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GEOLOGICAL SURVEY OF GEORGIA

S. W. McCALLIE, State Geologist

BULLETIN No. 28

A THIRD REPORT

ON THE

PUBLIC ROADS

OF

GEORGIA

BY

S. W. McCALLIE, State Geologist

UNIVERSITY OF CALIFORNIA

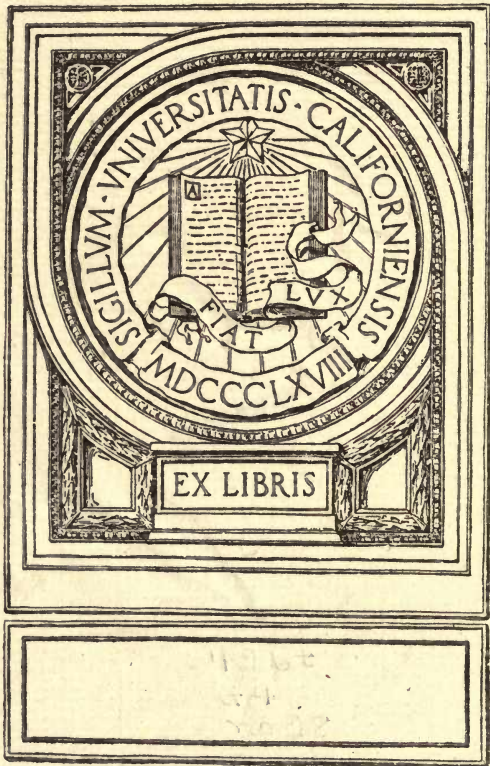
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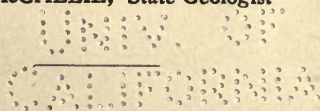
PUBLIC ROADS

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LETTER OF TRANSMITTAL

GEOLOGICAL SURVEY OF GEORGIA,
ATLANTA, July 15, 1912.

To His Excellency, JOSEPH M. BROWN, Governor, and President of the Advisory Board of the Geological Survey of Georgia.

SIR: I have the honor to submit herewith a third report on the Public Roads of Georgia, to be published as Bulletin No. 28, of this Survey.

Very respectfully yours,

S. W. McCALLIE,
State Geologist.

PREFATORY NOTE

In submitting this report on the public roads of Georgia to the public the writer wishes to express his thanks to the State Prison Commission for valuable assistance in the co-operative work of collecting data on the roads of the State. Special thanks are also due Capt. Goodloe H. Yancey, Secretary of the Prison Commission, who rendered invaluable aid in compiling the statistical data. In addition to the assistance here accredited, the writer wishes, furthermore, to express his gratitude to the various public road officials throughout the State for information concerning the public roads of their respective counties.

This report is the third report on the public roads of the State published by the State Geological Survey. The first report was issued in 1901 and the second in 1910. It is to be regretted that the statistical data which were collected by correspondence with the county road officials had to be estimated in many cases; however, they are thought to be sufficiently accurate to give a fairly trustworthy idea of the general conditions of the public roads of the State.

It should be added that the mileage and cost of sand-clay roads, in some cases, can not be relied on, as the number of miles constructed multiplied by the cost per mile given, is more than the total amount of money expended.

Public Roads of Georgia

MILEAGE AND EXPENDITURES.

The statistical table of this report shows that the estimated public road mileage of the State of Georgia in 1911 was 83,986, which is an increase of 1,704 miles over the road mileage of 1909, the date of the last statistical road data published by this Department. The table also shows that during last year there were constructed in the State 35 miles of macadam road, 235 miles of road surfaced with gravel and chert, and 4,077 miles of road surfaced with sand-clay mixtures. These figures show that within the last two years there has been very rapid progress made in improving the roads of the State. Especially has this been true in regard to the construction of gravel and chert roads and sand-clay roads. In 1909, or only two years ago, the statistical road data showed that up to that date only 502 miles of gravel and chert roads and 3,421 miles of sand-clay roads had been constructed, whereas, in 1911 there were constructed 235 miles of gravel and chert road and 4,077 miles of sand-clay road. In other words, the total number of miles of gravel and chert roads constructed last year was nearly one-half the mileage of these roads previously constructed, and the sand-clay roads constructed exceeded the mileage of this class of roads previously constructed by 656 miles.

Of the 146 counties of the State 116 employ convicts and 30 use statute or hired labor, the total number of convicts employed being 4,744.

The expenditures on public roads and bridges in 1911 were \$659,002 commutation tax and \$1,770,697 property tax, making a total money expenditure of \$2,504,699. To this sum should be added \$1,623,200, an estimated money value of convicts furnished by the State together with the value of statute labor of those counties not using convicts and those using both convicts and statute labor. This makes a grand total of road expenditure last year of \$4,127,899.

In comparing the total road mileage of the State with the total estimated road expenditures it will be seen that each mile of public road cost last year \$49.15, or \$1.58 per inhabitant based on the census of 1910.

PUBLIC ROAD DATA OF GEORGIA COLLECTED BY THE STATE GEOLOGICAL SURVEY IN CO-OPERATION WITH THE STATE PRISON COMMISSION.

COUNTY.	Area sq. miles.	ROAD MILEAGE AND BRIDGES.										LABOR USED IN ROAD IMPROVEMENT.				Value of mules on public roads.	Value of mules.	Value of road machinery.	EXPENDITURES FOR ROAD IMPROVEMENT		Total expenditures for roads and bridges.	REMARKS.
		IMPROVED ROADS AND BRIDGES.										No. of convicts.	Salary of Superintendent per month.	Salary of guards per month.	Number of mules on public roads.				Commutation tax.	Property Tax		
		Surfaced with stone.	Surfaced with gravel or chert.	Surfaced with Sand-clay Mixtures or "Top Soil"	Surfaced with shells, cinders or slag.	Average cost per mile.	No. of steel, iron, or cement bridges.	Cost of bridges.	No. of miles on													
									roads.	public roads.	Value of mules.											
Appling	583	600		45	\$	250						30	\$ 65	50	8	2,000	825a	9,012	10,946			
Baker	366	450	60		100s	1,480						13	60	30	14	2,800	500	6,000	9,500			
Baldwin	250	400	30	5	(³)	2,600						37	75	35	25	6,250	2,000a	10,000	15,436			
Banks ²	216	300										17	60	30	18	4,500	1,000	5,620	10,774			
Bartow	485	1,000				80(³)	1913,500					41	75	30	30	9,000	2,200	18,927	24,623			
Ben Hill	278	250		40	250							28	75	30	24	4,800	500	15,000	15,000			
*Berrien	271	1,250	150		500							34	60	30	11	2,750	5,000	(³)	6,000			
Bibb	254	500	15		350-1,000							131	150	45	81	24,300	2,150	52,000	52,000			
Brooks	463	500	65		175							41	100	40	28	5,000	1,000	12,000	18,987			
Bryan	427	300	5		(³)							20	75	35	10	1,500	700a	(³)	3,000			
Bulloch	930	1,000	200		(³)							38	150	35	40	10,000	1,800a	19,266	31,698			
Burke	883	600	60		300							52	150	30	27	6,000	1,000	12,000	24,000			
Burts	179	400			(³)							15		30	21	5,000	1,500a	8,000	12,500			
Calhoun	276	275	80		(³)	1,600						24		30	16	3,200	1,200	10,000	14,250			
Camden	718	275	25		500							23	100	35	2	400	200a	3,000	6,345			
Campbell	205	450										26	75	30	28	5,600	4,100	12,000	17,000			
Carroll ²	486	800										36		30	15	3,750	10,000	12,000	13,250			
Catoosa ²	171	200										(⁴)	65	30			100	2,167	3,367			
Charlton ²	1,063	200			3,500s	1,500						(⁴)	301	208 ³	15	3,750	3,000	(³)	40,000			
Chatham	400	210										(⁴)		50			None	1,500	1,500			
Chattahoochee	231	260			300	3	811					(⁴)	1				(³)	3,184	6,184			
Chattooga	326	456	5		400							39	75	30	45	10,125	1,500	6,500	31,500			
Cherokee	434	1,000			1,000	1	400					45	75	50	40	9,000	4,000	18,750	22,750			
Clarke	159	150	25																			

{ Gravel road
b)lt largely
by private
subscrip'n

Clay ²	216	300				24	30	10	2,500	1,000	6,880	10,430
Clayton	142	200				32	30	16	3,200	3,000 ^a	9,000	10,800
Clinch	1,077	390				64	30	1	150	(³)	1,800	12,250
Cobb	341	850				41	30	34	8,500	7,075	6,000	7,560
*Coffee	920	1,000			s	64	22	22	4,400	4,400 ^a	(³)	5,000
Colquitt	565	400				31	30	54	10,800	15,000	(³)	2,000
Columbia	306	750				17	30	36	4,000	(³)	33,667	42,267
Coweta	443	900				59	30	19	8,775	(³)	8,600	8,200
Crawford	334	600				17	35	10	2,000	500 ^a	4,800	
Crisp ²	285	450				40	30	15	3,750	4,000		
Dade ²	188	145				(⁴)			None	None	(⁴)	None
Dawson	209	300				46	50	56	11,200	6,600	13,500	21,000
*Decatur	766	1,100				60	40	48	12,000	30,000	33,550	38,550
DeKalb	271	1,200				42	30	38	9,500	1,500	15,000	22,000
Dodge	495	1,000				100	50	39	11,310	100	12,000	24,170
*Dooly	400	600				53	40	32	6,000	6,000	6,500	10,700
Dougherty	339	300				47	30	13	3,000	5,000	3,500	8,500
Douglas	212	700				12	35	20	4,000	5,000	30,000	38,000(?)
Early	503	493				19	2	2	400	800	None	800
Echols	365	125				50	30	16	3,500	4,000	9,330	11,830
Effingham	419	300				22	30	20	4,500	1,000	6,000	6,000
Elbert	388	850				29	35	35	9,000	1,500	13,500	22,500
*Emanuel	776	1,200				63	35	35	None	None	None	7,200
Fannin	390	150				16	30	12	3,000	750	6,000	88,099
Fayette	215	300				81	50	58	11,600	23,900	77,309	17,000
Floyd	506	993				19	30	18	3,600	550	10,000	270,000
Forsyth	252	500				567	40	250	50,000	30,700	2,000	2,000
*Franklin	281	1,500				(⁴)			None	None	2,500	5,400
Fulton	174	400				(⁴)			1,500	350	(³)	1,800
Gilmer	450	800				(⁴)			1,000	(³)	6,000	6,000
Glasecock	95	200				(⁴)			50		(³)	2,100
Glynn	468	250				32	50	5	1,000	(³)	2,000	13,561
Gordon ²	387	400				100	30	25	6,000	2,100	6,261	35,000
Grady	453	480				26	30	26	5,200	1,000	(³)	35,000
Greene	400	900				68	40	48	10,000	1,500	(³)	10,400
Gwinnett	510	1,000				(⁴)			1,650	500	4,000	
*Habersham	280	700				40	6	6	1,650	6,400		

\$30,000 bonds issued.

75 miles of roads improved.

^a

Marion ²	300				17	50	30	9	2,250	(³)	3,600	3,000	6,000
McDuffie	400	20			13	50	30	14	2,500	600	2,000	4,000	6,000
McIntosh	429	5 sh.	3½	1000-1500 s	(⁴)	31	100	34	6,800	2,000	2,700	4,800	7,500
Meriwether	544	56		150 s.	(⁴)	14	100	16	4,500	750	3,000	16,000	22,000
Miller	275	60		s.	(⁴)	33	83	16	4,000	350	4,750	2,878	5,878
Milton	147	400		350		32	85	30	60	7,000	11,000	11,000	15,750
Mitchell	542	465		s.		18	100	18	4,500	1,100	6,000	8,000	23,500
Monroe	480	1,100		600		36	60	30	7,000	1,000	11,500	12,000	15,500
*Montgomery	642	1,000		s.		18	100	40	8,000	1,500	2,250	14,562	16,812
Morgan	346	1,100		10,000		(⁴)		9	8,000	8,750	4,400	16,000	24,400
Murray	352	400		1 (³)		117	100	68	2,225	8,500	9,000	9,000	13,400
Muscogee	255	250		1,000		43	85	33	13,000	4,500	4,000	40,000	44,000
Newton	259	250		1025,000		24	50	33	8,200	2,500	8,000	20,000	28,000
Oconee	184	300				27	50	17	5,100	600	6,324	3,054	9,378
Oglethorpe ²	575	940				(⁴)		20	5,000	1,250	7,000	6,000	13,000
Paulding	329	900				27	50	30	5,000	1,250	7,000	6,000	13,000
Peach	219	500		2,1,000		(⁴)	40	12	3,000	800	5,000	5,000	11,000
Pieckens ²	500												
Pierce	518	250	10	200-300		13	65	4	900	200	2,000	5,000	7,000
Pike	294	900				27	85	40	9,000	1,500	6,000	15,000	21,000
Polk	292	500		512,500		(⁴)	75	24	4,800	2,150	5,000	15,432	20,432
Pulaski	477	600				31	100	32	4,000	4,000	4,500	(³)	4,500
Putnam	348	435	1½	st. 600		30	90	29	6,000	6,000	4,800	5,750	10,550
Quitman	152	133				(⁴)	60	8	1,840	(³)	None	2,581	2,581
Rabun	344	500				(⁴)	40		None	2,000	3,065	5,065	22,000
Randolph	476	700		75		46	80	24	4,800	6,500	7,000	15,000	22,000
Richmond	272	350	gr.	700-2000		193	100	40	18,000	6,000	None	120,287	120,287
Rockdale	121	238		1,000		42	50	35	4,000	2,750	3,715	5,000	8,715
Schley	188	265		1,200		15	75	30	3,800	500	3,000	4,983	7,983
*Screven	654	700		50-400		25	75	35	4,250	500	7,000	11,064	18,064
Spalding	203	460		50		39	75	37	9,250	5,000	5,500	13,000	18,500
Stephens	155	450		(³)		26	65	40	5,500	1,500	3,000	10,000	13,000
Stewart	440	450		(³)		29	100	40	5,000	1,200	6,000	9,887	15,887
Sumter ²	534	1,150				75	125	35	18,750	6,000	6,500	43,500	50,000
Talbot	407	414				(⁴)		16	4,000	3,000	6,000	8,550	14,550
Taliaferro	198	368		s.		11	60	30	3,500	1,212	2,446	4,000	6,446
*Tatnall	735	1,050	75	300		29	40	30	3,600	1,000	8,000	1,100	9,100
Taylor	338	400	25	200		(⁴)	50	18	None	300 ^a	9,835	3,000	12,835

Began work
ing convicts
Jan. 1, 1912

Began work
ing convicts
Jan. 1, 1912

PUBLIC ROAD DATA OF GEORGIA COLLECTED BY THE STATE GEOLOGICAL SURVEY IN CO-OPERATION WITH THE STATE PRISON COMMISSION.

COUNTY.	ROAD MILEAGE AND BRIDGES.										LABOR USED IN ROAD IMPROVEMENT.				Value of mules.	Value of road machinery.	EXPENDITURES FOR ROAD IMPROVEMENT		Total expenditures for roads and bridges.	REMARKS.	
	IMPROVED ROADS AND BRIDGES.										No. of convicts.	Salary of Superintendent per month.	Salary of guards per month.	Number of mules on public roads.			Commutation tax.	For bridges and Property Tax.			
	Area sq. miles.	Total of all public roads.	Surfaced with stone	Surfaced with gravel or chert.	Surfaced with Sand-clay	Mixtures or "Top Soil"	Surfaced with shells, cinders or slag.	Average cost per mile.	No. of steel, iron, or cement bridges.	Cost of bridges.											
Telfair	412	400					750				23	90	25	16	3,500	1,500 ^a	5,082	10,000 ^a	15,082		
Terrell	340	800				175		7	490		38	100	40	32	7,000	5,000	7,500	15,615 ^a	23,115		
*Thomas	504	700				(³)		4	774		59	100	30	63	12,500	1,250	10,000	13,500	23,500		
Tift	271	300				(³)					26	100	30	24	6,000	1,000	1,800	10,000	11,800		
Toombs	519	400				600					27	75	30	24	6,000	1,000	2,200	15,000	17,200		
Towns	168	75						1	2,500		(⁴)										
Troup	434	750				350		s.	2515,000		45	150	30	60	12,000	2,000	7,000	25,000	32,000		
Turner	326	800				125					27	90	30	19	2,700	600	7,590	12,000	19,590		
Twiggs	423	800				100					17	100	30	19	5,700	750 ^a	2,400	4,270	6,670		
Union	325	150									(⁴)										
Upson	310	800				700			2,800		18	100	30	24	6,000	(³)	7,536	11,514	19,050		
Walker	433	576						33			(⁴)				1,600	100 ^a	6,900	10,000	16,900		
Walton ²	366	500									33	100	30	34	8,500	1,500	(³)	15,000	15,000		
Ware	676	482				300					38	90	40	11	2,750	275 ^a	3,900	4,000	7,900		
Warren	298	450									23	50	30	18	4,000	1,000	3,500	9,000	12,500		
Washington	680	1,400				250		2	1,750		62	100	30	50	12,500	8,000	8,000	18,000	26,000		
Wayne	766	550				400					13	40	30	2	500	5,700	3,000	9,000	12,000		
Webster	227	300									17	65	35	9	1,800	500	4,000	3,000	7,000		
White ²	243	250									(⁴)										
Whitfield	285	450						2	(³)		(⁴)	30						1,319	1,319		
*Wilcox	473	500				75					21	60	30	11	2,200	1,000	4,500	17,000	21,500		
Wilkes	501	1,200				350			3,500		44	70	30	16	4,000	1,440 ^a	5,868	8,400	14,268		
Wilkinson ²	431	500						1	2,500		21	40	25	9	2,250	1,500	8,800	9,800	18,600		
*Worth ²	604	900									32	100	25	18	4,500	1,000	10,000	10,000	20,000		
Total		83,986	35	235	4,077	7					4,744				3,361	760	975	356,712	659,002	1,770,697	2,504,699

*Area affected by creation of new county. s Steel bridges; gr Gravel; sh Shells; st Stone.

^a Estimated.

² No report received; estimated from 1910 report.

³ Not given in report. ⁴ Free and Statute labor employed. ⁵ Cost of material; work done by convicts.

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