

1933

## DIVERTING GASOLINE TAX FUNDS FOR BIENNIUM ENDING JUNE 30, 1933

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personnel in accordance with local desires, and without the delay now necessary to present the subject to the Legislature. The effect is to bring flexibility, efficiency and economy in county government.

Increases in the compensation of officers are prohibited after election and during the term of office, but decreases may be made at any time, as at present. Deputies' and assistants' salaries may be decreased or increased at will by the supervisors. This assures responsible home rule.

The act which is validated by this constitutional amendment carries out its purposes, and

provides that present State laws fixing salaries shall be effective solely as local ordinances, and may be superseded by ordinance hereafter adopted, subject to the regular initiative and referendum powers of the people.

A vote yes will be a vote for home rule and economy and efficiency.

J. I. WAGY,

ANDREW R. SCHOTTKY,

HARRY A. PHERRY,

BEN HULSE.

Members of the California State Senate.

<b>DIVERTING GASOLINE TAX FUNDS FOR BIENNIUM ENDING JUNE 30, 1933. Question submitted to electors by Legislature as follows:</b>		YES	
<b>9</b>	1. Shall the Legislature divert \$8,779,750 from the gasoline tax funds to the general fund for payment of bond interest and redemption on outstanding highway bonds for the biennium ending June 30, 1933?	NO	
<b>DIVERTING GASOLINE TAX FUNDS FOR BIENNIUM ENDING JUNE 30, 1935. Question submitted to electors by Legislature as follows:</b>		YES	
<b>10</b>	2. Shall the Legislature divert \$8,449,326 from the gasoline tax funds to the general fund for payment of bond interest and redemption on outstanding highway bonds for the biennium ending June 30, 1935?	NO	

#### Argument in Favor of Propositions 9 and 10

The People of California in 1909, 1915, and 1919 voted three highway bond issues totaling \$73,000,000. In spite of the oft-repeated assertions that our present highway system was built by the proceeds of the gas tax the fact is that all of these seventy-three millions went into the construction of our present highway system and that this bond money was still being spent for highway construction in the year 1927—four years after the adoption of the gas tax system. The motorists at the present time, therefore, are getting the benefit of the proceeds of these State highway bonds expended both before and after the adoption of the present gasoline tax in 1923.

Although the avowed purpose of the gas tax was to provide for all highway expenditures, both principal and interest of these highway bonds have been and are being paid out of the general fund of the State, and not from gas tax revenues. To and including June 30, 1933, the general fund of the State has con-

tributed \$59,885,881.17 towards the payment of these highways bonds. The amount of these highway bonds still outstanding totals \$55,850,000 and unless these bonds are paid from highway fund sources, a total of \$95,804,713 must be raised from general fund sources in the course of the next thirty-one years to retire these bonds.

It is only logical that these highway bonds which provide part, at least, of the money to build our present highway system should be paid for by the motorists and truckmen who are making use of the highway system rather than by the taxpayers of the State generally.

The State faces an admitted deficit for the next biennium of approximately \$50,000,000 and no one knows for certain just how this deficit will be met. It must however, be met by some means or the result will be State bankruptcy and a collapse of necessary governmental functions. Surely under these circumstances it is only fair, both as a matter of principle and expediency, that the interest and redemption of State highway bonds for the four years—1931

organize whenever a majority of the qualified electors of such county, voting at a general election, shall so determine; and whenever a county shall adopt township organization, the assessment and collection of the revenue shall be made, and the business of such county and the local affairs of the several townships therein shall be managed and transacted, in the manner prescribed by such general laws.

Sec. 9. The compensation of any city, county, town or municipal officer shall not be increased after

his election or during his term of office; provided, however, that the Legislature may provide by general laws that such additional deputies or assistants may be necessary and proper be allowed to the principal in any county office during his term and that the Legislature may also provide that the compensation of such deputy or assistant be increased during the term of office of such principal. The term of any such officer shall not be extended beyond the period for which he is elected or appointed.

**DIVERTING GASOLINE TAX FUNDS FOR BIENNIUM ENDING JUNE 30, 1933.** Question submitted to electors by Legislature as follows:

9 1. Shall the Legislature divert \$8,779,750 from the gasoline tax funds to the general fund for payment of bond interest and redemption on outstanding highway bonds for the biennium ending June 30, 1933?

YES	
NO	

**DIVERTING GASOLINE TAX FUNDS FOR BIENNIUM ENDING JUNE 30, 1935.** Question submitted to electors by Legislature as follows:

10 2. Shall the Legislature divert \$8,449,326 from the gasoline tax funds to the general fund for payment of bond interest and redemption on outstanding highway bonds for the biennium ending June 30, 1935?

YES	
NO	