams @ \$1.603	4.81	
160 sacks cement.	136.00	
Engineer's expense	46.60	, the war end of
Paid labor including board	102.69	
요하면 하는 것이 되는 것이 되는 것이 되는 것이 되었다면 하는 것이 하는 것이 없는 것이다.		290.10
	e de la compania de La compania de la compania del compania del compania de la compania del compania de la compania de la compania del compania del compania del compania del compania del la compania del compania dela compania del compania del compania del compania del compania de	516.81
92.2 cu. yds.	. 90.19	Similar Brahman and Anni
Rate per cu. yd.	and the second of the second	5.60
Bridges and Culverts.		
02-2-4 Corrugated Iron Pipe	.	grand at Art 1989 at 1985.
13½ prisoners @ \$1.98	Maria Maria San	26.73
9½ teams @ \$1.603		
Iron pipe culverts		
Engineer's expense	5.49	
Paid labor including board		and the second second
		955.17
	rustina).	
and the state of the second of		981.90
그는 것이 많아진 하는 사람이 되어 되어 살아왔다.		The second secon
contribution of a contribution to the second		Carlotte St.
COSTS	and the file	Standing Mile
		Will be middle to
BISBEE-TOMBSTONE HIGHWA	Y, SEC	Al- Granginal
September, October, November, December, 191	3. and Ja	nuary, 1914.
	s.M. v.BT. DR	
Bridges and Culverts.		The second second
02-2-4 Forms.		
75½ prisoners @ \$1.98	$(-A_{i,j})^{*} = (-A_{i,j})^{*}$	149.49
10½ teams @ \$1.603	16.83	
	rough r	

Wire, nails, etc., and lumber Engineer's expense Paid labor including board	214.63 30.73 150.72	412.91
Bridges and Culverts.		562.40
02-2-4 Concrete.	1 H 14	ar similar
282½ prisoners @ \$1.98	in vista j	559.35
886 teams @ \$1.603	141.87	
Gas eng. oil \$ 8.69	ika Marajatah Maraja	
Distillate 9.50		
Water 10.00		
Railing 44.76 640 sax cement 537.00		
	609.95	
Engineer's expense		
Paid labor including board	115.70	a sample and the sale in
	A WAR OF ME	982.50
Bridges and Culverts.		1,541.85
02-2-4 Reinforcement.		
가는 없는 것으로 그는 사람들이 가지 않는데 사람들은 다른 사람들이 보고 되었다. 그 사람들이 없는데 모양하는데 없는데 없는데 없는데 없는데 없는데 없는데 없는데 없는데 없는데 없		ा ्रान्त्रहारित वया विश्वी
1 prisoner @ \$198		1.02
1 prisoner @ \$1.98.	56 25	1.98
	56.25 70.91	1.98 x 1.98 x 1.51
Forty pound steel rails	56.25 70.91 .41	1.98 x 23 2 1 2 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2
	70.91 .41	1.98 gras (1.12.5)
Forty pound steel rails	70.91 .41	1.98 (1.23) 135.63
Forty pound steel rails ½ in. and ¾ in. rods. Engineer's expense Paid labor including board.	70.91 .41 8.06	135.63
Forty pound steel rails ½ in. and ¾ in. rods. Engineer's expense Paid labor including board.	70.91 .41 8.06	
Forty pound steel rails ½ in. and ¾ in. rods. Engineer's expense Paid labor including board. 284.36 cu. yds.	70.91 .41 8.06	135.63 137.61
Forty pound steel rails ½ in. and ¾ in. rods. Engineer's expense Paid labor including board.	70.91 .41 8.06	135.63 137.61 7.88
Forty pound steel rails ½ in. and ¾ in. rods. Engineer's expense Paid labor including board 284.36 cu. yds. Rate per cu. yd. (inc Forms, Concrete, Reinf.) 02-2-5 Ditching, Solid Roel	70.91 .41 8.06	135.63 137.61
Forty pound steel rails	70.91 41 8.06	135.63 137.61 7.88
Forty pound steel rails ½ in. and ¾ in. rods. Engineer's expense Paid labor including board. 284.36 cu. yds. Rate per cu. yd. (inc Forms, Concrete, Reinf.) 02-2-5 Ditching, Solid Rocl 62½ prisoners @ \$1.98 7 teams @ \$1.603	70.91 .41 8.06	135.63 137.61 7.88
Forty pound steel rails ½ in. and ¾ in. rods. Engineer's expense Paid labor including board. 284.36 cu. yds. Rate per cu. yd. (inc Forms, Concrete, Reinf.) 02-2-5 Ditching, Solid Rocl 62½ prisoners @ \$1.98 7 teams @ \$1.603	70.91 41 8.06	135.63 137.61 7.88
Forty pound steel rails ½ in. and ¾ in. rods. Engineer's expense Paid labor including board. 284.36 cu. yds. Rate per cu. yd. (inc Forms, Concrete, Reinf.) 02-2-5 Ditching, Solid Rocl 62½ prisoners @ \$1.98 7 teams @ \$1.603 Dynamite \$25.35 Caps 1.00	70.91 41 8.06	135.63 137.61 7.88
Forty pound steel rails ½ in. and ¾ in. rods. Engineer's expense Paid labor including board. 284.36 cu. yds. Rate per cu. yd. (inc Forms, Concrete, Reinf.) 02-2-5 Ditching, Solid Rocl 62½ prisoners @ \$1.98 7 teams @ \$1.603	70.91 41 8.06	135.63 137.61 7.88
Forty pound steel rails ½ in. and ¾ in. rods. Engineer's expense Paid labor including board. 284.36 cu. yds. Rate per cu. yd. (inc Forms, Concrete, Reinf.) 02-2-5 Ditching, Solid Rocl 62½ prisoners @ \$1.98 7 teams @ \$1.603 Dynamite \$25.35 Caps 1.00	70.91 41 8.06 11.22	135.63 137.61 7.88

176.8 cu. yds. Rate per cu. yd	Boulders. 142.56
176.8 cu. yds. Rate per cu. yd	205.21 1.16 Boulders. 142.56
Rate per cu. yd	Boulders. 142.56
72 prisoners @ \$1.98 1 team @ \$1.603 Engineer's expense Paid labor including board	142.56
72 prisoners @ \$1.98 1 team @ \$1.603 Engineer's expense Paid labor including board	142.56
Engineer's expense	29.30
	35.91
	66.81
174.9	209.37
174.2 cu. yds. Rate per cu. yd.	1.20
74½ prisoners @ \$1.98	147.51
Engineer's expense Paid labor including board	30,32
raid labor including board.	59.43
270 cu. yds.	206.94
taga Julian di Salatawa ang talah na aki na atau di	Late attair house Range Vertet
	of the profession of their all is
	deservation linitaries deservations deservat
COSTS	
BISBEE-TOMBSTONE HIGHW	AY. SEC. 1
September, October, November, December, 1	도하다면 하는 사람들은 경우를 보냈다면 하는 것 같습니다.
	engal care by no see that
169½ prisoners @ \$1.98 Engineer's expense	335.61 68.99
	100 404.50
5200 feet.	
02-2-7 Dragging	
	3,96
2 teams @ \$1.603	. 3.21
Engineer's expense	



COCHISE COUNTY
Prison Labor
Bisbee-Tombstone, Sec. 1
Borderland Highway

02-2-8 Miscellaneous Surveying	9.96
72 prisoners @ \$1.98	
72 prisoners @ \$1.98	K. Programme and the contract of the contract
	142.56
4 toame (a) \$1 602	6.41
teams @ \$1.603	48.95
Engineer's expense	30.50
Paid labor including board	· 1877 - 1984 - 1985 -
	1,200.57
	1,200.61
[17] [18]	1,343.13
02-2-8 Shoo-Fly.	1,030,10
이 이번 이 그리고 살이 하는 아들은 이 아이를 느껴지면 살아가는 사용하는 사용하는 것은 사람이	
12½ prisoners @ \$1.98	84.15
teams @ \$1.603	8.01
Ingineer's expense	18.50
Paid labor including board	9.43
경기가 있는 것이 되었습니다. 그는 그는 그는 그를 보는 것이 되었습니다. 	35.94
불가입하다 한 경기를 가지 않는데 하는데 그리고 있다. 나는 사람들이 나는	e di ani adalia d
	120.09
02-2-8 Transportation of Camp Equi	
22 teams @ \$1.603	35.27
Freight and expenses	353.09
Paid labor including board	165.27
	553,63
02-2-8 Transportation Road Equip	
하하다 하시는 회사 사람들은 한 경찰 하시아 사람들이 있습니다. 그 사람들은 그 사람들이 하는 사람들이 모든 사람들이 없다.	그리 사람이 가장 그 가운데
prisoners @ \$1.98	7.92
27 teams @ \$1.603	43.28
Freight and expenses	
Paid labor including board	138.41
	 529.85
	537.77

BISBEE-TOMBSTONE HIGHWAY, SEC. 1 COSTS

MAINTENANCE OF PRISONERS

February, 1914.

Total Prisoner Days 2568 1-3.

Proceries bought in February Vegetables bought in February	::::::::::::::::::::::::::::::::::::::
그 호텔 내용 문인 아이가 연락하고 생각을 하시는 동네 수 있었다.	
多的名词复数数 物产生物经生物 医多种动物	1,182.80
Less to Eng. mess	La deligação de la compansión de la compan
	455.78
late per day per man	727.02 300 727.02 300 280
late per day per man	280
Weat on hand Feb. 1.	61.29 sumple a realisms
Meat bought in February	409.04
	. 470.33
Less on hand Feb 28	, 77.38
	ta laga jaraga l (j. 1. garak), kaga jaga
	392.95 392.95
Rate per day per man	11 15 15 18 18 13 13 min 250
Cuel a la la la Maria de la	48.32 48.32 48.32 48.32 1
Cuel the per day per man. Cuel the per day per man. Clothing on hand Feb. 1.	introd Synthe last salget bits
Clothing on hand Feb. 1	425,26
Bought on February	110.96
. 26 6 6 2 2 - 1	
The digital Than the first that the	536.22
ess on hand Feb. 28	395.880404.75 40 200.045 43
mi esta	Secretary and a selections
Rate per day per man Pransportation of prisoners Rate per day per man	britist guitablich juick (955
Fransportation of prisoners	195.40
Rate per day per man	
Escapes himstelland haalf multabane	184.83
Rate per day per man	9837 W XXVIII.072
Rate per day per man	3091,010.67 amport v
Rate per day per man	
Fruck. Transporting Supplies:	. francai undicatonal moisi bini
Truck, Transporting Supplies: Gasoline, etc.	10.90
Half wages	18.75
보면 보고 있다. [1] [1] [1] 보고 있는 사람들이 되었다. [1] [1] [1] [1] [1] [1] [1] [1] [1] [1]	20.05
Rate per day per man	.011
nate per day per man	
The contraction of the contracti	MOTANAL -
Medicine	19 10.55 / 1940 / 1940 / 1940
Medicine ELLOO Doctor PREMORIES TO BOUGH	25.00
Length of the standards and sonys	35.55
Rate per day per man	
and the second of the second o	

10 may						Rich Cotto	et (intel [®])
Average numb	er of men.				er of er of	9()
Average numb Total men day	/s				anning.	2568	3 1-3
Less Sundays,		and the second second	NO. 4 10 NO. 1	the first of the second court of		1012	that the first the same of the same
		Tables of the	engalak di Malajak		XXXXXXX		
ti i i matai	labor days		Statistic Cartillation Angles Anna Statistics		in spill	737m1	5 1-2
Rate per man	labor days			Carange.	programme	1996	7.1-4
Rate per man	per labor d	ay		•••••			1.111
Escapes—3							
Recapture	l—2.				144 S 144		

BISBEE-TOMBSTONE HIGHWAY, SEC. 1

COSTS

CORRAL February, 1914.

Hay on hand February 1	190		Probable de Bild Policies Commercial Probable health is Followers Commercial
Hay sold in February 8	200	bales	A. " 44、 基价 4● 1 1 5 6 44 4 5 1 4 5 4 5 4 1 1 1 1 1 1 1 1 1 1
Hay on hand Feb. 2898	106	bales	
Hay used in February	1	sack	
On hand 2-28		sacks	fundage of back hook
Transportation Stable supplies:	56		3920 lbs. @ \$ 2.20
Chauffeur's wages, 1 day Oil and Gasoline for truck an Corral help, 22 prisoner days	d pu	mp	
Supplies: Shoes, lumber for wa	agon	s, etc	17.64 \$218.11

Total team day	s	•••••				168	
Teams in camp	the state of the s	saddle	horses,	etc	. Ng 113 m	58	31/2
		44£					
Total team	ı work da	ıys				109	1/2
Rate per team	day						\$ 1.30
Rate per work	day per te	eam			4	**********	1.99

BISBEE-TOMBSTONE HIGHWAY, SEC. 1

COSTS

ENGINEER'S MESS

February, 1914.

Groceries on hand February 1	\$ 81.00
Groceries bought in February	153.05
Groceries received from Prison mess	130.00
	364.05
Less Groceries on hand Feb. 28, 1914	95.33
	<u> 180 - I. Japan Karan Kapatan</u>
방송 프로젝트 이 사람들은 이 사람들은 그렇게 되었다.	0.00.00
가입하는 것이 점심하면 하는 이 사람들이 가는 것이 살아야 하는 것이 하는 것이 되었다. 그는 사람들이 가지 하는 것이 하는 것이 하는 것이 하는 것이 없다는 것이 없다.	3 268.72
Less store accounts	114.21
면서 설문 기업 성인 경우 하는 기자를 가고 없는데 최소 회사 및 -	
	S 154.51
Rate per meal	\$.128
Meat used in February	56.35
Rate	.046
Fuel Rate	15.00
	.012
Cooks and waiters	.028
	258.58 .214
Rate per day per man	.624
Total meals1503 150	
Less bookkeeper, truckman and cooks 29	
프랑프리트를 하는 것이 없는 그는 얼마를 하는데 하는데 하는데 하는 다른 사람들이 되었다.	
The state of the state of the state 120	

RECAPITULATION

Groceries Less credits		\$268.72 232.96
Alberta (1964) Albert		35.76
Meat Fuel Cooks and waiters		56.35 15.00 34.72
Less captain's board		141.83 16.80
	\$	125.03
Total men days		
Rate per day Total		.68
Less Sundays	24	of the control of the
Rate per labor day		labor days

COSTS

SUMMARY

February, 1914.

	Camp Con											727.
12-2-4	Grading Bridges an	าส (HIVAI	rte							1	295.5
2-2-5	Ditching . Finishing						 	 	 	••••		494.
2-2-6	Finishing	*** ** *** ***		•••••			 	 	 			492.6
2-2-8	Miscellane	ดบระร	urve	ving	(903.71	h	 	 	 A			176.3

COSTS

BISBEE-TOMBSTONE HIGHWAY, SEC. 1

February, 1914.

02-2-1 Camp Construction.

Lumber\$	1.25
Paid labor and board	2.00
02-2-3 Grading, Solid Rock	
764 prisoners (a) \$1.77	1,357.63
19½ teams @ \$1.99	38.80
Material:	a de la caración de l
Spring Steel \$.72	
Copper wire 15.00	(프로젝터 그리고 그 1522년 15월 15년 전 15일 (22일 - 17일 - 1
Distillate	
Dry cells1.33	
Gas. Eng. oil	A. A
B. S. coal 9.50	
Fuse 900 ft	
150 Exploders 8 ft 7.50	
200 Exploders 12 ft 12.00	나 아이는 얼마를 내가 하는데 뭐
14 boxes 30% 98.00	
4 boxes 30% 30.00	
6 boxes Judson 34.20	
80 kegs black	
3 boxes caps 3.00	
Auto supplies	San
Express on drills	
Lumber 4.00	
Lumber 4.00 Engineer's expense 181.36	
Paid labor and board 166.82	
Electric tape	
and the state of t	840.30
	879.10
○騰水陰光光光、流流には、ためはない。本のは、山油の間が	
A State of the control of the property of the control of the contr	2,236.73
医海绵性脓肿 经收益 医二氏管 化二氯基酚 建氯化二氯化二甲基二二甲基二甲基二甲基二甲基二甲基二甲基二甲基二甲基二甲基二甲基二甲基二甲基	
1245.5 cu. yds. Rate per cu. yd	1.79
11(c.7.1.2)	
02-2-3 Grading, Loose Roo	kovi sydding filosiki WRM
8 prisoners \$ 1.777	14.22
Engineer's expense	2.09

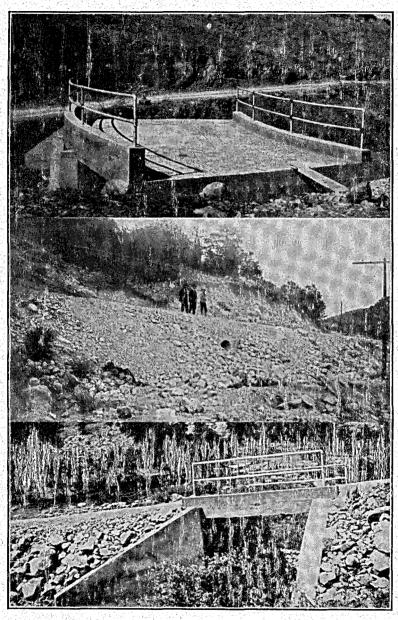
Paid labor and board	6:10 mg and and had to
	8.19
	22.41
23.8 cu. yds.	
Rate per cu. yd.	.792
02-2-3 Grading, Gravel Borrov	W .
64 prisoners @ \$1,777	113.73
51½ teams @ \$1.99	102.49
Lumber	.60 serges a temptal
Fresno repairs	.35 and the souther thirt!
Engineer's expense	16.70
\$4. 大大 66. 特别记忆,最后大小学 46. \$4. 法正正规编码,大小学的一点,一点,一点,不知识的一点,这个一点,这个一个实现的一点是	26.14
24. K. A. A. B. 37. K. K.	146.28
	. 260.01 70 0 0 1 1 1
1346 cu. vds.	
1346 cu. yds. Rate per cu. yd.	.19
02-2-3 Grading, Earth Excavation and	Daniel A Charlet A
62½ prisoners @ \$1.777	111.07
	31.84
16 teams @ \$1.99 Engineer's expense	33.94
Paid labor and board	31.12
, 15 등 15	96.90
	207.97
449.3 cu. yds.	
Rate per cu. yd	.46
사용하다 그 사람들은 나라를 하다 하나 사람이 가장을 하셨다.	and the second second section
	and the same statement of the
	and the tolumest
	and the substitute of the substitute.
	Astroff and reductives
COSTS	
BISBEE-TOMBSTONE HIGHWA	Y. SEC. 1
February, 1914.	
02-2-4 Bridges and Culverts, Solid Rock	Excavation
None.	Excavation.
02-2-4 Bridges and Culverts, Loose Rock	
一点,我还没有一种的人,就是我们的,我们就是一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个	and the state of t
24 prisoners @ \$1.777	42.65
Engineer's expense	6.26
	of Star mediates actions with

회사 경기에 가는 생각이 가지 않아 있었다. 이 사람들이 가는 사람들이 되는 것이 없는 것이다.		
Paid labor and board 14.32		
	20.58	
	63.23	
50 cu. yds.	युरे अभिन	
Rate per cu. yd		1.2
02-2-4 Bridges and Culverts, Earth Excavation	1. (1) . (1) . (3)	
36 prisoners @ \$1.777	63.97	
Engineer's expense		1.15-11
Paid labor and board	and Confidence	, igus
	27.92	HAS.
	91.89	J.
76 cu. yds.	V1.0V	
Rate per cu. yd	71.5	12
02-2-4 Bridges and Culverts, Masonry.		
prisoners @ \$1,777	5.33	
6 sacks cement 5.03		
Engineer's expense		
Paid labor and board		,
	9.81	(an Ja
	15.14	
a 19. 19. 19. 19. 19. 19. 19. 19. 19. 19.	10,13	4
late per cu. yd.		3.7
x : 특성 등 테 등 도로 등 하면 함께 이번 위에 다 보다.		
02-2-4 Bridges and Culverts, Forms.	#0 . #0 1.6	P. 187
12½ prisoners @ \$1.777	75.52	
3½ teams @ \$1.99		
Lumber, rails, etc		. · · ·
Engineer's expense 11.09	arte est de la de	
		. 11
Paid labor and board	229.93	
Paid labor and board 87.21	and the second of the second	
Paid labor and board 87.21	005.45	
Paid labor and board 87.21	305.45	
	305.45	uri Var
02-2-4 Bridges and Culverts, Concrete.		
02-2-4 Bridges and Culverts, Concrete.	305.45 163.48	
02-2-4 Bridges and Culverts, Concrete. 92 prisoners @ \$1.777		
02-2-4 Bridges and Culverts, Concrete. 92 prisoners @ \$1.777		

Engineer's expense	24.01 26.36		
A all (Jabo)	20.50	444.99	
		608.47	
02-2-4 Bridges and Culverts, Re-enfo	rcemen	L.	
5½ prisoners @ \$1.777		9.77	
化环氯基 建铁 医乳腺素 医水黄素 经结婚债务 美国主教 化双键电影 经自动 化氯化丁醇 化硫酸二甲二酚酚 化二氯甲烷 化对抗原物 经营税 的复数	7.96	리 하게 얼마다.	AND TO THE
	19.23		
	168.75		
Engineer's expense	1.44		
Paid labor and board	4.00		
		201.38	A CHE
		211.15	ន់ ម៉ោនវ៉ា ក្រុកប្រ
162.6 cu. yds. Rate per cu. yd. (Including Forms, Concrete, Re-inf.		tick op er tyll. The greatest M	6.92
		, 1881, J.S. 1881, 19	
· · · · 하는 이 아름은 지구 한다는 사람들은 사람들은 사람들은 사람들은 사람들은 사람들이 되었다.		Begins hatter	S. Baker Ba
	. Jak 1988	eatheagailte an air girl	· 建二十分 (1945年)
	4 7 4 49 4 4 5 1 10	2(), gu (10),	1 4 4
	4 7 4 49 4 4 5 1 10	A CONTRACTOR OF THE CONTRACTOR	1 4 4
	4 7 4 49 4 4 5 1 10	A CONTRACTOR OF THE CONTRACTOR	1 4 4
	4 7 4 49 4 4 5 1 10	A CONTRACTOR OF THE CONTRACTOR	1 4 4
COSTS	4 7 4 49 4 4 5 1 10	A CONTRACTOR OF THE CONTRACTOR	1 4 4
COSTS			
COSTS BISBEE-TOMBSTONE HIGHWA			
COSTS BISBEE-TOMBSTONE HIGHWA February, 1914.	Y, SEC		
COSTS BISBEE-TOMBSTONE HIGHWA February, 1914. 02-2-5 Ditching, Solid Rock.	Y, SEC		
COSTS BISBEE-TOMBSTONE HIGHWA February, 1914. 02-2-5 Ditching, Solid Rock. 30½ prisoners @ \$1.777	Y, SEC		
COSTS BISBEE-TOMBSTONE HIGHWA February, 1914. 02-2-5 Ditching, Solid Rock.	Y, SEC	d (20 10)	
COSTS BISBEE-TOMBSTONE HIGHWA February, 1914. 02-2-5 Ditching, Solid Rock. 30½ prisoners @ \$1.777	Y, SEC	d (20 10)	
COSTS BISBEE-TOMBSTONE HIGHWA February, 1914. 02-2-5 Ditching, Solid Rock. 30½ prisoners @ \$1.777	Y, SEC	d (20 10)	
COSTS BISBEE-TOMBSTONE HIGHWA February, 1914. 02-2-5 Ditching, Solid Rock. 30½ prisoners @ \$1.777	Y, SEC 53 50	d (20 10)	
COSTS BISBEE-TOMBSTONE HIGHWA February, 1914. 02-2-5 Ditching, Solid Rock, 30½ prisoners @ \$1.777. 10 ft. fuse ½ box caps 2-3 box 40% dynamite	53 50 5.00 7.96 18.57	d (20 10)	
COSTS BISBEE-TOMBSTONE HIGHWA February, 1914. 02-2-5 Ditching, Solid Rock. 30½ prisoners @ \$1.777	53 50 5.00 7.96 18.57		
COSTS BISBEE-TOMBSTONE HIGHWA February, 1914. 02-2-5 Ditching, Solid Rock, 30½ prisoners @ \$1.777. 10 ft. fuse ½ box caps 2-3 box 40% dynamite	.53 .50 5.00 7.96 18.57	3. 1 54.20	
COSTS BISBEE-TOMBSTONE HIGHWA February, 1914. 02-2-5 Ditching, Solid Rock. 30½ prisoners @ \$1.777. 10 ft. fuse ½ box caps 2-3 box 40% dynamite. Engineer's expense Pald labor and board.	.53 .50 5.00 7.96 18.57	54.20	
COSTS BISBEE-TOMBSTONE HIGHWA February, 1914. 02-2-5 Ditching, Solid Rock. 30½ prisoners @ \$1.777	.53 .50 5.00 7.96 18.57	3. 1 54.20	
COSTS BISBEE-TOMBSTONE HIGHWA February, 1914. 02-2-5 Ditching, Solid Rock. 30½ prisoners @ \$1.777. 10 ft. fuse ½ box caps 2-3 box 40% dynamite. Engineer's expense Paid labor and board. 52 cu. yds. Rate per cu. yd.	53 50 5.00 7.96 18.57	3. 1 54.20	
COSTS BISBEE-TOMBSTONE HIGHWA February, 1914. 02-2-5 Ditching, Solid Rock. 30½ prisoners @ \$1.777	53 50 5.00 7.96 18.57	3. 1 54.20 32.56 86.76	1.67
COSTS BISBEE-TOMBSTONE HIGHWA February, 1914. 02-2-5 Ditching, Solid Rock. 30½ prisoners @ \$1.777. 10 ft. fuse ½ box caps 2-3 box 40% dynamite. Engineer's expense Paid labor and board. 52 cu. yds. Rate per cu. yd.	53 50 5.00 7.96 18.57	3. 1 54.20	1.67

Paid labor and board	35.80 January 1
ang katalah salah sa	54.59
Control the Martin Control of the Co	
219 cu yds.	182.53
Rate per cu: yd	
02-2-5 Ditching, Earth.	
	159.04
89½ prisoners @ \$1.777	作ります。 159.04 からかってき (*) 1 - 1.5 (*) 1 99.98 (で見る) (数) 1 (5)
Engineer's expense Paid labor	43.06
المنظمين في المحمد المنظم والمنظم والمنظم المنظم المنظم المنظم المنظم المنظم المنظم المنظم المنظم المنظم المنظ	66 42
	A CARLON CONTRACTOR OF THE SEASON
	225.46
381 cu. yds.	
Rate per cu. yd.	. 59
02-2-6 Finishing.	
214½ prisoners @ \$1.777	6 man : 381.17
	· 5.97 /
Paid labor and board	49.48
요시 시간 시간이 되는 이번 경험 시간에 되었다.	111.43
	492.60
62-2-8 Miscellaneous Surveying	그들은 사람들은 전문에 가장 그 사람들이 가장 가장 보다면 다른데
	그리는 그 그는 그 그는 그는 그는 그들은 그 그리는 그 그리는 그 그리는 그 그리는 그 그리는 그렇다.
25½ prisoners @ \$1.77	6.90
	8,20
Engineer's expense Paid labor and board 1	6.66
Paid labor and board1	09,04
	130.80
	andrew and the second of the s
	176:11 Kill at
	Compression de securità
COSTS	tagine ris espenseris espenserialis
BISBEE-TOMBSTONE HIGHWAY	
MAINTENANCE OF PRISONE	그러 전 하는 방요하다 하는 사람들이 하신 하나.
March. 1914.	
Total Prisoner Days 2565½.	
Groceries on hand March 1	25.78 is accommon asset the contract of
Groceries bought in March	de de la companya de la companya de de de la companya de la compan
—198—	

a kaje. Nasije



COCHISE COUNTY
Prison Labor
Bisbee-Tombstone, Section 1
Borderland Highway

			46,254.00
Vegetables bought in March		22.09	and activities plant
		1,003.84	
Less to Engineer's mess	\$125.00		To Want gumber of
Less on hand 3-31			Potel to a move
			River States State
		588.30	588.30
Rate per day per man		asir (Mell) F	.23
Meat on hand 3-1	77.38		And Programmed Total
Meat bought in March	452.94		Lengthon Salve
Meat bought in March			
[24] [4] [4] [4] [4] [4] [4] [4] [4] [4] [, 1741 (<u>j. 1794)</u> (j.	543.90	
		Contract of the	
Less on hand 3-31		. 85.69	化二甲基二甲二甲基二甲甲二甲基苯基
Rate per day per man. 51000	1-370-233-361	458.21	458.21
Rate per day per man			.177
Clothing on hand 3-1		me esta	MIA TOTAL
Clothing on hand 3-1. Bought in March	16.90		Migrapha (1955) i gall old arkgiver Stadioù bel e Migrapha (1967)
살림을 가지 않는데 보이를 가지 않니다.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	412.78	
Less on hand 3-31—	da karanga dan 196		
		gage kilkegtskip	137.20
			.053
Rate per day per man Transportation; of prisoners			
Data non dos non mon		an issing is sit	109.10
Rate per day per man			2010:011 j
Doctor's services			
			42.80
Rate per day per man	119 - Libi	in somes	.017
Guarding, Payroll	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	. 928.20	
Captain's board	•••••	. 20.15	
Horses, feed			즐거움이 하고 있다.
Dogs, feed			
동일목 () 현실 등이 나는 사람들이 되었다.			984.35
보통 화장이 시간하는 그 때문에 되어야 했다면?			
Rate per day per man Transportation of Supplies:	and a second		.383
Transportation of Supplies:	CHURT		
Gasoline Supplies	Secretary and a second	. 17.82 . 30	2.14
Supplies			
Oil	ACT ACT ACT TO SELL OF SELLEN	. 5.50	医内部性性结合 经分配的 医二氏二氏病病毒
RepairsWages of truckman	. 34.2 345.80	. 2.43	
Wages of truckman	TO THE TOTAL STATE OF THE STATE	. 19.35	
			45.40
Rate per day per man		o suure ou	.018
and the state with with a bath supply and a secretarity in the figure is because	an faraga da Maria		

STATE HIGHWAY DEPARTME	
Escapes	29.50
Rate per day per man	. 11 14 14 14 14 14 14 14 14 14 14 14 14
Total number of men 40	\$2,391.86 \$.931
	2565.5 . Supplying the same 1
Total men days	2565.5 879.0
Less camp work, sick, Sundays, etc	019.0
Total labor days	1686.5
Rate per labor day per man	1,418
Rate per labor day per manEscapes—4.	
	agami ari Silaberi da Ali
recaptured—s.	Salary 18 1 July 1 Har Same Lynn asid
and the second and analysis of the second second second	e ja ken girin den kater
SUMMARY OF COSTS	
BISBEE-TOMBSTONE HIGHWA	V SEC 1 PORTER
and the state of the second of the state of the second of	The state of Marian
March, 1914.	
Brought forward September to January, inclusive	
Brought forward February	5,189.16
March:	i. 1. primijar (1944) (m.e.m. 1970) ilijakolik
02-2-1 Camp Construction	Sec. 18 \$ 10 10.58 (1861), Leaville
02-2-3 Grading	2.883.97
02-2-4 Bridges and Culverts	1,099.05
02-2-5 Ditching	131.30
02-2-8 Surveying and Shoo-Fly	
taning in the story of the water, the same of	4,705.22
	200 007 00
	\$28,327.09
	ing general destructions
	Salah Karlanda bara mada
COSTS	Walled to a Strang washing
	The state of the s
BISBEE-TOMBSTONE HIGHWA	1961年 - 1961年
ENGINEER'S MESS	y jaran na yawa 180
March, 1914.	
Groceries on hand 3-1\$	一门在 似的 解某人 海绵 化特殊化学
Groceries bought in March	
	180 mg mg mai graphaste

Groceries from Prison mess	125.00 2.60		
Less on hand 3-31	381.31 87.25		e * 10 *
Less store accounts	294.06 136.98		
Rate per meal	157.08	\$ 1 57.08	.135
MeatLess used by dogs	87.07 5.00		100
Rate per meal		82.07	.07
Cook and waiter, 31 days		30.00	025
Rate per day	a a Davin I	\$ 270.15	\$.23 .69
	1470		.09
Total meals	1479		
Less bookkeeper, truckman and cooks	318	\$7.85E.75.8	Proposition (1919) (ABC No. 1919)
	1161	in letes die	ra esta e a
RECAPITULATION			
Groceries \$	294.06		
Less credits	239.96		in de m
Meat	54.10		erining Strong ben
Meat	100	និក ស៊ីវិយ៉ាន់វិក្	
Less captain's board	A CONTRACTOR OF THE PARTY OF		36,633
Total men days	146.02		
Less bookkeeper and truckman	37		
Rate per day per man	210		.695
Total days	210	entroperation in	
회 공원 경영 후 사람들이 그렇게 하면 하지 않는 것 같은 것 같습니다.	deliner.		

Hay on hand 3-1	Less Sundays		32	and Parishing
COSTS BISBEE-TOMBSTONE HIGHWAY, SEC. 1 STABLE Hay on hand 3-1	n gala da garan da res antan gatawa	Silvey and James Company		and all the second second
COSTS STABLE	Rate per labor day		110	82
COSTS BISBEE-TOMBSTONE HIGHWAY, SEC. 1 STABLE Hay on hand 3-1	A STATE OF THE STA			
COSTS BISBEE-TOMBSTONE HIGHWAY, SEC. 1 STABLE Hay on hand 3-1				
COSTS BISBEF-TOMBSTONE HIGHWAY, SEC. 1 STABLE Hay on hand 3-1	the army was properly for the second			
COSTS BISBEE-TOMBSTONE HIGHWAY, SEC. 1 STABLE		era del como de colo	ing Professional Tagainst And	sang mgabipangan Janggan ng sinakas
BISBEE-TOMBSTONE HIGHWAY, SEC. 1 STABLE Hay on hand 3-1				
STABLE		COSTS		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
STABLE Hay on hand 3-1	BISBEE-TOMBS	TONE HIGHW	AY. SEC.	
Hay on hand 3-1		Daniel Branch (1984)		
Total team days 156 bales 156 bales 254 bales 254 bales 101 bales 153 bales \$97.92 14.12 83.80 83.80				James and Barth
254 bales 101 bales 153 bales \$ 97.92 14.12 83.80				
Less hay on hand 3-31	Hay bought in March	156 Dates		unt Post in spark (April se
Less hay on hand 3-31				
153 bales \$97.92	Less hay on hand 3-31	101 bales		
14.12		153 hales	¢ 97 99	
Barley on hand 3-1				en version variable (k. k. n.). Sin version variable (k. k. n.).
Delivered March				83.80
182 sacks 110 sacks 120				
72 sacks used	Servered march	LONGTON ACTION		
72 sacks used		182 sacks	ا ئۇم ھۇسىمىنىيۇ دى	្ត្រាស់ សូក្រសួន ខេត្តសង្គមានក្នុងវិទ
Less barley sold 17.00 93.88 Transportation stable supplies: 3.63 Chauffeur's wages 3.63 Gasoline 10.00 Medicine 3.80 Shoes, nails, etc. 4.30 Corral man (prisoner) 214.79 Total team days 173	Less on hand 3-31	110 sacks		i i salah salama darah
Less barley sold 17.00 93.88 Transportation stable supplies: 3.63 Chauffeur's wages 10.00 — 13.63 Medicine 3.80 Shoes, nails, etc. 4.30 Corral man (prisoner) 214.79 Total team days 173		72 sacks used	110.88	
Transportation stable supplies: 3.63 Chauffeur's wages 3.63 Gasoline 10.00 Medicine 3.80 Shoes, nails, etc. 4.30 Corral man (prisoner) 3.10 214.29 Total team days 173	Less barley sold		and the second second	93.88
Chauffeur's wages 3.63 Gasoline 10.00 Medicine 3.80 Shoes, nails, etc. 4.30 Corral man (prisoner) 8.10 214.29 Total team days 173	化二甲基苯甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基			erst geste Argan Senera
Gasoline 10.00 13.63 Medicine 3.80 Shoes, nails, etc. 4.30 Corral man (prisoner) 8.10 214.29 Total team days 173			3 63	
Medicine 3.80 Shoes, nails, etc. 4.30 Corral man (prisoner) 8.10 214.20 Total team days 173	Gasoline			
Shoes, nails, etc				13.63
8.10	Medicine		3.80	
Corral man (prisoner) 214.79 Total team days 173		and analysis of the particles of		8.10
Total team days 173	Corral man (prisoner)		Entri bok	14.79 AM
Total team days	and the second of the second o			
Total Country of the	Total team days		172	
Rate per team day	Rate per team day		15 6 15 1	1.238

A.

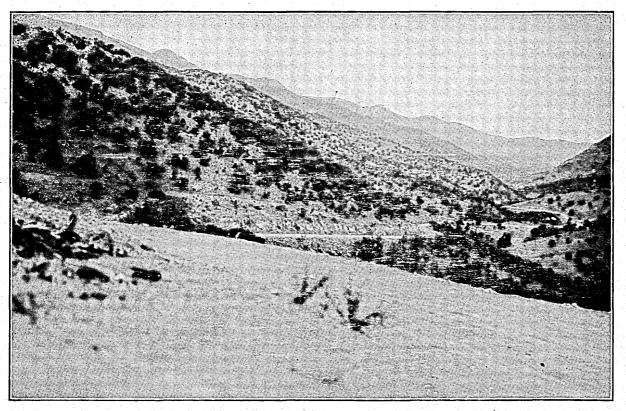
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	214.20 31.00
· 自己的 的复数自己的 医神经神经神经神经神经神经神经神经神经神经神经神经神经神经神经神经神经神经神经	183.20
Total teams	49 (470)
Less to guards	31 may be a seed of first
and the state of the second of the state of the second of	
79. RE	142
Less Sundays, sick and idle	50
Total labor days	$\frac{}{92}$
Total labor days	1 00
The age Parking the Approximation of the age of the age of the age.	ng to out the
and the state of t	Bully of the second of the
	The Art of the Control of the Contro
원 조조를 잃는 역 싫으로 된 한 동일이 모르는다.	
COSTS	Bersond been would aller
UUSTS	
BISBEE-TOMBSTONE HIGHWA March, 1914. 02-2-1 Camp Construction.	medikan silik jarijan ego Mense Sustan ego mense Jarijan ing mense
5 prisoners @ \$1.418	\$ 7.09
Supplies\$	
Engineer's expense	1.09
	0.44
	10.53
02-2-3 Grading, Solid Rock	
1044.5 prisoners @ \$1.418.	1,481.52
41.25 teams @ \$1.99	
41.25 teams @ \$1.99	36.74
2 boxes caps	2.50
900 ft fugo	1.10
and the contract of the contra	8.00
100 12 ft. exploders of statile served, alternation	
50 8 ft., exploders	3.50 ye supraving pen
50 8 ft. exploders	70.00
50 8 ft. exploders	70,00 a
50 8 ft. exploders	70.00 30.00 339.02
50 8 ft. exploders	70,00 30,00 339,02 320,55
50 8 ft. exploders	70,00 30,00 339,02 320.55 228.11
50 8 ft. exploders	70,00 30,00 339,02 320,55 228,11 1,121.71

2121.1 cu. yds.	and the second of the second o		kita ali bili bili bili bili. Tarangan kanakan
	and the second s	n Properties	\$ 1.23 \$1.77/13:60 × 19.0
	Grading, Loose Rock.	Section 1	
113.5 prisoners @ \$1.418 5.25 teams @ \$1.99 Paid labor and board			160.94
5.25 teams @ \$1.99		10.45	
Engineer's expense		25.58 24.74	riji problem og en
			60.77
		el Aprop Historia	<u>an andro</u> i glastini g
4000		11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	221,71
420.2 cu. yds. Rate per cu. yd	. Bu Alle a L. Amari	7-7-640	1011111 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
	, Earth Excavation and	Borrow.	
28 prisoners @ \$1,418 1 team & \$1.99		1.99	39.70
Paid labor and board		1.99	
Engineer's expense		6.10	
	tanin livoje ar ja	- 1111 - 367	i 19.33
	a sakata a 🙀 🙀 🙀		50.02
165.7 cu. yds.	Maria sur la Fivra de la Siria	$x = \left(\frac{1}{N} + \frac{1}{N} + \frac{1}{N} \right)$	59.03
Rate per cu. yd	<u> </u>	til til	36
		and beau	al a setting t
Same and the second of the second	en lange (see a suite en	and mailth	া এক বাংলাক মান্ত্ৰ সংগ্ৰহণ
		•	
Charles Carrier and Charles	of Barber Japanisch Frain		
· · · · · · · · · · · · · · · · · · ·	COSTS	programme and a	Branch British
RISBER TOM	BSTONE HIGHWA	DED V	🙀 mangal at the
化二甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基	医大大性囊 医多种性多类病 医电路 医乳腺素 医二甲基 高级工作	e of the exercise whi	 (i) 1 (i) 10 (ii) 10 (ii) 11 (ii) 12 (iii) 13 (iii) 1
- 기계 기계 기계 기계 기계 전 등 등 등 등 등 등 등 등 등 등 등 등 등 등 등 등 등 등	March, 1914.	gi masa	a in bellanne deltre betre blade i Talle blade bellande bleve blade i
	d Culverts, Loose Rock		
38½ prisoners @ \$1.418 Paid labor and board		and engel	54.59
Paid labor and board	and the second of the second o	31.49	1.998 jingtoop 92-
Engineer's expense	to (1.12)	8.39	ut optification to delete. Consistence on Victoria
riginalis a nemerica de desemble de la compansión de la compansión de la compansión de la compansión de la comp		. 1 1.134	39.88
of the same of the	الأمل أفارتك بأبياها الماستورها	0.004	94.47
146 cu. yds.	A the same of the control of the con		
Rate per cu. yd			.65

10 prisoners @ \$1.418	14.18	dianoQ
Engineer's expense	2.18	
	16.36	
40 cu. yds.		
Rate per cu. yd		.43
02-2-4 Bridges and Culverts, Masoni	ry.	Pitter (Migrael) Little William
38½ prisoners @ \$1.418	125.49	111
그는 그는 그는 그는 이번 경에 집에 가는 그는 것이 되었다. 그는 그는 집에 되었다면 되었다면 되었다면 되었다면 그는 것이 없는 것이 없는 것이 없다면 그는 것이다.	2.84	والمهام المادات عارضا ولا أن
1、1、1、1、1、1、1、1、1、1、1、1、1、1、1、1、1、1、1、	2.73	DN V
		ngasanga Anglas, An
ingineers expense		
Cement 8	7.03	der Sageria. Ein
사람들이 그리고 그 사람들이 그리고 살아왔다. 그는 사람들은 하다 그들은 그들의 사람들이 가장하게 가장하고 있다면 하는데 그렇게 되었다.	7.03 3.00	
	201.48	
	201.48	
	326.97	
139.5 cu. yds.		
Rate per cu, yd		2.3
그들도 되어 가는 이 그 있다면서 그들은 전에 시작하다면 하지만 하지만 수 있다. 그는 그들은 사람들은 사람들은 사람들은 사람들이 다른 사람들이 되었다면 하는데	ansportation.	2.3
02-2-4 Bridges and Culverts, Pipe and Pipe Tr	医风风性性畸形 医二氯甲烷烷	2.3
4½ prisoners @ \$1.418	6.38	2.3
02-2-4 Bridges and Culverts, Pipe and Pipe Tr 4½ prisoners @ \$1.418	6.38 3.98	2.3
02-2-4 Bridges and Culverts, Pipe and Pipe Tr 4½ prisoners @ \$1.418	6.38 3.98 1.86	2.3
02-2-4 Bridges and Culverts, Pipe and Pipe Tr 4½ prisoners @ \$1.418	6.38 3.98 1.86 1.20	2.3
02-2-4 Bridges and Culverts, Pipe and Pipe Tr 4½ prisoners @ \$1.418	6.38 3.98 1.86 1.20	
02-2-4 Bridges and Culverts, Pipe and Pipe Tr 4½ prisoners @ \$1.418	6.38 3.98 1.86 1.20	
02-2-4 Bridges and Culverts, Pipe and Pipe Tr 4½ prisoners @ \$1.418	6.38 3.98 1.86 1.20 .98	
02-2-4 Bridges and Culverts, Pipe and Pipe Tr 4½ prisoners @ \$1.418	6.38 3.98 1.86 1.20 .98 368.02	
02-2-4 Bridges and Culverts, Pipe and Pipe Tr 4½ prisoners @ \$1.418	6.38 3.98 1.86 1.20 .98 368.02	
02-2-4 Bridges and Culverts, Pipe and Pipe Tr 4½ prisoners @ \$1.418	6.38 3.98 1.86 1.20 .98 368.02 374.40 s.	
02-2-4 Bridges and Culverts, Pipe and Pipe Tr 4½ prisoners @ \$1.418	6.38 3.98 1.86 1.20 .98 	
02-2-4 Bridges and Culverts, Pipe and Pipe Tr 4½ prisoners @ \$1.418	6.38 3.98 1.86 1.20 .98 368.02 374.40 s. 19.14 3.98 6.00	using all block all block
02-2-4 Bridges and Culverts, Pipe and Pipe Tr 4½ prisoners @ \$1.418	6.38 3.98 1.86 1.20 98 368.02 374.40 s. 19.14 3.98 6.00	usias El ptor Escasa
02-2-4 Bridges and Culverts, Pipe and Pipe Tr 4½ prisoners @ \$1.418	6.38 3.98 1.86 1.20 .98	using a si bio siana mad mad
02-2-4 Bridges and Culverts, Pipe and Pipe Tr 4½ prisoners @ \$1.418 2 teams @ \$1.99 222 ft. 24 in. pipe	6.38 3.98 1.86 1.20 98 368.02 374.40 8 19.14 3.98 6.00 2.94 32.92 52.06	usias El ptor Escasa
02-2-4 Bridges and Culverts, Pipe and Pipe Tr 4½ prisoners @ \$1.418	6.38 3.98 1.86 1.2098	
02-2-4 Bridges and Culverts, Pipe and Pipe Tr 4½ prisoners @ \$1.418	6.38 3.98 1.86 1.2098	
02-2-4 Bridges and Culverts, Pipe and Pipe Tr 4½ prisoners @ \$1.418	6.38 3.98 1.86 1.2098	
02-2-4 Bridges and Culverts, Pipe and Pipe Tr 4½ prisoners @ \$1.418	6.38 3.98 1.86 1.2098	
02-2-4 Bridges and Culverts, Pipe and Pipe Tr 4½ prisoners @ \$1.418	6.38 3.98 1.86 1.20	

Express	.89
Cement	84.81
Bin	141.87
	205.68
02-2-4 Bridges and Culverts, Reinforc	ement.
Steel	16.07
Add concrete	205.68
	52.06
33 cu. yds.	273.81
Rate per cu. yd	8.30
COSTS	
BISBEE-TOMBSTONE HIGHWAY	SEC 1
가능으로 불통하다 방문에 가졌다. 많은 회문 하우 이름이 된다고 하루하게도 하는데 하다 다음이다.	
	Complete the state of the state of
02-2-4 Bridges and Culverts, Dry V	Vall.
4 prisoners @ \$1.418	5.67
1 team @ \$1.99	1.99
Paid labor and board	4.51
	.87
	7.37
	网络木类树 医二苯二甲酚 化二氯二苯二甲酚二苯甲酚二酚 医克里特氏虫虫
15 cu. yds. Rate per cu. yd	Is one bole with the
있는 마음이 있었다. 그리아의 그 생산 생각이 하면 이 살고 나는 사람들이 하나 들어갔다. 그들은 말씀하네요	.87 .87
02-2-5 Ditching, Solid Rock.	
7½ prisoners @ \$1.418	10.64
	5.05
Engineer's expense	1.64
	6.69
강경, 그림 집에 있어 그리, 그리는 경험 전에는 말라고 그리고 있었다.	17.33
20 cu. yds, Rate per cu. yd	
Trains per our yu	



COCHISE COUNTY
Prison Labor
Bisbee-Tombstone, Sec. 1
Borderland Highway

02-2-5 Ditching, Loose Ro	ck.	entirently
1½ prisoners @ \$1.418		73.03
Paid lahor and hoard	29.71	
Engineer's expense	11.23	astronia na mina
		40.94
		113.97
154.8 cu. yds.		g. gab. 194 5 73
Rate per cu. yd		theat actions.
v2-2-0 Surfacing.	in Listena	di alami diski
218.5 prisoners @ \$1.418	04.00	309.83
17.5 teams @ \$1.99		
Paid labor and board	50.63	street an terre
Engineer's expense		
Water	3.00	130.09
		- i paulseit)
	Lithing a little	445.92
1550 feet.		
02-2-8 Miscellaneous Surve	ying.	
5 prisoners @ \$1.418		7.09
Paid labor and board	. 111.55	
Engineer's expense	. 1.09	in Land of the Stand
	TA CARACT	112.64
		119.73
02-2-8 Shoo-Fly.		시 - [[] [] [[전통이 다 보다
	ALLE MARY	ing van tou dad
9 prisoners @ \$1.418	grienakly**. J	12.76
Engineer's expense	ray yarre.	- 14 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
		14 79
15 cu. yds.		su talan sasa
15 cu. yds. Rate per cu. yd		2.98
되는데 그래에 되는 그리는데 우리 전에 가장되었다. 그를 모든 그리고 하는데 되었다는 그는데 되고 되는데 그는 사람이 되는 것이 없다.		Not SalatyC
	3435	nand in the party of the con-
COSTS	en elektrikani. Obj. etd.obbel	ran eniggid
BISBEE-TOMBSTONE HIGHV	VAY, SEC). 1
MAINTENANCE OF PRISO	ONERS	and falls and alm
WAIN I ENANGE OF PRIO	JITENO	
그러워 하나 없었다면 생물을 가면 하면 이 이렇게 되는 것이 되면 생물을 하는 사이를 하는 것이 되었다. 그는 것이 하는 것이 없다.	Soundain.	in politerrogical
02-2-1 Stockade.		ariossis.
Groceries on hand April 1Groceries bought in April	والمنافي المالية والمراجع	\$ 290.54
Groceries bought in April		587.89

Vegetables	나, 가는 양도 배선 시민	14.15
가는 경기를 하시다. 하다를 하 다는 이번 10 전략 1000 (2012년 1200	i ka je Vinje	892.58
Less to Engineer's mess	100.85	postar introduction.
Less on hand 4-30.	205.25	
, 경기 등 등 시작하는 것이 되는 것이 되었다면 하는 모든 모든 이 모든 다음 + -		306.10
얼마면 되었다. 그는 하는 나는데 가르는 그 모으나 나도요.		586.48
Rate per day per man		.249
Meat on hand 4-1	85.69	
Meat bought in April	370.00	r Jiyasari 270.
	1.56.100 (5)	18 Ko witers kill
	455.69	frage about the
Less on hand 3-30	35.09	HAMEN BECKEN
(2) (2) (1) (2) (2) (3) (3) (3) (3) (4) (4) (4) (4) (4) (5) (5) (5) (5) (5) (5) (6) (6) (6) (6) (7) (7) (7) (7 [1] (4) (5) (5) (6) (7) (7) (7) (7) (8) (7) (7) (8) (8) (7) (7) (7) (7) (7) (7) (7) (7) (7) (7		420.60
Rate per day per man		.17
Clothing on hand 4-1	275.58	
Clothing bought in April.	173.59	
Clothing bought in April	113.59	The state of the s
	\$181844 Land	
그 불 없는 것도 하다고 되었는데 보이 그렇게 되었다. 그렇게 먹었다.	449.11	a to see a see
Less on hand 4-30	274.17	har bedd Hill
경찰들로 하는 이 이 병투를 하다면 보는 눈도 있는데 없었다.		175.00
Rate per day per man		.075
Medicine	7.50	
Doctor's services	10.00	
		17.50
Rate per day per man		.007
Transportation of Frisoners		57.71
Rate per day per man		.024
Escapes		29.00
Rate per day per man		
Guarding:		and the state of t
Payroll	999.31	
Captain's board	21.00	
Feed two horses	28.50	
Supplies and feed for dogs.	29.55	
- Lorg Vavillath arousit	in the party of	1,078.36
Rate per day per man		.46
Transportation of Supplies:		
Gasoline	10.90	
Supplies (#1000)		nid har servet and
Repairs for truck	53 27	tapung katupaté
	00.41	

Truckman's	wages		8.18	La de vide de la	
19½ teams		 	34.85	dayay galay	
	All Comme		and the second second	112.52	
Rate per day p Water and fue	1			15.00	.047
Rate per day p	er man		<u>nis i</u> nji na sepaji Gudebusa sak	iliyadhaw Tugu m <u>ilikumi</u> ga	.006
a je se septi i Bila seke i Septi.	error the state	And Miles	ka diligindan	\$2,492.17	\$1.049
Average number	r of men	 	78		
Total men days, Less Sundays,				a hala etibori	Canal C
•		, Parland Per	iji. Mar <u>ai Sabat</u>	ja vanesti erakihan	
Total work day Rate per work	day		•••••		1.677
Escape	s—2.				

Increase over previous month by reason of distance working from camp making it necessary to carry lunches and increase in guards due to work extending over a mile section.

COSTS

BISBEE-TOMBSTONE HIGHWAY, SEC. 1

ENGINEER'S MESS

April, 1914.

Groceries on hand 4-1	87.25
Groceries bought in April 97.26 Groceries from prison mess 100.85 Vegetables 10.30	g sing a train g garagasa a sing garagasa a sing garagasa
n na Antagana and an an ang isang pang an an ang isang ang isang pang an ang isang an ang isang ang isang ang Isang ang isang ang isang ang ang ang ang ang ang ang ang ang	208.41
Less on hand 4-30	295.66
	166.37
Coal	129.29 5.00
tres per en	134.29

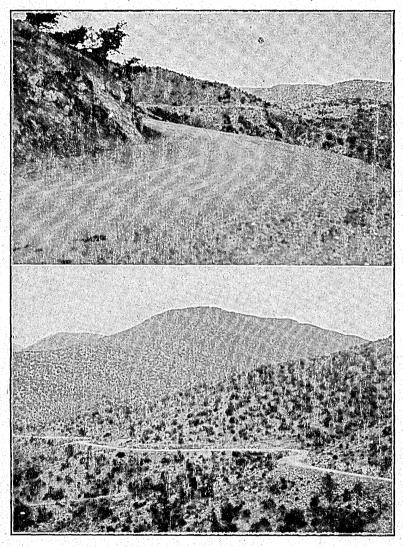
Rate per meal Meat Less to dags	113.95 6.00		
Rate per meal Cook and waiter Rate per meal			094 031
Rate per day Total meals Less bookkeeper, truckman and cooks	1449 284	\$ 278.84 \$	72
RECAPITULATION	1165	kynic gross is udilynd bysg g fassosse)	ริกร์ เกรา
Grocerles Meat Cook and waiter	5 2 2 2 5 0 E	108.95	
Less credits	226	239.63 	
Less bookkeeper and truckman	38		
Rate	165	rese no care Largent estend	0.17
COSTS	(1944) (1954) (S	egy areas sures.	1,50
BISBEE-TOMBSTONE HIGHWA STABLE April, 1914.	and sold figure	lC. 1 product poly	
Hay on hand 4-1			

Less on hand 4-30	compay been enably stated to
Description of the second of t	BART Smeaton Comme
214 halos need	122.34
214 bales used Less sold to guards 92 bales	48.85
	73.49
Barley on hand 4-1110 sacks	
Barley bought in April 60 sacks	경기에 하는 물리를 가면 가게 되었다.
경기하면 생각하면 가장 보다면 되었다. 그리다 보기 하는 사 는 경기로 된다고 있다.	
170 sacks	
Less on hand 4-30 90 sacks	
ing to the property of the control o	이 경험에게 가능하루시스를 갖는
80 sacks used	123.20
Less sold to guards	24.60
	98.60
Transportation of Supplies:	
Gasoline	10.90
Chauffeur's wages	6 7 1
Stable supplies	27.55
Corral man (prisoner)	
가 선생님께 하다 가장하다 중 하나요? 사회	64.66
argenista de la companya de la comp La companya de la co	990.75
Total teams	236.75
Rate per day	181
Total cost	236.75
Less charged to guarding	28.50
	208,25
Total teams	181
Less to guards30	
Less Sundays34½	्रा । इस्तिकार स्थापना । इस्तिकार । इस्तिकार । इस्तिकार । इस्तिकार । १९८८ - इस्तिकार (चित्रकार) । इस्तिकार । इस्तिकार । इस्तिकार ।
가 전혀 10분관면 여름 2011년 1일 글 [인터). [편	641/2
Letter for the first of many section in the contribution in	
Total team work days	116½
Rate per team working day	1.787
	The professional design of street
to de la companya de	
COSTS	
(* - 11 - 12) 전 : - 11 (* 12) 대체 전 : 12 (* 12) 대체 전 : 12 (* 13	. Signatura de armonta de la constanta de la c
SUMMARY	
April, 1914.	in the first than the state of the second to
April, 1914. Brought Forward	\$ 28,327.09
00 0 1 Comm Construction	10.04
02-2-3 Grading	3,131.59

02-2-4 Bridges and Culverts	531.79
02-2-4 Bridges and Culverts	77.58
02-2-6 Finishing	491.18
02-2-8 Miscellaneous Surveying	113.83
motol .	• 19 CO 1 A
	\$ 32,683.90
	the second second section of the second
다 전경 보통하다 수 있는 사람들이 되었다. 그는 그는 그는 그는 그를 보고 되었다는 것이 되었다. 생물을 보면 되었다. 그는 사람들이 사용하는 것이 되었다. 그는 그는 그는 그를 보고 있다.	
	사용 등 시간 사용을 하는 것은 것도 전략으로 보면 수 있다. - 하나 사용하는 사용을 하는 것들이 되었다.
COSTS	
병원님이라고 한 동안 되었다. 그리는 사람은 사람들은 그리고 있다.	13 F. L. C. L. Stranger and A. C. Salar and A. C.
BISBEE-TOMBSTONE HI	15、李明朝 秦子·宋明 11、《《··································
April, 1914	
02-2-1 Camp Const	ruction.
6 prisoners @ \$1.667	그 아이들은 아이들은 하는 아이들이 다른 그는 그 사람이 얼마를 하는데 하는데 함께 되었다.
Engineer's expense	6 M - C - C - C - C - C - C - C - C - C -
	10.84
02-2-3 Grading, Soli	id Pools
1104½ prisoners & \$1.677	
65½ teams @ \$1.787	117.05
Paid labor and board	456.05
Engineer's expense	
2 boxes caps\$ 2.5	
800 ft. fuse 4.4	
Exploders 24.0	3 대통 일본 열차 이 사이스 등은 성을 하지만 하는
22 boxes 30% dynamite 154.0	
2 boxes 40% dynamite 15.0 97 cans black powder 245.4	
97 cans black powder245.4	
Miscellaneous supplies	
	- 540.50 - 3,109.75
1941.9 cu. yds.	The contract of the contract o
Rate per cu. yd	1.60
있었다. 그를 모든 사람은 아이들이 하면 나왔어서 전문하는 하는 것으로 들어가고 있다.	hart (1985년) 1일
02-2-3 Grading, I	
8½ prisoners @ \$1.677	14.25
1½ teams @ \$1.787	2.68
Paid labor and board	3.81
Engineer's expense	
65.4 cu. yds. Rate per cu yd.	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
Rate per cu. yu.	

02-2-4 Bridges and Culverts, Solid Rock	Exvacatio	n.
18 prisoners @ \$1.677	30.19	
Paid labor including board	8.09) i sa wan ban ji
Engineer's expense	2.34	ay dy −DHadis S
		40.62
23.5 cu. yds.		
Rate per cu. yd.		1.73
02-2-4 Bridges and Culverts, Loose Rock	Excavatio	
31 prisoners @ \$1.677	51.99	
Paid labor and board		
Paid labor and board Engineer's expense	4.03	
		91.06
206.1 cu. yds.	, हे । अस्ति भर्ते हैं।	
Rate per cu. yd.	Victorial and the	.44
02-2-4 Bridges and Culverts, Earth E	vaavation	기관 시간
4 prisoners & \$1,677 Paid labor and board	6.71	
Engineer's expense	.52 (07)	
		12.62 9 () () ()
38.7 cu. yds. Rate per cu. yd.		sali are to 9 · (
02-2-4 Bridges and Culverts, Mas	onry.	พระโวรคโลร์กร์ ชมบาล
27 prisoners @ \$1.677	45.28	
5½ teams @ \$1.787	9.83	
Paid labor and board	35.04	
Engineer's expense	3.51	
32 sacks cement \$23.60 and water \$3.75	27.35	h rikatiyan
an a	arrin o di .	121.01
56.5 cu. yds.	m a englesi	
Rate per cu. yd.		2.14
	وكالمها المراكم وبمرأ	
	W. Astron	
COSTS		
	- 1444\$00 ± 3-13-13-13-13	
BISBEE-TOMBSTONE HIGHWA	Y, SEC. 1	
April, 1914.		
02-2-4 Bridges and Culverts, Pipe Tran	sportation.	his ca yes
The first of the control of the cont	2.51	, man shill
1½ prisoners @ \$1.677	2.51 3.57	
4 teams @ \$1.101	90	
Engineer's expense		banida W
	Trave odita	9.6.28 dot 141.3

Bridges and Culverts, Forms.	gillari (Cent.)
10 prisoners @ \$1,677	16.77
2 teams @ \$1.787	16.77
Paid lahor and hoard	3.57 10.78
Engineer's expense	1 30
	58.86
or ene ral of the control of the con	01 28
Service Company of the Company of th	GANGE A COMPONION OF THE
02-2-4 Bridges and Culverts, Conc	retects professional agrant
951/ minorana @ 01 677	42.76 har solut nice
	16.08
Details (W \$1.787	
Paid labor and board	5.39 3.31
96 sacks cement	70.80
Well bear of the database of the base of the same of t	
	700.01
02-2-4 Bridges and Culverts, Reinford	ement.
	26.97
recomplication.	01.00
	91,28
Concrete1	38.34
Reinforcing	
	256.59
29.8 cu. yds. Rate per cu. yd.	julija Brada je jejena poglajeki.
02-24 Dry Wall, Bridges and Culv	erts war nown a promise.
2 prisoners @ \$1.677	telligisk teleproper skinne tel
2 prisoners (d) \$1.077	60
Engineer's expense	.26
	3.61
8 cu. yds.	
Rate per cu. yd	.45
02-2-5 Ditching, Solid Rock.	
。 ##更见佛·[[4]] [4] [[4] [[4] [[4] [[4] [[4] [[4]	
15 prisoners @ \$1.677	25.15
Paid labor and board. Engineer's expense	13.48
California and the late of the second of the	40.58
Poto por an additional and the second to the	Best at the Comment
Itate per cu. yu	1.11
02-2-5 Ditching, Earth.	MART of all marries will
16 prisoners @ \$1.677	26.83
Paid labor and board	8.09



COCHISE COUNTY
Prison Labor
Bisbee-Tombstone, Sec. 1
Borderland Highway

Engineer's expense		2.08	A. S.
127.4 cu. yds.	way girir an hayafa	The second of the second	37.00
Rate per cu. yd.			.29
reactor per cut, yu,	化二氯化物 化氯化甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲	21.5	Tedfied out of
	02-2-6 Finishing.		
216 prisoners @ \$1.677		362.23	I Make they exactly
11½ teams @ \$1.787	***************************************	20.55	of no children
Paid labor and board			distant material -
Engineer's expense			
Supplies		2.50	401.10
1820 feet.		100	491.18 AV 1897.
575	02-2-8 Surveying.	7.7.0	n g la segritori o farki
1 prisoner, paid labor, etc			
1 prisoner, paid labor, etc	avyage transaction of the party of the effect of		113.83
1, 20, 10 mm			me content of proff
	on government the party		lland our son it
		aighati bas	ar in a significant
		And the same	a mentali (
	COSTS	Mint has c	dack damit
			结束的变体 建基门工
BISBEE-TO	MBSTONE HIGHW	AY, SEC.	1
MAIN	TENANCE OF PRISO	NERS	Talls red will.
	May, 1914.		
	Stockade.		भेकेरतसम्बद्धाः सम्बद्धाः सुद्धाः ।
Groceries on hand May 1	***************************************	virili 2 \$	205.35
Groceries bought in May			1,120,28
Vegetables		<u> </u>	9.90
	Same of the Same of the same of the		
Less on hand May 31			
Less to Engineer's mess	ed mare e 12 fel set parago e la jo Mariante	104.16	
	• وحمد بالوادر الأرويات أنبأ بالكوية لأنفي أناه أنم		469.78
		, ;;;d . -	- maring ang H
			865.75
Rate per day per man	•••••••	35.09	.264
Meat on hand May 1		499.51	
Meat bought in Maj	on the glower of the set :		534.60
Rate per day per man			.163
그렇게 말하다면 그렇게 하나요 그의 하지만	"我们就是不是我们要看来的,""这个是一		

DR V

Fuel	20.00 (20.00)	digital.
Water 63.70		
		1
a 🗱 1911 ja 1800 valata ja kalendari (Ministra). Ministra	28.00	$x_3\notin\{1,1\}$
Tteam hauling water		
	49.09	
Rate per day per man	ini Vitta Kinampata	.015
Clothing on hand May 1	274.17 Jan. 10 Billion	7111
Clothing bought in May	1,013.26 (Cl. free 1965)	5407
on the first of the property of the contract of the second		
Jackson is a second	1,287.43	145 (33) (0)
Less on hand May 31	1,036.93 ————————————————————————————————————	1 10000
Rate per man per day	250.50	.076
Medicine Medicine	34.90	076
Medicine Doctor	30.00 30.00 A. Sand	True E
Doctor	64.90	
Rate per day per man		.02
Escapes	1.15	
Transportation and Supplies:		
Chauffeur's wages		
Truck repairs and supplies	113.59	1.0
		٠,
abstone and want begin in a second	143.63	
Rate per day per man	114001	.044
2 horses	6.10	
Supplies and dog feet	1.192.01	
Rate per day per man		362
20.00 Lt. 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		
	\$3.101.63	\$.945
Average number of men	106	
Total men days	32801/2	
Total men daysLess Sundays, sick, camp	11601/2	er i de la Rejubilit
. Addina da a ktarina da desergia da la compansión de la compansión de la compansión de la compansión de la co		1794.3
Total work days Rate per work day		1.466
Escapes—2.		
Berger Committee Com	and the spirit was the	9003
	i marit valt hand ne	

COSTS

BISBEE-TOMBSTONE HIGHWAY, SEC. 1

ENGINEER'S MESS

Groceries on hand May 1	\$ 50.25		
Groceries from Prison mess	100.30		navita an
Vegetables	11,85		
	332.62		3 % 3 °
On hand 5-31		100	
Store accounts	231.28	3.127 (1.1
	251.28		A 19
	101.04	101 94	1.5
Rate per meal		101.34	.07
Rate per meal Meat		159.79	. 198
Rate per meal	<u></u> - 1000 - 1	us from a thek	.11
Fuel		8.05	: G.
Rate per mealCook and waiter		33.79	.00
Rate per meal	••••	33.79	.02
and the first state of the stat	, 14सेंब्रिकेट ५४	\$ 302.97	\$21
1407 Meals	<u> Andre de la co</u>	\$ 302.97	.21
Rate per day	 1807 180 (1807)		.64
	24. V20.4		44.71
RECAPITULATIO			
2000年,1900年,1900年,1900年,1900年,1900年,1900年,1900年,1900年,1900年,1900年,1900年,1900年,1900年			
Groceries		in ing ski hati	5-1 Lian
Meat	159.79		
Meat Fuel Cook and waiter	8.05 33.79	ind at (b)	n.
Cook and waiter was a second of the second	33.13		
있는데 밝혔다면 함께 된 네 그 사람들이 어	448.00		
Less credits	278.90	ar ila gybr (xi)	់ ខែធ្នាក់ទេ
		169.10	
*Total men days	333	11	11.1
Less bookkeeper31		outs than be	oakt
Less chauffeur15½		edat si	

Less Sundays	246
s martway, sag. 1	70°NETIJO' <u>****</u>
	6.40
Rate per work day	.70
*This item includes men whose bo	oard is included in wages.
	Leak book at earson.
해 집중한 독점에 회원으로 바면 되어 퇴임되고 있는 회사에는 수 없는 경험을 통해 있는 않는 않는데 그리고 있다. 나에는 사람이 되는 것 같아 나는 사람이 되었다.	er, and all orland examinat
	geral austr't must korisoan
cos	TS.
2016 - 1915 - 1916 - 191	
BISBEE-TOMBSTONE	HIGHWAY, SEC. 1
STAE	
아버리의 시민은 생활들 중에 가는 점점이 되어 없는 일수 다른 물론이	
May,	
Hay on hand May 1	ıles
Hay delivered in May263 ba	iles
님, 발생하다, 맛있다고 있으면 보다는 말이 있 다니. 나는	
327 ba	ales
On hand May 31 74 ba	ales and antique back and
253 ba	ales \$ 141.73
Sold to guards and Forrest 58 ba	ales 36.74
195 ba	104 00
Barley on hand May 1 90 sa	cks
Barley delivered in May 90 sa	
70) 72 JU 180 sa	THAIRS IN SULTABLE THE
On hand May 31 76 sa	""(1)(1)),"在这个人,""不是"自然的时间"的重要,这是""(一点"不是"),这一说,"这一点的"的"一","是"的"一"。""("),""("),"
104 00	.cks \$ 158.60
104 sa Sold to guards 14 sa	cks \$ 158.60 cks 23.80 cks
	29.00 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
00 SM 90 sa	人名 化基金 化二氯二甲基二甲基酚 化氯化甲基酚 化基础 化二氯甲基酚 化二氯甲基酚 医二氯甲基酚 医二氯甲基酚
Supplies and Transportation:	
Gasoline Gasoline	되어 보이는 그들이 살아가 되어 되어 가장 사람들이 살아지고 있다. 그는 그 모양이 없다 살
Gasoline Medicine	
Pope and grang	2.27
Rope and snaps	4.00

Chauffeur's wages	
Corral man	32.55
Barrier and the second of	ชาติร์ คริ อสราสารมะเมษายน โดยที่ได้ว
그리다 그리 한국들에게 다시지 않았다.	
아이 눈이 그는 그림 가슴 세취 뭐야? 이 바다가 아버지까다.	\$ 285.54 bins
Total number of teams	238 Paragram aga att mill
Less Sundays	35
	· · · · · · · · · · · · · · · · · · ·
Total team work days	203
Rate per day	1.20
Rate per work day	1.406
are de la company de la co	to the allege to the against of the
A Paragraph of the Control of the Co	himst has redul bir
	राज्य भारत रोजनमञ्जूती
	Size of the state
	van kalmani nyakata data k
COSTS	The second of the second
BISBEE-TOMBSTONE HIGH	•
May, 1914.	
02-2-1 Camp Construct	ion.
이 집에 전혀 가는 것 같습니다. 그는 사람들이 되는 사람들이 되는 것이 되었습니다. 그는 그는 그는 그를 모든 것이 되었습니다. 그는 그는 그는 그는 그를 모든 것이다.	
28½ prisoners @ \$1.466	41.18
Paid labor and board	4.95
	53.44 mg
	Paris Ishor trand based
02-2-3 Solid Rock Grad	ing.
1990 mileonore @ 61.400	1 040 49
1629 prisoners @ \$1.406	94.91
2 boxes caps \$ 2.20	by carrier was
200 ft. fuse 1.10 Exploders 1.72	Rossiffe illiga temperatur (i.e. 1997)
15 boxes 30% dynamite	This is the Sealegeting unit
4 boxes 40% dynamite	t in the second of the second
105 kegs black powder	ไปที่ (1) - ค่า (1) ได้ได้ได้ได้ได้ได้ได้ได้ได้ได้ได้ได้ได้ไ
	413.67 torsw
Miscellaneous supplies	
Paid labor and board	
Engineer's expense	
The second secon	
2480.1 cu. yds.	and a def
Rate per cu. yd	•
AND A SECTION OF THE PROPERTY	The state of the s

02-2-3 Gravel Borrow, Gradin	ng.
2514 prisoners @ \$1 466	37 38
7 teams @ \$1.406.	9.84
Paid labor and board	14 80
Engineer's expense	6.02
152.2 cu. yds.	
Rate per cu. yd.	
02-2-4 Bridges and Culverts, Solid Rock	Excavation.
32 prisoners @ \$1.466	46.91
Paid labor and board	16.11
Engineer's expense	7.55
했다. : # # 10 1일 - 1	70.57
47 cu. yds.	그리다 그렇게 모양하다 살다는
Rate per cu. yd:	1.50
02-2-4 Bridges and Culverts, Loose Rocl	
大大,我们就是一个大型,我们就是一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个	
13 prisoners @ \$1.466. Paid labor and board	19.06
Paid labor and board	4.55
Engineer's expense	3.07
	26.68
36 cu. yds.	선택 및 기술으로 기업하다. 기업회
Rate per cu. yd.	1994 de la secape de 174
02-2-4 Bridges and Culverts, Earth E	excavation.
35½ prisoners @ \$1.466	52.04
Paid labor and board	31.84
	8.38
그들은 그 사람들은 이 이 사람이 사이들의 그 그래요? 그 그 아이는 사람들은 경기를 하고 하셨습니다.	00 00 37
177 cu. yds.	92.20 S
Rate per cu. yd	52
그 이번 살았다. 이 그 가지 않아요. 그런 그리고 살아. 그런 그렇게 하는 이 있다고 말하셨다.	[1] - [1] [1] [1] [2] [2] [2] [3] [4] [4] [4] [4] [4] [4] [4] [4] [4] [4
02-2-4 Bridges and Culverts, Rubble	Masonry,
222 prisoners @ \$1.466	225 45 424 2 3 4 4 6 6 8
46 teams @ \$1.406. 263 sacks cement. Water	64 68 85 11 10 11 18 200
262 goale comont	102 06
Woton	9.75
Miscellaneous supplies	19 90 The street in a 12
Paid labor and board	119 00 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Engineer's expense	114.00 E9 20 20 20 20 20 20 20 20 20 20 20 20 20
Engineer's expense	
	
199.5 cu. yds. Rate per cu. yd	

A Magrania Link

COSTS

BISBEE-TOMBSTONE HIGHWAY, SEC. 1

May, 1914.

			Transportation.

Paid labor and board\$	1.80
, 180 ft. 12 in. pipe	8.40
The same of the sa	5.88
44 ft. 24 in. pipe	
	0.10 이 / 박 사람 사람 가장하다
48 ft. 36 in. pipe	6.80
	596.02
02-2-4 Bridges and Culverts, Concrete, Repai	ning Miron
02-2-4 Bridges and Curverts, Concrete, Repai	ring wixer.
7 prisoners @ \$1.466	0.26
Repairs for Mixer, sprocket wheel, clutch, etc 6	3.36
Paid labor and board	1.93
	78.55
02-2-5 Ditching, Solid Rock.	
5 prisoners @ \$1.466.!	7.33
	1.18
The state of the s	2.27
	—— 10.78
8.5 cu. yds.	
Rate per cu. yd.	1.44
02-2-5 Ditching, Loose Rock.	일본 아이트 기가는 작은 기계가 되는
一点,我们一点一点一点,一点一点,我们只要要到一个简单,连续把一块的人都的一条的,就是这个人的经验的这位强度的	
	4.92
2 teams @ \$1,406	2.91
Engineer's expense	4.01
Paid labor and board. 1	2.14
	43.98
44.1 cu. yds.	
Rate per cu. yd.	1.00
02-2-5 Ditching, Earth.	
59 prisoners @ \$1.466	6.49
	3.92
Paid labor and board 3	
	0.39
	$\frac{6.39}{}$ 136.80
	136.80
220.6 cu. yds. Rate per cu. yd.	AND THE RESERVE OF A SECTION ASSESSMENT

record of the control	
02-2-6 Finishing.	
337 prisoners @ \$1.466	494.04
23 teams @ \$1.406	
Engineer's expense	79.53
그리 얼마나 나는 그들은 살아 있다는 그 것이 어느라 사람들이 되었다. 그는 그는 것이 되는 그는 그는 그는 그는 그는 그는 그는 그를 가고 있다. 그는 그 없다.	すり かたい こうしょ はばか まつしょう ニュー・ 横 きょう カース・スティー・コーラー
1629 ft.	
02-2-8 Surveying.	Ziji je katalita zasa tari
그렇게 되는 점점이 가지만 하다. 하는 이 나는 사람들이 유럽 수가 되는 것이 되는 것이 되는 것이 되는 것이 없는 것이 없다.	2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2
7½ prisoners @ \$1.466	
Engineer's expense	1.77
Paid labor and board	68.71
02-2-8 Transportation Camp Eq	
2 prisoners @ \$1.466	
2 prisoners @ \$1.400	2.93
6 teams @ \$1.406	8.44
Paid labor and board	28.67
Paid labor and board	- 1997年 - 東京は大学の大学の大学の大学の大学の大学の大学の大学の大学の大学の大学の大学の大学の大
경기를 가는 사람이 모든 사람들이 되는 것이 되는 것이다. 그리고 있다는	52.61
	함께 수 돼 먹다 되었다며 그렇게 하고 말
불강함 결혼하면 되고 하고 있는 항목 사람은 작곡한 회교를 만났다.	Carlot Service to Security and
	of the state of th
	A STREET STREET STREET STREET
(1) : 10 : 10 : 10 : 10 : 10 : 10 : 10 :	
경우를 잃고 있었다. 나는 사람들이 내려온 이번 사람이 모든 사람들이 얼마다.	
SUMMARY OF COST	
BISBEE-TOMBSTONE HIGHW	AY, SEC. 1
May, 1914.	
02-2-1 Camp Construction	in the second of
02-2-1 Camp Construction	\$ 53.44
(3) 02-2-3 Grading	3,620.41
02-2-4 Bridges and Culverts	1,619.39
02-2-5 Ditching	191.56
02-2-6 Finishing	692.09
02-2-6 Finishing	81.48
02-2-8 Transportation Camp Equip	52.61
	\$ 6,310,98
Amount brought forward	32,683.90
소문화에 다시 그리다면서 하시다는 사람이 하는 그 모든 그리고 그래요? 그 집에 나를 받아 되는 것은 사람이 되었다.	
Total	\$ 38,994.88
动性性病的 그리는 사람들이 가는 가는 이 가는 하는 것이 되었다. 그런 사람들은 그 사람들은 그렇게 된 살아 함께 된	[15] [16] [16] [16] [17] [18] [18] [18] [18] [18] [18] [18] [18

COSTS

BISBEE-TOMBSTONE HIGHWAY, SEC. 1

STOCKADE

June, 1914.

		P	Rate er d er m
Groceries on hand 6-1	841.95		
	1,070.39		
To Engineer's mess			
On hand 6-30 345.30	430.42		
		639.97	
Meat bought in June	the state of the s		
Pork (our own)	36.75 		
	474.39		
Less to dogs	6.00		λV).
Divol 99.90		468.39	
Fuel 22.20 Water 10.00			, ali
Water hauling, 48½	ov 10 de de de akto	41444	137
Ice 8.50			
		92.11	
Clothing on hand 6-1			
Clothing bought in June	7.00		
	1,043.93		
Clothing on hand 6-30	833.70		
		210.23	
Medicine 12.85 Doctor's services 15.00	i per per pinki indone	RE CONTRACT	
Doctors services		97.05	pi dili
		27.85	
Supplies and Transportation:			
Truck, 9½ days @ \$4.34	41.23		1 11
Supplies	1.09		

Escapes		71.45	.025
Guarding:			
Payroll	1,046.66		
Captain's board Guard horses, 39 days	19.50		
	20.67		
Supplies, dog feed	7.00	1,093.83	.37
		7.44.2	100
Average number of men	97	2,646.15	.893
Total men days.	2969		
Less camp work and Sundays		Link rocks. Box	twick to
Total work days		สารทั้งทำ แล้	
Rate per work day	2020/2		1.315
Escapes—4.			
Recaptured—2.		gi Nervila. Listor et isa	and the second
경기 위한 경기 등록한 이번 등록 전시하고 있는 것이 되었다. 경기 등록 전기 등 전기 등 기를 받았다.			
		Antagara Vistoria	
COSTS			
BISBEE-TOMBSTONE HIGHW	AV SE		
생활하다 있다. 이렇게 그런 하고 아이지 않아도 보다 수 없다.	al, DEN		
ENGINEER'S MESS			
June, 1914.			
Total Meals	1412		
Less	315		
	1097		
			Rate
Groceries on hand 6-1\$	00.05	pe	r Meal.
Bought in June	86.25 177.38		
Vegetables	13.27		
From Prison mess		Kelaliji i	
	362.02		
On hand 6-30\$ 75.00	000,04	s.B. Dun	

Sold to guards		250.82	111.20	.101
/ OSO YAWHE		81.32		
Meat bought in June Pork (our own)	TARROUS V	2.00	아이 가게 다	
			83.32	.076
	Jack Saury - 201		11.00	.01
Fuel and water Cook and waiter Total meals Less bookkeeper Less chauffeur Less cook and waiter		ar folloff	30.00	.028
Cook and waiter		1412		
Total meals	90			
Less bookkeeper	45			
Less chauffeur	180			ran.
Less cook and waiter	180			Maria 1. 1
			235.52	.215
		315		
			a Vinagi iz	4.6
				.645
Rate per day				
RE	CAPITULATION			
Groceries	据的动物。 第二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十		287.02	y man
1、一点面积17年间,18、14、4、14、12、14、11、14、15、14、14、15、14、14、14、14、14、14、14、14、14、14、14、14、14、	"透悟"的"我说话,"我就是这一个大概都能够了,这一个不		83.32	
Meat			11.00	
Fuel and water	New graduler State and the A		30.00	
Cook and waiter	ST MACRIES SESSION	Tidauli (1941)	(4,50,633+1,64,33,63)	essini.
			411.34	
		45.00 张本原	096 94	
Deduct credits, store accounts	and board		450.44	
			175.10	
		307		
Total men daysLess bookkeeper		001		g Strate
Less bookkeeper	30			
Less chauffeur Less Sundays	12½			
Less Sundays	32½			Will wort.
在前面上,一会一点,我们就是一个一点,一点一点,就是这样,在这个时间,在这个人的,就是不是这个人		ani i ni 1 75 , m	化复合物 有统治的第三人称单数	1 V 1 C 1
Total work days		232	5 3 3 346	$e_{g, k}^{q, p, q} \left(\frac{1}{2} \right) = 1$
				117 T
Rate per work day				でも美国と大阪
Tare por				10010
	가는 집 그렇게 살고 있다며 가능한			17 1817

ระบาง ของรู้ (ค่าเส้า กล่างเรื่อง เกลา ค่าเส้า

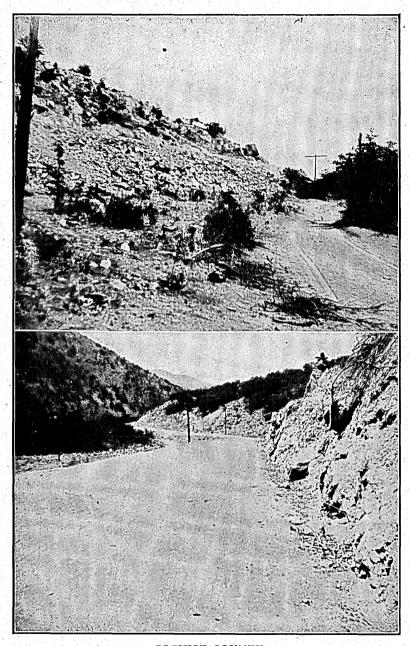
COSTS

BISBEE-TOMBSTONE HIGHWAY, SEC. 1

CORRAL

June, 1914.

Total teams		West to
Less	27	
	1871/2	
Hay on hand 6-1		
Iay delivered in June113 bales		
187 bales		
Iay on hand 6-30 15 bales		
172 bales	\$ 90.34	
Sold to guards	22.75	
137 bales	67.59	67.59
Barley on hand 6-1		
Barley delivered in June 90 sacks		
166 sacks		
Barley on hand 6-30		
102 sacks	111.18	
Sold to guards and stockade 14 sacks	23.19	
. 88 sacks	87.99	87.99
Supplies and Transportation:		
Supplies	26.96	
Supplies	4.34	
		31.30
Corral man, 30 days		28.35
		215.23
Fotal team days Less Sundays	2141/2	
ess Sundays	27	
	187½	
Rate per day		
Rate per work day		



COCHISE COUNTY
Prison Labor
Bisbee-Tombstone, Sec. 1
Borderland Highway
Upper Picture—Left, new road; right, old road
Lower Picture—New road

FINAL ESTIMATE

BISBEE-TOMBSTONE HIGHWAY, SEC. 1

From Station —1 plus 12 at City limits of Bisbee to Station 154 plus 44, a distance of 2.9 miles, of which 1.7 miles is reconstruction of old road, and 1.2 miles is construction of new road. The road bed varies in width from a minimum of 16 feet to a maximum of 24 feet exclusive of surface ditches

feet exclusive of surface ditches.	Service of the service of the
SUMMARY	and the complete of the state o
02-2-1 Camp Construction 02-2-2 Clearing and Grubbing. 02-2-3 Grading 02-2-4 Bridges and Culverts. 02-2-5 Ditches 02-2-6 Finishing 02-2-7 Dragging 02-2-8 Surveying 02-2-8 Shoo-Fly 02-2-8 Transportation Equipment	\$ 1,725.81
02-2-2 Clearing and Grubbing	336.98
02-2-3 Grading	23,341.76
02-2-4 Bridges and Culverts	9,238.58
02-2-5 Ditches	1,767.67
02-2-6 Finishing	2,954.26
02-2-7 Dragging	15.42
02-2-8 Surveying	1,847.84
02-2-8 Shoo-Fly	134.81
02-2-8 Transportation Equipment	1,144.01
하다 위에 사용을 통통하는 바람들이 있는 사용이다. 그런데 그렇게 되었다. 위에 위에 가장을 통통하는 바람들이 되었다.	# 40 FOT 14
Total Cost	\$ 42,507.14
Deduct Camp Construction\$1,725.81	
Deduct Transportation Equipment 1,144.01	
esument great ner order mother	2,869.82
Cost per mile for 2.9 miles	\$ 39,637.32
Cost per mile for 2.9 miles	\$ 13,668.05
	treet their said heat
마이크로 보면 하는 것이 되었다. 그 이 전에 하는 경기를 보고 있다. 그 사람들은 사람들이 되었다. 그 사람들은 사람들이 되었다. 그 사람들이 되었다. 사람들은 사람들은 사람들은 사람들은 사람들은 사람들은 사람들은 사람들은	The sealing to be been been the
COSTS	
BISBEE-TOMBSTONE HIGHWA	Y, SEC. 1
FINAL COSTS FOR 2.9 MIL	ES
사람이 사용을 하는 20억간 아마리는 사용하는 경우를 받는 것이 없었다. 그 생각이 가는 그리고 그리고 그리고 그리고 나는 사람들이 되었다.	. 武装等 美国一等人 网络西西西亚海绵 电弧 建氯镍锌
02-2-1 Camp Construction.	The Land of the property of the
366.5 prisoners @ \$1.911\$	700.41
366.5 prisoners @ \$1.911	of 9.62 and men would bluft
Material Paid labor and board Engineer's expense	25.09
Paid labor and board	849.07
Engineer's expense	141.62
[2014] [1일 : 1일	1,725.81

02-2-2 Clearing and Grub	bing.
134.5 prisoners @ \$1.98 Paid labor and board 7 13711 13711 13711 13711	266.31
Paid labor and board TAMELINE MACES	
Engineer's expense	54.74
Engineer's expense	night - amital angeli and
Rate, per acre	.E. 30
Rate, per, mile	
19 to resemble a of 02-2-3 Grading, Solid R	ockar fill dar niver had
6305 prisoners @ \$1,588.	10,009.43
248.75 teams @ \$1.609	400.22
248.75 teams @ \$1.609	2.849.97
Paid labor and board.	2.193.70
Engineer's expense	1.554.36
	17,007.68
12.968.2 cn. vds.	
Paid labor and board. Engineer's expense 12,968.2 cu. yds, Rate per cu. yd.	
	······································
02-2-3 Grading, Loose Rock an	d Boulders.
1360 prisoners @ \$1.932	2,627.39
22 75 tooms @ \$1 662	35. 《《···································
Material	1,72 Albourt 86 20.
Material Paid labor and board	malu 354.44 Ich no tentrali de chi
Provincente evacue	520.00
2805 cu. yds.	, and the first the constant of the second
2805 cu. yds. 1506. 18 tean 18	Continue to 1.27%
Bright Bury of Colonia, and a state of the colonia contraction	3.570.59 W. C.
그는 그는 이 그는 그 그는 그는 중 한 경험과 그는 그 그는 그를 모두는 모든 모든 그는 그는 그는 그는 그는 그를 모든 것이다.	
02-2-3 Grading, Earth and Ear	
729 prisoners @ \$1.937	1,412.42
215.5 teams @ \$1.635	
Paid labor and board	349.12
Paid labor and board	297.55
	2,411.39
3478.2 cu. yds.	
Rate per cu, yd.	
Rate per cu. yd.	and the literal characters are
02-2-3 Grading, Gravel Borrow 89.5 prisoners @ \$1.688	(Fresnos),
89.5 prisoners @ \$1.688	151.11
58.5 teams @ \$1.92 stall hard hard 1 quits ()	
Water	25,00 Appropriate & Case
Paid labor and board.	40.94 km² t ema - å-
Engineer's expense	
	1 352.10 led hieff
1725 cu. yds.	Modification of the committee of the com
Rate per cueyd.	
역 본 이 문화를 통하게 한 일이 있다면 그는 사고 가는 그는 그는 그는 이번 그리고 그를 보고 있다.	

📽 લાક જે તો સ્પોર્ટન કરા છે એ જ્યારા કારણ માના માના કરી તો પ્રોત્તર કરો છે.

. Jan 19

History websites and	144.5 prisoners @ \$1.751	3.06	atti bar falk filologi	1.64
	Paid labor and board	1.40	ara di Agra	ede M
	Engineer's expense 44		A Decigor	1935
.	533.7 cu. yds.			
	Rate per cu. yd.	فجران وأورا	g til til	.784
and the second	- ^	:	391.82	
			44 on 1915	73 + 3 °
Jan San Jan San San San	02-2-4 Bridges and Culverts, Loose Rock E	xcavatio	D. principa sa kanasa Tanggaran	urati e kur Lina ara
	177 prisoners @ \$1.70 305	5.22	HERMATINE TO STATE	The Control
		1.60		
		1.42		
ger av eger fy	Engineer's expense49	.88		
Arres Section	ing kagilang pangkalang kananggang bilang pang bigi kadang mga kiji dia pla		481.12	
	462.1 cu. yds.		eta 11 la Banda 1	151
e english	Rate per cu, yd			1.041
	02-2-4 Bridges and Culverts, Solid Rock Ex	, an watto	, middles	4.59
	02-2-4 Bridges and Curverts, Solid Rock E2	cavatioi	1. 3.015/. 15%	14754
精工的机 经一般	110 prisoners @ \$1.709	7.98	ani a njigar	don't
	Powder and supplies	3.00		
	Paid labor and board 48 Engineer's expense 33	3.20		
	Engineer's expense 32	2.68		
			276.86	w 1 1
•	162.5 cu. yds.	and the state of		
	Rate per cu. yd.			1.70
	02-2-4 Bridges and Culverts, Masoni	P47	entar i di kacamatan Katan ingganisa	garanteis. Spanistation
(March) (A	War-T Dridges and Odiverts, masoni			
property of	499 prisoners @ \$1.575 786	3.12		1 21
Augstralia de la compania del compania de la compania del compania de la compania del compania de la compania de la compania de la compania del compania de la compania del compania de la compania del compania	79.5 teams @ \$1.534	L.94		
			de Visitorio	(*) (*)
	Paid labor and board 330	0.34	Roselli, saus	or John
	Engineer's expense 135	5.86	s skilete,	to glar
	to the second of the first second of the	1,	881.09	1. 1.2
t test services	488.2 eu. yds.			And.
	Rate per cu. yd.			3.855
	. 02-2-4 Bridges and Culverts, Dry W	a11	1.0	
•				Server of
		1.65	. See	SHMSH.
right of the state		1.99	and the	61806
		4.51		
agta baari	//	1.66		
	and the state of t		19.81	
	27 cu. yds. Rate per cu. yd.	e, Maryer e		.734
Gray and San Transition	27 cu. yds.		i obis	

o 02-2-4 Rip Rap, Bridges and Cu	lverts.
10.5 prisoners @ \$1.315	
2 teams @ \$1.15	2 30
Engineer's expense	2.79
	19.27 1.2.3
02-2-4 Bridges and Culverts, Pipe Tra	insportation.
19.5 prisoners @ \$1.83	35.62
19.5 prisoners @ \$1.83 13.5 teams @ \$1.685	22.78
Iron culverts	1.881.84
Iron culverts Paid labor and board	11.69
Paid labor and board Engineer's expense	R 67
	1,958.60
사람이 얼마나 그는 아는	。。1955年 - 1952年 - 1953年 - 195
02-2-4 Bridges and Culverts, Co	ncrete.
471 prisoners @ \$1.833	863.59
105 teams @ \$1.666.	195.08
Cement and supplies	
Paid labor and board	
Engineer's expense	159.03
	2,645.02
09.94 Paldeon and Cultranta D	I shinoit bun todal bis'i
02-2-4 Bridges and Culverts, F 141.5 prisoners @ \$1.844	orms. osnogra s reminadi
18 teams @ \$1,741	
Supplies, lumber, nails, etc	481.61 has no beginning
Paid labor and board	274.71
Engineer's expense	
사용 등에 가는 이번 하는데 보다면 보다면 하는데 보고 있다. 그는 100 Head (1982) - 100 Head (1982) - 100 Head (1982) - 100 Head (1982) -	1,094.64
02-2-4 Bridges and Culverts, Rein	nforcing 💥 😥 🚾 🖽 🚉
6.5 prisoners @ \$1.808	11.75 (qui na hay hidms!)
4 teams @ \$1.99	7.96 and thus notice but I
Reinforcing	358.18 2009 20 2 20000000
Paid labor and board	12.06
Engineer's expense	1.85 25% are 2.383
02-2-4 Bridges and Culverts, Repair	ing Miyer
그런 그리다 내가 가는 무슨 점을 보고 있는데 그는 그 그리는 그 그리고 있는데 그 나는 그를 다 있다.	[교통 24 - 1 교육 기업 교육 기업
7 prisoners @ \$1.466 Repairs	10.26
Repairs	
Paid labor and board	78.55
	78.55
Summary of Concreting.	
Concrete	2,645.02 . ON NO 13
Forms	1.094.64

Reinforcing	391 80
Panairing Miyer	78 55
Repairing Mixer	
	4 210 01
515 9 cu vdg	
Pate per cu vd	
Rate per cu. yd.	연극에 다른 사람이 있는 것이 되었다.
02-2-5 Storm Ditches, Solid	Rock.
경우 교육 그 시간 그를 가게 하는 것이 되었다.	
148.5 prisoners @ \$1.74	11.22
7 teams @ \$1.601 Supplies	34.03 of bits, acrist high
Supplies	64.74
Paid labor and board	. 04,74
Engineer's expense 315.5 cu. yds.	45.62
315.5 cu. yds.	1.31
Rate per cu yd.	
	413.51
02-2-5 Storm Ditches, Loose Rock a	
920 5 prigonora @ \$1.70	202 12
230.5 prisoners @ \$1.70	. 392.12
Paid labor and board	4.51 120.45
and the control of th	
Engineer's expense	68.12
	989.20
461.8 cu. yds. Rate per cu. yd.	1,267
Rate per cu. yu.	1.267
02-2-5 Storm Ditches, Ear	rth.
239 prisoners @ \$1.76	rth. 419.87 Magai
239 prisoners @ \$1.76	419.87
Paid labor and board	116,65
Engineer's expense	
마양 경기에 하다 사람들이 하지 그들 때문에 다른다는 그는 사람이 되는 가게 깨끗해졌다는 그 그 것 같아.	606.20
1079.8 cu. yds. Rate per cu. yd.	
Rate per cu. yd.	.561
02-2-5 Storm Ditches, Cleaning	The Commerce Litt
그러워 얼마 집에 다른 아이들의 바람이 되었다. 그 아이들은 이 집에 되는 그 그 아이들의 그 사람들이 되었다. 그 그 그리고 그리고 있다면 그 그리고 있다면 그 그리고 있다. 그 그리고 있다면 그리고 있다면 그리고 있다면 그리고 있다면 그리고 있다. 그리고 있다면 그	었다. 왕 집 이 나는 그렇게 하나요? 그는 사람의 사고있다는 이 경험되다.
19.5 prisoners @ \$1.315	25.64
Truck ½ day	25.64 2.17
Paid labor and board	9.18
Paid labor and board Engineer's expense	5.19
	on the second of
02-2-5 Storm Ditches, Cleaning Chan	inel (Fresnos).
49.5 prisoners @ \$1.315	65.09
24 teams @ \$1.15	27.60
보다가 가는 것 같습니다. 2008년 2012년 및 대한민국 (1915년 - 1915년 - 1916년 - 191	세계 나는 살이 그렇게 그렇게 하는데 하면 살아 느꼈어? 한 장생이네요.

Paid labor and board	14.75
Engineer's expense	
<u> 경험하는 이 경우, 경우, 도리는 의 없다.</u>	120.58
579 cu: yds.	
Rate per cu. yd	
02-2-6 Finishing.	Part of the first training
1375 prisoners @ \$1.58	2,171.53
82 teams @ \$1.52	
Supplies	7.67 ste. + 1
Paid labor and board.	311.72 entoque
Engineer's expense	
	9.054.90
2.9 miles.	
	1 010 71
Rate per mile	
02-2-7 Dragging.	
4 prisoners @ \$1,65	
4 teams @ \$1.38	
Paid labor and board	1.98
Engineer's expense	1.34
2.9 miles.	in the standard standards
Rate per mile	5.32
02-2-8 Surveying	A CONTRACTOR OF THE PROPERTY AND A STATE OF
02-2-8 Surveying	[1] [1] [1] [1] [1] [1] [1] [1] [2] [2] [2] [2] [2] [2] [2] [2] [2] [2
113 prisoners \$1.86	210.27
113 prisoners \$1.86 4 teams @ \$1.603.	6.41
Supplies	
Supplies	1.526.43
Engineer's expense	40.68
	1.847.84
	The same of the sa
02-2-8 Shoo-Fly.	
51.5 prisoners @ \$1.882	[14] · · · · · · · · · · · · · · · · · · ·
51.5 prisoners @ \$1.882	96.91
5 teams @ \$1.601	
Paid labor and board. Engineer's expense	
Engineer's expense	20.46
	134.81
09.98, Managaratation of Dag	d Equipment.jpgpersiagageses
02-2-8/ Transportation of Roa	a "radarbmene:Reduse, segentagistica,
4 prisoners @ \$1.98	7.92
27 teams @ \$1.603	43.28
Freight and expenses	348.16
Paid labor and board	138.41
Character of the same of the s	
ordina i sekura kalang di 1906 mengalah di Mengalah di Labarah kempada di Andri Andria. Mengalah kanggalah di Labarah di L	

	02-2-8 Transportation of Camp Equipment.	
	\$1.466	generalija.
28 teams : @: \$	1.560	
Expenses	381.76 (2)	[6362454]
Paid labor and		. Ni wasan in santa
	606.2	24

BISBEE-TOMBSTONE HIGHWAY

PRISON MENU

For Average of 91 Men.

SUNDAY PROPERTY

Breakfast.

Corn meal mush, milk, sugar; fried steak and brown gravy; German fried potatoes; syrup, coffee, bread.

$8\frac{1}{2}$ lbs. corn meal	lbs. flour per day
12 cans milk per day 50	lbs. lard every 3 days
40 lbs. sugar per day 2	gals. tomatoes per day
106 lbs. beef per day 22	lbs pink beans per day
70 lbs. potatoes per day 15	lbs. onions per day
13 lbs coffee per day	Francisco de Alberto Francisco (Francisco)

5 gals, Karo syrup per week

There is the Dinner and the Translation of the

Tomato soup; pink beans with salt pork (2 lbs. pork); brazed beef with tomato sauce; boiled cabbage with corned beef (13 lbs. beef); bread, crackers; cottage pudding, plain sauce; coffee, tea (1½ lbs. tea).

Supper.

Stewed prunes (10 lbs. per meal); pink beans; beef-stew; raw cheese; onions; bread, coffee.

MONDAY

Breakfast!

Oat meal mush (10 lbs. per meal); sugar and milk; breakfast bacon (30 lbs. per meal); chip potatoes; syrup; bread; coffee.

Dinner.

Roast beef with brown gravy; mashed potatoes; macaroni and cheese (10 lbs. macaroni, 7 lbs. cheese); bread pudding (includes 1 doz. eggs); coffee; bread.

Supper.

Stewed apples (8½ lbs.); fried hash; pink beans; bread; coffee.

TUESDAY

Breakfast.

Fried ham (28 lbs); fried potatoes; corn meal mush, milk and sugar; syrup; bread; coffee.

Dinner.

Split pea soup (2 lbs), crackers; short ribs beef, brown potatoes; navy beans (12 lbs.); bread; coffet.

Supper.

Stewed raisins (10 lbs.); baked beans; stewed beef; onions; bread; coffee.

WEDNESDAY

Breakfast.

Liver and onions (or stewed beef when no liver); steamed brown potatoes; oat meal mush; sugar and milk; bread; coffee.

bosens fridge and I dang HiDinner. samed And ranning beautiful

Stewed beef; pink beans; Spanish rice (8 lbs.); apple roll; bread; tea, coffee.

Supper.

Stewed prunes; chili con earne (1½ chili powder); pink beans; bread; coffee.

THURSDAY

Breakfast.

Fried steak; cornmeal mush, milk and sugar; syrup; German fried potatoes; bread; coffee.

Dinner.

Rice and tomato soup; roast beef with brown gravy; potatoes; turnips; bread; coffee.

Supper.

Stewed apples; pink beans; stewed beef; bread; coffee.

FRIDAY

Breakfast.

Hash; fried potatoes; oat meal mush, milk and sugar; syrup; bread; coffee.

Dinner.

Boiled ribs of beef; pink beans; macaroni; raisin roll; bread; coffee.

Supper Supper

Stewed prunes; navy beans; hash; bread; coffee.

Adjana att militarit i sistem

man christina y bhi i - 16

SATURDAY

Breakfast.

Breakfast bacon; fried potatoes; cornmeal mush, milk and sugar; bread; coffee.

Dinner.

Cream of tomato soup; roast beef; mashed potatoes; pink beans; bread; coffee.

Supper.

Stewed raisins; boiled beef; baked beans; raw cheese; onions.

Note: Ham and bacon used instead of salt pork and is proportioned. That is, the amount used each meal must not amount to more than a meal of salt pork would amount to.

LUNCHES

MONDAYS

3 lbs. cheese; 3 lbs. steak; 9 eggs; apple pie (1 lb. lard and left over articles); 1 lb. coffee; 2 lbs. sugar.

TUESDAYS

9 eggs; 2 lbs. onions; 2½ lbs ham; cake (includes 4 eggs); pink beans (left over from meal); coffee; sugar.

WEDNESDAYS

Bacon (2 lbs.); 2 lbs cheese; 2 lbs. roast beef; apple pie; coffee; sugar.

The menu for the other three lunches is a repetition of the above.

and our flamen

BISBEE-DOUGLAS HIGHWAY

Forrest Station—East 2.99 Miles.

J. C. Ryan, Division Engineer.

Fourteen men were sent from the Fairbank bridge December 26, 1913, to Forrest Station to establish camp. This work was completed and 26 additional men sent from Bisbee January 11, 1914, and actual construction begun. Work was continued to May 1, 1914, at which time these forces were sent to Bisbee-Tombstone Camp.

This road was crowned and surfaced with a small amount of gravel and one-half gallon oil to the square yard in 1911. It was parallel with and below the E. P. & S. W. R. R. over a loamy soil with the drainage from a large territory passing diagonally cross.

In order to take care of the drainage it was necessary to raise the grade to a sufficient height, average 2.5, maximum 3.4 feet, to install one 24 inch and twelve 36 inch corrugated iron culverts with headwalls. The area of these openings are somewhat in excess of those of the railroad, but we were informed by reliable authority that the floodwaters sometimes covered the railroad embankment to a depth of 6 inches. Before raising the grade it was necessary to secure additional right of way, which was done without cost. Present right of way 100 feet. This 2.99 miles was graded 24 feet wide

and surfaced 16 feet wide, with 4 inches of slag and 2 inches of clay and caliche spread and rolled in as a binder. The sub-grade was rolled with a ten ton roller, the slag then applied and rolled. The dressing of clay and caliche applied and rolled after the first rain.

Calumet—East 0.275 Miles.

As at Forrest this road was crowned and surfaced with thin layer of gravel and one-half gallon oil to square yard in 1911. The subsoil would not hold up the surfacing. This road was graded to a height of about 12 to 18 inches and surfaced with 6 inches of gravel and cailche, then rolled.

The entire length of this road, 22.7 miles, was maintained.

QUANTITIES

Bisbee-Douglas Highway:	Greenia,	医水溶液
Grading:	J. 100	1.12.14
Earth embankment	29723.4	Cu Yds
Ditching:		
Earth embankment	109.	,,
Earth excavation	1007	,,
Culverts:		netver I
Douth execution	74.8	19
Concrete headwalls	30.34	"
24 in. Corrugated iron culvert	24.	Feet
36 in. Corrugated iron culvert		Feet
Clearing and grubbing	19.5	Acres
Surfacing, slag	3456.84	Cu Yds
Calumet—East:		
	1122.	, ,,
Gravel ballast		
deports in detail to June, 1914, as follows:		

Cost of Prison Mess from December 26th, '1	3, to February	1st, '14. Cost
and and the second of the seco	Total Cost	Per Capita
Groceries	\$ 219.21 167.23	.2105 .1606
MeatFuel	73.74	.0708
Medicine	41	lateral and the second
Clothes		.1997

Guards and Captain's board	423.94 . . 40
Expense after escapes Bookkeeper's board Guards and Captain's board Lights:	4.00
Water	ELLEN DI 1.00 Month Mil
Cost of truck hauling supplies	22.86
TOTAL SAME	\$1,391.26
Average number of men	29
Total number Prisoner days	
Cost per Prisoner per day	1.3365
Total number Prisoner days Cost per Prisoner per day Cost per Man Days (Outside work) Total number Man Days (Outside work)	1.8379
Total number Man Days (Outside work).	757
Men in camp (cooks, daiters, sick and Su	nday's)
A Lantity Aug	
	evilliti estaurateanieli
	医克里氏 化二氯甲基酚 化二氯甲基甲基酚 化二氯苯基甲基酚 医高层电影
Statement of cost of feed for teams mon Hay purchased Hay fed Hay on hand February 1st Barley purchased Barley fed	\$166.7
Hav fed	142.1
Hay on hand February 1st	24.60
Barley nurchased	295.56
Barley fed	222.70
Barley on hand February 1st	72.80
Barley fed Barley on hand February 1st Hay fed Barley fed Water Truck hauling hay and barley	\$142.17
Barley fed	222.76
Water	3.00
Truck hauling hav and barley	45.73
Truck hauling hay and barley	Nace Surging
49 Drigonora @ 1 9270	00 997 1811115
Total cost of teams (to feed)	501.88
Total cost of teams (to feed)	429-1/2
Working team days	360-1/2
Idle teams (disabled and Sundays)	69
Cost per team day to feed	1.1685
Cost per team day to feed	1.3922
Stock rental per team day	0.8065
Stock rental per team day	0.9607
Total cost per working team day	2.3529
	romania di Salamania.
[2] 【表示:"我们的"新"的"","有解释"就说:"""等你会找你说的",""的"我们的"的,这是有人的说话,""而是这个人,""而且这个人,"""",""	
	당하면 가는 하는 이번 화로 얼마다. 나가요?
[2] 北 京的 "我们的"第二人,连续就是说话,"严格要找的"时,"不知识的主义,看来看见的说法,但是有的功能,如果是不知识的,就是一	



COCHISE COUNTY
Prison Labor
Bisbee-Douglas
Surfaced with 4 inches of Slag
Borderland Highway

Billion addition		23.20	
Gasoline and lubricating oils		72.50	
하 지역 성상 중인 없는데 보다	的 6年 经基础的 16		٠.
		\$165.85	
Total number of days w	orked	29	
Cost per day		5.71	
Hauling groceries		7 Days \$ 40.01—0	
Hauling gravel			
Hauling hay and grain		8 " 45.73—0	
Construction camp		4 " 22.85—0	
Hauling lumber			
Hauling culverts Transporting prisoners	Marine De la Caracter Contract	2 11.43-0	
Transporting prisoners		3 " 17.24-0	
Grading			2-2-3
Color Language Special Color Color Color Color			
		Colored Lates and the	·
Cost of Engineer's Mess fro	m December 26th	. '13. to February 1st	'14
Groceries			'. - -
Meat		58.20	
Fuel			
			100
Water Truck hauling suppli	Ad	17 22	
Cost of cook and wai	or the Hall to the H	77 10	
THE CONTRACT OF A CONTRACT OF A	and the second of the second		
Total	$(a_k, a_k) \in A_k \times A_k \times A_k \times A_k$	\$337.56	
		428	
Cost nor day	or uajs		
Cost per day .			

BISBEE-DOUGLAS	HIGHWAY. FO	RREST-EAST	
TOOM	MARINE NO. 1		
BST1	MATE No. 1.	Carrier and Asset (187	
MONTE	OF JANUARY,	1914.	
		• • • • • • • • • • • • • • • • • • • •	
STATE OF ARIZO	NA PRISON FO	RCES.	
A second to the second	A god boleder 🖜	ANUARY 31st, 1914.	
그는 사람이 열심하다 이야한 이상	· .	OZIVI BIBU, 1914.	
GRA	DING,	dest Saudont bewart is	
	• • • • • • • • • • • • • • • • • • • •		
Sta. to Sta.:		Earth Emb Cu. Yds.	A
0.150160	and Callynnia and	Cu. Yds.	

04.50	DITCHING, [range at resting)
63.55	Earth Exc.
	Cu. Yds.
21 99	20.
14.50 mg 40 VV a said is a said is a said	hadaar eyab ta v 80. lab bilov
29 34	80. 15. (19((1801)
1.5.56-171 77	20.000 million
80 90	and a state of the
112 73	nierz b $^{31}_{21}$, auf anthial 1
131 97	gin <mark>ella</mark> notioniment? 1 18. 1 manual gallandi
회사들 열심한 경험이 살아 잘 경기 때문에 있는 생활하고 한 생각이 나를 함께 되었다. 그는 그의 집에 가게 되었다.	
Total to date	2007tho guiliull
	TED IRON CULVERTS
	기속에 하고 있다는 말이 되었다. 그런 가장 그렇게 되는 그 사람이 하는 것 같다.
Zn verz	Earth exc. Concrete
	Cu. Yds.
12 60—24 in. pipe	
21 99—Double 36 in. pipe 29 34— """	그렇다 그 이번 가게 하다 하면 살길이었습니다. 물리의 회원들이 받아 다고 이 하고 싶었다. 그리고 말이 다리 하다 하다면
29 54	
11. 11. 11. 11. 11. 11. 11. 11. 11. 11.	11.2 4.66
Total to date	54.2 18.89
내내가 얼마를 가지 않아요! 하는데 그렇게 되는데 뭐 하다.	
	VERT MATERIAL
24 in.	30 in. 36 in. Cement Lumber Nails
Pipe	Pipe Pipe (Sacks) (F.B.M.)
Purchased to date 2	4 12 6178 672 1 Keg
Used this month 0	9.0 p to 8 pm 1 106 400 1/2 "
On; hand 2	4 ,4 ,72 272 1/2 "
	02-2-4
	용 보인 후 없는 경험 사람들은 함께 있는 것이다. 그렇게 하는

SISCE COUCLAS HIGHWAY FURREST EAST

LETTINATE NO. 3.

Bisbee-Douglas Highway. Forrest—East

Cost of bridges and culverts.—Month of January, 1914.

State of Arizona Prison Forces. VI MILL W. ATAVIL

4—Double 36 in. Corrugat	ed Iron (Julverts		Totals	Per
Double 301h, Collugat	cu non .	July Of the		Locais	Culvert
3 Days Division Engineer @	7 40 1110	ANO -	22.47		Curvert
3 Days Division Engineer @	5.09	1742 43 30	3 4 7 7 4 4	or or st	
10½ days Foreman;	3.95		25.67	4. 1	828
4 days bookkeeper	2.63		1. S. C. D. C. C. C.	i. oa i k	
4 days bookkeeper	2.00		10.02	计算是在信息中的	A. "罗马轮"的"哈"

QL.

Walter Strain 0.00

그는 많이 생생하여 하다는 어린이 한 가는 것이다. 그는 네일을 반이었어 뭐 되는 .	94 96	
6 days Truck and driver 5.71	146.37	36.59
Total paid labor	167.25	41.81
91 days Prisoner @ 1.8379	23.50	5.88
10 days 2-horse teams @ 2.35		
White the second of autority	\$337.12	84.28
Total labor cost of culverts	118.65	
8-36 in. Corrugated Iron Pipes.		144.04
NOTE:—Price of pipes cannot be given as bills	for same have	not
been received.	Restarts de	
02-2-6		
어디는 사람들은 물을 하는 사람들이 가장하는 사람들이 살아왔다고 하는 것이 없다.	અનુ સમાત્ર કરો હોતા કે હોઈ છે.	
Bisbee-Douglas Highway. Forrest-	–East.	
Cost of Surfacing-Month of January, 1914.	all for a College Plans	1,140,45
		San Day
State of Arizona Prison Forces:		m-1-1a
in the state of the first of the second of t		Totals
1 Day Division Engineer @ 7.49	7.49	
1½ " Foreman 4.36		
1 "Instrument man 3.95		
1 " Bookkeeper 2.63	2.63	\$20.61
Total paid labor	***************************************	31.24
17 days prisoner @ 1,8379 2 days 2-horse teams @ 2.35		4.70
2 days 2-norse teams @ 2.50		
Total cost of surfacing		\$56.55
Total cost of suring manufactures.		
. The first state of the constant ϵ_{CP} and ϵ_{CP}	ploka karangan pagaman sa	
Bisbee-Douglas Highway. Forrest	—East	
Cost of Clearing and Grubbing. Month of Janu		
State of Arizona Prison Forces.	37 Prisor	iers.
	Totals	Per Acre
1 Day Division Engineer @ 7.49	7.49	
2 " Foreman 5.09	10.18	and the second
1 " Foreman 4.65	4.65	
6 " Foreman 4.36	26.16	French Co
5 " Ins. Man 3.95	19.75	
Bookeeper 2.63	2.63	
Total paid labor	70.86	5.0
37 Days Prisoner @ 1.8379	68.00	4.8
Total cost of clearing and grubbing	138.86	9,9
2.41—		

02.1	to be there's in	alt d
Bisbee- Douglas Highway. Forr	est—East.	
Cost of Ditching. Month of January, 19	医毛细胞 化氯甲基苯酚医甲基	
State of Arizona Prison Forces		
机能感染物 化乙酰基苯甲基基苯甲基甲基二甲基二甲基甲基甲基二甲基甲基甲基甲基甲基甲基甲基基甲基甲基	io South to all	
200 Cubic Yards Earth Excavation.		la Bon
Tangir Pilan.	my) i i i i ota	Cu. Yds.
1 Day Division Engineer @37:49	7.49	arou
2 " Foreman @ 4.36	8.72	
1 "Instrument man @ 3.95	3.95	
2 "Bookkeeper @ 2.63 ₍₎	5.26	
Total paid labor	25	.42 0.1271
36½ days prisoner @ 1.8379		.08 0.3354
3½ days 2-horse teams @ 2.35	8	.23 0.0412
면 들어들어 보이다면 그렇게 이 사람들이 되는 사람들은 사람들이 그리고를 하고 있었다. 그 아버지는 사람이 되었다.	The Mark College and the College Colle	and the second second second
Total cost of ditching		.73 0.5037
	Saffinia (D)	
이 있는 점을 함께 되는 없다. 얼굴이 물리를 다 하는 이는 이렇게 하는 바다를 하게 살아야 한다.	ansalinak il	
02-2-3	ergenischen (†)	
Bisbee-Douglas Highway. Form	est—East.	
Cost of Grading. Month of January, 1	914.	
State of Arizona Prison Forces	353	½ Prisoners
8000 Cu Yds	Earth Emb	Earth Emb.
8000 Cu Yds	Totals	per Cu Yd.
10 days Division Engineer @ 7.47 74.9	00	
7 " Foreman 6.15 43.0		
18 "Foreman 1131 15 4.65 1144 83.7	10 on a gultaria	lo mar) 🛴
12½ ;;; Foreman 4.36 54.5	ori zosta)	o otaset
1 "Truck driver 5.71 5.7		
15 "Bookkeeper 2.63 39.4	5	
9½ " Instrument man 3.95 37.5 Total paid labor	2	
Total paid labor	338.83	
353½ Days Prisoner @ 1.8379	649.70	0.0812
545 Days 2 norse teams @ 2.55	811.79	0.1015
Total labor cost of grading	\$1,800.32	0.2250
Total material charge	44.22	0.2250
	TEREST	
Total cost of grading	\$1844.54	0.2306
		7.2300

02-2-1

Bisbee-Douglas Highway. Forrest—East.

Cost of moving, establishing and dismantling camp.

December, 1913—January, 1914.

State of	' Arizona	Prison	Forces:

Dismantling camp at Fairbank, and	loading for	A CONTRACTOR OF THE CONTRACTOR	e an Mila, Villa.
Total paid labor		\$203.10	
Prison labor	167.000000	157.50	
Tteams		20.00	
Total dismantling camp at Fairban	k		
and loading for Forrest	••••	\$380.60	· "我是我们的要。
Establishing Camp at Forrest:			
7 Days Division Engineer @	7.49	\$ 52.43	opinami obsilaci Praksita kale
7½ "Foreman	5.09	38.18	
22 "Foreman	4.65	102.30	
4 " Truck and driver	4.71	18.84	esta til fra stanger.
6 , Truck and driver	4.36	26.16	
11 "Instrument man	3.95	43.45	
11 "Bookkeeper	2.63	28.93	
Total paid labor			\$ 310.29

132 days prisoner @ 1.8379

Labor cost establishing camp at Forrest 552.89

Material cost establishing camp at Forrest 9.00

Freight charges on 2 cars 86.40

Total cost moving and establishing camp at Forrest 648.29

Total cost of moving and establishing and dismantling camp \$1,028.89

This charge will be segregated to the different working charges upon completion of this work.

BISBEE-DOUGLAS HIGHWAY. Forrest-East.

Summary#of#Cost,##

March 1, 1914.

242.60

	그 등을 보는 등을 하는 것이 되었다. 그는 사람들은 이 사람들은 그는 항상하다면 하는 사람들은 사람들은 사람들이 되었다. 나는 사람들은 사람들이
ACCOUNT	CURRENT PREVIOUS TO DATE
02 - 2 - 2	\$ 64.56 \$ 203.42 \$ 138.86 \$ 203.42 \$
02 - 2 - 3	3,791.09 Leve scars), real,844.54 is eyed at large 5,635.63 N
02 - 2 - 4	1,006.81 455.77 1,462.58
02 - 2 - 5	47.68 100.73 148.41
02 - 2 - 6	121.17

02 - 2 - 7 02 - 2 - 8 Establishing camp	26.10 56.40 p	1,028.89	26.10 56.40 1,028.89
Totals	\$5,113.81	\$3,625.34	\$8,739.15
		of mount, among by	entraste.
	For a least of the first of the Least	dat da garay, la bij	
william of withou	Commence of the Commence of th	and decision through leader?	
BISE	BEE-DOUGLAS HIGHWA	Y. Forrest—East.	
The Market Market	Statement of Supplie	s and Costs	A Company of the second of the
	Month of February,	11914. And the Milliannian	wat s
Groceries on hand	1 February 1st led during month to Prison Mess	\$ 220.66	
Groceries purchas	sed during month	479.72	(1) A. J. (1) [2]
Groceries issued t	to Prison Mess	film milit and the film for	\$ 282.
Groceries issued t	to Engineer's Mess I March 1st ruary 1st uring month ison Mess	The Belief Colors	186.
Groceries on hand	l March 1st	231.58	30 777
Meat on hand Feb	mary 1st	13.64	Argani Arma
Meat purchased di	uring month	271.12	
Meat issued to Pr	ison Mess	all techniques sept sept se	195.
Meat issued to Er	ngineer's Mess rch 1st ruary 1st ockade		67.
Meat on hand Mai	rch 1st	21.00	
Fuel on hand Feb	riigry 1st	177.91	
Fuel iggued to St	ookada	arean rosa ancea locate	75
			75.
Fuel issued Odisid	nch lat	85.00	17
ruei on nanu mai Madlaina an band	ren inst		
Medicine on nand	rch 1st February 1st	50	
Medicine purchase	ed during month	.50	
Medicine Issued	Province Carrier (1941) for the public of the control of the contr	to recision through his	1
Doctor's Fees		ov. auto up au te Leige	5.
Clothing in stock	repruary ist	304.20	Lugicia di
	d during month	The second secon	W 11 2
Clothing issued			186.
Clotning in stock	March 1st	298.79	
The state of the s	Establish Valendary	ne objetoje i zananci.	
	prisoners (including subs		130.
	apes (including transports		
	expenses)		65.
Guards payroll (n	ot including board)		583.
Cost of lighting S	tockade	45.11	300034 10.
Truck driver's sal	ary		40.
Gasoline and lubri	cating ons for truck		53.
Water			5.
Expense account of	of J. C. Ryan		10.
	(other than guards and tr		

February material (working	g accounts)			929.36
Feed for teams	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			809.39
Team rental	***************************************	*******************		840.17
Wagon and saddle rental		••••••		17.50
Horse medicine	***************************************	***************		2.75
		Breed Barrell	Whild was	
Total current cost				

Cost of Maintaining Prisoners

Month of February, 1914.

		1254 2-3	Prisoners	
	and the figure of the second section of the second		The second second	Per Capita
Groce	ries	\$	282.25	0.2249
Meat			195.97	0.1562
Fuel	ine		75.00	0.0598
			1.00	0.0008
Docto	r's fees		5.00	0.0040
Clothi	lng	*******	186.76	0.1488
Trans	ingsportation	dan sam asal	130.42	0.1039
Expen	nse after escapes		65.92	0.0525
Bookk	keeper's board		18.97	0.0151
Capta	in of Guard's board	2. 2. 47	22.10	0.0176
Guard	ls' pavroll	<u> </u>		0.5666
Lighti	ls' payrolling Stockade		10.36	0.0083
Water	r		1.00	0.0008
Truck	hauling supplies		12.60	0.0100
	otal		.718.41	1.3693
Average number o	of men		44	
Potal number Pris	of mensoner days		1254 2-	3
Cost per Prisoner	day	***************************************	<u></u>	1.36925
Total Prigoner das	o (cooks, waiters, sick and s ys (outside work)		897	3
Cost per Prisoner	day (outside work)			1.91573

BISBEE-DOUGLAS HIGHWAY.

Cost of Teams Month of February, 1914 951 2-Horse Teams

Hay on hand, February 1st

,

Taby Sign

Hav n	ourchased during month	701.
By De	pt. invoice against Bisbee-Tombstone Hway, Feb. 28th	119.
	ed during month	
Havo	n hand March 1st	189
Barley	n hand March 1st	72
Barley	purchased during month1	120
Darley	fed during month the state of t	.416
Darley	on hand March 1st	785
Barrey	Totals	100
Пау	fed \$ 392.67 7 fed 416.72	
Barrey	A transmissible for the first the transmissible data to the transmissible to the transmissible transmissible to the transmissible transmissibl	with the
water	3,00	
Truck	hauling hay and grain wind to the fact that	
Corral	help 181.66 medicine 2.75	4,500
Horse	medicine 2.75	
	polytical properties of the control	
	Total cost of feed\$1,049.70	130
	en grant free fra de partie de la frança de la frança de grant de la frança de la frança de la frança de la fr	
HE Sales	a fill a same region is no come o expense to large elementario le co	
11 (9)		
学表现 计正式	THE PROPER DOUGLAS LIGHWAY	
	Cost of Teams	
riski karita	and designed to the second control of the second second second second second second second second second second Second second	59 1
Total	team days 951	
worki	ing team days808 ½	
Idle to	eams (disabled and Sundays)142½	
Cost	per team day to feed	9
Cost 1	per working team day to feed	3
Team	rental per day	3
Team	rental per working day 1.0391	7
Total	cost per team day 1.9872	5
Total	cost per working team day 2.33800) (25%)
Cost	of saddle horse per working day 1.25878	3.494
er til		1.49
lina ji dina:	yan , and da cykuph have plately harden a drawn british at	HTM.
1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	The transfer of the second sec	14.7
	क्ष्या निर्मात क्षा विकास कर कर विकास कर कर विकास कर है। व्यास विकास कर किया विकास विकास कर कर किया है। विकास कर कार कर कर किया कर कर किया किया कर कर किया किया कर	wich.
		1,720
	Cost of Engineer's Mess.	entit je
	Month of February, 1914.	
Groce	ries \$ 186.55	4
Meat	ries \$ 186.55 67.79 67.00 12.91 12.91 12.91 12.91	
Fuel .	0.72 07 40 4 4 4 mess nand 40 3 66 765 77 12.91	
11 777-46-	and things in the first of the first with remarks to the sense	1.1

Truck hauling supplies		F 00
Cost of cook and waiter		5.30
Section cook and waiter	*************	30.00
Total cost of mess	•	091 EE
Total number of days372	······································	91.00
Cost per day 0		
Cook per day	.0310	23 (23)
		No. 42.
		V. 11
		the state of the s
		1 47 134 <u>1</u>
Distribution of cost of truck and truck dr	iver during	the month of
February, 1914:	A 40 10	
Driver's salary Driver's board	\$ 40.18	A Sylvenia Service
Occaliant tabulaction alle	12.38	
Gasoline and lubricating oils Total number of days worked	00,40	-14
Total number of days worked.	utra 25 cm	
	and the second s	05.81 at 123
Cost per day	ψ1.	7 5578
Transportation of Prisoners		
Hauling Groceries		
Hauling Forage	7 Days	52.90-02-2-1
Hauling Forage	14 Days	11.34-02-2-3
Bridges and Culverts		
	. •= • · ·	
Total	Argent Control	\$ 105.81
- All drops to the little of the agency of process of the control		
이 교육 가는 의 경험원들이 가는 경우 되는 것이 들었다.		
and the first that the continue to the state of the state of	1 28 N N 1 1 1	
BISBEE-DOUGLAS HIGHWAY.	Forrest—E	ast.
ESTIMATE No.	2	
Month of February, 1	Syleaders.	will be to the
State of Arizona Prison Force. (1915) 161	THE PART OF SHIP	
To justility age in the first of the ship the light period and a side of the contract of the c	kada F o	ebruary 28, 1914.
GRADING.	and Albania	Sinte of Arlance
		Earth Emb.
	Aroud sort	Cu Vda
Sta to Sta	urainis ar in kota	Cu. Tus.
6 00 163 To date	as primair	27000
Previously reported	n galakuyalis	8000
and the first of the second of		
Current estimate	is ir Luliai.	19000
그리 아름은 병원 사람이 가장 가는 경험하는데 가는 그림을 살아 먹었다. 그		
-247		

4 - 1	DITCH	I ING.	en e
Sta to Sta		J. vellev. b	Earth Exc. Cu. Yds.
and the second s		eant for June b	
12 60			e rodonum (s) 3 °,,,
21 99 26 00	1 2128 0		√21. (m. 1/ 33). 111
29 34			15
71 77			25
80 90			31
112 73 131 97	is veries man hav	aletra to reco	
化氯化甲基乙烯 医阿拉克氏 医多种性 化二氯甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基		The State of the same	44
	Total to date Previous estimate	Constant	270
	Previous estimate	θ	200
	Current estimate	arengana paki Kabupatèn	70
	CLEARING AN	D GRUBBIN	G.
Sta to Sta	Lt	Rt	Acres
U OU	50		11.9
0 00	Nothir	-6) 4.0 (4.0) 2.4 (4.0)	estrearit sids
	50	11日記した まりつとらかは	1.8
104 140	Nothi	ng 10	
120 102	60	7, 10	9.0
t roak)	Total to date		19.5
	Previous estimate	Θ	14.0
	Current estimate		
	ngrway romer Dinata ng 1		aanent
BISBEI	E-DOUGLAS HIGHW		
February 3%, 744			io of Account Priv
Control for the control of the contr	Month of Febru	ary, 1914.	
表现 化二氯基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲	son Force.		2001년 1월 17일 대표, 1일 기업 등을 발표하는 1일 대표 1일 대표 124일
diali darili	5.5 A s bookkeeper @ 2.6	cres g	1.94
33 day	s prisoner @ 1.9	1573	63.22
Cu	rrent cost		\$ 64.56
Pr	evious cost		138.86
Section of production of the section			
, Charl To	tal to date		\$ 203.42
	248		

BISBEE-DOU	GLAS HIGHWAY.	Forrest—East.	v 313
Co	st of Dragging and Ro	olling.	
	Ionth of February, 19	And the state of t	
State of Arizona Prison Fo		Soft with the	
1 day foreman 3 days gas eng	@ 6.10ineer @ 4.00	12.00	
$p(t)$, which is positive and the $\mathbf{C} \mathbf{t}$	rrent paid labor	1	8.10 8.00
Total cost of	dragging and rolling	; to date\$2	8.10
		and the second of the second o	ard bydi. Gwediad
BISBEE-DOL	IGLAS HIGHWAY.	Forrest—East.	
Accou	nt 02-2-8 Misc	ellaneous	
7 " Prisoner 8½ " 2-horse team 1 " Saddle hors	@ 5.05 @ 1.91537 m @ 2.338 se @ 1.26	13.41 19.87 1.26	A Marks
	ent meals in Engineer		8 - 64 - 6
Total	er angledy floor have h	Andread (1986) Supplementary	\$56.40
	The Mark Brown of the Con-	(in the state of the state)	i kana
	Agricultura (1941)	o na selection de la compansión de la compaña de la compañ	and the second
	This aparted whose	arganiti i e je ji	
	GLAS HIGHWAY.	Forrest—East.	THE XOR
	ESTIMATE No. 2	To the second of	
CORR	UGATED IRON CUI	VERTS	
	Elizabet Berginster	Earth Exc.	Concrete
Sta to Sta Stru	the state of the s	Cu Yds	Cu Yds
	. Pipe	4.8	2.28
21 99 Doul	ole 36 in. Pipe	14.8 11.2	4.66 4.66
71 77	do	11.8	4.85
80 90	do	11.6	4.87

112 73 131 97 do					44 w4.46.	
Total to date,	to the contract of the contract of					4.21
Total to date	T9T 91	en e	arefug and th	M to the	10.4	4.81
Current estimate		Total to	date		74.7	30.34
Current estimate CULVERT MATERIAL COM 24 in. 30 in. 36 in. Cement Lumber Nail COM 24 in. 30 in. 36 in. Cement Lumber Nail COM 24 in. 30 in. 36 in. Cement Lumber Nail COM 24 in. 30 in. 36 in. Cement Lumber Nail COM 27 in. 2 in. 4 in. 4 in. 72 in. 2 72 in. Comband Feb. 1st. 2 in. 4 in. 4 in. 72 in. 2 72 in. Comband March 1st 1 0 4 559 272 On hand March 1st 1 4 0 13 00 ½ BISBEE-DOUGLAS HIGHWAY Forcest—East. VAN Cost of Bridges and Culverts. VAN Cost of B						
CULVERT MATERIAL 1				0.00010	ia momin <u>ia mm</u>	ureen ko <u>tua</u>
CULVERT MATERIAL (0.3 24 in. 30 in. 36 in. Cement Lumber Nail Pipe Pipe Pipe (Sacks) F.B.M. (keg On hand Feb. 1st. 2 110 14 4 59 272 1½ Used this month 1 0 4 59 272 On hand March 1st 1 4 0 13 00 ½ BISBEE-DOUGLAS HIGHWAY. Forrest—East. Cost of Bridges and Culverts. Month of February, 1914. (2 Double 36 in. Corrugated Iron Culverts) (1 Single 24 in.: Corrugated Iron Culverts) (1 Single 24 in.: Corrugated Iron Culverts) (2 Day Division Engineer @ 7.40 3.70 3½: "Foreman @ 6.10 21:35 ½ "Bookkeeper @ 2.68 1.34 2 "Instrument man @ 4.64 9.28 ½ "Truck and driver 3.78 Current paid labor 39.45 45½ Days Prisoner (D.1.91573 1.34 12.06 1 "Saddle horse (D.1.91573 1.34 1.36 1.26 1 "Total current labor 1.26 1 "Total current cost (D.1.91573 1.34 1.36 1.26 1 "Total current previous cost 1.36 1.36 1 "Total previous cost 1.36 1.36 1 "Total previous cost 1.36 1.36 1.36 1 "Total previous cost 1.36 1.36 1.36 1 "Total previous cost 1.36 1.36 1.36 1.36		Current	estimate	a Pontici	20.5	11.45
10.5 24 in. 30 in. 36 in. 372		and a commence of the C	ULVERT MA	TERIAL		
Pipe Pipe Pipe Cacks F.B.M. (keg On hand Feb. 1st	4 MARTINE		to be will be to be	y 418-24-35	()	
On hand Feb. 1st	00.3		4 in. 30 in.	36 In.	Cement L	umber Nail
Used this month 1 0 4 59 272 On hand March 1st 1 4 0 13 00 ½ BISBEE-DOUGLAS HIGHWAY. Forrest—East. Cost of Bridges and Culverts. Month of February, 1914. State of Arizona Prison Force. (2 Double 36 in. Corrugated Iron Culverts) (3 Instrument man	 On hand					
BISBEE-DOUGLAS HIGHWAY. Forrest—East. VI.: Cost of Bridges and Culverts. Month of February, 1914. State of Arizona Prison Force. (2 Double 36 in, Corrugated Iron Culverts) (1 Single 24 in, Corrugated Iron Culverts) (2 Day Division Engineer @ 7.40	Tigod this	month	1 0 0			
BISBEE-DOUGLAS HIGHWAY. Forrest—East. VI.: Cost of Bridges and Culverts. Month of February, 1914. State of Arizona Prison Force. (2 Double 36 in, Corrugated Iron Culverts) (1 Single 24 in, Corrugated Iron Culverts) (2 Day Division Engineer @ 7.40	On hand	March 1st	1 4	"Safe for the safe at the safe		
BISBEE-DOUGLAS HIGHWAY. Forrest—East. Cost of Bridges and Culverts. Month of February, 1914. (2 Double 36 in. Corrugated Iron Culverts) (3 Isingle 24 in. Corrugated Iron Culverts) (4 Day Division Engineer @ 7.40						/2
(1 Single 24 in, Corrugated Iron Culverts) 1/2 Day Division Engineer	State of .	14:51/ M 76:61 M	onth of Febru	ary, 191	4.	
(1 Single 24 in, Corrugated Iron Culverts) 1/2 Day Division Engineer		(2 Double	36 in. Corruga	ted Iron	ı Culverts)	
½ Day Division Engineer Ø 7.40 3.70 3½ ; "; Foreman Ø 6.10 21:35 ½ "Bookkeeper Ø 2.68 1.34 2 "Instrument man Ø 4.64 9.28 ½ "Truck and driver 3.78 Current paid labor 39.45 45½ Days Prisoner Ø 1.91573 87.17 6 "2-horse team Ø 2.338 ; 14.03 14.03 7 "Wagon Ø 54 3.78 1 "Saddle horse (Total current labor 1.26 Action (Control Material) 1.26			the artists of the state of the first		and the first facilities and the first	and the fill of the street of the state of t
3½ ; "; Foreman @ 6.10	½ Day				and the second second second	
½ " Bookkeeper @ 2.68 1.34 2 " Instrument man @ 4.64 9.28 ½ " Truck and driver 3.78 Current paid labor 39.45 45½ Days Prisoner 2.338 6 " 2-horse team 2.338 7 " Wagon 54 1 " Saddle horse 1.26 1 " Saddle horse 1.26 1 " Total current labor 145 1 " Total current cost 1.26 1 " Total previous cost 455			医超过极 经正规图 经总统工业区	6.10	21.35	
Truck and driver 3.78	1/2 '	' Bookkeeper	@	2.68	: 1.34	
Current paid labor	2 "	Instrument man	@	4.64	9.28	
45½ Days Prisoner (@ 1.91573 (⅓ "					
6 " 2-horse team		and the state of t	nt paid labor			
1 " Saddle horse *** (12)						
1 "Saddle horse *** (112 @ 1:26 *** *** 1.26 *** (123 *** (112 ***		2-horse team	@ 2.338,	17		14.03
145, 175	7 "					
Current Material	1 "	Saddle horse	@ 1:26	10 10 10 10 10 10 10 10 10 10 10 10 10 1		1.26
	Mornano (A)	Taki grotal eu	rrent labor			145
73 \$ 73 Total current cost		Current				136 (801
Total previous cost 455.	11.500 0 5 5					
BS. S. Total previous cost pages 11 400.		Wotel a	mont cost	1/41/		- <u> </u>
	ion.s	n f Total cu	rrent cost	1 1 1 1 1		1,006
TAK ES A CALLES AND A DISCOURT OF IDOOS IN TRACE AND A CALLES AND A CA	125.5 115.4	Total cu Total pr	rrent cost evious cost		4	1,006
一点的 医动物性 医电影 化二氯化物 医二氯化物 化二氯化物 经销售的 网络拉拉拉 医囊膜 医性阴炎 电影 电电影 化多数分配 化二氯化物 经营销额 化二氯化物 化二氯化物 医二氯化物 化二氯化物	10.8 10.1	Total cu Total pr	rrent cost evious cost		4	1,006

BISBEE-DOUGLAS HIGHWAY. Forrest-

	st of Grading	
	of February, 1914.	
State of Arizona Prison Force.		
e produktivnom er	er i salmedste den er en er e. Geografie	Per
BANG COMPANY		
13 Days Division Eng'r @	7.40 96.20	ina ina kabaharat
17 " Foreman @	6.10 103.70	algebra
24 " Foreman @	5.47 131.28	in de la companya de La companya de la co
15 " Foreman @	4.01 18.05	A CANADA CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CO
4½ " Foreman @ 22 " Instrument man @	4.01 10.00	etiloger i kraje elektrik
1½ " Truck and driver	11.34	
21 " Bookkeeper @	2.68 56.28	
2 " Gas engineer @	4.00 8.00	t done't mexhAda gan
化二唑 网络沙丘 化水酸氢化物 法非政政 華	\$43.50 \(\frac{1}{2}\)	योजस्ति अभवस्थातः वद्याने हरि
685 " Prisoner 760 " 2-horse team	@ 1:91573	1,312.27
760 " 2-horse team	@ 2.338	1,776.88 intended
20 "Wagon	(0) .54	10.80
24 " Saddle horse	@ 1.259	30.22
		on monomistratist
Total current labor		\$5,732.85
Total current mater Total current cost		60 MA1 AA A1AAE
Total previous cost		1 844 54
Total previous cost	Land Carry Carry Carry Co	4-41.6.)
Total cost of gradin	is to date	\$5,635.63
	ig to date	Parker of the College of
All the second of the second o	garaga zana pangianga	CONTROL OF THE PROPERTY OF THE
Morrow with the figure of the first of the state of the s		
The Park of the Section of the Control of the Contr	had been extracted the boar	t Brains (P. Commercial Commercia
SIGNET BOUGHA	S HIGHWAY. Fo	
BISBEE-DOUGLAS	S HIGHWAT. FO	rrest—Last.
(C)	ost of Ditches	
Month	of February, 1914.	was an state
State of Arizona Prison Force,		
	70 Cu. Yds.	
1 Day Foreman	@ 6.10	6.10
½ " Bookkeeper	@ 2.68	1.34
	A LONG OF CHARLES AND A STATE OF THE	
Current	paid labor	7.44
19½ Days Prisoner	@ 1.91573	
	—251 —	n de la companya de La companya de la co

	Wagon			
	Total curr Previous c	ent labor ost	in an area of the same of the	47.68 100.73
tofi. BV.sU		st of ditching to	date	A
			a inet polstrid er. Le particulation	10 01
		OF STREET	all to the transfer that the	
	BISBEE-DOUGL	AS HIGHWAY.	Forrest—East	
4,54,54		Cost of Surfacin	is page page page.	
	Mon	th of February,	1914.	
State of	Arizona Prison Force	6.	regealsters) Ludanizmente	
½ Day	s Division Engineer	@ 7.40	3.70	
1 "	Foreman	@ 6.10	6.10	
7½ "	Foreman	@ 5.05	6.10 (37.87)	46
• ½ "	Bookkeeper	@ 2.68		100
	05 PJ 🚉		49.01	
4 Dox	o Current s prisoner			
la Day	2-horse team	@ 2.338	42.08	
1 "	Saddle, horse	@ 1.26	1.26	
8028 6 E	5.60 主要使 经帐户公司 计自己公司 经总统		SHOW AND VALLEY STORY THE PARTY OF STORY	
	Total curr	ent labor		119.1
	Cultivity Cultivity	aterial	しゃん しゅいはさん ひむんん しだりょうぞう	2.0
	alakalas 🚊 📑		terak in April (2017) 🛨	
	Total curr	ent cost		121.1 56.5
	Total prev	lous cost		00.0
	Total cost	of surfacing to	date	\$ 177.7
		jan en senten (e iriinnes stands si	
		i samulitato me		
	BISBEE-DOUGI	LAS HIGHWAY.	Forrest—East.	
		Summary of Co	sticer becaut moved	lat sone i
	01.6		April, 1st,	1914.
ACCO		CURRENT	PREVIOUS	O DAT
02-2-1	Office	99.10		33.10
02-2-2	TATE CONTRACTOR	9.89	203.42	213.31
	Forrest	706.56	5635.63	.6342.79∂

02-2-3Calumet	1297.82		1297.82
02-2-4—		1462.58	1452.58
02-2-5	20.10 part 1993 times	3/148141	168.51
02-2-6-	4701.97	177.72	4879.69
02-2-7—	30.42	26.10	56.52
02-2-8-	4.02	56.40	60.42
Establishing camp		1028.89	1028.89
Totals	6,803,88	\$8,739.15	\$15,543.03

BISBEE-DOUGLAS HIGHWAY. Forrest—East.

Statement of Supplies and Costs.

Month of March, 1914.

Groceries on hand March 1st	and property and different
Groceries on hand March 1st	\$231.58 \$
Groceries purchased during month	428.63
Groceries issued prison mess	349.63
Groceries issued Engineer's mess	189.27
Store Account:	7.61
Groceries on hand April 1st	113.70
Groceries on hand April 1st	21.00
Meat purchased during month	329.41
Most issued prison mass	269.26
Meat issued Engineer's mess	57.10
Meat issued Engineer's mess Store Account	1.05
Meat on hand April 1st	23.00
Fuel on hand March 1st	85.00
Fuel purchased during month (B. S. coal)	
Fuel issued Stockade	15.50
Medicine purchased during month	8.05
Modicine iggred	2 6.05
Medicine issued	2.00
Doctors lees	000.70
Clothing in stock March 1st Clothing purchased during month	298.79
Clothing purchased during month	13.80
Clothing issued	75.82
Clothing in stock April 1st	
Transportation of prisoners (including subsistence	
enroute.	$7ps, rec = 180.53^{\circ}$
Expense after escapes (including transportation of	
Guards and their expenses)	80.50
and the second s	

그리아 비전하면 가장되고 있다. 그는 내 누워 되는 생각이 없었다.	시간이 그 마음을 받을 생각해서 한 경기를 보고 있는 것이 없는 것이 없는 것이다.
Guards payroll (less deduc	tions) 587.11
Cost of lighting stockade	8.00
Gasoline and lubricating oil	for truck 34.86
Gasoline and lubricating oil Repairs of truck and motor Water	for roller15.42
Repairs of truck and motor	cycle
Water	5.00
Expense Account of J. C. R	yan25,80
	uards
おおいきん アイス・アイ・アー・ディー かんしゅうしゅ しゅうしゅ 一直にはいる	ecounts) 262.73
Team feed	822.37
	669.05
Plow rental	8.75
Wagon rental	29.97
Saddle rental	2.50
Horse medicine	2.75
Telephone bill (January, Fe	ebruary and March) 22.05
Typewriter rental	5.00
Office supplies	
2432 Cu. Yds. slag ballast	1,824.00
	1,824.00
Total	\$ 6,803.88
	gades det 1 faga ndurege servesett 1 derset hutti ve deite 1 derset hetgenset test
BISBEE-DOUGLA	AS HIGHWAY. Forrest—East.
Cost of	Maintaining-Prisoners
Mo	nth of March, 1914. We like third no which
	101 Of Match, 1914.
	1498 1-3 in a 100 1498 (1.3 in a
등로 있다. 그는 그는 경기를 통해 보통하는 그 가입니다 것을 받는 이 발표 보기 때문 전 소스트를 보고 있는 것을 되는 것을 했다.	Cost per Capita
Groceries	
Most	269.26 1018 5 1800.1798
Fuel	29.00 10.0260
Medicino	39.00 10.0260 distribute 6.05 ling A 0.0040 satisfied 20.00 0.0134 satisfied
Doctors Fees	20.00 0.0134
Clothing	75.82
Trongnortation	75.82 House 0.0506 (2010) 100 (2010)
Evnonce after escance	80.50 0.0537
Pookkooner's hoard	27.90 4174 2 0.0187
Contain of Guard's boar	d
Captain of Guard's boar	703.71 0.4698
Tighting Stockedo	
Mator	
TO SEE WALET	

Truck hauling supplies	0.0097
Totals\$1,799.30	1.2011
Less charge for cook in Engineers' mess	
\$1,768.30 Average number of men	and the state of the state of
Total number prisoner days	
	1.1571
Prisoners in camp (cooks, waiters, sick and	
Sundays)	425 1-3
Total prisoner days (outside work)	
Cost per prisoner day (outside work)	

BISBEE-DOUGLAS HIGHWAY. Forrest—East

Cost of Teams

Month of March, 1914.

885½-2-horse Teams

보고 있으로 들면 들었다는데 회사하다고 그러지 않는데 되었다.	经营业 医多点
Hay on hand, March 1st\$	189.62
Hay purchased during month	290.34
	37.85
Hay fed during month	366.73
Hay on hand April 1st	75.38
Barley on hand March 1st	785.12
Barley fed during month	452.54
NOTO 4000411	3.10
Store on hand April 1st	329.48
Hey fed	
Bariev ied 455.64	
Water 3.00	
Truck hauling hay and grain , 27.89	n de la companya di salah di s Bilingga di salah di
Corral help—1 man 74.88	Armidica Sal
Horse medicine 3.75	
\$930.89	
Less team board 9.45	Barrier (B)
ali, dali ka rajan di kalifungan jayan kana arawa arawa a , d	in a single

and the second second	Cost of Teams.	and the same of th
Total team	days am days	12 (1902) 101 18851/2 2017
Working tea	am days	6701/2
	disabled and Sundays)	
Cost per team day	y to feed	1.04
Cost per working t	eam day to feed	1.37
Team rental per d	ay	0.75
Team rental per v	working day	0.99
	n day	
Total cost per wor	king team day	2.372
Cost of saddle hors	se per working day	1.26
59 teams belonging	aid for 826½ team day days on which no re to State and County.	ental is paid; tean
Total cost to feed	885½ teams	\$921.44
Statement showing	g Prisoners Working a Month of March, 19	14.
Statement showing	g Prisoners Working a Month of March, 19	t Forrest Camp durin 14.
	g Prisoners Working a Month of March, 19 March, 19	t Forrest Camp durin 14. Number Prisoners:
ACCOUNT:	g Prisoners Working a Month of March, 19	t Forrest Camp durin 14. Number Prisoners: $\frac{469 \frac{1}{2}}{469 \frac{1}{2}}$
ACCOUNT: 02-2-1	g Prisoners Working a Month of March, 19	t Forrest Camp durin 14. Number Prisoners:
ACCOUNT: 02-2-1 02-2-2	g Prisoners Working a Month of March 19 and 19 1 19 1 19 1 19 1 19 1 19 1 19 1 19	t Forrest Camp durin 14. Number Prisoners: 4693/2 5 127 1-3
ACCOUNT: 02-2-1 02-2-2 02-2-3	g Prisoners Working a Month of March 19 and 19 1 19 1 19 1 19 1 19 1 19 1 19 1 19	t Forrest Camp durin 14. Number Prisoners: 4693/2 5 127 1-3
ACCOUNT: 02-2-1 02-2-2 02-2-3 02-2-5 02-2-6 02-2-7	Prisoners Working a Month of March 19 and the latest the second and the second area.	t Forrest Camp durin 14. Number Prisoners: 469 ½ 127 1-3
ACCOUNT: 02-2-1 02-2-2 02-2-3 02-2-5 02-2-6 02-2-7 02-2-8	g Prisoners Working a Month of March, 19 And the Angel Ang	t Forrest Camp durin 14. Number Prisoners: 469 1/2 127 1-3
ACCOUNT: 02-2-1 02-2-2 02-2-3 02-2-5 02-2-6 02-2-7 02-2-8	Prisoners Working a Month of March 19 and the latest the second and the second area.	t Forrest Camp durin 14. Number Prisoners: 469 1/2 6 127 1-3 853 41/2 1
ACCOUNT: 02-2-1 02-2-2 02-2-3 02-2-5 02-2-6 02-2-7 02-2-8 Repairing	Month of March 19	t Forrest Camp durin 14. Number Prisoners: 469 1/2 127 1-3 51 853 841/2 1 32
ACCOUNT: 02-2-1 02-2-2 02-2-3 02-2-5 02-2-6 02-2-7 02-2-8 Repairing	Month of March, 19	t Forrest Camp durin 14. Number Prisoners: 469 ½ 127 1-3 127 1-3 353 41½ 1498 ½
ACCOUNT: 02-2-1 02-2-2 02-2-3 02-2-5 02-2-6 02-2-7 02-2-8 Repairing	Month of March 19	t Forrest Camp durin 14. Number Prisoners: 469 1/2 127 1-3 127 1-3 41/2 128 12 1408 12
ACCOUNT: 02-2-1 02-2-2 02-2-3 02-2-5 02-2-6 02-2-7 02-2-8 Repairing	Month of March, 19	t Forrest Camp durin 14. Number Prisoners: 469 ½ 127 1-3 127 1-3 363 41½ 1 1498 ½
ACCOUNT: 02-2-1 02-2-2 02-2-3 02-2-5 02-2-6 02-2-7 02-2-8 Repairing	Month of March, 19	t Forrest Camp durin 14. Number Prisoners: 469 ½ 127 1-3 127 1-3 363 41½ 1 1498 ½
ACCOUNT: 02-2-1 02-2-2 02-2-3 02-2-5 02-2-6 02-2-7 02-2-8 Repairing	Month of March, 19 Month of March, 19 Marc	t Forrest Camp durin 14. Number Prisoners: 469 ½ 127 1.3 5853 41½ 1 1498½ Forrest // East.
ACCOUNT: 02-2-1 02-2-2 02-2-3 02-2-5 02-2-6 02-2-7 02-2-8 Repairing	Month of March, 19 Month of March, 19 Month of March, 19 Cost of Engineer's M	t Forrest Camp during 14. Number Prisoners: 469 ½ 6 127 1-3 853 4½ 1 1 1 1 1 1 1 1 853 853 84½ 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
ACCOUNT: 02-2-1 02-2-2 02-2-3 02-2-5 02-2-6 02-2-7 02-2-8 Repairing	Month of March, 19 groad at Calumet DUGL'AS HIGHWAY. Cost of Engineer's M Month of March, 19	t Forrest Camp durin 14. Number Prisoners: 469 ½ 127 1.3 863 41½ 1 1498½ Forrest—East. 688.
ACCOUNT: 02-2-1 02-2-2 02-2-3 02-2-5 02-2-6 02-2-7 02-2-8 Repairing	Month of March, 19: A road at Calumet DUGL'AS HIGHWAY Cost of Engineer's M Month of March, 19:	t Forrest Camp durin 14. Number Prisoners: 469 ½ 127 1.3 863 41½ 1 1498½ Forrest—East. 688.

Fuel	13.00
Water	1.00
Truck hauling supplies	7.19
Cost of cook	31.00
Total cost of mess	\$ 298.56
Total number of days	333
Cost per day	\$ 0.897

BISBEE-DOUGLAS HIGHWAY. Forrest-East.

Distribution of Cost of Truck and Truck Driver During the

Month of March, 1914.

Driver's salary			\$	43.55	5 155
Driver's board				16.20	
Gasoline and lubricating	g oils			34.86	
Repairs			. 1.4.	4.55	
지하는 생님들의 회사 회사 회사 기업	a referrib	1. 1857. 1. 1857.		<u> </u>	
Total			\$	99.16	
Number days worked		•••••	16		
Cost per day			\$	6.198	
2-2-1—Hauling Groceries		½ Da	ys	\$	21.69
2-2-1-Transportation of Priso	ners	1/2 "			3.10
2-2-1—Hauling hay and grain	4	1/2 "			27.89
02-2-3—Grading	1	**	11.5		6.20

02-2-6—Surfacing3

otal \$ 99.16

BISBEE-DOUGLAS HIGHWAY Forrest-East

Estimate No. 3.

Month of March, 1914.

State of Arizona Prison Forces:

GRADING: FORREST:

		and the second second second	IMEN OIL ANILLO.
Sta to Sta			Cu. Yds.
6 163 T	o date		29583
		A CONTRACTOR OF THE SEA	

	Previous		27000
	Current Estimate		2583
		Participal Seption	그는 것이 있는 사람들이 하게 되었다는 그 것으로 나를 받는다.
		SEE WELLINE YE	
	DIT	CHING:	
			Earth Borrow
Station:		Cu. Yds.	Cu. Yds.
12 60	इतिहास समाप्ति होता है है।	3	
21 99	Spare of the Land of the William	33	
26	MED VENTOR OVAV		
29 34		15	
71 77 80 90	renians) any istroine Was	31	
80 90 112 73		30	50
131 97			
			er einskrief Er einskrief († 1
	Total to date		
	Previous		00
	Current Estimate		50
Clearing on	d grubbing no estimate		
		in the best for an absolute a	ersegne verlagske
Bridges and	l Culverts no estimate		Longer Washing Street Land
1.1		section in the section of the	Sayley Lit. 10
(1,4)		granualist in moles.	
	su	RFACING:	Spatiated - 14-20
1111.73		0.7 N	da Oa Vda
Sta to Sta			ds, Yds. Sq. Yds. Surface
our to bu		13111, 1 C. Dice	in the parties
6 110—50		10450	
150 161		1100	
	Total to date		
	180 5-785 110 T / YAV	vrigin aktining	CHESTER TO THE
		d simain it	
		OAD AT CALUME	:T:
	역근실 문장소 회사와 회투에 영향		
	医乳腺 医环境性过滤器 医硫甲酸二异丙二甲基甲基	Marth Rm	b. Gravel Ballast
	2 Jan 19 (1945) 1945 (1951) 1941 - Jan 1968 (1951) 1951		O 37.3-
Sta. to Sta.		Cu. Yds	Cu. Yds.
Sta. to Sta.	reanac	Cu. Yds	alente, militario de 17 egit il distallar m Lives il simalo il directo di transferi
0 186 13-	33 (Cu. Yds	506
	33 (Cu. Yds	alente, militario de 17 egit il distallar m Lives il simalo il directo di transferi

BISBEE-DOUGLAS HIGHWAY. Forrest-East.

Cost of Surfacing.

Month of March, 1914.

State of Arizona Prison Forces:

State of Arizona Prison Forces:

Total Current Cost of Surfacing
Previous Cost

and the second s	Recapitulation
	Per 100' Per Cu. Per Sq Yd.
시키 시하지만 하시는 또 함께 다녔다.	Total Station Yd. Slag Surface
Surfacing Sub-Grade	
Unloading & hauling sla	g 1861.23 0.765 0.074
Spreading Slag	121.66 0.173 0.017
Gravel	44.99 2.368
Cost of Slag	1824.00 0.75 0.073
Totals	4879.69 0.164
the state of the s	

BISBEE-DOUGLAS HIGHWAY. Forrest-East.

Cost of Surfacing

Month of March, 1914.

C	ost of Gravel Top Dressing:	
1	Day Foreman4.746 4.75	
1	Day Bookkeeper2.42 2.42	. '
	Current paid labor	
10	6 Days Prisoner	
4	Days 2-horse team	3
4	Days Wagon rental	,
	Total cost of gravel to date 44.99	
2	432 Cu. Yds. Slag Ballast @ \$0.75	- 5

Total	Cost o	of Surfac	ing to	data	 Landings,	4,879.69	

BISBEE DOUGLAS HIGHWAY. Forrest-East.

Cost of Surfacing.

Month of March, 1914.

 State of Arizona Prison Forces:

 Cost of Spreading Slag Ballast:

 1 Day Division Engineer
 8.265
 8.27

 7 Day Foreman
 5.708
 39.96

1900 Lin. Ft. Top Dressing.	rayûkê n êneka li bi li b
2432 Cu. Yds. Slag Ballast Spread.	and a second of the second
11550 Lin. Ft., equivalent to 25025 square vds.	overed with else
11550 Lin. Ft., equivalent to 25025 square yds. c Cost of Surfacing Sub-Grade:	dycreu with stag.
	24.80
3 days Division Engineer	
3 1-2 Days Foreman	19.98
3 1-2 Days Foreman	19.98
17 1-2 Days Foreman	83.06
3 Days Gas Engineer	12.00
8 Days Instrument Man	34.90
1 Day Truck and Driver6.20	6.20
5 Days Bookkeeper2.42	12.10
Current paid labor	193.04
185 Days Prisoners	304.88
4 1-2 Days 2-horse team2.3721	10.67
5 Days Saddle Horse1.267	6.33
Total Current Labor	io (kity milo v valit e bulle)
Total Current Labor	514.92
Current Material	
Total Current Cost	
Previous Cost	177.72
BISBEE DOUGLAS HIGHWAY	
Cost of Repairing Road at	Calumet
Month of March, 191	4.
Citizen Labor: Cost per Cu. Yd. Earth Emb	. & Gravel Ballast 0.670.
1199 Cu Vdc Forth Embankment	a market from the first of the
815 Cu. Yds. Gravel Ballast.	stade to white present th
2 Days Division Engineer8.265	16.53
16 1-2 Days Foreman	82.50
3 1-2 Days Foreman5.708	19.98
2 1-2 Day's Foreman4.746	11.87
8 Days Instrument Man 4.362	34.90
3 1-2 Days Truck and Driver	10.21.69 10 de 20 de 10 de
4 Days Gas Engineer4.00	16.00
5 Days Rockboner 949	12.10
5 Days Bookkeeper	27.00
15 2-3 days Citizen labor	27.42 27 Fancy 15 10 13
199 5-6 days Citizen labor	299.75
133 9-0 days Offizen labor	127 (14 (14 (15 (15 (15 (15 (15 (15 (15 (15 (15 (15
Total Current paid labor	579.74

49 Days Wagon rental	1.648 52.74 491 24.06	
254 Days 2-horse team		
5 Days saddle horse	1.267	in weak
5 2-3 Days Team and Wagon rental	2.50 14.17	
Total current labor		1.970 55
Material		
Total Cost of Repairing Road at Calumet	to date	1.297.82
Average haul for gravel 1000 ft.		
days rolling included in above cost.		รสุดสิตไสต์โลกใน
		rational designation of the second se
BISBEE-DOUGLAS HIGHY	VAY. Forrest-	–East.
Account 02-2-8	Miccellane	Oue
**************************************	Miscellane	ous Laur Correlations
Month of Mar	rch, 1914.	. v. koji koji sa seliti. Posta visit nasena Vi
State of Arizona Prison Forces:	The second secon	
day Prisoner 1. day 2-horse team 2.	648 1.6	
	37 2.3	· · · · · · · · · · · · · · · · · · ·
Current Cost	And I have been	4.02
rrevious Cost		56.40
Total to date		60.42
개발에 들어 아까지 시작을 보다 시민들은 어제 그 네가요.		
The second of the second		
BISBEE-DOUGLAS HIGHY	NAV Ennest	region de la caracte. O Engles como el
		—East. (12
Cost of Dragging	and Rolling.	a Samural di
Month of Ma	rch, 1914.	
State of Arizona Prison Forces:		A) Semi-sem O
4 1-2 days Gas. Engineer	4.00 18.0	าด มารุสาราชุสุลไม่.
4 1-2 day Prisoner	1.648 7.4	
	[발명] 및 2월 <u>24</u>	
Current Labor	gilitating ng manalipatin	25.42
	or the second	5:00
Current Material		100 Table 1
Current Material	gile salesti te gilgilerikti	
Current Material Total Current Cost		30.42
Current Material		26.10

m A G

BISBEE-DOUGLAS HIGHWAY. Fo	rrest—East.
Cost of Ditching.	the state of the s
Month of March, 1914.	
State of Arizona Prison Forces: 50 Cu. Yds. Earth Borrov	
5 Days Prisoners 1,648 8.2	
5 Days 2-horse team2.3721 11.8	e medit mezamo lado
Days 2-noise team	
Total Current labor	20.10
Total Current labor	148 41
	ng h <u>all sti</u> nkt twack og p
Total cost of ditching to date	168.51
BISBEE-DOUGLAS HIGHWAY	Final Final
要 マミ jae ごはさがた 4 ist 1967 - 4 it 1974 - 19 it 20 it 19 it 1	
Cost of Clearing and Grubbi	ng.
Month of March, 1914.	
State of Arizona Prison Forces:	
6 Days Prisoner @1.648 \$	9.89
	203.42
지원하다 하고 하는 사람들은 사람들은 불 되는 하는 것은 것	
Total to date	213.31
는 등 사용하다 보다 가는 사용하다 사용하는데 한 사용하는 것이 되었다. 	A STATE OF S
BISBEE-DOUGLAS HIGHWAY	Forrest-East.
Cost of Grading.	
taring and the control of the first of the property of the control	
Month of March, 1914. State of Arizona Prison Forces:	
—2583 Cu. Yds: Earth Embankment.	Jonestane (
	Totals Per Cu. Yd.
	8,27
1 Day Division Engineer @	17.12
	25.65
5 Day Foremen 4.746	23.73
5 Day Foremen	6.54
	7.26
2 Day Gas. Engineer4.00	
	6.20

102.77

209.85

282.28

Current paid labor

119 Days 2-horfse team2.3721

4 Days wagon rental	491	1.96
Plow rental		2.8.75 d
	ii ii lii lii kaalikii waa ka fi	
Total Current Labor	general trape of the good good good	611.95
Current Material	Land Company Comments	94.61
Total current cost		706.56
Previous Cost		5.635.63
	The state of the s	
Total cost of grading to date		6,342.19
Current cost per cubic yard \$0.2736.	ia Hackesta niv	
State of the state		Fr Garage HA
한 일하다 하시는 기업 현실을 모르아 들었다면요?		alid Torribations
	a salika ekszer jakop te Posa	selected principle see
BISBEE-DOUGLAS HIGH	IWAY Forrest-	East.
Summar	of Cost.	of the Contraction of the Contra
		nad a Mikabili.
Month of A	pril, 1914.	
Account. Current	Previous	To Date.
02-2-1—Office \$ 18.95		
02-2-3	213.31	213.31
02-2-3—Forrest 50.62	6342.19	6392.81
02-2-3—Calumet 203.67	1297.82	1501.49
Establishing Camp	1028.89	1028.89
02-2-4 (57) 8 Period Print - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	1452.58	1452.58
02-2-5 296.70	168.51	465.21
02-2-6 2732.20	4879.69	7611.89
02-2-7	56.52	161.22
02-2-8	60.42	147.95
Re-surveying Road,	1. 2000年 中国的 1. 1000年 1000年 1. 1. 1000年 1	d filogija i kilompera pikja. Potani og storeni i store
Douglas to Lowell 147.95		147.95
Cost of Laying Spur for		
unloading slag ballast 116.60		116.60
Totals 3758.92	15533.03	19291.95
		n de l'incollère du le l'Hèper (glés et Le la deservice de l'Élévarie de la c
and a contract of the contract	i i (ki min i i i i i i i i i i	
BISBEE-DOUGLAS HIGI	HWAY Forrest—	
Statement of Cos	ts and Supplies.	Contract & Sylved
Month of A	nril 1014	ool in White Goryana's
Groceries on hand April first		a Maryim ida biyy
Groceries purchased during month		i lestest wilden
Groceries issued prison mess		315.00
Groceries issued engineer's mess		163.64
Store Account	19 18 18 18 18 2 2 2 2 2 2 2 2 2 2 2 2 2 2	16.81
	er a la l	

Groceries on hand May 1st 138.61 Meat on hand April 1st 23.00 Meat purchased during month 328.88
Meat on hand April 1st
Meat purchased during month
Meat issued prison mess 271.78
Meat issued engineer's mess 68.15 Store Account 1.58
Meat on hand May 1st
Fuel on hand April 1st
Fuel issued stockade10.00
Fuel issued outside stockade
Fuel on hand May 1st 15.00
Medicine on hand April 1st
Medicine purchased during month4.50
Medicine issued ************************************
Medicine on hand May 1st
Clothing on hand May 1st 236 77
Clothing purchased during month 441.83
Clothing issued during month
By Dept. Invoice Bisbee-Tombstone Highway 591.23
g filosoficial figure (por trop, contratación (1995), letro el filografia en el filosoficial (1995).
Total 946.53
ित्र कार्यक्रमण को जो अपने प्रकार है। यह कार्य केर्य के किस के किस की किस की किस की किस की किस की की की की की
for the state of the first of the second state of the second second second second second second second second
1900年,1900年1月2日,李昭明17日,1902年1月2日,1907年,1907年,1907年,1907年,1907年,1907年,1907年,1907年,1907年,1907年,1907年,1907年,1907年
the contract of the contract of the first of the contract of t
BISBEE-DOUGLAS HIGHWAY Forrest—East.
Brought Forward \$ 946.53 Transferring prisoners 7.05
Transferring prisoners 7.05
Guards' Payroll (less deductions) 494.90
Contine Habting stockeds
Gasoline & Lubricating Oil for truck 38.24
Gasoline & Lubricating Oil for truck. 36.24 Gasoline & Lubricating Oil for roller. 15.80
Repairs of truck 2.73
Repairs of truck 2.73 Water 5.00
Expense account of J. C. Ryan 20.00
April payroll (other than guards) 657.13
Miscellaneous Material (Working accounts) 26.65
Office Supplies 7.15
Office Supplies 7.15 Team Feed 341.57
Team Rental 277.02
Wagon rental 6.50
Saddle Rental 1,75
Telephone Bill
Tynewriter Rental
Typewriter Rental
Severio Caterage Destandamente de la compania del compania de la compania de la compania del compania de la compania del la compania de la compania del la compania de la compania de la compania del la compania de la compania del la compania

Miscellaneous charges to 25 per cent.	portion of S	State
Road Tax Fund		9.90
Cost of laying spur for unloading slag.	Bill from E	P. P. State of Som
& S. W. System		116.60
Total		
		r difference of the
BISBEE-DOUGLAS HIGHW	/AY For	restEast.
Cost of Maintaing	Prisoners.	Branch Branch Brands in
Month of Apr	{1 101 <i>4</i>	
		1 100F m.1
त्र त्रीत अपने पुराने <mark>अवस्थाने स्टब्स्ट अस्त</mark> ि । स्टब्स्ट अस्ति अस्ति अस्ति अस्ति ।	makat North	1366 Prisoner Day
Groceries \$	Totals Cost	Per Capita.
Meat	919.00	0.2308
5、 10 x 1 x 1 x 1 x 1 x 1 x 1 x 1 x 1 x 1	271.78	0.1991
Fuel Medicine	10.00	0.0073
Clathing	2.20	0.0016
Clothing Bookkeepers' Board Bookkeepers' Board	87.37 22.92	0.0040
Captain Guard's Board	99 04	0.0168 0.0175
		and the contract of the contra
Transferring Prisoners	615.65	0.0052
Lighting Stockade	6.00	0.4510
Water	1.00	0.0044
Truck Hauling Supplies	8.68	0.0007 0.0064
Tiuck Hauting Supplies		The second of th
Totals	1371 49	1.0048
TotalsLess charge for cook in Engineers' Mess	30.00	
Desp Charge for cook in Magnetia Moss		The state of the s
		्रकार्कात वस्त्री प्रमुखेरीहर त्रावेश
Average No. of men		45
Total Prisoner days		
Cost per prisoner day	and the first of the second of	
Prisoners in camp (cooks, waiters, sick		
Total prisoner days (outside work)		998
Total prisoner days (outside work) Cost per prisoner day (outside work)		1.3441
75 per cent of prisoners on outside work	r kay yan din din wesigin dan Kal	ege al ight erija. Na koja in okazani ingligaliyan
River Billion Control of the Control of the	SANTE OF STREET	
당하게 함께 이 이름이 가지를 내려올 수 있었다.		
BISBEE-DOUGLAS HIGHY		
Cost of Engine	er's Mess.	
	ម៉ាម្ចាស់ ម៉ាម៉ាម៉ាម៉ាម៉ាម៉ា រា ។ ១១។	ung symid
Month of Apr	11, 1914.	
Groceries	\$163.6	3 4
Meat Annual medit anstruct	68.	15 6 33

Puel	
Water	1,00
Fruck hauling supplies	
Cost of cook	30.00 @ @ @ @ @ @ @ @ @
Total cost of Mess	\$275.13
Total number of days	
lost per day	
STATES VARIOUS	H BAJSHOGJETARE
Business Control of Brancon and Comment	ika to taking a langaran
	2. 14. 17. 17. 17. 17. 17. 17. 17. 18. 18. 17. 18. 18. 18. 18. 18. 18. 18. 18. 18. 18
그렇게 그는 한국장이 되는데 요한 점점에 하면 하면 하는데 하는데 그리고 있어요? 하는데 그리는 것 같습니다. 그는데 그는데	20、20、2.1、20、2.1、20、20、20、20、20、20、20、20、20、20、20、20、20、
BISBEE-DOUGLAS HIGH	WAY Forrest—East.
Distribution of Cost of T	ruck and the Driver.
Month of Ap	ril, 1914.
Driver's Salary	\$ 55.00
Driver's Salary Driver's Board (1)	19.80
Jasoline and Lubricating Oil	36.24
Gasoline and Lubricating Oil	6.23
	manti kiringali
Totals	\$117.27
vicing and the facility and the second of th	40.2kg : : : () 4.1 (1.1 (1.1 (1.1 (1.1 (1.1 (1.1 (1.1
Cost per day	\$ 6.515
02-2-1 Hauling Groceries	\$ 13.03
2-2-1 Hauling Hay and Grain	3.26
02-2-3 Repairing road at Calumet	
02-2-3 Repairing road at Calumet 12-2-6 Surfacing 12-2-7 Dragging and Rolling 12-2-8 Miscellaneous	3.25
2-2-7 Dragging and Rolling	19.55
02-2-8 Miscellaneous	39.09
Total	\$117.27
Total	All (.2)
	The state of the s
was the second a tradition but the	produced enough pure in account
la processió de la companya de la c	Colore about the even very service
DISPER DOLLAR ALLEM	WAY Forrest—East
Alta base base budgeas night	oudles prompusing to here a
Cost of To	eams.
하루 마음이 얼마를 가지 않는 것이 되었다.	경기 선생님은 아이지가 하라고 말하는 것이 하고 가득하는 것은
Month of Ap Hay on hand April 1st Hay purchased during me	r. 24.101012.#1268.#
Hay on nang April 1st	
Hay purchased during mo Hay fed during month	
nay leu during month	

Highway	
Highway	yerk by Tagarry et 6 X
사용하는 경우를 보고 있다. 그 사용하는 것이 되었다. 그 사용	
그 유통하다는 가면 하는 아이들은 사람들이 바다를 가게 되었다.	
Barley on hand April 1st326.48	
Barley fed during month	
Store Account	
Store Account	
orally on hand may 1st	
Hay fed 89.49	
	ara madid
Barley fed252.08	
Water 3.00 Truck hauling hay and grain 3,26	
Truck nauling nay and grain 3,26	
Corral help	eri A. Missisti
Total \$382.10	
	1994
型的 [1] 中国国际 [2] 中国农民党的农民党的联系,1990年	grie k
BISBEE-DOUGLAS HIGHWAY Forrest—Eas	s t.
Cost of Teams.	
Month of April, 1914.	and its
Idle Teams (disabled and Sundays 601/2	
	1 4.7
Total Team days	
Idle Teams (disabled and Sundays) 601/2	
Working Team days317	
Cost per team day to feed	
Cost per working team day to feed	1.2054
Team rental per day	0.7338
Team rental per working day	0.8739
Total cost per team day	1.7460
Total cost per working team day	2.0793
Cost of saddle horse per working day 180000 3 3 4 3 3 3	
Note:-Rental paid for 3321/2 team days at \$25.00 ped mor	nth.
45 Team days on which no rental is paid:	
Teams belonging to state and county.	

BISBEE-DOUGLAS HIGHWAY

Surveying Bisbee-Douglas Highway.

Month of April, 1914.

16 Days Instrument Man @\$4.45 Days Truck and Driver 6.515

\$103.78 36	Abor	Current Paid L 33 Days Prisoner . 2 Days Horse and
.00 49,36	2.50 5.00	
1 97	Labor to the same same same same same same same sam	Total Current I Current Materia
\$155.01	tte	Total cost to da
	JGLAS HIGHWAY Forrest	and a first their than the factor of the second of the second
	int 02-2-8Miscellaneous	Accou
	Month of April, 1914.	
	orces:	State of Arizona Prison Fo
	Road etc.	Scarifying Old
	5.23	1 Day Foreman @
	river 6.515 6.50	1 Day Truck and D
Griste, Set	eer 4.00 6.00.	1½ Day Gas Engine
	labor	Current paid
37.75	and the state of t	97 David Delando
31.19	9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	15 Days 2 Hs. Teams
\$85.23	t Labor	Total Current
2.30	erial successions	Current Mate
record that the Lin Lin S	it Cost	Total Curren
87.53	the second section and the sections	Previous
ため ひだいしょだいがく しんしょばい	그들은 일본에 가는 문학에 가는 경험 속에 가는 생님이 들면 들어 가는 것 같아 살아왔다. 그 없다.	1、1、1、1、1、1、1、1、1、1、1、1、1、1、1、1、1、1、1、
Marin profits		Total to date
	gen tenne dage. Jen gegeling tenhe day	
_Fact	LAS HIGHWAY. Forrest-	BISBEE-DOUG
(Pine Transfer	02-2-7—Dragging and Rolling	Account
	Month of April 1014	
	Month of April, 1914.	tate of Arizona Prison For
	기존한 호텔 경기를 가장하는데 중요하다는데 마시다	전염하다 하는데 그리는 그렇게 잘 있다.
1968	SPRINKLING.	d to the said of the
	41741	Days Foreman @ 5.805
	19.55	Days Truck Driver 6.515
	기급도 다양하는 나는 12시간, 시간, 2015년 이 이 12시간	당하다 하는 사람이 나가 회문의 학생의 학생들이 되었다.
6.96	39 metro accum ente 36.	Church Data T

15 Days Prisoner @ 1,3441	20.1 6
1 Days 2 Hs. Team @ 2.0793	2.08
당한 문화 기가 가장 하지 않는 사람들이 되었다.	40
Total cost of Sprinkling	\$59.20
ROLLING.	The control of the second of
8 Days Gas Engineer @ 4.00	32.00
Current Material	그리마 그리고 바다 있다. 그리고 하면 이 그렇게 됐다고 되고요.
. Total current cost of dragging ar	2018年11月1日 - 《新典語》的報報 》。12月 14年 2 6 月月1日
rolling	104.70
Previous	
Total to date	\$161.22
하고 있다면서 그는 항상 등에 비로 있다면서	
BISBEE-DOUGLAS HIGHWAY	Y. Forrest—East
Cost of Ditchir	ng.
Month of April,	1914.
State of Arizona Prison Forces:	
요즘 요즘 하는 이 얼마나 하는 것 같아. 이 경이 얼마나 이 존대의 그 없을 것이다.	\$11,74
3½ Days Gen. Foreman	
2 Days Inst. Man	8.90
4 Days Bookkeeper2.50	10.00
2½ Days Foreman No. 25.23	13.08
3 Days Foreman No. 34.843	14.53
2½ Days Gas Engineer4.00	10.00
Current paid labor	\$ 88.57
5 Days Saddle Horse	
25 Days 2 Hs. Teams2.0793	51.98
Total Current Cost	296.70
Previous Cost	168.51
Total cost of ditching to date	
BISBEE-DOUGLAS HIGHWA	Y. Forrest—East.
Cost of Grac	ling.
Month of April,	1914.
State of Arizona Prison Forces:	
	RK.
1 Day Gen. Foreman @5.80	
1 Day Gen. Foreman W5.80	raka ang a v o. 80 matur. Ito ny salah ang salah Panganan
040	

13 1-2 Days Gas. Engineer	4.00	54.00	homester (graft
6 1-2 Day InstrumentMan	4.362	28.35	g out to aced
6 1-2 Day InstrumentMan 5 Days Bookkeeper	2.42	12.10	
내용 화면 學問 이렇게 들었다. 스트로 사용하다 나는 승규는 모양	상하다 가는 원석설 센.	physike to it	and the second
Current paid labor	<u> 1404</u> (2.5)		142,68
154 Days Prisoner	1.648		253.79
5 1-2 Days 2-horse team	2.3721	Astronomical	13.05
8 Days saddle horse	1.267		10.14
	피기된 가게 되는 사이 회사	and the heater him	
Total Current Labor			419.66
Current Material			2.00
			5 - 1
Total cost of Spreading Ballast	to date	, 1 () () () () () () () () () (421.66
ALERT CARTES CONTRACTOR	514 24Jos	700 ESU	
BISBEE*-DOUGLAS, HIG	HWAY.	Forrest	—East.
보고 하다 하다 그들은 내가 있는 사람이 모르면 하는 아무지 않아야 한다.	Surfacing		
진료하다 그리고 하는 하다는 하라고 하는 사람들이 살았습니다. 요즘 하는 사람들이 되었다면 되었다.			
			din sers to en
State of Arizona Prison Forces:	(14) July 14)	madical.	2.400 数据记录
Cost of Unloading and hauling Slag	Ballast:	- gourescold	िक्र हिन्द्रकी विश्ववहाँ
	W. 30.7 F. 31.5 F. 31.5		W. Walnes !
8 Days Division Engineer	8.265	66.12	dianet acott
21 Days Foreman	5.13	66.12 107.73	is and mode water when s
21 Days Foreman 9 Days Foreman	5.13 5.708	66.12 107.73 51.37	di digit agoti. Na dif ayota yi notanik agota
21 Days Foreman 9 Days Foreman 2 Days Instrument Man	5.13 5.708 4.362	66.12 107.73 51.37	is and mode water when s
21 Days Foreman 9 Days Foreman 2 Days Instrument Man 12 Days Bookkeeper	5.13 5.708 4.362 2.42	66.12 107.73 51.37 8.72 29.04	Singret apolic Medical apolic Consultantes Consultantes
21 Days Foreman 9 Days Foreman 2 Days Instrument Man 12 Days Bookkeeper 2 Days Truck and Driver	5.13 5.708 4.362 2.42 6.20	66.12 107.73 51:37 8.72	Singret apolic Medical apolic Consultantes Consultantes
21 Days Foreman 9 Days Foreman 2 Days Instrument Man 12 Days Bookkeeper 2 Days Truck and Driver Total Current paid labor	5.13 5.708 4.362 2.42 6.20	66.12 107.73 51.37 8.72 29.04 12.40 275.38	275.38
21 Days Foreman 9 Days Foreman 2 Days Instrument Man 12 Days Bookkeeper 2 Days Truck and Driver Total Current paid labor	5.13 5.708 4.362 2.42 6.20	66.12 107.73 51.37 8.72 29.04 12.40 275.38	275.38
21 Days Foreman 9 Days Foreman 2 Days Instrument Man 12 Days Bookkeeper 2 Days Truck and Driver Total Current paid labor 198 Days Prisoner 261 Days 2-horse team	5.708 4.362 2.42 6.20 1.648 2.3721	66.12 107.73 51.37 8.72 29.04 12.40 275.38	275.38
21 Days Foreman 9 Days Foreman 2 Days Instrument Man 12 Days Bookkeeper 2 Days Truck and Driver	5.708 4.362 2.42 6.20 1.648 2.3721	66.12 107.73 51.37 8.72 29.04 12.40 275.38	275.38
21 Days Foreman 9 Days Foreman 2 Days Instrument Man 12 Days Bookkeeper 2 Days Truck and Driver Total Current paid labor 198 Days Prisoner 261 Days 2-horse team 4 Days Wagon rental	5.13 5.708 4.362 6.20 	66.12 107.73 51.37 8.72 29.04 12.40 275.38 820.70 619.12	275.38
21 Days Foreman 9 Days Foreman 2 Days Instrument Man 12 Days Bookkeeper 2 Days Truck and Driver Total Current paid labor 198 Days Prisoner 261 Days 2-horse team 4 Days Wagon rental	5.13 5.708 4.362 6.20 	66.12 107.73 51.37 8.72 29.04 12.40 275.38 820.70 619.12 1.96	275.38
21 Days Foreman 9 Days Foreman 2 Days Instrument Man 12 Days Bookkeeper 2 Days Truck and Driver Total Current paid labor 198 Days Prisoner 261 Days 2-horse team	5.13 5.708 4.362 6.20 	66.12 107.73 51.37 8.72 29.04 12.40 275.38 820.70 619.12	275.38
21 Days Foreman 9 Days Foreman 2 Days Instrument Man 12 Days Bookkeeper 2 Days Truck and Driver Total Current paid labor 198 Days Prisoner 261 Days 2-horse team 4 Days Wagon rental	5,13 5,708 4,362 2,42 6,20 1,648 2,3721 491 491	66.12 107.73 51.37 8.72 29.04 12.40 275.38 820.70 619.12 1.96 10.14	275.38

BISBEE-DOUGLAS HIGHWAY. Forrest—East.

Cost of Surfacing,

Month of March, 1914.
State of Arlzona Prison Forces: 15600 Lin. ft. Sub-Grade Surfaced.

1½ Day Foreman No. 2	5.23	5 3 3 3
Current paid labo		\$13.65
11½ Days Prisoner @	1.3441	15.46
9 Days 2 Hs. Teams		18.71
		nchati l i i i i nk na stat
Total Current Lab	or	\$ 47.82
Current Material	or	2.80
Total Current Cos	energy in a section of the section o	50.62
	Control of the Contro	de la companya del companya de la co
Total Cost of Grad	ing to Date	\$6392.81

BISBEE-DOUGLAS HIGHWAY. Forrest—East. Cost of Grading.

ve generali evid ka

permit must service

Month of April, 1914.

State of Arizona Prison Forces:

REPAIRING ROAD AT CALUMET.

그 하는 것은 그는 것이 되어 된다. 항에서 되는 것 같아요? 이 경에서는 그 없는 데 되고 있는데 함께 함께 되었다. 그는 데		 ** ** ** ** ** ** ** ** ** ** ** ** **	Contract to the contract of the
½ Day Div. Engineer @	7.83 \$ \$	3.91	
1 Day Gen. Foreman	5.805	5.81	
7 Days Foreman No. 3	4.843	3.90	
1 Day Bookkeeper	2.50	2.50	
6 Days Truck and Driver	6.515 39	9.09	
2 Days Inst. Man	4.45	8.90	
5 Days Teamster		1.25	Anda William
나 걸어 하다른 사람들은 사람들에 살아 있는데 없다.			
Current Paid Labor	Programme 196 Sec.	\$105.36	
51 Days Prisoner	1.3441	\$ 68.55	
9 Days 2 Hs. Teams	2.0793	18.71	
11 Days Wagon	0.50	04, 62 000 5.50	
		Contract Con	f ayati St.
Total Current Labor		198.12	
Current Material		5.58	f stoll fil
		16 (18 (18 (1 - 18 - 18 - 18 - 18 - 18 -	
Total Current Cost		203.67	rich de la
Previous		1297.92	
		S. Thereton	2000年的代码
Total to date		LEGAT STEEL	\$1501.49
승규가 사람들에 되는 것 같은 사람이 모든 빨리 그 가는 게 없다면 함께			医毛毛属 法国籍股份

BISBEE-DOUGLAS HIGHWAY. Forrest-East,

Cost of Surfacing.

Month of April, 1914.

monen of Apin, 1914.	"海绵体"。 经证券 经分价 经	1,1
State of Arizona Prison Forces:		
900 Cu. Yds. Slag Ballast Spread.	Type of the second	
1025 Cu. Yds. Slag Ballast Unloaded and Hauled.	drends, difference.	. ir.
13700 Lin. Ft. equiv. to 29683 Sq. Yds. covered with gr	rovol	4
4050 Lin. Ft. equiv. to 8775 Sq. Yds. covered with sl	00	
Cost of Unloading and Hauling S		1
214 Days Div Enor @ 709 etc	0.57	
사용하다 그들은 이번 아무지 않는 그는 사람들은 사람들이 하는 것이다. 그는 그리고 얼마를 살아보고 없었다.	0.03	t de la
8½ Days Foreman No. 2	.46	
A	5.00	
Current Paid Labor	\$108.06	
205½ Days Prisoner1.3441	276.21	
105 Days 2 Hs. Teams 2.0793	218.33	
205½ Days Prisoner 1,3441 105 Days 2 Hs. Teams 2,0793 8 Days Saddle Horse 1,1229	8.98	
	999 (<u>1944)</u> (1966)	٠
Total Current Labor Unloading and Hauling	\$ 611.	87
Previous Cost	1861.	
Total to date	\$2472.	81

BISBEE-DOUGLAS HIGHWAY. Forrest-East

Cost of Surfacing.

Month of April, 1914.

State of Arizona Prison Forces:

Cost of Gravel Top Dres	17.7	

· · · · · · · · · · · · · · · · · · ·		1. 1. 10 p. 77 g. 2. 214 (M. 2)
5 Days Div. Engr. @	7.83	\$39.15
11 Days Gen. Foreman	5.805	63.86
12½ Days Foreman No. 2	5.23	65.38
12 Days Foreman No. 3	4.843	58.12
12 Days Bookkeeper		30.00
6 Days Inst Man		26.70
1½ Day Truck Driver	6.515	9.77
Current Paid Labo		\$29
457½ Days Prisoner @	1.3441	61
13914 Dave 9 He Toom	0.0700	Ĭ

8 Days Saddle Horse	8.98	다 하는 경험 등이 기 하는 경우 기기
2 Days Wagon	1.00	
Total Current Labor—Gravel	1207.95	
Total Current Labor—Gravel Current Material Total Current Cost of Gravel	17.22	ing of
Previous	44.99	
Total Cost of Gravel to Date	stated to	\$1270.16
1024.8 Cu. Yds. Slag Ballast @ .75		\$ 768.60
Secretaria number mari estat antique de 1914 in 1919 est		
BISBEE-DOUGLAS HIGHWAY. Forrest-	–East,	
Cost of Surfacing.		
Month of April, 1914.		
State of Arizona Prison Forces:		
Cost of Spreading Slag.		
1/2 Day Division Engineer 1 @ 7.83 \$ 3.91	inditure.	arti C
77 1 6" Gen. Foreman @ 5.805 5.80	dr bilbiju.	despetion
2 "Bookkeeper @ 2.50 5.00	1664 - NEW	MRSGARDS
Gas engineer W 4.00 28.00	Algeral Chi	s becaused
Current paid labor 58 days prisoner 0 1.3441	\$,42.71	sil ind
58 days prisoner	77.90	. Verren
3 days 2-horse teams @ 2.0793	6.24	Ante Court
at a remaine regrett of the other passes -	100.05	on morell
Total current cost spreading slag Previous cost	126.85 421.66	Rodelliete Tettskip
Total to date	H VIV	548.51
한 반대 그는 아이들은 그 이 이 아이라면 생각이 살아 가셨다면 가면 가게 모양하는 것 같아.	Territoria de la pro-	
the source source passing men made sall have considered		
BISBEE-DOUGLAS HIGHWAY. Forrest-	East.	
Cost of Surfacing.		
Cost of Surfacing. Month of April, 1914. State of Arizona Prison Forces: Total current cost of surfacing. Total previous cost		
State of Arizona Prison Forces:		
Total current cost of surfacing	\$2,73	2.20
Total previous cost	4,87	9.69
Spire be want, 100 analy and cold in her interest	The Property	
Total cost of surfacing to date	\$7,61	1.89

Recapitulation Current Month

	Total	Per 100' Per Cu. Per. Sq. Yd. Station Yd. Slag Surface.
Unloading and hauling slag	611.58	
Spreading slag	126.85	0.141 0.014
Gravel top dressing		18.943 of the property lights
Cost of slag		0.750 0.087
		النسيف النيسان المستسوران
	3,732.20	1.488

NOTE:—125 Cu. Yds. of Slag Ballast hauled for repairs but not spread.

Actual cost of slag per sq. yd. surface for current month is \$0.077.

GLOBE - ROOSEVELT HIGHWAY

F. G. Twitchell, Division Engineer.

This section of highway was graded and surfaced with local material under the Territorial administration but owing to narrow roadway (12 feet) sharp curves and insufficient drainage it was deemed advisable for the safety of the increased traffic and to protect the grade to make such necessary improvement as funds would permit. It was therefore determined, upon completion of the Phoenix-Tempe Highway, to transfer a force of prisoners to this work. Twenty-eight men were selected by Division Engineer F. G. Twitchell to do this work under the Honor System. These men together with the required equipment were transported overland from Tempe to Roosevelt arriving at the latter place December 17, 1913.

Every available honor man has been used to keep this force up to an economic minimum and it has run from 27 to 42 with an average in camp of thirty-six. In addition to the 28 men in the original force 53 have been transferred from the guard camps and 9 from the State Prison making in all a total of 90 individual prisoners who have been engaged on this work up to June 30, 1914. A large majority of these prisoners are short term men upon whose release others are transferred to take their place. Of these 90 prisoners there have been 7 escapes, 3 of whom were recaptured. Work

done on Globe-Roosevelt Highway consisted of surface ditching; re-crowning for ten miles; and the construction of three miles of new road, including concrete pavings in Pinto Creek and Campaign Wash. Monthly detail reports covering results accomplished to June 30, 1914, follow:

P. R. C. No. 1-GLOBE-ROOSEVELT HIGHWAY

Camp at Pinto Creek.

Globe, 2-1-14.

Statement of force engaged for period from December 15th, 1913, to January 31st, 1914.

Average paid force.	3
Average number prigoners	29
Average number teams	7
Average number saddle horses	2
Average camp force	5
Average working force	261/2
Average number sick	1/2
EscapesNon	
Attempted escapes	1e;
Cases of insubordination	1e :
Distribution of Time	
Number of days in field	12

Number of days in field	48
Days lost acct. Sundays and holidays	. 9
Days lost acct. moving camp	10*
Days lost acct, bad weather	11/2
Days worked	1.271/2
*Includes five days moving camp from Tem	pe.

market angle (Maintenance Costs, 500)

Stockade

Groceries, per man per day Beef per man per day	ayar, a sheka	
Tobacco per man per day)
Medicine per man per day		
Clothing and shoes per man per da	ıy	(

.687

Stable.	*
Feeding, per head per day 461	
Shoeing, medicine and harness	" * A
	助大学的
1 The Hymnes of the second control of the second se	CHEVANY
Average freight haul 30 miles.	N 70 S. 1. 7
Average water haul 1½ miles.	
B. 그림(B.B.) - B. B. (B.B.) - B. B. (B.B.) - B. B. (B.B.) - B. (B.B.) - B. (B.B.) - B. (B.B.) - B. (B.B.)	
그리고 말했다. 시간 등에 독하는 그를 가는 것이 없는 것이 되었다. 그를 받을하는데,	
P. R. C. No. 1-GLOBE-ROOSEVELT HIGHWAY	
Camp at Pinto Creek.	
그리고 하다 하는 사람들은 사람들이 가는 사람들이 가는 사람들이 되었다. 그는 사람들이 사람들이 하는 것이 되었다. 그렇게 되었다는 사람들이 가는 사람들이 나를 가지 않는 것이다.	
Globe, 2-1-14.	
Statement of expenditure for period from December 15th, 1913, to	
31st, 1914.	化二氯二甲基甲基甲基甲基甲基
Gross Expenditure.	Aregones :
Medicine, beef, groceries, hay and grain, clothing, tools,	
explosives, etc.	2,995.21
Wages and travelling expenses	784.83
Transportation	586.95
	34 (81 4 (2 ¹)
	4,366.99
Assets	
Supplies, as enumerated above	1,409.85
Due from State Engineer acct. transitman	180.13
Due from State Prison acct. maintenance (estimated)	309.80
	an Artification
사회, 기계가 살충 중심하는 것들이 생각하실 등이 없었다. 그리는 그들이 있는 사람들은 사람들은 사람들이 보면 가장 하는 것이다.	1,899.78
• Net Expenditure	2,467.21
Estimate of Work Done.	
Maintenance	
Number of miles dragged—total	22
Reconstruction	
Number of miles of road crowned, ruts filled, and rocks taken out.	10
Ditching—C. Y. earth	421
Ditching—C. Y. loose rock Excavation—C. Y. loose rock	421
Excavation—C. Y. loose rock	83
New Construction	
Clearing—acres	7
Grubbing—acres	7
Theoretian C V couth	41
Excavation—C Y loose rock	912
Borrow—C. Y. earth	1001

P. R. C. No. 1—GLOBE-ROOSEVELT HIGHWAY Camp at Pinto Creek.

Globe, 2-1-14.

Unit Costs of work done in period from December 15th, 1913, to January 31st, 1914.

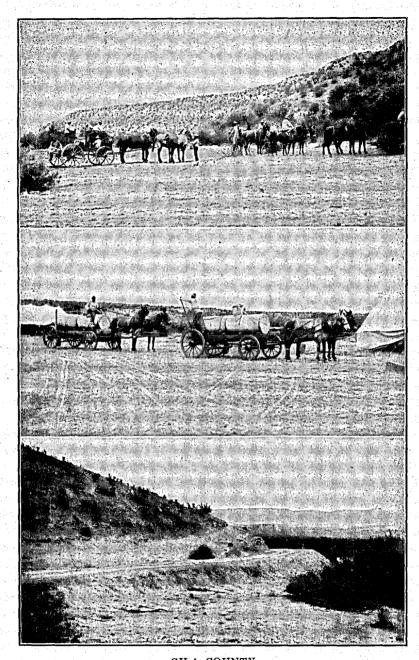
Cost per man per day for time actually worked, including cost of non-productive force engaged on camp, and including cost of maintenance for days when idle				
Ditching—classified as 50% earth, 50% L. R.			a	
per C. Y.—17 man days	.150 .075			
	.225	.16	.385	
Excavation-Loose Rock-per C. Y.		organis de partir de la companion de la compan		
.20 man days	.175			
.04 team days	.060			
Borrow—Earth—per C. Y.	.235	.19	.425	
.04 man days	.035	Brogher C.		
02 team days	.030	ander transport Transferans		
아이를 받았는데 이번 이번 사람들이 되었다면 하는데 이번 전에 되었다. 동안 전략 동안 생물들이 중요하는데 물목물을 하는데 중요한 사람들이 되었다.	.065	.045	.11	
Rebuilding—per mile—	usta et et et. Gasto, duarde		\	
16.3 man days	14.23			
4.7 team days	7.05			
	21.28	14.88	28.18	
Dragging—per mile	21.20	14,00	80.10	
.45 man days	.39			
46 man days		y Apertanoinai		
and the first the second of th	Programme	errits.	2.082	

P. R. C. No. 1—GLOBE-ROOSEVELT HIGHWAY Camp at Pinto Creek.

Globe, 2-1-14.

Estimate of probable cost of the work done by P. R. C. No. 1 on the Globe-Roosevelt Highway, if same had been carried on by a contractor on a Force Account basis. The supposition being that a contractor would receive the amount of his pay roll plus ten per cent, and straight rental on livestock, wagons, etc.

Camp foreman 1½ months at \$125	•	107.50
Two sub-foremen 1½ months at \$75	ф	181.00
Board for above men	va ivita	225.00
Board for above men	the is-	105.25
Laborers—261/2 men for 371/2 days at \$2 10 10 10 10 10 10 10 10 10 10 10 10 10	K	1,988.00
가는 것 만든 그 없어 있다. 몸을 가면 살아가는 모든 그 전에 가면 가게 하는 것이 되었다. 그 생각이 그 그는 생각이 되었다고 하는데 살아 없다.	_	0 505 75
range of the large uses.	\$	2,505.75
Plus .10%	3 - 1,	250.57
A II was attended to be		2,755.32
egg winds with annual A.	115	
Rental		
7 Teams for 37½ days at \$2	\$	525.00
4 Wagons for 37½ days at 50c.		75.00
1 Plow for 37½ days at 50c.	XV723	18.78
4 Scrapers for 37½ days at 10c.	. 1 . 1 1 1 ••• . 1 1	15.00
	_	<u> Janobski nakal</u> Olembara
	\$	3,389.07
Engineering	autor Hookig	
Engineer and two helpers—pay roll	\$	375.00
Board and expenses		187.50
Board and expenses Team rent	•••	112.50
	\$	4,064.0
Actual expenditure		2,467.2
	1	en i jan og en en en. En i jan og en en en en
Balance in favor of prison labor	\$\	1,596.8
er and the second s		
D. D. O. N. 4 OLODE DOOSEVELT HIGH		
P. R. C. No. 1—GLOBE-ROOSEVELT HIGH	VV A	
Camp at Pinto Creek	deti.	TALL DO
Globe	, 3-2	2-14.
Statement of force engaged for month of February		
	164	3
Average paid force		



GILA COUNTY
Prison Labor
Globe-Roosevelt
Roosevelt Dam Highway
Upper and Center Pictures—State Equipment

a. Nazi	Average number teams	7
Professional Company	Average number saddle horses	······································
	Average camp force	6
o organism of	* Average number gielz	417
	Average working force	29
	Distribution of time:	us programme sic extrac
E-Overe	Days in month	
4.00 00	Days lost acct. Sundays	
Netti Sell	Days lost acct, bad weather	
n an Aginda na primasi Marakan na katan	Days worked	
K.A.M.	Maintenance Costs:	
0.130,2 2.748	Stockade	Hereit to a series of the seri
	Groceries, per man per day	
Arrive and the second	Beef, per man per day	040
	Tobacco, per man per day	
et explosion	Lighting, per man per day	
	Clothing and choos nor man nor day	106
	Medicine, per man per day	021
		neno <u>decologian, ida di</u> l
	The control of the co	.692
	Note that the second se	
	Dodding now hood now down	0104 50 - (0 - (0 - (0 - (0 - (0 - (0 - (0 -
	Feeding, per head per day	022
V Alle	as once ing, ineutone, harness reparts	.022
	400 or notice that the same but	50
		.50
	Escapes	irus maidilla
	Attempted escapes	
	Cases of insubordination	None
	医大线性病 网络人名英格兰 医肾髓 医胚腺 化二苯基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲	None
	Average freight haul: 25 miles Average water haul: 1 mile	
	election and the state of the s	
	당하다 역사의 하면 하는 일시 : [1] 경찰에 하고 있는 사는 그리고 하는	
	Series Anna de la companya della companya de la companya della com	
	P. R. C. No. 1-GLOBE-ROOSEVELT I	사람들 사람들이 가는 사람들은 사람들이 가는 얼마나 하는 말을 다 하는 것이다.
	Camp at Pinto Creek.	Urbo abitistical
	and the situation with violect, tradigities of	Globe, 3-2-14.
Q+o	tement of Expenditures for period from Dec	cember 15th 1913
i i i i i	to February 28th, 1914	
fr.	to redruary 28th, 1914	magner 1975 o garriera. Gair 1975 e koka Posterio
	Gross Expenditure	e y a marenta proprio de la companya
edicine,	beef, groceries, hay, grain, clothing, tools	, explosives,
rep	airs, renewals, etc.	\$ 3,790.

c

્

\$ 5,678.35	Wages and travelling expenses Transportation	
Assets \$ 5,678.35		380.95
Supplies as enumerated above \$1,174.64 Due from Engineering Fund acct, transitmon 297.18 Due from State Prison acct, maintenance 509.80 Due from State Prison acct, clothing 31.75 Net expenditure \$3,664.98 To Jan, 31st 2,467.21 For February \$1,197.77 Estimate of Work Done Maintenance Miles dragged and maintained 11 New Construction Clearing—acres 10 Excavation—Loose Rock—C. Y. 1409 Excavation—Solid rock—C. Y. 700 Borrow—earth—C. Y. 591 Ditching—earth—C. Y. 68 Dry wall—C. Y. 68 Dry wall—C. Y. 43 P. R. C. No. 1—GLOBE-ROOSEVELT HIGHWAY Camp at Pinto Creek. Globe, 3-2-14. Unit cost for work done during February, 1914. Cost per man per day for time actually worked, including cost of non-productive force engaged in camp, and cost of maintenance for days when idle 90 Cost per team per day for time actually worked, including cost of teams hauling water and supplies, and cost of maintenance for days when idle 90 Cost per team per day for time actually worked, including cost of teams hauling water and supplies, and cost of maintenance for days when idle 155	🕻 لا يورون الله الله الله الله الله الله الله الل	5,678.35
Due from Engineering Fund acct, transitman Due from State Prison acct. maintenance Due from State Prison acct. clothing State Prison State Prison acct. clothing State Prison acct. clothing State Prison State Pris		1 154 64
Due from State Prison acct. maintenance 509.80 Due from State Prison acct. clothing 31.75 \$ 2,013.37	Due from Engineering Fund east transitmen	
Due from State Prison acct. clothing 31.75 \$ 2,013.37 Net expenditure \$ 3,664.98 To Jan, 31st 2,467.21 For February \$ 1,197.77 Estimate of Work Done Maintenance Miles dragged and maintained 11 New Construction Clearing—acres 10 Grubbing—acres 10 Excavation—Loose Rock—C. Y. 1409 Excavation—Solid rock—C. Y. 700 Borrow—earth—C. Y. 591 Ditching—earth—C. Y. 68 Dry wall—C. Y. 43 P. R. C. No. 1—GLOBE-ROOSEVELT HIGHWAY Camp at Pinto Creek. Globe, 3-2-14. Unit cost for work done during February, 1914. Cost per man per day for time actually worked, including cost of non-productive force engaged in camp, and cost of maintenance for days when idle 90 Cost per team per day for time actually worked, including cost of teams hauling water and supplies, and cost of maintenance for days when idle 90 Cost per team per day for time actually worked, including cost of teams hauling water and supplies, and cost of maintenance for days when idle 11.55	Due from State Prison acct, maintenance	
Net expenditure \$ 3,664.98 To Jan. 31st \$ 2,467.21 For February \$ 1,197.77 Estimate of Work Done Maintenance Miles dragged and maintained 11 New Construction Clearing—acres 10 Excavation—Loose Rock—C. Y. 1409 Excavation—Solid rock—C. Y. 700 Borrow—earth—C. Y. 591 Ditching—earth—C. Y. 68 Dry wall—C. Y. 43 P. R. C. No. 1—GLOBE-ROOSEVELT HIGHWAY Camp at Pinto Creek. Globe, 3-2-14. Unit cost for work done during February, 1914. Cost per man per day for time actually worked, including cost of non-productive force engaged in camp, and cost of maintenance for days when idle 90 Cost per team per day for time actually worked, including cost of teams hauling water and supplies, and cost of maintenance for days when idle 155	Due from State Prison acct. clothing	
Net expenditure To Jan, 31st To	, in the first of the second of the control of the first of the second o	
For February \$ 1,197.77 Estimate of Work Done Maintenance 11 New Construction Clearing—acres 10 Excavation—Loose Rock—C. Y. 1409 Excavation—Solid rock—C. Y. 700 Borrow—earth—C. Y. 591 Ditching—earth—C. Y. 68 Dry wall—C. Y. 43 P. R. C. No. 1—GLOBE-ROOSEVELT HIGHWAY Camp at Pinto Creek. Globe, 3-2-14. Unit cost for work done during February, 1914. Cost per man per day for time actually worked, including cost of non-productive force engaged in camp, and cost of maintenance for days when idle 90 Cost per team per day for time actually worked, including cost of teams hauling water and supplies, and cost of maintenance for days when idle 90 Cost per team per day for time actually worked, including cost of teams hauling water and supplies, and cost of maintenance for days when idle 155		
For February \$ 1,197.77 Estimate of Work Done Maintenance Miles dragged and maintained 11 New Construction Clearing—acres 10 Grubbing—acres 10 Excavation—Loose Rock—C. Y. 1409 Excavation—Solid rock—C. Y. 700 Borrow—earth—C. Y. 591 Ditching—earth—C. Y. 68 Dry wall—C. Y. 43 P. R. C. No. 1—GLOBE-ROOSEVELT HIGHWAY Camp at Pinto Creek. Globe, 3-2-14. Unit cost for work done during February, 1914. Cost per man per day for time actually worked, including cost of non-productive force engaged in camp, and cost of maintenance for days when idle 90 Cost per team per day for time actually worked, including cost of teams hauling water and supplies, and cost of maintenance for days when idle 155	Net expenditure	3,664.98
Maintenance Maintenance Maintenance Maintenance Maintenance New Construction Clearing—acres 10 Grubbing—acres 10 Excavation—Loose Rock—C. Y. 1409 Excavation—Solid rock—C. Y. 700 Borrow—earth—C. Y. 591 Ditching—earth—C. Y. 68 Dry wall—C. Y. 43 P. R. C. No. 1—GLOBE-ROOSEVELT HIGHWAY Camp at Pinto Creek. Globe, 3-2-14. Unit cost for work done during February, 1914. Cost per man per day for time actually worked, including cost of non-productive force engaged in camp, and cost of maintenance for days when idle 90 Cost per team per day for time actually worked, including cost of teams hauling water and supplies, and cost of maintenance for days when idle 155	To Jan, 31st	2,467.21
Maintenance Maintenance Maintenance Maintenance Maintenance New Construction Clearing—acres 10 Grubbing—acres 10 Excavation—Loose Rock—C. Y. 1409 Excavation—Solid rock—C. Y. 700 Borrow—earth—C. Y. 591 Ditching—earth—C. Y. 68 Dry wall—C. Y. 43 P. R. C. No. 1—GLOBE-ROOSEVELT HIGHWAY Camp at Pinto Creek. Globe, 3-2-14. Unit cost for work done during February, 1914. Cost per man per day for time actually worked, including cost of non-productive force engaged in camp, and cost of maintenance for days when idle 90 Cost per team per day for time actually worked, including cost of teams hauling water and supplies, and cost of maintenance for days when idle 155	For Pohrnary	1 107 77
Miles dragged and maintained	,这是一个大型的人,这是有数据,这个人的人,这个人就是这个人的人,这个人就有数人的人的人,就有数据的人的数据,这 就 有数据的数据。	1,131.11
New Construction Clearing—acres 10 Grubbing—acres 10 Excavation—Loose Rock—C. Y. 1409 Excavation—Solid rock—C. Y. 700 Borrow—earth—C. Y. 591 Ditching—earth—C. Y. 68 Dry wall—C. Y. 43 P. R. C. No. 1—GLOBE-ROOSEVELT HIGHWAY Camp at Pinto Creek. Globe, 3-2-14. Unit cost for work done during February, 1914. Cost per man per day for time actually worked, including cost of non-productive force engaged in camp, and cost of maintenance for days when idle 90 Cost per team per day for time actually worked, including cost of teams hauling water and supplies, and cost of maintenance for days when idle 155	Estimate of Work Done	
Clearing—acres 10 Grubbing—acres 10 Excavation—Loose Rock—C. Y. 1409 Excavation—Solid rock—C. Y. 700 Borrow—earth—C. Y. 591 Ditching—earth—C. Y. 68 Dry wall—C. Y. 43 P. R. C. No. 1—GLOBE-ROOSEVELT HIGHWAY Camp at Pinto Creek. Globe, 3-2-14. Unit cost for work done during February, 1914. Cost per man per day for time actually worked, including cost of non-productive force engaged in camp, and cost of maintenance for days when idle 90 Cost per team per day for time actually worked, including cost of teams hauling water and supplies, and cost of maintenance for days when idle 155	Maintenance	
Clearing—acres 10 Grubbing—acres 10 Excavation—Loose Rock—C. Y. 1409 Excavation—Solid rock—C. Y. 700 Borrow—earth—C. Y. 591 Ditching—earth—C. Y. 68 Dry wall—C. Y. 43 P. R. C. No. 1—GLOBE-ROOSEVELT HIGHWAY Camp at Pinto Creek. Globe, 3-2-14. Unit cost for work done during February, 1914. Cost per man per day for time actually worked, including cost of non-productive force engaged in camp, and cost of maintenance for days when idle 90 Cost per team per day for time actually worked, including cost of teams hauling water and supplies, and cost of maintenance for days when idle 155	Miles dragged and maintained	11
Clearing—acres 10 Grubbing—acres 10 Excavation—Loose Rock—C. Y. 1409 Excavation—Solid rock—C. Y. 700 Borrow—earth—C. Y. 591 Ditching—earth—C. Y. 68 Dry wall—C. Y. 43 P. R. C. No. 1—GLOBE-ROOSEVELT HIGHWAY Camp at Pinto Creek. Globe, 3-2-14. Unit cost for work done during February, 1914. Cost per man per day for time actually worked, including cost of non-productive force engaged in camp, and cost of maintenance for days when idle 90 Cost per team per day for time actually worked, including cost of teams hauling water and supplies, and cost of maintenance for days when idle 155	Miles diagged and maintenance	****
Grubbing—acres Excavation—Loose Rock—C. Y. 1409 Excavation—Solid rock—C. Y. 700 Borrow—earth—C. Y. 591 Ditching—earth—C. Y. 68 Dry wall—C. Y. 43 P. R. C. No. 1—GLOBE-ROOSEVELT HIGHWAY Camp at Pinto Creek. Globe, 3-2-14. Unit cost for work done during February, 1914. Cost per man per day for time actually worked, including cost of non-productive force engaged in camp, and cost of maintenance for days when idle 90 Cost per team per day for time actually worked, including cost of teams hauling water and supplies, and cost of maintenance for days when idle 155	New Construction	
Grubbing—acres Excavation—Loose Rock—C. Y. 1409 Excavation—Solid rock—C. Y. 700 Borrow—earth—C. Y. 591 Ditching—earth—C. Y. 68 Dry wall—C. Y. 43 P. R. C. No. 1—GLOBE-ROOSEVELT HIGHWAY Camp at Pinto Creek. Globe, 3-2-14. Unit cost for work done during February, 1914. Cost per man per day for time actually worked, including cost of non-productive force engaged in camp, and cost of maintenance for days when idle 90 Cost per team per day for time actually worked, including cost of teams hauling water and supplies, and cost of maintenance for days when idle 155	Clearing—acres10	
Excavation—Solid rock—C. Y	Grubbing—acres 10	
Excavation—Solid rock—C. Y	Excavation—Loose Rock—C. Y. 1409	
P. R. C. No. 1—GLOBE-ROOSEVELT HIGHWAY Camp at Pinto Creek. Globe, 3-2-14. Unit cost for work done during February, 1914. Cost per man per day for time actually worked, including cost of non-productive force engaged in camp, and cost of maintenance for days when idle	Excavation—Solid rock—C. Y	
P. R. C. No. 1—GLOBE-ROOSEVELT HIGHWAY Camp at Pinto Creek. Globe, 3-2-14. Unit cost for work done during February, 1914. Cost per man per day for time actually worked, including cost of non-productive force engaged in camp, and cost of maintenance for days when idle	Borrow—earth—C. Y591	
P. R. C. No. 1—GLOBE-ROOSEVELT HIGHWAY Camp at Pinto Creek. Globe, 3-2-14. Unit cost for work done during February, 1914. Cost per man per day for time actually worked, including cost of non-productive force engaged in camp, and cost of maintenance for days when idle	Ditching—earth—C. Y	
P. R. C. No. 1—GLOBE-ROOSEVELT HIGHWAY Camp at Pinto Creek. Globe, 3-2-14. Unit cost for work done during February, 1914. Cost per man per day for time actually worked, including cost of non-productive force engaged in camp, and cost of maintenance for days when idle	Dry wall—C. Y.	
P. R. C. No. 1—GLOBE-ROOSEVELT HIGHWAY Camp at Pinto Creek. Globe, 3-2-14. Unit cost for work done during February, 1914. Cost per man per day for time actually worked, including cost of non-productive force engaged in camp, and cost of maintenance for days when idle	and the state of t	
P. R. C. No. 1—GLOBE-ROOSEVELT HIGHWAY Camp at Pinto Creek. Globe, 3-2-14. Unit cost for work done during February, 1914. Cost per man per day for time actually worked, including cost of non-productive force engaged in camp, and cost of maintenance for days when idle		A Same
P. R. C. No. 1—GLOBE-ROOSEVELT HIGHWAY Camp at Pinto Creek. Globe, 3-2-14. Unit cost for work done during February, 1914. Cost per man per day for time actually worked, including cost of non-productive force engaged in camp, and cost of maintenance for days when idle	사람은 교육하다는 경우에 가장 하는 하는 사람들이 사용했다. 그 일본 사람들이 그 모든 사람들이 되었다. 그렇게 함께 가장하는 것이다.	
Camp at Pinto Creek. Globe, 3-2-14. Unit cost for work done during February, 1914. Cost per man per day for time actually worked, including cost of non-productive force engaged in camp, and cost of maintenance for days when idle		
Unit cost for work done during February, 1914. Cost per man per day for time actually worked, including cost of non-productive force engaged in camp, and cost of maintenance for days when idle	大学,这一种心理,但是大学,就是这个大学,只是一个一个一个一个一个一个一个一个一个。	
Unit cost for work done during February, 1914. Cost per man per day for time actually worked, including cost of non-productive force engaged in camp, and cost of maintenance for days when idle	Globe 3-2-14	service of it.
Cost per man per day for time actually worked, including cost of non-productive force engaged in camp, and cost of maintenance for days when idle	providence in the compact of the providence of the control of the	$\mathcal{K}_{i}(\mathcal{S}_{2}), \mathcal{J}_{i}(\mathcal{S}_{1})$
of non-productive force engaged in camp, and cost of maintenance for days when idle	Unit cost for work done during February, 1914.	
Cost per team per day for time actually worked, including cost of teams hauling water and supplies, and cost of maintenance for days when idle	of non-productive force engaged in camp, and cost of ma	in-
of teams hauling water and supplies, and cost of maintenance for days when idle1.55		
for days when idle	of teams hauling water and supplies, and cost of maintenan	ce
	for days when idle Labor cost means net cost of prisoners and teams.	1.55

Overhead expense means engineering, superintendence, repairs,

renewals, etc.

Frether midlion adole

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Tall IV.

1199 117.

METER Figit

	Labor O. H. Cgs. Total
Clearing and grubbing—per acre	3.56 /3.63 7.19
Excavation—Loose rock—per C. Y.	
Solid rock—per C. Y.	285239524
Borrow—earth—per C. Y.	
Ditching—earth—per C, Y,	089
Dry wall—per C. Y.	335
Maintenance—dragging—per mile	1.135 .368 1.503

MADIO COMP IN GAMA

P. R. C. No. 1-GLOBE-ROOSEVELT HIGHWAY Camp at Pinto Creek.

yawridh tuavascom 1860a-t bir d'h w

Globe, Arizona, 3-31-14.

\$4.74 g a d 50 a to 40 X d 5 X d 5 X d 5 X

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Remoral Switt R. mont and

Report for March, 1914.

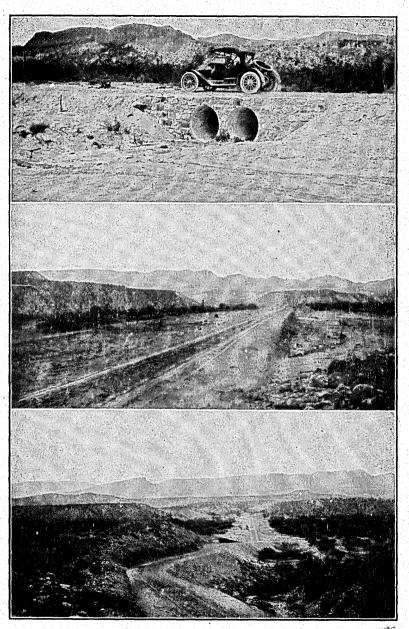
Per Diem Costs.

Feeding prisoners			.621
Clothing prisoners	Education of the Contraction		.111

roceries .				
eef				1 .2
obacco				1
ighting	•••••			
			signal break	
ledicine				
leals at En	gineer's mes	ß		9
	Stabl		September 1994 SEA	
	가 되었는 바람들이 되었다.			
'eeding	\$ 2.45Kb 57 4.5		*	• • • • • • • • •
hoeing, etc)			0
	Asket Milita		Kensel	
Vatchman	944848 N			. 7.1
	are a few arts More Att are to the last of		and the second control of the second	and entire to the state

Engineer's expenses 4.64

Asia Personnel: 11 Personnel: 12 Personnel:	
Average paid force 3	Oc. 1
Average number prisoners 32½	
Average camp force6	Saltasel
Average number sick	Harry had soft.
Escapes Three	
Attempted escapes One	Samerica III
Attempted escapes One Prisoners released Seven	
Prisoners returned One	erinani selah ke
Prisoners returned One	
P. R. C. No. 1—GLOBE-ROOSEVELT HIGHWAY	
Camp at Pinto Creek.	
Globe, Arizona, 3-31-1	.4.
Statement of expenditure for period from December 15th, 19	13,
to March 31st, 1914.	
(1) Gross Expenditure	
Medicine, beef, groceries, hay, grain, clothing, tools, explosives,	
repairs, renewals, etc\$	4,960.64
repairs, renewals, etc. \$ Wages and travelling expenses \$	1,723.74
Transportation	673.04
	7,357,42
Assets.	
Supplies as enumerated above\$	
Supplies as enumerated above\$	
Due from Engineering Fund acct. transitman	417.03
Due from State Prison acct. maintenance	711.00
Due from State Prison acct. clothing	43.15
	ern garage and ern and englisher
회 (학자 : 플린어) 및 현기 부속수욕 왕이 마리는 이번 시민이를 보고 있었다. 이번 회에는 불통하는 다른 이번 회사가 되었다고 있다. 다른 \$	2,243.00
Net expenditule	5,114.42
To Feb. 28th	3,664.98
The state of the s	
For March \$	1,449.44
Estimate of Work Done	
Miles dragged	
The Control of the Co	
Grubbing—acres 6	
Excayation—L. R.—C. Y	
Excavation—S. R.—C. Y. 310	
Borrow—earth—C. Y	
	人名巴西克 医神经病
Dry wall—C. Y	as near Wall to St. Sec.



GILA COUNTY
Prison Labor
Globe-Roosevelt
Roosevelt Dam Highway

P. R. C. No. 1—GLOBE-ROOSEVELT HIGHWAY Camp at Pinto Creek

Globe, Arizona, 3-31-14.

(\mathbb{R}^{d}) . The contraction (\mathbb{R}^{d})	lobe, Arizona	, 3-31-14.	1.13.75
Unit costs for work done during March,	1914.	ing the second of the second o	
Cost per man per day for time actually worked, non-productive force engaged in camp, and cos for days when idle			1.19
Cost per team per day for time actually worked teams hauling water and supplies, and cost of ma when idle			1.55
Labor cost means net cost of prisoners and tear	ms.		
Overhead expense means engineering, superinter etc.	ndence, repa Labor O.		wals, Total
Clearing and grubbing, per acre	5.16	2.85	8.01
Excavation—Loose rock—per C. Y	463	.255	.718
Excavation—Solid rock—per C. Y.	641	.321	.962
Borrow—earth—per C. Y.		.137	.387
Dry wall—per C. Y.		.234	.680
Dragging—per mile	3.61	2.02	5.63
	the second second second		1.0

P. R. C. No. 1—GLOBE-ROOSEVELT HIGHWAY Camp at Pinto Creek.

nent of force engaged	for month of April, 1914.
Average paid force	oners 38
Average number team	ns11
Average number sadd Average camp force	lle horses
Average number sick	The state of the s
Average working force	Эө
Distribution	on of time.
Days in month	va landad mada landa Canton at 30 ml indict of
Days lost acct. Sunda Days worked	ys man blain don don't it is mot ou
Maint	enance Costs.
	Stockade
Groceries, per man pe	r day

Beef, per man per day Tobacco, per man per day

	7	
Clothing and shoes, per ma Medicine, per man per day		
1976 . 1976	emus emule drove del 2854	u,
an iran antimort lyndra Sta	blette and not ein big dem	ing 1300)
or real transfer of the same of	mine of designate accordagations	and atop
Shoeing, medicine, repairs	1. 409	aggaly 1993 1914 - Jou (A
nest all manufactured for these	han saliquas bush usas saliquas.	A count
Conduct of	Prisoners	
	None 1	and the state of the
Escapes	None	reangle later and. New
Ret'd acct, incompetence		
	gran reg goulders hun	Surgio 17
		น้อง ยอนได้
		any gastif
		West wall
	ROOSEVELT HIGHWAY	
Camp at F	Pinto Creek.	inighted.
	Globe, 5-1-14.	
Gross Ex	80th, 1914. Cpenditure	
Medicine, beef, groceries, hay, grain,	생활이 하시다 경기를 가면서 가장 하게 되었다. 그 그는 그는 사람이 되었다면 다른	un .
cement, repairs, renewals, etc.		6,644.04
Wages and travelling expenses	intendable gailenne delitat A.	2,174.11
Transportation	 Beging an Astronomy Property and Control of the Contr	
A. I. I. Culverts	A NOTE OF THE SECTION OF THE CONTRACT OF THE SECTION OF THE SECTIO	783.69
		783.69 991.50
	is a porint many operate -	991.50
	monot quan operava — \$ \$ Long to compete the compete	991.50
Ası	nord deen vactore - kale recover excress \$ sets seed by the works and a	991.50
As: Supplies as enumerated above Due from Engineering Fund acct, tra	eriod dies victore	991.50 10,593.34
As: Supplies as enumerated above Due from Engineering Fund acct, tra	eriod dies victore	991.50 10,593.34 1,094.76
Ass Supplies as enumerated above Due from Engineering Fund acct. tra Due from State Prison acct. maintena	good ques osciora	991.50 10,593.34 1,094.76 556.43
Assupplies as enumerated above Due from Engineering Fund acct. tra. Due from State Prison acct. maintena Due from State Prison acct. clothing	good dies prices And recepts first sets and grillow present sets and gril	991.50 10,593.34 1,094.76 556.43 938.00 43.15
Assupplies as enumerated above Due from Engineering Fund acct. tra. Due from State Prison acct. maintena Due from State Prison acct. clothing	grant dies prices And recein sacret \$ sets sood saldrow sensor notweet \$ notweet \$ note	991.50 10,593.34 1,094.76 556.43 938.00 43.15 2,632.34
As: Supplies as enumerated above Due from Engineering Fund acct. tra Due from State Prison acct. maintena Due from State Prison acct. clothing Net expenditure	gond dies pictori And recein thereit \$ sets sood galdrow breaty i and locking i solution breaty i soluti	991.50 10,593.34 1,094.76 556.43 938.00 43.15
Supplies as enumerated above Due from Engineering Fund acct. tra Due from State Prison acct. maintena Due from State Prison acct. clothing Net expenditure	gold dies officel \$ gold recepts sites \$ sets cool gallion societ. sitman ince white sites \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	991.50 10,593.34 1,094.76 556.43 938.00 43.15 2,632.34 7,961.00

《京学》等	Estimat	e of Wo	rk Done	AM . O . #		392349
Clearing—acr						
Grubbing—acr	•oa 111 111	(v.) Patrices	Barry 18	a digital	8	
Excavation—l						
Excavation—s			The state of the s	A CONTRACT OF THE CONTRACT OF	The second second second	
Borrow—earth						
Foundation E						Tak (18)
Rubble masor						
Dry wall—C.						
Culverts place						Bridge.
	sa, frisas Propos Santa			defini di		
P. R. C. No.	1—GLO	BE-ROO	SEVELT	HIGHW	4 Y	
경영화를 되고 말았다. 이 이번	Camp	at Pinto	Creek.	N. C.		
			deal ball	Globe,	5-1-14.	
Unit costs fo	r work					
Cost per man per day for	time a	ctually v	vorked. ii	cluding	cost of	
non-productive force enga	ged in c	amp, and	l cost of	maintena	nce for	
days when idle	. Natur	and proceed	ania seazari	- line viel	EXXIVE F	1,16
Cost per team per day fo						
teams hauling water and						
when idle				1. C. S	and the control of th	1,35
Prison labor cost m	and the second second	457.712	the second section is a			
Paid labor cost mea	ns cost	of forem	en.	di yan kan	the of	
Overhead expense	means e	ngineeri	ng, super	intendenc	e, repairs	
renewals, etc.						
	Prison	Paid	Arne Service	Ang Pa	Ovrh'd	
영화 개발하다 하면 얼굴을 보였다.		Labor	Cement	- TAura Loca		
	,			EXDIOS.	医高性性 美拉拉拉 化二十二十二烷	Total
Clearing and Crubbing			Cement	Explos.	医高性性 美拉拉拉 化二十二十二烷	Total
Clearing and Grubbing	7.41		handa da d	nejhi je	Expense	
per acre	7.61		tacytic	nopu se Kejis lita	Expense	Total
per acre Excavation:		147.567-6	ing farat Seculides Hassacus	nopu se Kejis lita	Expense	11.69
per acre Excavation: Loose rock, per C. Y	.139	.021	babi Secytics resument	negra de Negra de Su a film	3.27 .063	11.69 .223
per acre	.139	.021	babi Secytics resument	nopu se Kejis lita	3.27 .063	11.69
Excavation: Loose rock, per C. Y Solid rock, per C. Y	.139 .486	.021 .063	fami secutive mananat	.254	3.27 .063 .214	11.69 .223 1.017
per acre	.139	.021	from	.254	3.27 .063 .214	11.69 .223
per acre Excavation: Loose rock, per C. Y Solid rock, per C. Y Borrow: Earth, per C. Y Foundation:	.139 .486 096	.021 .063	ton recycle recycle we've	.254	3.27 .063 .214	11.69 .223 1.017 .154
per acre	139 .486 096	.021 .063 .015	tom manan ma ma manan man m	.254	3.27 .063 .214	11.69 .223 1.017 .154
per acre		.021 .063 .015	ton ecolic elimant se solo la sola or coli	.254	.063 .214 .043	11.69 .223 1.017 .154 .949
per acre Excavation: Loose rock, per C. Y Solid rock, per C. Y Borrow: Earth, per C. Y Foundation: Excavation, per C. Y Rubble Masonry: per C. Y	139 .486 096 464 1.808	.021 .063 .015	hom eculate romant wells in rock en rock	.254	.063 .214 .043 .264	11.69 .223 1.017 .154 .949
per acre Excavation: Loose rock, per C. Y Solid rock, per C. Y Borrow: Earth, per C. Y Foundation: Excavation, per C. Y Rubble Masonry: per C. Y	139 .486 096 464 1.808	.021 .063 .015 .221	10 m (10 m) (10	.254	3.27 .063 .214 .043 .264	11.69 .223 1.017 .154 .949 5.749
per acre Excavation: Loose rock, per C. Y Solid rock, per C. Y Borrow: Earth, per C. Y Foundation: Excavation, per C. Y Rubble Masonry: per C. Y	. 139 .486 . 096 464 . 1.808 . 464	.021 .063 .015 .221 .882	to an accuracy to the control of the	254	3.27 .063 .214 .043 .264	11.69 .223 1.017 .154 .949 5.749

torus (MM)	P. R. C. No. 1—GLOBE-ROOSEVELT HIGH	CONTRACTOR OF A STATE
	Camp at Pinto Creek.	des its
	Statement of force engaged for month of May, 1	
	Average paid force	"4"
	Average number prisoners	37
	Average number teams Average camp force	12
	Average camp force	1997
	Average number sick	
	Average number sick Average working force	29
	Distribution of time	
	Days in month	化氯苯二甲亚酚基甲基
	Days lost acct. Sundays	5
	Days worked	26
	Stockade	324
S. Garage	Maintenance Costs.	
	Groceries, per man per day	.352
	Beef, per man per day	.004 946
	Tobacoc, per man per day	.210 .015
	Lighting, per man per day	
	Clothing and shoes, per man per day	the same of the same of
	Medicine, per man per day	
	adayi iday wan ga Stable ya ka ka ma ka m	und of Work
	Feeding, per head per day	.507
	Shoeing, medicine, repairs	.054
TO STATE	and the confidence of	
1960		.561
	Conduct of Prisoners	
	Escapes Escapes attempted Returned acct_sickness	1
	Escapes attempted	0 ∵ւ
	Returned acct. sickness	1
	Returned acct. incompetence	0
50.57		THE SALAR
	P. R. C. No. 1-GLOBE-ROOSEVELT HIGH	WAY
M. Ex		
Sta	atement of expenditure for period from December	· 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
	to May 31st, 1914.	. Z (1) • 85 ft
	[12:16] [1] [1] [1] [1] [1] [1] [1] [1] [1] [1	
	Gross Expenditure , beef, groceries, hay, grain, clothing, tools, expl	

Wages and travelling expenses	2,612.49
Transportation	. 1,158.69
Transportation A I I Culverts	1,500,26
Tarriera de la companya de la Calenda de Santonia. La companya de la co	
일본 하고 있었다. 경우 이 소리에 안 수있는 눈악님이 오늘 내가 가는 사람들이 하는 그를 가지 않는 것 같아 가는 것 같아. 그는 것이 가장	\$ 13,493.16
Assets	at selection
A. I. I. Culverts and cement on hand	\$ 425.78
Supplies as enumerated above	1:120.94
Due from Engineering Fund acct. transitman	674.42
Due from State Prison acct, maintenance	1.169.20
Due from State Prison acct clothing	52.40
Net expenditure	\$ 10 050 49
To April 30th	10,000,42 7 061 00
For May	Q 9 000 A9
하게 하면 하면 가는데 가는데 가는데 하는데 하는데 요즘 나는데 하는데 하는데 그는데 그는데 하는데 함께 되었다.	2,000, 12
rajeni, geleger i Estimate of work done. Je skipe see a leger i	
Clearing—acres 5.4	
• Grubbing—acres1.8	
Excavation—loose rock—C. Y	34.4 日本最高的
Excavation—solid rock—C, Y	
Excavation—solid rock—C, Y. 29.0 Borrow—earth—C, Y. 1992.0	
Foundation Excavation—C. Y 127.5	
Rubble Masonry—C. Y	
Dry Wall—C. Y	
Culverts Placed—lineal feet 122.0	a da
Dragging and Crowning—miles 2.7	
Re-dragging—maintenance—miles4	
Ditching—C. Y. 746.0	
Ditching—C. Y	
Control of the contro	
함께 가장 하는 아니라 하다 수 있는 아이는 교육 하는 사람들은 사람들은 것이 있는 지원 중심하다면서 얼굴하고 말했다.	
P. R. C. No. 1—GLOBE-ROOSEVELT HIGHWAY	
Camp at Pinto Creek.	
Unit costs for work done in May, 1914.	
경기가 가입하다는 하는 것이 되었다. 그들은 그들은 사람들이 되었다. 그는 그들은 그들을 하다고 살을 입니까 모든 것이다.	
Cost per man per day, for time actually worked, including cost o	
non-productive force engaged in camp, and cost of maintenance	3
for days when idle	1.1
Cost per team per day for time actually worked, including cost o	I
teams hauling water and supplies, and cost of maintenance for	r.
days when idle	1.7'
Prison labor cost means net cost of prisoners and teams.	
Paid labor cost means cost of foreman.	

Overhead expense means engineering, superintendence, repairs, renewals, etc.

	Prison	Paid	Ovrhead	Material	Total
	Labor	Labor	Expense		
Grubbing and clearing, per acre	4.94	0.00	0.82	0.00	5.76
Excavation:					
Loose rock, per C. Y	0.386	0.058	0.062	0.029	0.535
Solid rock, per C. Y	0.684	0.103	0.110	0.640	1.537
Borrow-Earth, per C. Y	0.181	0.029	0.030	0.015	0.255
Foundation excavation, per C. Y	0.394	0.102	0.063	0.000	0.559
Rubble Masonry, per C. Y	1.663	0.408	0.266	1.585	3.922
Dry wall, per C. Y.	0.832	0.200	0.133	0.000	1.165
Setting up and laying culverts					
per lineal ft.	0.055	0.000	0.009	3.510	3.565
Dragging and Crowning per mile.	3.222	0.645	0.515	0.000	4.382
Re-dragging:			Bay Private		
Maintenance, per mile	3.840	0.000	0.605	0.000	4.445
Ditching per C. Y	0.259	0.039	0.041	0.018	0.357
사가 되는 사람들이 가는 사람들이 되는 것들은 하는 사람들이 한 학교 때문을 가지 않는 것을 받는데 되는 것 같아 된다고 있다.	Life to the second	and the second of the second	A STATE OF THE PARTY OF THE PARTY.		A 1977

P. R. C. No. 1-GLOBE-ROOSEVELT HIGHWAY

Camp at Pinto Creek.

Statement of force engaged for month of June, 1914.

Average	paid force4
Average	number prisoners 41
Average	number teams
Average (camp force
Average Average	number sick 2
74610	Distribution of time.
Days in r	化水油医水油油 化二氯化二甲二甲二甲二甲二甲二甲二甲二甲二甲二甲二甲二甲二甲二甲二甲二甲二甲二甲
Days lost	acet. Sundays 4 acet. rain 01/2
Days wor	ked 25 ½
	Stockade maintenance costs:

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Beef, per mai	i ner da:	٧		10.10		المراجعين	194	1998 193 1957	CHURCH
the first of the second of the	and Table and Committee and	. 1 6 1 2	April	正重 的复数结束统 东	 2. 2. 4. 5. 2. 5. 5. 5. 	5. 70 . 5	1979	Market State of the Control of the C	447 3.43
'obacco, per	man ner	rsh.	7	4		- 1 Table 1	.026	After the works	6 546 300
	and the state of t		Carlo de Co	azan untuk	190 a 190 a 19		11.		
ighting nor	mon no	· do	17	3 47 1 M.C.A.		V78 W	$\cap \cap A$	Trill & Buckery L.	福元人(1967年)

Groceries, per man per day 382 382

constitution and the same of t

0.75%	وكالجداد المجاهد والمراج	graphed and a section N	tabie.	P. Court gound - withhy be	18.01
	Feedi	ng, per hea	ad per day	.)	241 C
(4.01)	Shoei	ng, medici		.087	
0,467				De dollstramt e en t his	
en.				Y 1) - Vicoso.486 let	
1791		Condu	ct of prisoners.	The office than the	
	Tracer			$\mathbf{u}_{\mathbf{i}}$	
n sy is	Esca <u>i</u> Escar	ves	+ A	en dagen bagen for	lerty in
	Escar	es attemp	tea	re-transporter transporter	933
	Retur	ned acct.	sickness		0.10
(1.38)	Retui	ned acct.	insupordination	Zanius	
				H. H. M. C. Ballion Sands	
	14731	mil Buday	inismo monavio	ojintah - rodany galana	
	P. F	R. C. No. 1-	—GLOBE-ROOSI	EVELT HIGHWAY	
		av Menskirnse in ei	[[图6][8][4][[8][8][8][8][8][8][8][8][8][8][8][8][8	Greek.	
	Stateme	ent of expe	nditure for perio	d from Dec. 15th, 1913,	
	Stateme	nt or expe	to June 30th, 1	014	
		10 2 2 2 2 2	22. 化二甲基甲烷二烷 1. T. C. L.	医线线性 医抗性性性性性性 化二氯甲基甲基	
			Gross Expendit	ure	
Medicine	e, beef, g	roceries, h	ay, grain, clothi	ng, tools, explosives,	rog teat
ce	ment re	nairs rene	wals etc	at beginskie een de vite 🛊	10 131 67
a proposition and		paris, rene		······································	10,101.01
Wagera	na trave	lling eynen	BAR	Marie and marie and Otto History	3 265 02
Wages a	na trave	lling expen	ises	inno 301 (2014) 1011 (1111) The state of the	3,400.04
Wages a Franspo	ng trave rtation Culverts	lling expen	ises Salak Caluras Salak Caluras	maring palaming palaming 1997-201-201-2014 mpal 19-044-20132 palamin	1,208.14
Wages a Franspo A. I. I.	rtation Culverts	ing expen	ises mig somigi 1892 mig somigi	inno 201 (201 1011 inga) 90 (nin 2011), Zalliwal 20 (nin 2011), Zalli naivi	1,208.14 1,500.26
Wages a Franspo A. I. I.	rtation Culverts	ing expen	ises mig somigi 1892 mig somigi	inno 201 (201 1011 inga) 90 (nin 2011), Zalliwal 20 (nin 2011), Zalli naivi	1,208.14 1,500.26
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wages a Γranspo A. I. I.	rtation Culverts	ing expen into the con than even	ises buy abuqqu Dari buy abuqqu Paga lo tabb bu	ntro 1007 (July 1000) haddes State and to sally body Sulfand 1000 (July 100) haddes took took (July 100)	1,208.14 1,500.26 16,105.09
wages a Γranspo A. I. I.	rtation Culverts	ing expen into the con than even	ises buy abuqqu Dari buy abuqqu Paga lo tabb bu	ntro 1007 (July 1000) haddes State and to sally body Sulfand 1000 (July 100) haddes took took (July 100)	1,208.14 1,500.26 16,105.09
Vages a Franspo A. I. I. A. I. I. C	rtation Culverts culverts a	than even than even and cement nerated abo	ises Big south	min nor cay ton come on an extensive summer summer on a point of the case of t	1,208.14 1,500.26 16,105.09 462.51
Vages a Cranspo A. I. I. A. I. I. C Supplies Due froi	rtation Culverts culverts a as enum	and cement nerated ab	Assets on hand ove	tonn per cay ton come by the entropy of the cay to the cay to the cay	1,208.02 1,208.14 1,500.26 16,105.09 462.51 1,139.91 792.17
Wages a Franspo A. I. I. A. I. I. C Supplies Due from	rtation Culverts culverts a as enun n Engine n State 1	and cement nerated absering Fund Prison acct	Assets on hand ove d acct. transitma	nagn per cay ton cun haunne cuter nance pou laine cest means ta labar nest means en chead expeñse means etc.	1,208.14 1,500.26 16,105.09 462.51 1,139.91 792.17
Wages a Franspo A. I. I. A. I. I. C Supplies Due from	culverts a as enum n Engine n State I	ind cement nerated abovering Fund Prison acct	on hand ove discrete transitma maintenance	nagn ger cay ton cun hadhig senter nan en whon plac en tahur nest megas en g them nest megas en g them.	1,208.14 1,500.26 16,105.09 462.51 1,139.91 792.15
A. I. I. C Supplies Due from Due from	culverts a as enum n Engine n State I	ind cement nerated abovering Fund Prison acct	on hand ove discrete transitma maintenance	nagn per cay ton cun haunne cuter nance pou laine cest means ta labar nest means en chead expeñse means etc.	1,208.14 1,500.26 16,105.09 462.51 1,139.91 792.15
A. I. I. C Supplies Due from	culverts a as enum n Engine n State I	ind cement nerated abovering Fund Prison acct	on hand ove discrete transitma maintenance	nagn per cay ton cun hadnes viles una en en lither acet means en gen. (head expense ineuns en etc. me tidee) me tidee)	16,105.09 462.51 1,139.91 792.17 1,412.60
Wages a Franspo A. I. I. Supplies Due from Due from	rtation Culverts a as enum n Engine n State l	ind cement nerated ab ering Fund Prison acet	on hand oye d acct. transitma maintenance	mro sor yan tan mga er ann reins genhou genhou tear andal ho ankent salenge hasal s on.	16,105.09 462.51 1,139.91 792.17 1,412.60
A. I. I. C Supplies Due from	culverts a as enum Engine n State l	nd cement nerated ab ering Fund Prison acet	on hand oye d acct. transitma maintenance	mro sor yan tan mga er ann reins genhou genhou tear andal ho ankent salenge hasal s on.	1,208.14 1,208.14 16,105.09 462.51 1,139.91 792.15 1,412.60
A. I. I. C Supplies Due from	culverts a as enum n Engine n State l	nd cement nerated ab ering Func Prison acct	on hand ove d acct transitma maintenance clothing	nagn per cay ton cun hadhes viles una en gon lahar sest means en gones expende ineuns en gones expende ineuns gon. n real symmetric ineuns area expende ineuns gon. real yels: real per () V	1,208.14 1,500.26 16,105.09 462.51 1,139.97 792.17 1,412.66 13,902.29 12,202.86 9,761.19
A. I. I. C Supplies Due froi Due froi	culverts a as enum n Engine n State l	und cement nerated ab- pering Fund Prison acct Prison acct expenditur May 31st	on hand ove di acct. transitma maintenance clothing	mente de la	1,208.14 1,500.26 16,105.09 462.51 1,139.9 792.1 1,412.66 3,902.29 12,202.80 9,761.11
A. I. I. C Supplies Due from	ulverts a as enun n Engine n State I n State I	und cement nerated ab- pering Fund Prison acct Prison acct expenditur May 31st	on hand ove di acct. transitma maintenance clothing	mente de la	1,208.14 1,500.26 16,105.09 462.51 1,139.9 792.1 1,412.66 3,902.29 12,202.80 9,761.11
A. I. I. C Supplies Due from	ulverts a as enun n Engine n State I n State I	und cement nerated ab- pering Fund Prison acct Prison acct expenditur May 31st	on hand ove di acct. transitma maintenance clothing	mente de la	1,208.14 1,500.26 16,105.09 462.51 1,139.91 792.17 1,412.66 3,902.29 12,202.80 9,761.11
A. I. I. C Supplies Due from	rtation Culverts a as enum n Engine n State I n State I For	und cement nerated ab- pering Fund Prison acct Prison acct expenditur May 31st	on hand ove di acct. transitma 'maintenance clothing di acct. stransitma 'maintenance di clothing di acct. stransitma	mer for yer ton eight as and tells and the sale, body furbant the sale, body furbant the sale outling for and all let and	1,208.14 1,500.26 16,105.09 462.51 1,139.91 792.17 1,412.60 3,902.20 12,202.80 9,761.19
A. I. I. C Supplies Due from Due from	rtation Culverts a as enum n Engine n State I n State I For	und cement nerated ab- pering Fund Prison acct Prison acct expenditur May 31st	on hand ove di acct. transitma 'maintenance clothing di acct. stransitma 'maintenance di clothing di acct. stransitma	nagn per cay ton cun hadhes viles una en gon lahar sest means en gones expende ineuns en gones expende ineuns gon. n real symmetric ineuns area expende ineuns gon. real yels: real per () V	1,208.14 1,500.26 16,105.09 462.51 1,139.91 792.17 1,412.60 3,902.29 12,202.80 9,761.19

Excavation—loose rock—C. Y
Excavation—solid rock—C. Y
Borrow—earth—C. Y. 1677
Foundation Excavation—C. Y 100
Rubble Masonry—C. Y. 41
Paving and walls—C. Y
Dry wall—C. Y.
Culverts placed—lineal feet 36 in
Dragging and crowning—miles1
Re-dragging—maintenance—miles6
Ditching—C, Y,
Raking—miles 1
Repairing washes—maintenance—number (about 100 C. Y.) 4

FARETH HER THE GLOREVELL HOWAVER P. R. C. No. 1-GLOBE-ROOSEVELT HIGHWAY

Camp at Pinto Creek Unit costs for work done in June

Cost per man per day, for time a non-productive force engaged in	camp, and	经股份制 化氯氯化二甲酚	 - 3/6 7/10 	The way is a regular to the second	alication
for days when idle			45.45 135.535	ga, proposta en ar	.6815
Cost per team per day for time	actually v	vorked, i	ncluding	cost	organia. Santanana
of teams hauling water and su	pplies, and	cost of	mainter	ance	
for days when idle	artinika dikebakan es		an bangapan kan d	umann i	1.374
Prison labor cost means n	et cost of	prisoner	and tea	ıms.	
Paid labor cost means cost	of forems	ı n .			
	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1		ntandana	0	
Overhead expense means	engmeerm	g, supern	ntendene	e, repairs	(I A
renewals, etc.	Delgan	Dold C	vrhead	Motorial	Motol
TARTER CONTRACTOR OF THE PROPERTY AND	Prison	图 幼 身境筋	医小型性毒素 阿勒伯德	Material	Total
BARTA PERMANANTAN	Labor	Labor , E	xpense	and Stute	a wag
Grubbing, per acre	5.111	≈ 2.000	2.5 000	otota war	9.611
Clearing, per acre	2.480	1.100	1.318		4.898
Excavation:					
Loose rock, per C. Y	0.162	0.029	0.079	0.021	0.291
Solid rock, per C. Y.	0.319	0.038	0.182	0.144	0.683
Borrow-Earth, per C. Y.	0.089	0.024	0.045	0.007	0.165
Foundation Exc., per C. Y	0.198	0.100	0.110		0.408
Rubble Masonry, per C. Y	1,774	0.610	1.433	1.552	5.369
Paving, per C. Y.	0.653	0.203	0.852	1.497	3.205
Dry wall, per C. Y	0.136	0.100	0.080		0.316
Setting up and laying culverts		وأبالو أوالكا ويك	arriau-	-authorit	
per lineal foot	0.045	0.026	0.025	Edd Hour	0.096

\$135.89 A. I. I. culverts used in June

Raking, per mile	61 30.229
Dragging and Crowning, per mile 4.355	5.965
Re-dragging:	
Maintenance, per mile	4.539
Repairing washes, per C. Y.	
Maintenance (100 C. Y.) 0.127 0.045	0.172
Ditching, per C. Y	0.110

Menu of Prisoners' Mess.

Breakfast: Oatmeal, bacon, fried potatoes, hot cakes with syrup, coffee.

On Sundays, two eggs per man.

Dinner: Soup, roast beef or stew, boiled beans, potatoes—boiled, baked or roasted, pie or pudding, coffee.

On Sundays, canned corn or tomatoes. Boiled beef may be used once a week only.

Supper: Hamburger, hash or stew, beans, boiled or fried, potatoes, pie or stewed fruit and cake, coffee.