

The per capita cost of education in Oakland in 1929 approximated \$17; the cost per student per year for the year was \$131.21—not high when compared with the great value the schools have in the community and their supreme rank among schools of the country. And it must be remembered that school support comes from the county and the state, and is not raised by city taxation.

School Buildings Completed During 1928-1929

Name	Cost	Date of Acceptance
Administration Building.....	\$205,000.00	April 2, 1929
Lazear Addition.....	65,297.21	January 3, 1929
McClymonds High Gym and Shops.....	244,292.46	January 22, 1929
Peralta Addition.....	18,639.76	January 3, 1929
Santa Fe Addition.....	34,703.19	March 5, 1929

School Buildings to be Completed During 1929-1930

Name	Cost	Date Contract Let
Crocker Highlands Addition.....	\$110,000.00	June 25, 1929
East Oakland High.....	531,630.19	May 21, 1928
Bret Harte Junior High.....	108,075.41	November 13, 1928
Herbert Hoover Junior High.....	251,862.47	November 6, 1928

GENERAL RECOMMENDATIONS

City Owned Motor Vehicles

During the past year an aggregate of some 50 automobiles, automobile trucks and police motorcycles have been purchased by the various administrative departments. This purchase in one year amounted to a total cost of well over \$100,000. Publicity given to the purchase received unfavorable reaction from the taxpayers—a reaction, which, I am confident, was justified. Unfamiliar with the details of the departmental administration, the public does not understand why its government need purchase in one fiscal year 50 motor vehicles. The question naturally arises, will there be 50 more purchased next year and 50 the next? And the question likewise arises as to what use these automobiles are put.

The public, however, does not question that there is a need for municipally owned automobiles. It has generally in mind that the Police Department needs fast automobiles and motorcycles in its work in prevention and detection of crime and criminals; that the Fire Department must be thoroughly motorized to perform efficient work in this modern day; that the field officials of the Departments of Sanitation, Health, Public Hygiene, Food Administration, Building Inspection, etc., if motorized, can do more work with less necessity of the creation of additional positions. The public likewise understands, I believe, that certain executive officials should have city-owned cars at their disposal for the same reasons. The public likewise understands that the Mayor and Commissioners receive salaries far under the average of other cities commensurate with or under the size of Oakland, and that these officials are bound, by tradition and by duty, to entertain prominent or official visitors to the city and to offer them city tours of inspection. This is good advertising.

But the purchase of 50 cars in one year cannot seem to the public a necessary outlay. Means should be evolved whereby the city administration may be properly motorized without such sudden descent upon the taxpayers' funds.

Were some plan possible whereby old cars might be "traded in," to use the general phrase, a large amount of money would be saved and this public feeling dissipated. Under existing charter provisions, however, such "trade ins" are impossible. The charter specifically states that worn-out city property may only be sold at auction.

As a means of maintaining proper motorization of all departments and of cutting down the present high cost of upkeep on antiquated motor vehicles owned by the city,