

CHAPTER 78.*

MOTOR FUEL TAX LAW.

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78.01 Definitions, citation. The words and phrases used in this chapter shall be construed for the purpose thereof as follows, except in those instances where the context clearly indicates a different meaning:

- (1) This act may be cited as the "Motor Fuel Tax Law."
- (2) "Association" means a partnership, limited partnership, or any other form of unincorporated enterprise owned by two or more persons.
- (3) "Corporation" means a corporation or joint stock association organized under the laws of this state, the United States or any other state, territory, foreign country or dependency.
- (4) "Jobber" means every person, firm, association, or corporation, other than a wholesaler, engaged in business as a jobber, broker or merchant dealing in motor fuel.
- (5) "License" means a license to act as a wholesaler of motor fuels.
- (6) "Motor fuel" means and includes Class 1 motor fuel and Class 2 motor fuel as hereinafter defined. Class 1 motor fuel shall mean (a) all products commonly or commercially known or sold as gasoline (including casing-head and absorption or natural gasoline) benzol, benzene or naphtha regardless of their classification or uses; and (b) any liquid prepared, advertised, offered for sale or sold for use as or commonly and commercially used as a fuel in internal combustion engines which has a flash point of less than 110 degrees Fahrenheit when tested in the Tagliabue closed cup or when subjected to distillation in accordance with the standard method of test for distillation of gasoline, naphtha, kerosene and similar petroleum products (American society of testing materials designation D-86) shows not less than 10 per cent distilled (recovered) below 347 degrees Fahrenheit or not less than 95 per cent distilled (recovered) below 464 degrees Fahrenheit. Class 2 motor fuel shall mean all combustible gases which exist in a gaseous state at 60 degrees Fahrenheit and at a pressure of 14-7/10 pounds per square inch absolute, and other products not included within the foregoing provisions of this subsection; provided, however, that only those quantities of said combustible gases and said other products which are sold for use or used to propel motor vehicles upon the public highways, and in machinery and equipment in connection with the construction, repair and maintenance of the public highways, shall be subject to the tax imposed by this chapter.
- (7) "Blending" means the mixing together by any process whatsoever, of any one or more products of petroleum, with or without other products, and regardless of the origi-

***Revisor's Note:** Section 78.34 (created by chapter 337, laws of 1943) transferred to the department of taxation all powers and duties theretofore imposed by chapter 78 upon the state treasurer. Section 5 of said chapter 337 reads: "SECTION 5. The revisor of statutes is authorized and directed to revise and change the statutes to conform with this act." The revisor has done as directed.

nal character of the product so blended, provided the resultant product so obtained is capable of use for the generation of power for the propulsion of motor vehicles, airplanes, or motor boats, except only such blending as may occur in the process known as refining by the original refiner of crude petroleum, and except also the blending of products known as lubricating oil in the production of lubricating oils and greases.

(8) "Blender" means any person who engages in the practice of blending, as herein defined.

(9) "Motor vehicles" means motor vehicles as defined in section 85.10, with the exception of farm tractors, as therein defined.

(10) "Person" means and includes every natural person, association or corporation. Whenever used in any clause prescribing and imposing a fine or imprisonment or both, the term "person" as applied to associations shall mean and include the partners or members thereof, and as applied to corporations, the officers thereof.

(11) "Department" means the state department of taxation of Wisconsin.

(12) "Wholesaler" means and includes any person (including the state of Wisconsin and any political subdivision thereof, but not including the United States of America or any of its agencies except to the extent now or hereafter permitted by the constitution and laws thereof):

(a) Making the first sale or other disposition in this state of any motor fuel, imported into this state from any other state, territory or foreign country, after the same shall have been received within this state within the meaning of this chapter;

(b) Consuming or using in this state any motor fuel so imported, who shall have purchased or otherwise acquired the same before it shall have been received by any other person in this state within the meaning of this chapter; or

(c) Producing, refining, preparing, distilling, manufacturing, blending or compounding motor fuel in this state.

(d) Purchasing motor fuel in tank car lots from a refinery, marine terminal or pipe line terminal in this state.

(13) Except as hereinafter provided in subsection (15) of this section, motor fuel produced, refined, prepared, distilled, manufactured, blended or compounded at any refinery or other place in this state by any person shall be deemed to be "received" by such person thereat when the same shall have been loaded (1) at such refinery or other place into tank cars, ships, barges, tank trucks, tank wagons or other types of transportation equipment, containers or facilities, for ultimate destination within this state, or (2) placed in any tank or other container from which any sales or deliveries not involving transportation are made directly, but not before.

(14) Except as hereinafter provided in subsection (15) of this section, motor fuel imported into this state from any other state, territory or foreign country by vessel, and delivered in such vessel to any person, at a marine terminal in this state for storage, or so imported by pipe line and delivered to any person by such pipe line or a connecting pipe line at a pipe line terminal or pipe line tank farm in this state for storage, shall be deemed to have been "received" by such person thereat when the same shall have been loaded (1) into tank cars, ships or barges, tank trucks, tank wagons or other types of transportation equipment, containers or facilities at such marine or pipe line terminal or tank farm for ultimate destination within this state or (2) placed in any tank or other container from which any sales or deliveries not involving transportation are made directly, but not before.

(15) Motor fuel refined at a refinery in this state or motor fuel brought into this state by boat, barge or pipe line, and stored at a marine or pipe line terminal in this state, may be sold, shipped or delivered therefrom tax free in tank car lots to the holder of an unrevoked wholesaler's license issued as in this chapter provided, without liability on the part of the seller for the tax thereon. Motor fuel so sold, shipped or delivered tax free shall thereupon be deemed to have been received by the purchasing wholesaler and such purchasing wholesaler shall be liable for the tax thereon and shall have all the rights and privileges and be subject to all the duties and liabilities of a wholesaler to the same extent as if he had imported such motor fuel from without the state.

(16) Motor fuel imported by any person into this state from any other state, territory or foreign country, other than by vessel for storage at refineries or marine terminals as hereinbefore set forth, or by pipe line for storage at pipe line terminals or pipe line tank farms as hereinbefore set forth, shall be deemed to be "received" in this state at the time and place where the same shall be unloaded, by the person who at such time shall be the owner thereof, but not before.

(17) Except as hereinbefore set forth, the word "received" shall be given its usual and customary meaning. [1933 c. 312 s. 2; 1935 c. 355, 510; 1939 c. 379, 498; 1941 c. 181; 1943 c. 337, 483]

Note: The gasoline tax imposed by chapter 78, Stats. 1931, is not upon property, but upon the owners and operators of motor vehicles used on the public highways "for the privilege thereof," and differs wholly as to character and the burdens intended to be discharged; consequently no unconstitutional double property taxation results because of the fact that a street railway company must pay the gasoline privilege tax, although its motor vehicles, as a part of its property, are taxable as a unit whole under chapter 76. *Milwaukee E. R. & L. Co. v. Tax Commission*, 207 W 523, 242 NW 312.

Motor fuel tax imposed under chapter 78

is levied upon sales of gasoline and other motor vehicle fuels within meaning of Hayden-Cartwright act, permitting state to collect such taxes on motor fuels sold for private use at post exchanges on military reservations. It is only where state has ceded land and exclusive jurisdiction thereof to federal government or where federal government has otherwise acquired exclusive jurisdiction that enabling legislation such as Hayden-Cartwright act becomes necessary in order for state to exercise its jurisdiction and to tax motor fuels sold on reservations for private use. 27 Atty. Gen. 452.

78.02 Tax imposed; collected; exceptions. (1) **AMOUNT OF TAX AND HOW PAID.** An excise or license tax of 4 cents per gallon, or fraction of a gallon, is hereby imposed on all motor fuel sold, used, or distributed in this state, except as otherwise provided, to be computed and paid as provided in this chapter, and except as otherwise provided, the wholesaler shall collect from the purchaser, and the purchaser shall pay to such wholesaler, the tax imposed by this chapter on each sale of motor vehicle fuel at the time of such sale, irrespective of whether such sale is for cash or on credit. Provided, however, that no tax is hereby imposed upon or with respect to the following:

(a) Motor fuel exported or sold for export from this state to any other state or territory or to any foreign country.

(b) Motor fuel sold to the United States of America or any of its agencies.

(c) Motor fuel sold to any post exchange or other concessionaire upon any federal reservation within this state, but the tax on such motor fuel shall be collected by the department from such post exchange or other concessionaire to the extent permitted by federal law.

(d) Class 2 motor fuel when not sold for use or used to propel motor vehicles upon the public highways, and in machinery and equipment in connection with the construction, repair and maintenance of the public highways.

(2) **MOTOR FUEL USED FOR INDUSTRIAL PURPOSES EXEMPT; CONDITIONS.** Users of motor fuel for industrial purposes, who buy, in original packages, motor fuel on which the tax has not been assessed, shall be exempt from payment of the tax upon obtaining authority for such exemption from, and posting bond with, the department in a sum approved by it, and by filing with it invoices of all such purchases, accompanied by affidavits certifying that the purchased motor fuel is to be used solely for industrial purposes. All users of motor fuel for industrial purposes shall certify that the purchased motor fuel will not be used in any company truck, tractor or automobile, nor in the truck, tractor, or automobile of any employe of said company, where said vehicle is used upon the public highway of this state. [1933 c. 312 s. 2; 1935 c. 26; 1939 c. 199, 379, 498; 1943 c. 337]

Note: Federal Land Bank of St. Paul is claim on required form at time of purchasing gas. 25 Atty. Gen. 683.

78.03 Wholesaler's license. (1) **REQUIRED.** No wholesaler shall produce, refine, compound, blend or manufacture motor fuel in this state for sale, distribution or use in this state, or import motor fuel into this state or receive motor fuel imported to him from without this state for sale, distribution or use in this state, or engage in the business of wholesaler within this state unless such wholesaler is the holder of an uncanceled license issued to him under this chapter.

(2) **APPLICATION, CONTENTS, INVESTIGATION, REJECTION.** To procure such a license every person shall file an application therefor with the department. The application shall be made upon a form prescribed, prepared and furnished by the department and shall set forth the name under which the applicant transacts or intends to transact business in this state, the location with the street number address of his place of business in this state, and such other information as the department may require. If the applicant has or intends to have more than one place of business within this state, the application shall state the location of each place of business. If the applicant is an association, the application shall set forth the names and addresses of the persons constituting the association, and if a corporation, the names and addresses of the principal officers thereof, and any other information prescribed by the department for purposes of identification. If such wholesaler is a corporation organized under the laws of another state, territory, or country, it shall also file with such application a certified copy of the certificate or license issued by the secretary of state of this state showing that such corporation is authorized to transact business in the state of Wisconsin. Said applicant shall also promise and agree, in his application, in consideration of the issuance of a license hereunder to strictly comply with all of the provisions of this chapter, and any and all regulations made by the department as hereinafter provided to be made. The application shall be signed and sworn to under oath by the maker if a natural person, in the case of an association, by a member or partner

thereof, and in the case of a corporation, by an executive officer thereof, or some person specifically authorized by the corporation to sign the application, to which shall be attached written evidence of his authority. The department shall investigate each application and in the event that any application for a license to transact business as a wholesaler in this state is filed by any person whose license shall at any time theretofore have been canceled for cause the department, or in case the department shall be of the opinion that such application is not filed in good faith, or that such application is filed by some person as a subterfuge for the real party in interest whose license shall heretofore have been canceled for cause, then in any of said events, the department after a hearing, of which the applicant shall have been given five days' notice in writing, and at which hearing, said applicant shall have the right to appear in person or by counsel and present testimony, shall have authority to refuse to issue to such person, a license to transact business as a wholesaler in this state. No person who is in default to this state for moneys due under this chapter for the sale, distribution or use of motor fuel, shall receive a license either directly or indirectly to act as a wholesaler.

(3) BLENDER'S APPLICATION. A blender in making application to engage in business as a wholesaler within this state shall, in addition to the above information, set forth the following on his application:

- (a) Name, quantity and general characteristics of the products to be blended.
- (b) Place where such blending is to be done.
- (c) The owner of the products to be blended.
- (d) Purpose of such blending and the intended disposition of such blended products.
- (e) Source from which the products to be blended are to be or were obtained.
- (f) Such other information as the department may deem necessary or advisable for the enforcement of this chapter.

(4) ISSUANCE, DUPLICATES. Upon the approval of the application and the bond hereinafter required, the department shall issue to each wholesaler an original license and as many duplicates thereof as there are wholesale places of business within this state set forth in his application.

(5) LICENSE UNASSIGNABLE; NEW BUSINESS PLACES. The license to act as wholesaler of motor fuels shall not be assignable, and shall be valid only for the wholesaler in whose name issued, and for the transaction of business at the places designated in the application, and said license shall at all times be conspicuously displayed at all the places of business designated in said application. Upon the opening of new places of business, the wholesaler shall immediately notify the department which shall issue a duplicate license which shall be displayed at such places of business. Upon the discontinuance of any place of business, the license issued therefor shall be immediately surrendered to the department.

(6) BOND, SURETY, CONDITIONS, AMOUNT, FORM, RELEASE OF SURETY. No license to act as a wholesaler of motor fuel shall issue upon any application until the person applying therefor has filed a surety bond with the department, payable to the state of Wisconsin, in such amount as shall be fixed by the department except that the amount shall never be more than the highest amount of tax paid by such wholesaler during one month. In the case of a new wholesaler, the amount of such bond shall not be more than the estimated highest amount of tax to be paid by such wholesaler in one month, as determined by the department. The premium on such bond and any additional bond required under subsection (7), shall be paid from the appropriation made by section 20.09 (5n). In lieu of such bond, the applicant may file with the department good and sufficient security or a personal bond in such form and amount as the department may require. Provided that the bond or any other form of security or surety required by the department shall not exceed the highest amount of tax paid by such wholesaler in one month, and in any event maximum bond or any other form of security or surety required by the department shall not exceed \$100,000, and minimum bond or any other form of security or surety required by the department shall not be less than \$1,000. Every such bond shall have a good and sufficient surety to be approved by the department conditioned that the wholesaler will pay all motor fuel tax moneys, required by him to be paid under this chapter, at the times and in the manner provided in this chapter together with all penalties, costs and interest thereon, and further conditioned that the wholesaler will faithfully perform and comply with all the provisions imposed upon said wholesaler by this chapter, and regulations made and issued by the department pursuant thereto. Said bond shall be substantially in the following form:

KNOW ALL MEN BY THESE PRESENTS, that we (name of applicant) of the (city, town) of in the county of in the state of Wisconsin as principal, and (name of surety) of the (city, town) of in the county of in the state of Wisconsin, as surety, are held and firmly bound unto the state of Wisconsin, in the penal sum of dollars lawful money of the United States, well and truly to be paid unto the state of Wisconsin, for the payment of which we bind ourselves,

our executors, administrators, successors, and assigns, jointly, severally and firmly by these presents:

The condition of this obligation is such, that whereas the said principal has applied for, or has obtained a license to act as a wholesaler of motor fuel in the state of Wisconsin under the provisions of the motor fuel tax law, all of the provisions of which law and amendments thereto and regulations adopted pursuant thereto, are by reference made a part hereof.

Now, therefore, if said principal will pay all motor fuel tax moneys required by him to be paid under the provisions of the motor fuel tax law, at the times and in the manner provided in said motor fuel tax law, together with all penalties, costs and interest thereon, and will faithfully perform and comply with all the provisions of the motor fuel tax law and amendments thereto and regulations made and issued by the state department of taxation pursuant thereto, then this obligation shall be void, otherwise to remain in full force and effect. If the surety herein shall so elect, this bond may be conditionally canceled at any time by the surety herein filing with the wholesaler and the department of taxation of the state of Wisconsin a written notice of such conditional cancellation, but said surety, so filing said notice shall not be discharged from any liability already accrued or which may accrue under this bond before the expiration of 60 days after the said filing of said notice.

In witness whereof, we have duly executed the foregoing obligation this day of, A. D.

....., Principal.
By

SURETIES.

If the surety upon said bond shall so elect, said bond may be conditionally canceled at any time by the filing by said surety with the wholesaler and the department written notices of such conditional cancellation, but said surety so filing said notices shall not be discharged from any liability already accrued or which may accrue under said bond before the expiration of 60 days after the filing of said notices, and if the wholesaler shall not within 60 days after receiving such notice file a new bond with the department and conditioned as required by law for the original bond, then his license to act as a wholesaler of motor fuels shall be automatically canceled. Whenever a new bond shall be furnished by a wholesaler as aforesaid, the department shall cancel and surrender the old bond of the wholesaler as soon as it and the attorney-general shall be satisfied that all liability under the old bond has been fully discharged.

(7) **ADDITIONAL BOND, WHEN REQUIRED.** In the event that liability upon the bond filed by any wholesaler shall be discharged or reduced, whether by judgment rendered, payment made or otherwise, or if in the opinion of the department the bond of any wholesaler theretofore given has become insufficient by the subsequent insolvency, death or removal of the sureties or any of them, or when for any cause any such bond shall be deemed insufficient as to sureties or amount, then the department shall require any such wholesaler to give and file additional surety or new bonds in the same manner and form and in the same amount and with sureties satisfactory to the department. If any such wholesaler shall fail to file such additional bond within 5 days after written notice from the department, then it shall be the duty of the department to forthwith cancel the license of said wholesaler.

(8) **DEPARTMENT'S DUTY AS TO SUFFICIENCY OF BOND.** The department not less than once each calendar month shall determine whether or not the amount of the bond filed by any wholesaler is sufficient to secure the payment by the wholesaler to the state of Wisconsin of all motor fuel tax moneys, penalties and interest due under the provisions of this chapter; and if the amount of any such bond is found insufficient, shall require a new bond in additional amount according and subject to the provisions in this section contained.

(9) **LIABILITY ON BOND CONTINUES.** The validity of any bond shall not be affected by the revocation of any license or by partial recovery upon the bond or by the execution of any new bond. [1933 c. 312 s. 2; 1935 c. 355, 510; 1939 c. 116, 135; 1941 c. 187; 1943 c. 337; 1943 c. 552 s. 18]

Note: Under chapter 312, Laws 1933, state treasurer may accept personal bond of county highway committee members or other security furnished by county not in form of bond. 22 Atty. Gen. 581.

Receivers who are engaged in business as wholesalers under chapter 78 must file bond required by that chapter. 22 Atty. Gen. 723.

Under provisions of (6), Stats. 1933, state treasurer is to cancel and surrender old bond whenever new bond has been furnished by wholesale dealer in motor fuel, as soon as he and attorney-general are satisfied that all liability under old bond has been fully discharged. 23 Atty. Gen. 782.

78.04 Reports to department, frequency, form, contents, verification, tax collection, payment to state, computation, kerosene check. (1) For the purpose of determin-

ing the amount of his liability to the state for the tax herein imposed, each wholesaler shall, not later than the twentieth day of each calendar month, file with the department, on forms prescribed by it, monthly reports sworn to by the wholesaler which shall include the following:

(a) An itemized statement of the number of gallons as originally invoiced of all Class 1 motor fuel received during the next preceding calendar month by such wholesaler, which has been produced, refined, prepared, blended, distilled, manufactured or compounded by such wholesaler in the state of Wisconsin.

(b) An itemized statement of the number of gallons of all Class 1 motor fuel received by such wholesaler in this state from any sources whatsoever during the next preceding calendar month as shown by the shipper's invoices thereof, as originally invoiced, other than motor fuel falling within the provisions of paragraph (a), together with a statement showing the date of receipt of each shipment of such Class 1 motor fuel; the name of the person from whom purchased or received; the point of origin and the point of destination of each shipment; the quantity of each of said purchases or shipments; the name of the carrier; the number of each tank car, its initials, date of receipt, and the number of gallons contained in each car, if shipped by rail; or the name and owner of the boat, ship, barge or vessel, if shipped by water; or the make, license number and capacity of tank truck or tank wagon and the owner thereof.

(c) An itemized statement of the number of gallons, if any, of Class 1 motor fuel which such wholesaler has during the preceding calendar month (1) exported or sold for exportation from this state to any other state or to any foreign country, (2) sold to the United States government or any of its agencies, (3) sold to any post exchange or other concessionaire upon any federal reservation in this state. Such statement shall show the date of shipment, the car initials of and number of gallons contained in each tank car, if shipped by rail; the name and owner of the boat, barge or vessel, and the number of gallons contained therein, if shipped by water; the make, license number and owner of tank truck or tank wagon if such transportation is used; and shall set forth the name of the person to whom sold, point of shipment and point of delivery.

(d) An itemized statement showing the number of gallons of Class 2 motor fuel sold for use or used to propel motor vehicles upon the public highways and in machinery and equipment in connection with the construction, repair and maintenance of the public highways during the preceding calendar month other than sales for export or to the United States and its agencies or to concessionaires on federal reservations as provided in paragraphs (a), (b) and (c) of subsection (1) of section 78.02.

(2) A blender in addition to the above information shall show in his monthly return the following:

(a) The amount, name and character of each unblended petroleum product on the last day of the preceding calendar month.

(b) The amount, character and name of all blended petroleum products on hand on the last day of the preceding calendar month.

(c) The name, character and amount of each petroleum product received since date of last report, from whom received, place from which obtained, what means of delivery.

(d) Name, character and amount of products blended since date of last report and for what purpose.

(e) Amounts used by the applicant or license holder himself since date of last report and how used. Amounts disposed of by applicant or license holder other than by use since date of last report. How disposed of, and, if sold, to whom.

(f) Such other information as the department may require.

(3) In addition to the data required herein, the report rendered by any wholesaler for the first calendar month after July 1, 1933, shall contain a statement of the number of gallons of Class 1 motor fuel untaxed and received (within the meaning of the term "received," as defined in subsections (13) to (16) of section 78.01) by such wholesaler at any time before July 1, 1933. Such Class 1 motor fuel shall be deemed to have been "received" by such wholesaler in the first calendar month from and after July 1, 1933 and shall be included in computing the tax payable by said wholesaler for that month. [(3) is now obsolete.]

(4) (a) Every person, firm or corporation, not a wholesaler, who shall use any Class 1 motor fuel in this state or who has in his possession any Class 1 motor fuel (other than that contained in the ordinary fuel tank attached to a motor vehicle), upon which the said tax has not been paid by any wholesaler in this state, shall make returns, collections and payments on such motor fuel in the same manner as is provided for wholesalers.

(b) Every person, firm or corporation, not a wholesaler, who shall sell for use or use Class 2 motor fuel to propel motor vehicles upon the public highways (other than that which may have been brought into this state in the ordinary fuel tank attached to a

motor vehicle) and in machinery and equipment in connection with the construction, repair and maintenance of the public highways upon which said tax has not been paid by any wholesaler shall on or before the twenty-fifth day of each month, make a return to the department, duly signed and sworn to, showing the amount of Class 2 motor fuel sold for use, or used during the preceding month, to propel motor vehicles upon the public highways and in machinery and equipment in connection with the construction, repair and maintenance of the public highways and shall thereupon make payment of the tax herein provided, to the department in the same manner as is provided for wholesalers. If any person who shall sell for use, or use, Class 2 motor fuel to propel motor vehicles upon the public highways and in machinery and equipment in connection with the construction, repair and maintenance of the public highways shall be unable to produce a receipted invoice showing the name and address of the person from whom such Class 2 motor fuel was acquired, the date the same was acquired, the quantity thereof, and showing payment of the tax herein imposed with respect to such Class 2 motor fuel, it shall be presumed that no tax has been paid with respect to such Class 2 motor fuel.

(5) Said returns to the department shall be upon blanks prepared and furnished by it, and shall be sworn to by the wholesaler, owner, or managing agent in case of an individual, firm or association, by the resident general agent or attorney, in the case of a foreign corporation, or by one of the principal officers in the case of a domestic corporation, and shall contain such other information as the department may require.

(6) Every wholesaler who sells or distributes any Class 1 motor fuel for any purpose or who sells for use, or uses, any Class 2 motor fuel to propel motor vehicles on the public highways and in machinery and equipment in connection with the construction, repair and maintenance of the public highways shall collect from the purchaser, at the time of such sale, 4 cents per gallon or fraction of a gallon on all such motor fuel sold, and any and all sums of money so paid by the purchaser to the wholesaler as taxes upon such motor fuel, upon which the tax imposed by this chapter has not theretofore been paid, shall be and remain public money, the property of the state of Wisconsin.

(7) Every wholesaler at the time of making every monthly return shall compute and pay to the department the full amount of the motor fuel tax for the next preceding calendar month, which shall be computed as follows: From the total number of gallons of Class 1 motor fuel received by the wholesaler within the state of Wisconsin during the next preceding calendar month, shall be made the following deductions:

(a) The total number of gallons of Class 1 motor fuel received by the wholesaler within this state and sold, used, or otherwise disposed of during the next preceding calendar month as set forth in paragraphs (a), (b) and (c) of subsection (1) of section 78.02; and

(b) That number of gallons of Class 1 motor fuel which shall be equal to two and one-half per cent of the total number of gallons of Class 1 motor fuel received by the wholesaler within this state, less any deductions allowed or taken in paragraphs (a), (b) and (c) of subsection (1) of section 78.02, during the next preceding calendar month to cover evaporation, shrinkage and unaccounted-for losses.

(8) To the remainder thus obtained shall be added the number of gallons of Class 2 motor fuel sold for use, or used, within this state during the preceding calendar month to propel motor vehicles upon the public highways and in machinery and equipment in connection with the construction, repair and maintenance of the public highways (except that sold as provided in paragraphs (b), (c) and (d) of subsection (1) of section 78.02) less two and one-half per cent thereof. The number of gallons thus obtained shall be multiplied by four one-hundredths and the resulting figure expressed in dollars shall be the amount of the motor fuel tax for such preceding month.

(9) Every wholesaler shall also at the time of making the monthly report provided for in this section, make report on form prescribed by said department and duly sworn to, showing all Class 2 motor fuel received, sold, used or distributed within the state together with such other information as the department may require. No tax shall be imposed or paid on Class 2 motor fuel so received, sold, used or distributed unless such Class 2 motor fuel is sold for use, or used to propel motor vehicles upon the public highways either alone or with some other product; but this report is required to prevent evasion and to make it possible to properly enforce this chapter. Provided, however, that the department may by regulation relieve any wholesaler of the duty of making monthly reports with respect to the receipt, sale, use and distribution of any product coming within the foregoing definition of Class 2 motor fuel which is sold, used or distributed by such wholesaler solely for purposes other than generating power for the propulsion of motor vehicles upon the public highways and in machinery and equipment in connection with the construction, repair and maintenance of the public highways and which is not sold, used or distributed for blending with other liquids to produce a fuel for the pro-

pulsion of motor vehicles upon the public highways, or in machinery and equipment in connection with the construction, repair and maintenance of the public highways, but such regulation shall not relieve such wholesaler from the duty of keeping records with respect to such product as required in sections 78.11 and 78.12 of this chapter.

(10) All busses, trucks, tractors and road machinery equipped with Diesel engines shall be registered with the department and the operators thereof shall report at the same time as herein required of wholesalers the number of gallons of petroleum fuel and the names thereof used in such vehicles upon the highways of Wisconsin and shall also report from whom the Diesel fuel was purchased and the amount of the tax paid thereon to the person from whom purchased. [1933 c. 312 s. 2; 1939 c. 199, 379, 498; 1943 c. 300, 337; 1943 c. 553 s. 17]

Cross Reference: See 14.425 for authority to destroy old motor fuel tax records.

78.05 User to pay tax, exemption. In each subsequent sale or distribution of motor fuel on which the tax of 4 cents per gallon has been collected as herein provided the amount so collected shall be added to the selling price, so that said amount is paid ultimately by the user of said motor fuel. However, no collection or payment shall be made in the case of the sale or use of any motor fuel which may not, under the constitution and statutes of the United States, be made the subject of taxation by this state. [1933 c. 312 s. 2]

78.06 Reports by wholesaler. (1) **FAILURE TO MAKE, PROCEDURE, PENALTIES.** If any wholesaler shall fail, neglect or refuse to make any report or return for any calendar month as required by this chapter, the department shall note such failure, neglect or refusal on its records, and shall estimate the motor fuel receipts or distributions of said wholesaler, and make and file such statement, report or return for said wholesaler, based upon such information as is available in its office or elsewhere, and the department shall determine the amount of motor fuel taxes due from said wholesaler, adding to said motor fuel taxes a penalty of 15 per cent thereof for failure, neglect or refusal to report, and said wholesaler shall be estopped from complaining of the amount of said estimate. The department shall send a written demand for payment to the wholesaler by registered mail addressed to said wholesaler at the address of the principal place of business of said wholesaler as given by him in his application for a wholesaler's license required to be filed under this chapter, within 10 days after said statement, report or return was due to be filed, and if such amount is not paid within 5 days from the date of the mailing of said demand, the license of said wholesaler shall be automatically suspended and the department shall proceed to collect such motor fuel taxes, penalties and costs in the manner herein provided.

(2) **FALSE REPORTS, TAX ESTIMATED, PENALTIES.** If any wholesaler shall make and file any false or fraudulent statement, report or return for any calendar month as required by this chapter, the department, upon discovering said false statement, report or return, shall note the same in its records and shall estimate the motor fuel receipts or distributions of said wholesaler and make and file such statement, report or return for said wholesaler, based upon such information as is available in its office or elsewhere, and the department shall determine the amount of motor fuel taxes still due from said wholesaler and shall add to said amount a penalty of 15 per cent thereof for filing such fraudulent or false report, plus interest on the whole amount due from said wholesaler to the state, and the amount so fixed shall be prima facie evidence of the correctness of said estimate. The department shall send a written demand for payment to the wholesaler by registered mail addressed to said wholesaler at the address of the principal place of business of said wholesaler as given by him in his application for a wholesaler's license, within 10 days after said false or fraudulent statement, report or return is discovered by said department, and if such amount is not paid within 5 days from the date of the mailing of said demand the license of said wholesaler shall be automatically revoked and canceled and the department shall proceed to collect such motor fuel taxes, penalties and costs in the manner herein provided.

(3) **DELINQUENT TAXES, COLLECTION.** Whenever any wholesaler has become delinquent in the payment of such tax then all taxes on all motor fuel received by such wholesalers since the date when the delinquency occurred shall forthwith become due and payable upon demand of the department. Thereupon all such additional taxes collected and unpaid shall be subject to collection in the same manner as a delinquent motor fuel tax and for such purposes the provisions of section 78.20 relating to attachment shall apply.

(4) **TAX EVASION PREVENTED.** Before any tax becomes due, if the department has reason to believe that any wholesaler intends or is likely to evade or attempt to evade payment of such tax when due, or intends or is likely to convey, dispose of, or conceal his property or abscond from the state, or do any other act which would render the state insecure in collecting such tax when due, the department may demand payment forthwith of all

taxes upon all motor fuel received by said wholesaler, which shall immediately become payable and collectible as if delinquent, and the property of such wholesaler shall be subject to attachment as provided in section 78.20. [1933 c. 312 s. 2; 1939 c. 379; 1943 c. 337]

78.07 Jobbers; registration, reports. (1) No person shall act as a jobber for the sale of motor fuel to be imported into and delivered to a purchaser in this state without first registering as a motor fuel jobber with the department. Application for registration shall be upon forms prescribed by the department, shall be under oath and shall furnish such information concerning the applicant as the department may require.

(2) Between the first and twentieth of each calendar month every registered jobber shall make return to the department on such forms as it shall prescribe, showing all sales of motor fuel made by him during the preceding month. [1933 c. 312 s. 2; 1943 c. 337]

78.08 Smuggling prevented; importation in vehicle tanks regulated, taxed. (1) Every person, firm or corporation, who purchases or obtains motor fuel outside of this state and operates any motor vehicle into this state upon the public highways of this state and transports motor fuel in the fuel tanks or tanks attached or unattached to said motor vehicle for the sole purpose of operating said vehicle, shall make and file returns in the same manner as is provided for wholesalers and shall pay the tax herein imposed on all of said motor fuel used within the state, except that this section shall not apply to any motor vehicle coming into the state with not to exceed 20 gallons of motor fuel in its tanks or with a motor fuel tank capacity not to exceed 20 gallons. Said returns shall show a description of the car, bus, truck or other motor vehicle; the license number and state in which issued; the engine or motor number; the capacity in gallons of the fuel tank attached to said motor vehicle; the average number of miles per gallon of said motor vehicle; the loading capacity of such motor vehicle; the point of origin of trip in neighboring state; the official or other route number of the Wisconsin public highway used by said motor vehicle; the name and address of the person from whom said motor fuel was last purchased or obtained outside of Wisconsin; the number of gallons in said fuel tank at the time of entering this state, and the number of miles traveled by said motor vehicle in this state. Every person required by this section to make returns and pay the tax imposed by this chapter and who has not registered with the state treasurer shall register with the department. Applications for registration shall be upon forms prescribed by the department, shall be under oath and shall show the size, kind and number of motor vehicles used by said applicant; the engine and license number of each motor vehicle; the routes, schedules and number of trips made daily by each motor vehicle; the capacity in gallons of the fuel tank on each motor vehicle; the number of miles each motor vehicle travels on one gallon of motor fuel and such other information as the department may require. Every person required by this section to register, make returns and pay the tax herein imposed shall be subject to all of the provisions of this chapter and all fines and penalties herein imposed for violations thereof.

(2) Every person, firm or corporation regularly or habitually operating motor vehicles upon the public highways of any other state and using in said motor vehicles gasoline purchased or obtained in this state, shall be allowed a credit or refund equal to the tax on said gasoline actually paid to the state in which it is used, but not to exceed the tax imposed on said gasoline by the state, except that this subsection shall not apply to any motor vehicle going into such other state from this state with not to exceed 20 gallons of motor fuel in its tanks or with a motor fuel tank capacity not to exceed 20 gallons. No credit or refund shall be allowed under this subsection for taxes paid to any state which imposes a tax upon gasoline purchased or obtained in this state and used on the highways of such other state, and which does not allow a similar credit or refund for the tax paid to this state on gasoline purchased or acquired in such other state and used on the highways of this state. Every person claiming a credit or refund under this subsection shall, within 30 days after the tax to such other state is paid, file a report in such form as may be prescribed by the department, together with such proof of the payment of the tax and of the fact that it was paid on gasoline purchased or obtained within this state as the department may require. Any such claimant not required so to do under subsection (1) shall make and file returns in the same manner and containing the same information as required of persons, firms and corporations to whom subsection (1) is applicable. No refund shall be allowed under this subsection on any claim or credit for taxes paid prior to July 1, 1943. The provisions of this subsection shall supersede any provision of this chapter in conflict therewith. [1933 c. 312 s. 2; 1935 c. 358; 1943 c. 337, 456; 1943 c. 553 s. 18, 19]

78.09 Tank wagon operators to register; procedure; to give information, carry documents. (1) Every person other than a wholesaler who operates a tank wagon or truck upon the highways of this state, and who purchases or obtains motor fuel outside of this

state and hauls, transports or delivers the said motor fuel or kerosene to persons or places in this state, or who purchases or obtains motor fuel or kerosene in one place within this state and transports, hauls or delivers the same over the public highways to another place in this state shall register with the department. Application for registration shall be upon forms prescribed by the department, shall be under oath and shall furnish such information concerning the applicant as the department may require. Said application shall specifically show the description of the car, bus, truck or other motor vehicle; the license number and state in which issued; the serial and motor number and the capacity in gallons of the fuel tank and other tank or tanks attached to said motor vehicle. The department shall furnish said person with a register number, and said person shall keep said number conspicuously displayed upon said tank wagon or truck at all times. Every tank wagon or truck used upon the highways of this state to deliver or transport motor vehicle fuel or kerosene, subject to the motor vehicle fuel tax under the provisions of this chapter, shall have painted upon such tank wagon or truck in letters not less than 5 inches in height the name of the wholesaler owning or operating such tank wagon or truck.

(2) It shall be unlawful for said person, his agent or servant or driver to refuse at any time to divulge to the department or its duly authorized agents or employes any information demanded by said department, its agents or employes, concerning the specific kind or trade name of motor fuel or kerosene being transported, the amount of each product, in said tank wagon or truck, the name and address of the person from whom said motor fuel was purchased or obtained and the name and address of the person to whom said motor fuel or kerosene is being actually and in fact delivered.

(3) Said person so driving said tank wagon or truck shall have on his person the sales ticket, invoice, delivery ticket, bill of lading or other paper showing the name and address of the person from whom said motor fuel or kerosene was purchased or obtained, the kind and amount of each motor fuel or kerosene, and the name and address of the person to whom said motor fuel is being delivered and shall on demand of the department, its duly authorized agents or employes, present the same for examination by said duly authorized agent or employes whenever requested so to do. All such sales tickets, invoices, delivery tickets, bills of lading and other papers shall be kept for a period of three years and during such time shall be subject to inspection by the department. [1933 c. 312 s. 2; 1943 c. 337; 1943 c. 553 s. 20]

Note: Deputy oil inspector appointed under chapter 168, Stats. 1939, has no power as such to stop vehicle transporting more than twenty gallons of gasoline into Wisconsin, examine documents covering shipment, inspect gasoline and report to state supervisor

of inspectors or to state treasurer origin and destination of shipment but such duties may be conferred on such deputies by treasurer in performance of his duties under 78.09, Stats. 1939. 28 Atty. Gen. 342.

78.10 Common carriers to report fuel transported monthly. (1) Every agent or employe of every railroad company, street, suburban or interurban railroad company, pipe line company, motor truck or motor tank car company, water transportation company, and every other common carrier, and every person transporting motor fuel or kerosene, either in interstate or in intrastate commerce, to points within this state, or to points without from points within this state, and transporting motor fuel or kerosene to a point in this state from a point without this state, or to a point without this state from a point within this state, who has the custody of books and records showing such transportation or deliveries, whether for storage, use, sale or distribution, shall report all such transportation or deliveries to the department on forms prescribed and furnished by it.

(2) Such reports shall cover monthly periods, and shall be submitted on or before the thirtieth day after the close of the month covered by the report; shall state the month for which the report is made; shall show the name and address of the person to whom deliveries of motor fuel or kerosene, have actually and in fact been made, the name and address of the originally named consignee, if motor fuel or kerosene has been delivered to any other than the originally named consignee, the point of origin, the point of delivery, the date of delivery, and the number and initials of each car, if shipped by rail, the date of delivery, the person to whom delivered and the manner in which such delivery is made and the quantity of each shipment in gallons classified as (1) gasoline, (2) casing-head or natural gasoline, (3) benzol, (4) benzine, (5) naphtha, (6) kerosene, (7) distillate, (8) other motor fuel. [1933 c. 312 s. 2; 1943 c. 337]

78.11 Record of sales and receipts; inventory of stocks kept; inspection thereof; prices posted. (1) Every wholesaler in motor fuel and every person, firm, corporation, association, copartnership or carrier, transporting, conveying or bringing motor fuel or kerosene into this state or transporting, conveying, or delivering motor fuel without from points within this state, shall keep a record of all purchases, receipts, sales and distribution of each kind or trade name of motor fuel or kerosene; such records shall at all times be subject to inspection by the department or its deputies or other officers duly authorized by the department.

(2) It is the duty of every wholesaler under this chapter to keep true and accurate records of all stocks of motor fuel or kerosene on hand. Every wholesaler shall take a physical inventory of motor fuel or kerosene on hand at the close of business on the last day of every calendar month thereafter.

(3) A blender shall also keep true and accurate records of all petroleum products on hand and shall take a physical inventory of petroleum products on hand at the close of business on the last day of every calendar month thereafter.

(4) Every wholesaler and jobber under this chapter shall keep records and books showing all purchases, receipts, sales, distribution and use of motor fuel or kerosene and such other pertinent records and papers as may be required by the department.

(5) Every wholesaler shall have the records of the inventory required to be made under this section and all other matters mentioned in this section available for the inspection by the department or its duly authorized agents or employes for a period of three years, and upon demand of the department or its agents or representatives every wholesaler shall furnish a statement under oath reflecting the contents of any record to be kept under this section.

(6) Every wholesaler and every other person selling or distributing motor fuel in this state shall keep posted in a conspicuous place, most accessible to the public at his place of business, and on every pump from which delivery is made directly into the fuel tank attached to a motor vehicle, a placard showing, in figures not less than one inch high, the net selling price per gallon of all grades of motor fuel and the amount of the license tax per gallon thereon. All sales shall be made at the posted price and delivery slips shall also show the net selling price per gallon of all grades of motor fuel and the amount of the license tax per gallon thereon. If the wholesaler or person has more than one place of business in this state, the wholesaler or person shall post said placard at all of his places of business. All prices posted shall remain in effect for at least 24 hours after they are posted. [1933 c. 312 s. 2; 1939 c. 332; 1943 c. 337]

Note: 78.11 (6), Stats. 1941, is not violated where gasoline dealer posts and sells at price which is set up to show and include net selling price per gallon, tax per gallon, and cash redemption value per gallon of trading stamps given in connection with sale. Same holds true where cash redemption value of stamps per gallon is not stated but is merely

expressed in form of discount percentage. Posting of net selling price with tax added so as to reach total followed by subtraction of cash value of stamps in final posted figure results in violation. None of above situations is violation of 100.15 (1), 100.18, or ch. 189. 31 Atty. Gen. 53.

78.12 Records to be kept by jobbers. Every jobber shall keep a true and accurate record of all purchases of motor fuel or kerosene in such manner as to disclose the vendor, the quantity purchased, the correct description of the commodity and the means of transportation to said jobber, as well as all of the sales of such motor fuel or kerosene in such manner as to disclose the vendee, the quantity sold, the correct description of the commodity and the means of transportation from said jobber to the vendee. All such records required by this section shall be kept for a period of 3 years, at all times available for inspection by the department or its representatives who may require a statement from said jobber under oath reflecting the contents thereof. [1933 c. 312 s. 2; 1943 c. 337]

78.13 Visitorial and inquisitorial power of department; information and evidence not public; penalty for disclosing same. (1) The department, or any deputy, employe or agent appointed in writing, is authorized at any time during the business day to examine the books, records, papers, receipts, invoices, storage tanks and any equipment of every wholesaler, jobber or other person, purchaser or common carrier, pertaining to motor fuel, distillate or kerosene received, sold, shipped, or delivered as the case may be, to verify the truth and accuracy of any statement, report or return, or to ascertain whether or not the tax imposed by this chapter has been paid or to determine the financial responsibility of every wholesaler for the payment of the motor fuel taxes imposed by this chapter.

(2) The department shall have the power in the enforcement of the provisions of this chapter to hold hearings, to issue subpoenas duces tecum, to administer oaths to witnesses, to take the sworn testimony of any persons and cause it to be transcribed into writing, and shall have power to conduct such investigations as it may deem necessary. If any wholesaler, jobber, purchaser, or common carrier, or any other person shall refuse access to said books, records, papers, receipts, invoices, storage tanks and other equipment, and if any witness shall fail or refuse to obey any subpoena or subpoena duces tecum or fail or refuse to testify before said department, then said department shall certify the names and facts to any court of competent jurisdiction and said court shall enter such order against said wholesaler, or purchaser, or common carrier, or witness in the premises as the enforcement of this chapter and justice shall require.

(3) Any information obtained by the department as a result of the reports, investigations, examinations or verifications herein required to be made, shall be confidential, except

when required to be disclosed in a court of law, and any person who shall divulge any such information shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be punished by a fine of not less than \$50 nor more than \$500 for each offense; provided, however, that this provision shall not be construed to mean that such information or evidence is privileged when used by the state or any representative thereof in any proceeding to collect the motor fuel tax or any prosecution for violation of any of the provisions of this chapter; and provided further that both the amount assessed against and the amount paid by any wholesaler, jobber or any other person of motor fuel license taxes shall be and remain records open to the inspection of the public, and may be published by the department. [1933 c. 312 s. 2; 1943 c. 337; 1943 c. 533 s. 21]

78.14 Refund for fuel destroyed, for fuel not used on highways; procedure, claim unassignable. (1) If, after the excise or license tax is remitted and paid, any motor fuel in possession of licensed wholesaler is destroyed by fire, lightning, storm, flood or accident not caused by the wilful act of such wholesaler or any employe thereof, before being sold or used by him, upon proper application therefor and proof of such destruction or loss satisfactory to the department, it shall refund the amount of tax so paid thereon. Such application or claim shall be filed with the department within 15 days after the motor fuel is so destroyed or lost.

(2) Any person who uses motor fuel, upon which has been paid the tax required to be paid under this chapter, for the purpose of operating or propelling stationary gas engines, tractors used for agricultural purposes, motor boats or airplanes, or who shall purchase or use any motor fuel for cleaning or dyeing or for any commercial use or purpose other than operating a motor vehicle upon the public highways of this state, shall be reimbursed and repaid the amount of the tax so paid upon making and filing a duly certified claim, witnessed by 2 witnesses or acknowledged before a notary public, with the department, upon forms prescribed and furnished by it. Such claim must be filed within 90 days after the purchase of the motor fuel, or the claim will not be allowed. The wholesaler or jobber shall, upon request, furnish each purchaser with the original invoice or bill stamped to indicate that it is an original, showing the quantity of motor fuel purchased, the date thereof, and the purchaser shall send such invoice to the department when making claim for refund. The claim shall state whether or not the applicant owns an automobile or truck or any other motor driven machinery or appliance which uses motor fuel; the total number of gallons of motor fuel purchased; the number of gallons of such fuel purchased on which refund is claimed; a detailed statement of the uses of such fuel on which refund is claimed, describing the machinery, equipment or appliance in which used, giving the serial or manufacturer's number of the motor and the approximate number of gallons used in each; or if such fuel were not used in any such machinery, equipment or appliance, then a description of the purposes for which the fuel was used with the approximate number of gallons used for each such purpose; a statement whether or not deduction has been made for motor fuel used in applicant's automobile or truck; and such other information as the department may deem necessary. The penalty provided in this chapter for presenting a false or fraudulent statement shall be printed in full on the form of statement. On the filing of such claim, accompanied by the paid invoice, the department shall determine the amount of refund due. The department may make such investigation of the correctness of the facts stated in such claim as it deems necessary. When the department has approved such claim, it shall pay the claimant the reimbursement herein provided, out of the moneys collected under the provisions of chapter 78 to be used for carrying out the provisions of this section. No refund shall be claimed by or allowed to any person on account of any motor fuel carried from this state in the ordinary fuel tank of a motor vehicle.

(3) The right of any person to a refund under this chapter shall not be assignable and the application for a refund shall be made by the same person who purchased the motor fuel as shown in the invoice by the person selling the same, and by no other person, and the proceeds or amount of such refund as determined by the department shall be paid to the person whose name appears on the seller's invoice and to no other person. [1933 c. 312 s. 2; 1935 c. 355; 1941 c. 119, 229; 1943 c. 300, 337; 1943 c. 533 s. 22]

Note: County is not entitled to refund of motor vehicle fuel tax paid on gasoline used in county trucks and tractors in plowing snow on public highways. 20 Atty. Gen. 1268.

Under (2) individual who uses motor fuel in farm truck for power purposes on farm is not entitled to refund of motor fuel tax. 22 Atty. Gen. 872.

County is not entitled to refund of state gasoline tax paid by it, when gasoline is used in recovery program projects. 23 Atty. Gen. 84.

Owner of truck which, while it remains

on highways, pumps by means of small gasoline consuming pump oil from tank on chassis to household tank is not entitled to refund. 25 Atty. Gen. 293.

Sworn statement for tax refund under (2) deposited in post office on ninetieth day and received by state treasurer following day is not "filed" with state treasurer within ninety-day period and is therefore not in compliance with statute. 28 Atty. Gen. 151.

No refund is authorized by statutes to foreign or domestic interstate operators of motor vehicles for motor fuel tax paid on

excess of gasoline purchased in this state over amount used in operating vehicle on public highways of this state. No provision authorizes or provides for reciprocity with other states in enforcement or application of motor fuel tax law. 31 Atty. Gen. 232.

78.15 Notice by wholesaler discontinuing business; surrender license. Whenever any wholesaler doing business under this chapter ceases to be a wholesaler by reason of the discontinuance, sale, or transfer of his business, he shall notify the department in writing, within 10 days after the discontinuance, sale or transfer takes effect. Said notice shall give the date of discontinuance, and in the event of a sale or transfer of his business, the name and address of the purchaser or transferee thereof. Such wholesaler shall also, within 10 days after the discontinuance, sale or transfer takes effect, make a return as required under section 78.04, pay all taxes that may be due the state hereunder, and all interest and penalties due the state and at the same time surrender to the department the license theretofore issued to him. [1933 c. 312 s. 2; 1943 c. 337]

78.16 Delinquent taxes; penalties. In case any motor fuel tax is not paid when due, a penalty of 15 per cent thereof shall immediately accrue. If such tax remains delinquent and unpaid for a period of one month from the date when due, then and in that event the department shall add an additional penalty of 2 per cent each month or fraction of a month that such tax remains delinquent and unpaid. The amount so added shall become a part of the tax and shall be collected and paid at the same time and in the same manner as such delinquent taxes; provided, however, that if said tax is not paid when due, according to the provisions of this chapter, the license of the wholesaler shall be automatically revoked; provided further, that if said tax is paid within 10 days after it becomes due, and the wholesaler shows that said delay was caused by accident, facts or circumstances wholly out of the control of said wholesaler, then said penalty may be waived, but unless said tax is paid when due and not later than 10 days thereafter as herein set forth, the department shall have no administrative discretion to waive said penalty of revocation of said license; provided further, that any penalties so collected under the provisions of this section shall be paid into the motor fuel tax fund and distributed as motor fuel taxes are paid in and distributed; provided further, that the penalties provided in this section shall be in addition to the penalties and remedies provided in any other provision of this chapter, and not in lieu thereof. [1933 c. 312 s. 2; 1935 c. 358; 1943 c. 337]

78.17 Suspension and revocation of licenses, department's discretion. (1) The department may suspend or, after hearing, revoke a motor fuel license whenever the holder thereof has failed to comply with any of the provisions of this chapter; and upon suspending or revoking any motor fuel license, shall request the holder thereof to surrender to him immediately all licenses or duplicates thereof issued to him, and the holder shall surrender promptly all such licenses to the department; provided, however, that the department shall have no administrative discretion in those instances where the wholesaler has failed to comply with the provisions of this chapter requiring the wholesaler to pay over to the state all public moneys paid to him and due this state as motor fuel taxes, interest and penalties under this chapter.

(2) Before the department suspends or revokes the license of any wholesaler, it shall notify said wholesaler in writing of the time and place when and where a hearing of the charges shall be had. Such notice shall contain a statement of the alleged violation of this chapter, and shall be served upon the wholesaler at least 10 days prior to said hearing, either by delivery of the same personally to the wholesaler, or by mailing the same by registered mail to the address of said wholesaler as shown in the application for a license theretofore filed by said wholesaler. At the time and place fixed in said notice, the department shall proceed to a hearing of the charges, and the wholesaler shall be accorded an opportunity to present in person or by counsel such statements, testimony, evidence and argument as may be pertinent to the charges or to any defense thereto. The department may continue such hearing from time to time but not to exceed a period of 60 days. After such hearing the department shall either rescind the order of suspension, or, good cause appearing therefor, shall continue the suspension or revoke the license. Provided, however, that no hearing shall be afforded and the department shall have no administrative discretion in those instances where the wholesaler has failed to comply with the provisions of this chapter, requiring the wholesaler to pay over to the state at the time of making and filing reports required by section 78.04 all moneys due to the state as motor fuel taxes, interests and penalties. [1933 c. 312 s. 2; 1935 c. 358; 1943 c. 337; 1943 c. 553 s. 23]

78.18 Payment of tax is condition precedent to action to test validity; procedure to recover taxes paid. No suit shall be maintained in any court to restrain or delay the collection by or payment of the tax herein imposed and to be paid by the wholesaler, upon any ground whatsoever, but the aggrieved wholesaler shall pay over all taxes, penalties and interest when due and in the manner provided in this chapter, and if paid under protest, shall at the time of making payment file a protest under oath setting forth the amount or part of said payment alleged to be paid over under protest and wrongfully collected by

the department, and the reasons why the whole or said part thereof was wrongfully collected. If so paid under protest, the wholesaler may at any time within 90 days from the date of such payment sue the state in the circuit court of the county in which said wholesaler conducts his business in an action at law to recover the tax so paid with legal interest thereon from the date of payment. If it is finally determined that said tax, or any part thereof, was wrongfully paid out for any reason, it shall be the duty of the secretary of state to issue his warrant on the state treasurer for the amount of such tax so adjudged to have been wrongfully paid, together with interest thereon, and the treasurer shall pay same out of the general fund. [1933 c. 312 s. 2; 1943 c. 337]

78.19 Fuel tax is preferred claim. Hereafter when the property of any wholesaler shall be seized upon any mesne or final process of any court of this state, or when the business of any wholesaler shall be suspended by the action of creditors or put into the hands of any assignee, receiver or trustee, then in all such cases all motor fuel tax moneys due the state from such wholesaler under the provisions of this chapter shall be considered and treated as preferred claims and the state of Wisconsin shall be a preferred creditor and shall be paid in full. [1933 c. 312 s. 2]

78.20 Wholesaler in default not to sell fuel, action to collect tax and penalties, injunction, receiver, attachment, garnishment. (1) No wholesaler shall sell, distribute or offer for sale motor fuel, while in default of or delinquent in the payment of the whole or any part of such tax moneys, and in the event of the failure or refusal to pay such motor fuel tax moneys and the whole thereof, after demand made therefor by the department, such delinquent motor fuel tax moneys together with a penalty of 15 per cent of the amount of such delinquent tax moneys shall be recovered by and in the name of the state of Wisconsin, and the attorney-general or proper district attorney is authorized and directed to institute suit therefor in any court of competent jurisdiction against said wholesaler, or his surety, if any, or both. In the event such suit or attachment as hereinafter provided for is instituted, upon application made by the attorney-general or district attorney, the court may issue a writ of injunction, without requiring any bond, enjoining and restraining the defendant from selling, distributing or offering to sell any motor fuel subject to said motor fuel tax until any judgment and costs recovered in said suit or attachment has been paid, and the court shall, upon application by the attorney-general or district attorney, appoint a receiver of the property and business of the delinquent defendant for the purpose of impounding the same as security for any judgment which has been or may be recovered, and said motor fuel tax shall constitute a first and prior lien against the property of said wholesaler, including all property of whatsoever nature, belonging to him, whether used in his business or otherwise, and which lien shall be paramount and superior to any other lien, of whatever nature, against said property, whether attaching prior or subsequent to the time when said tax became due.

(2) Said motor fuel tax shall also be collectible and enforceable by a writ of attachment brought by the attorney-general or district attorney in the name of the state of Wisconsin against the lands, goods, chattels, credits, and other personal property of the wholesaler, and for the purpose of this chapter, said wholesaler shall be deemed to be a nonresident of the state of Wisconsin, and such attachment shall be governed in all respects by the provisions of law relating to attachments against nonresidents, but no attachment bond shall be required of the state of Wisconsin, nor shall an indemnity bond be required or demanded by any sheriff or constable serving such writ of attachment, and no sheriff or constable shall be liable in damages on account of levying any attachment when acting under the direction of the attorney-general or such district attorney.

(3) The sheriff or constable shall also summon the persons named in said writ as garnishees, and all other persons within his county whom the attorney-general or district attorney shall designate as having any property, effects, choses in action or credits in their possession or power, belonging to the defendant, or who are in anywise indebted to such defendant, the same as if their names had been inserted in such writ. In any action or proceeding for the collection of the tax from the wholesaler which is due from him, or any penalties or interest, or costs imposed in connection therewith, an assessment by the department, made pursuant to this chapter, of the amount of the motor fuel taxes, or any penalties, interest or costs imposed in connection therewith, due from the wholesaler to the state of Wisconsin, shall constitute prima facie evidence of the claim of the state, and the burden of proof shall be upon the wholesaler to show that the assessment was incorrect and contrary to law; provided, that nothing in this section shall be construed as forfeiting or waiving any right to collect such motor fuel tax moneys by an action upon any bond that may be filed with the department under the provisions of this chapter, or by suit, or otherwise, and in case such suit, action or proceeding shall have been instituted for the collection of said tax, such suit, action or other proceeding shall not be construed as waiving any other right herein provided. [1933 c. 312 s. 2; 1943 c. 337]

Note: In action to foreclose lien claim on oil company's property, mere fact that company, in answer to state's cross-complaint, expressed willingness to give state lien on its property for unpaid gasoline taxes, is not

controlling and does not change situation revealed by undisputed facts under which state was not entitled to lien. *Hilam, Inc. v. Petersen Oil Co.*, 217 W 86, 258 NW 365.

78.21 Embezzlement of tax moneys. If any wholesaler sells any motor fuel upon which the tax imposed by this chapter has become due and has not been paid, all tax moneys received by such wholesaler because of said sale are trust funds in his hands and the property of the state of Wisconsin. Any wholesaler who fails or refuses to pay over to the state the tax on motor fuel at the time required in this chapter, or who fraudulently withholds or appropriates or otherwise uses such moneys or any portion thereof belonging to the state, shall be deemed guilty of embezzlement and shall be punished as provided by law for the crime of embezzlement, irrespective of whether any such wholesaler has or claims to have any interest in such moneys so received by him. [1933 c. 312 s. 2; 1943 c. 300, 337]

Note: The provisions of 78.10, Stats. 1931, making a dealer's failure to pay over motor vehicle fuel taxes collected by him a misdemeanor, impose a penalty for mere non-

payment, and do not preclude prosecution of the dealer for embezzlement where intent to defraud appears. *Anderson v. State*, 221 W 78, 265 NW 210.

78.22 Hours when delivery to storage tanks is permitted. No wholesaler or jobber or any other person selling motor fuel to the consumer shall receive and have delivered into the storage tanks or other equipment of said wholesaler, jobber or other person any motor fuel or kerosene between the hours of 9 o'clock P. M. and 5 o'clock A. M. without prior written consent of the department, and the receipt of any motor fuel or kerosene by said wholesaler, jobber or other person during said hours shall be prima facie evidence of a violation of the provisions of this chapter and an attempt to evade the payment of the tax herein imposed on motor fuel. [1933 c. 312 s. 2; 1943 c. 337]

78.23 Precedence of actions to enforce this chapter. All proceedings and hearings, civil or criminal, arising under this chapter shall have priority in hearing and determination over all other civil proceedings in any court except election contests, criminal and other cases in which the public is the moving party. [1933 c. 312 s. 2]

78.24 Duty of department to enforce this chapter; promulgate rules. It is hereby made the duty of the department to see that all of the provisions of this chapter affecting the collection of the motor fuel taxes herein imposed, are enforced and obeyed, and that all violations thereof are promptly prosecuted, and that all moneys received by wholesalers and in their hands as trust funds and due the state are recovered and collected. To that end the department is authorized to promulgate such reasonable rules and regulations relating to the administration and enforcement of the provisions of this chapter as may be deemed expedient, and such rules and regulations to govern its proceedings and to regulate the mode and manner of all investigations and hearings. [1933 c. 312 s. 2; 1943 c. 337]

78.25 Attorney-general and district attorney to prosecute; place of trial. (1) Upon request of the department, the attorney-general or proper district attorney shall commence and prosecute to final determination in any court of competent jurisdiction, any and all necessary action or actions at law, to enforce the provisions of this chapter.

(2) Any action brought under the provisions of this chapter may be brought either in the superior or circuit court for Dane county or in the proper court in the county wherein the defendant person, firm or corporation resides or has its principal place of business. The place of trial of said action shall not be changed from the county in which such action is commenced, except upon consent of the parties. [1933 c. 312 s. 2; 1943 c. 337]

78.26 Remedies and penalties are cumulative. It is expressly provided that all of the remedies, prosecutions and penalties under this chapter shall be cumulative of each other, and no action or suit for recovery of one penalty shall be or be construed to be a bar to or affect the recovery of any other penalty or be a bar to any criminal prosecution against any wholesaler, licensee, jobber or any other person under the provisions of this chapter. [1933 c. 312 s. 2]

78.27 Acts forbidden. No person shall commit any of the following acts:

(a) Display, or cause or permit to be displayed, or to have possession of, any license knowing the same to be fictitious, or to have been suspended, canceled, revoked or altered;

(b) Lend to, or knowingly permit the use by, one not entitled thereto, any license issued to the person lending it or permitting it to be used;

(c) Display or to represent as one's own any license not issued to the person displaying the same;

(d) Use a false or fictitious name or give a false or fictitious address in any application or form required under the provisions of this chapter, or otherwise commit a fraud in any application, record, or report or claim for refund;

(e) Use any false or fictitious name or give any false or fictitious address when purchasing or obtaining motor fuel from any source for sale or use in this state. [1933 c. 312 s. 2]

78.28 Tax levied is in lieu of all excise taxes; municipalities not to tax motor fuel. The license tax herein levied and provided for is in lieu of any excise, license, privilege or occupation tax upon the business of manufacturing, storing, selling, using or distributing motor fuel, and no city, village, town, county, township, or other subdivision or municipal corporation of the state shall levy or collect any such tax upon, or measured by, the sale, storage, receipt, distribution or use of motor fuel or any excise, license, privilege or occupation tax upon the business of manufacturing, storing, selling, using or distributing motor fuel. [1933 c. 312 s. 2]

78.29 State reciprocity as to information. The department shall, upon request duly received from the officials to whom are entrusted the enforcement of the motor fuel tax laws of any other state, forward to such officials any information which it may have relative to the manufacture, receipt, sale, use, transportation or shipment by any person of motor fuel or kerosene, provided such other state or states provide for the furnishing of like information. [1933 c. 312 s. 2; 1943 c. 337]

78.30 Exemption of fuel for export. Said motor fuel license tax shall not be imposed on motor fuel when exported or sold for exportation from the state of Wisconsin to any other state or nation. Provided, however, that the motor fuel carried out of this state in the ordinary fuel tank of a motor vehicle shall not be, or be construed to be, motor fuel exported from this state within the meaning of this section. [1933 c. 312 s. 2]

78.31 Penalties. (1) **SELLING WITHOUT A LICENSE.** Each day in which any person shall engage in the business of wholesaler within this state without a license as required by this chapter shall constitute a separate offense, and for each such offense such wholesaler shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be punished by a fine of not to exceed \$5,000 or by imprisonment in the county jail for not less than 60 days nor more than one year, or by both such fine and imprisonment.

(2) **ATTEMPT TO ASSIGN LICENSE.** Any person assigning or attempting to assign a license to act as a wholesaler of motor fuels, or who fails to display conspicuously his license at his place of business, shall be deemed guilty of a misdemeanor and upon conviction thereof shall be punished by a fine of \$25 or by imprisonment in the county jail for not more than 10 days for each such offense.

(3) **FAILURE TO REPORT OR PAY.** Any person who fails or refuses to make report or payment as provided in section 78.04, shall be guilty of a misdemeanor and upon conviction thereof shall be punished by a fine of not to exceed \$5,000 or by imprisonment in the county jail for not less than one year nor more than 10 years or by both such fine and imprisonment.

(4) **OMNIBUS PROVISION.** Any person violating any provision of section 78.09, 78.11, 78.13, 78.14 or 78.22 shall be deemed guilty of a misdemeanor and upon conviction thereof shall be punished by a fine of not less than \$25 nor more than \$500 or by imprisonment in the county jail for not to exceed 6 months or by both such fine and imprisonment.

(5) **VIOLATION OF SECTION 78.27.** Except as otherwise provided in this chapter, any person violating any provision of section 78.27 shall be deemed guilty of a misdemeanor, unless such violation is by any other provision of law declared to be a felony, and upon conviction shall be punished by a fine of not less than \$100 nor more than \$500 and by imprisonment in the county jail for not to exceed 6 months. Such fine shall be in addition to any other penalty imposed by any other provision of this chapter. [1933 c. 312 s. 2; 1943 c. 337]

78.32 Severability of provisions to save constitutionality. If any of the provisions of this chapter includes transactions which are not taxable, or are in any other respect unconstitutional, it is the intent that so far as possible the remaining provisions of this chapter be given effect and the invalidity of any portion of this chapter shall not in any nature affect the validity of the remaining portions thereof. [1933 c. 312 s. 2]

78.33 Existing obligations to state are saved. The passage of this chapter shall not be taken or construed to relieve any wholesaler, person, firm, association or corporation whatsoever from the payment of any tax, penalty or interest due or owing to the state of Wisconsin under any laws in force July 1, 1933, or to affect or terminate any petitions, investigations, prosecutions, legal or other proceedings pending under such laws or to prevent the commencement of any legal proceedings for violation of such laws heretofore committed, or for the recovery of taxes, penalties, or interest due or owing to this state under such laws; provided further, that any and all matters, orders, hearings and proceedings pending before the state treasurer or before any court under any of the provisions of said laws or parts thereof shall be deemed to be continued with the same effect

as though such law or part thereof was not hereby repealed. Nothing in this chapter shall be construed as imposing any penalty, civil or criminal, for violations of such prior laws other than the penalty prescribed in such laws. [1933 c. 312 s. 2]

78.34 Transfer of functions to department of taxation. (1) All the powers, functions and duties of the state treasurer under this chapter on June 30, 1943, are transferred to, vested in and imposed upon the state department of taxation.

(2) The personnel necessary to carry on the functions of administering the tax on motor vehicle fuel may be selected in whole or in part by the commissioner of taxation from the personnel in the state treasurer's office engaged in administering said tax just prior to June 21, 1943 or the said commissioner may select the personnel from eligible civil service lists or may transfer personnel now attached to the department of taxation. The records of the state treasurer's office relating to the administration of the motor vehicle fuel tax June 21, 1943 shall be transferred to the department of taxation and all equipment used with respect to said motor vehicle fuel tax functions shall be transferred to the department of taxation. Any dispute relative to any of said records or equipment shall be finally determined by the superintendent of buildings and grounds. [1943 c. 337]

78.40 [Expired July 1, 1937; see 1935 c. 545 and 78.40 (8a), Stats. 1935]

79.01 to 79.18 [Renumbered sections 87.01 to 87.18]

HIGHWAY REVISION ACT—1943

Revisor's comment: Chapters 80, 81, 82, 83, 84, 86 and 87, Stats. 1941, were revised by chapter 334, laws of 1943. The revision bill was 289-S, was introduced by the Committee on Highways and was enacted, without amendment, by a vote of 24 to 4 in the Senate and 63 to 0 in the Assembly. The act took effect on June 20, 1943. Notice that this revision covers all the highway chapters of the Wisconsin Statutes except "Chapter 85—LAW OF THE ROAD."

The revision task was undertaken and sponsored by the State Highway Commission. The revisor, the legislative reference library and the commission collaborated in writing the revision. Much labor and great care were expended in drafting the bill. Experts in the administration of the highway laws and intimately familiar with the highway statutes of this state expounded the bill at the joint hearing of the committees on highways of the two houses.

A mimeographed memorandum giving a detailed explanation of the bill was then laid before the committees and was used by the spokesmen for the commission in presenting the bill at the hearing. So the memorandum has served its original purpose; but it will prove very helpful hereafter to those who have occasion to apply or construe the revision act. To make that memorandum readily available, it has been thought advisable to print it as a sort of introduction to the highway chapters, in the 1943 edition of the Wisconsin Statutes. Here it is:

NOTES

**BILL NO. 289-S
REVISION, REARRANGEMENT AND
CLARIFICATION OF WISCONSIN
HIGHWAY LAWS**

Objectives: This bill proposes to accomplish the four following principal objectives:

1. Rearrange the statutes relating to highways in a more logical form by grouping related matters in the same chapters and, so far as possible, in numerical sequence by sections.
2. Modernize the statutes by eliminating or revising terms and provisions which are no longer applicable because of changes which have been made in other parts of the statutes, and by changing certain terms to be more accurately descriptive of their present meaning. (As an example, the old term "prospective state highways" is changed to "county aid highways" because that is the system of highways on which municipalities may petition the counties for county aid. The old term "state highways" is eliminated because it has no significance at the present time and is confused with the term "state trunk highways.")
3. Eliminate from the statutes obsolete provisions for which there no longer appears to be a need, and thus cause a substantial saving in the biennial cost of printing the statutes.
4. Make a few minor changes in the provisions of the present statutes, which changes appear to be necessary or desirable and not controversial.

Arrangement: In the present statutes most of the highway laws are contained in seven chapters, namely, Chapters 80, 81, 82, 83, 84, 86, and 87. In this bill those seven chapters are rearranged to some extent and condensed into the following five chapters:

Chapter 80—Laying Highways; Chapter 81—Town Highways; Chapter 83—County Highways; Chapter 84—State Trunk Highways, Federal Aid; Chapter 86—Miscellaneous and General Highway Laws.

Chapters 80 and 81 of the present statutes contain the more basic highway laws dating back over a long period of time. Over the years there has been built up a large backlog of court decisions and attorney-generals' opinions referring to the provisions of these two chapters and there are in use at the present time many town highway forms which contain reference to the section numbers of those two chapters. For those reasons, although there is some sacrifice in logical arrangement, it has been considered advisable to retain those two chapters in the statutes in approximately their present form

and with a minimum of material changes.

Chapter 82 of the present statutes creates the state highway commission, provides for the election of the county highway commissioner and county highway committee, and specifies certain of the powers and duties of those offices. In this bill, Chapter 82 is eliminated and its provisions are incorporated in other chapters, principally in Chapter 83, "County Highways," and in Chapter 84, "State Trunk Highways; Federal Aid."

Chapter 87 of the present statutes relates to bridges on all systems of highways and contains a few miscellaneous provisions. In this bill, Chapter 87 is eliminated and its provisions transferred to other chapters in which they logically fall, principally in Chapter 81, "Town Highways," Chapter 83, "County Highways," Chapter 84, "State Trunk Highways; Federal Aid," and Chapter 86, "Miscellaneous and General Highway Laws."

Detailed explanation: For ready reference the following detailed explanation is arranged according to the section numbers in the bill.

SECTION 1. 15.79 is amended to except highway contracts from the provision that contract payments be audited and approved by the state chief engineer. This change is made to comply with established practice and to eliminate a conflict with 20.49 (10), which provides that payments be made only on the order of the state highway commission.

SECTION 2. The introductory paragraph of 20.49 is amended merely to correct an error and insert an omission (the insertion of 20.05 (3) was made by Chapter 187, Laws of 1941, but omitted in Chapter 333, Laws of 1941).

20.49 (1m) (a) is renumbered 20.49 (1m) and 20.49 (1m) (b) is renumbered 20.49 (1n). This sets up a separate subsection for "Topographic Map" and avoids any implication that such activity is under the Planning Board, whereas Section 36.23 (6) places this function under the university and the geological and natural history survey.

20.49 (4) is separated into paragraphs "a" and "b" and amended to clearly show the distribution to county trunks and to state trunks and conform to the revised numbering and revisions in 84.03 (5) and 83.10 (see sections 104 and 123 of the bill). The amendment in 20.49 (4) (b), and the revision of 84.03 (3) in Section 123 of the bill provide that the additional allotment required to meet the minimum of \$40,000 to each county and the minimum required for retiring bonds in any year are appropriated under 20.49 (4) rather than being transferred from 20.49 (9) as in the present statutes. This is merely a technical change and does not change the result. There seems to be no reason why the allotment for retiring bonds should be made from two separate appropriation sections.

20.49 (5) is amended to correct section references.

20.49 (6) is amended to conform to the present practice of joint determination with the conservation commission and land commission, of work to be undertaken on state park, state forest and public land roads; and to definitely provide that the expenditure of funds under 20.49 (6) on a highway will not make such highway ineligible for aids, such as the local road or county trunk allotments, or for the expenditure of other funds thereon, such as the expenditure of state maintenance funds on a state trunk highway located in a state park or forest.

20.49 (8) is amended to substitute the term "connecting streets" for the present cumbersome and inaccurate description thereof. The term "connecting streets" is defined in Section 120 of the bill.

20.49 (9) is amended to make direct reference to 84.03 (9) and to eliminate duplication in the description of the purposes for which this fund may be used as also set out in 84.03 (9) and 84.10.

20.49 (10) is amended to complete the now only partial enumeration of subsections. Subsection (1m) is omitted because payments from that subsection should be made on order of the state planning board.

SECTION 3. 82.02 (2a) is renumbered 27.20

(1a) and amended to transfer the function of selecting the director of regional planning from the highway commission to the state planning board. Under the present statutes the director, while employed by the highway commission, functions and operates under the state planning board.

SECTION 4. This section of the bill is included to clearly set forth the intent that in renumbering 82.02 (2a) to be 27.20 (1a), the director of regional planning employed by the highway commission under the former section be transferred and succeed to that office under the state planning board.

SECTION 5. 59.03 (2) (f) is amended to correct section references.

SECTION 6. For more logical location, 80.64 (2) is transferred to 59.08, "Special Powers of County Board." The law is not changed.

SECTION 6a. 59.93 is repealed as obsolete and unnecessary. It refers to the now obsolete "county highway system."

SECTION 7. For more logical location, 86.12 is renumbered 61.66. It deals with certain powers of the village board.

SECTION 8. 61.68 is amended to improve the language and supply obvious omissions. The law is not changed.

SECTION 9. 67.04 (1) (d), (2) (m) and (5) (e) and 67.04 (5) (L) are amended to correct section references.

In 67.04 (4), relating to the power of villages to bond, paragraph (a) is repealed because it is obsolete; the section to which it refers (13190, statutes of 1921) was repealed by 1923 c. 446. (c) is repealed because 61.34 (except (39)) was repealed by 1933 c. 187. Paragraphs (e), (f), (g) and (q) are repealed because they are covered by the introductory paragraph of 67.04 (4) as amended by this bill.

SECTION 10. 67.05 (1) is amended to correct section references.

SECTION 11. 67.13 (1) is amended to correct section references, to substitute the more descriptive term "county aid highways" for the former term "prospective state highways," and to make more convenient and workable the requirements for printing county highway bonds under this section.

67.13 (3) is amended to eliminate the reference to the old state aid and to the former method of matching federal aid with county funds, both of which are now obsolete and inoperative. In lieu thereof the amendment incorporates in this subsection parallel provisions to those in sections 20.495 (2) and 84.03 (1) and (4).

SECTION 12. 67.14 (1) is amended to remove the present limitation in the amount of highway bonds which the county board may issue "at one time," namely, two-fifths of one per cent of the assessed valuation. This limitation is removed because it has been made practically ineffective by 20 Atty. Gen. 118, under which the limitation may be nullified by splitting the bonds into separate issues authorized by separate resolutions. No change is made in the present limitation by which the total of such bonds issued by sole action of the county board outstanding at any one time may not exceed one per cent of the assessed valuation.

SECTION 13. 67.15 (1) is repealed as a special bonding procedure which is not needed and little used. It has not been used for at least the past 13 years.

SECTION 14. 67.16 is repealed as a special town bonding procedure which is not needed and little used. This section has been used about once in the past 12 or more years. Towns have sufficient authority to bond under the provisions of 67.04 (5) (d).

SECTION 16. 80.01 is amended to conform to the current style of statutory language. The law is not changed. "Hereafter" in line 3 of 80.01 (3) means after June 23, 1931, the date on which that subsection was created by 1931 c. 295.

SECTION 17. 80.63 is renumbered 80.01 (4) for consolidation with kindred provisions and is amended to improve the language. The law is not changed. Old (3) is needless.

SECTION 18. In keeping with the present designation of highway systems which are not under the jurisdiction of a town, the last sentence of 80.02 is amended to substitute

"state trunk and county trunk highways" for the obsolete term "state roads." The reference to highways laid by a county board conflicts with 80.46, which is being renumbered 80.40.

SECTION 19. 80.03 is revised to eliminate the implied restriction by the term "any highway" as applied to county trunk and state trunk highways. If construed as applying to county trunk and state trunk highways, this section would virtually preclude all improvement of the major highways.

SECTION 23. 80.07 is amended to improve the language. The law is not changed. "Road" means "highway" and "municipality" must mean "public." Most highways are in towns, not in municipalities.

SECTION 26. 80.10 is amended to eliminate cumbersome, redundant language. The law is not changed.

SECTION 27. 80.11 (7) is amended to correct an erroneous section reference. The correction is also made in 40-S [ch. 275] a correction bill for 1943.

SECTION 28. 80.12 is amended to correct the section reference and to substitute "or" for "of" in next to the last line. This bill renumbers old 80.025 to be 81.43.

SECTION 30. 80.14 is amended to eliminate redundant language. The law is not changed.

SECTION 33. 80.17 is amended to clearly indicate that the appeal referred to is from the order of the town board.

SECTION 39. 80.23 is amended to clearly indicate its applicability to town road layout procedure.

SECTION 40. 80.24 is amended to eliminate surplus language. The law is not changed.

SECTION 41. 80.25 is amended to make the procedure for serving the notice the same as in 80.24. The present reference to 80.05 creates uncertainty.

SECTION 46. 80.30 is amended. The provision for auditing is struck from (1) because it is also in (3). The last U. S. census is understood; 370.01 (27).

SECTION 48. 80.32 is reenacted and 80.32 (5) is created. 80.32 (5) is desirable to clearly differentiate between town layouts and the official layout of state trunk highways created by legislative layout committees and changes in state trunk highway layout created by joint action of the county boards and the state highway commission.

SECTION 50. 80.34 (2) became effective on July 22, 1923. By inserting that date the need for looking it up is avoided.

SECTION 52. 80.36 is repealed. It relates to the laying of temporary highways for the removal of stranded logs and other movable property and has probably served its purpose. If not repealed, it should be omitted in printing the statutes.

SECTION 55. 80.39 to 80.45 and 80.64 (1) are consolidated, renumbered 80.39, and revised, consolidating in one section the complete procedure for the layout of highways by a county board. The law is not changed.

SECTION 56. 80.46 is renumbered 80.40 and revised. It is completely changed, clarified, and adapted to the several jurisdictional highway systems.

SECTION 57. 80.47 is revised to eliminate unnecessary language. 80.47 was created by 1889 c. 255, effective April 7, 1889. The final clause of old 80.47 as to construction is not necessary.

SECTION 59. 80.49 to 80.62 are repealed. These 14 sections constitute the now obsolete procedure for creating special highway districts to construct a system of highways. If not repealed, they should be omitted from future editions of the statutes to save space and money. 80.61 provides for state participation in the cost, whereas there is no state appropriation therefor.

SECTION 60. 80.64 (3) is renumbered 80.64 and revised to expressly extend to the state the same powers given to the counties and local units to acquire land reserved for highway purposes under county zoning ordinances.

SECTION 62. 81.01 is amended. The law is not changed. The language is improved. Highways include bridges.

SECTION 64. 81.03 and 86.01 (1) are con-

solidated and renumbered 81.03 and revised. These sections belong together.

SECTION 67. 81.06 is amended, substituting "town board" for "superintendent of highways," for the reason that there is no superintendent in some towns. If there is, he acts for the town board. The last sentence, conferring powers on the county highway commissioner, is moved to 83.18, under the chapter on county highways (see Section 113 of the bill).

SECTION 68. 81.07 is amended correcting section references. The references to the county highway committee are transferred to 83.18 under the chapter on county highways (see Section 113 of the bill).

SECTION 70. 81.09 is repealed. It relates to county highway commissioners' powers to open temporary highways, and its provisions are incorporated in 83.19, which is created by Section 114 of the bill.

SECTION 71. 81.11 (3) is amended to correct section references.

SECTION 73. 81.14 is revised. The law is not changed. The verbiage is reduced.

SECTION 74. 81.15 is amended to improve the language. The law is not changed.

SECTION 75. 81.16 is amended modernizing the language, namely, "highway" is substituted for "bridge, sluiceway or road." The law is not changed.

SECTION 76. 81.17 is amended for clarification. The provisions as to court procedure are omitted, as that procedure is provided for under Chapters 260 to 330.

SECTION 77. 81.27 to 81.33 are repealed. They relate to sprinkling town roads and are practically obsolete. If not repealed, Section 77 of the bill should be made to read: "Sections 81.27 to 81.33 of Wisconsin Statutes of 1941 are not repealed but they need not be printed in Wisconsin Statutes."

SECTION 78. 86.13 is renumbered 81.35 for better arrangement and is amended. It applies to town procedure under town supervision.

SECTION 79. 86.14 is renumbered 81.36 and the introductory paragraph of (1) is amended to clearly indicate its application to town roads.

SECTION 81. 87.14 is renumbered 81.39 and amended for section references. This is primarily town bridge law.

SECTION 83. 80.025 is renumbered 81.43 and amended to substitute "section" for "act" in subsection (2). This is town procedure for assessments and construction in Milwaukee County and is not appropriately located in Chapter 80, "Laying Highways."

SECTION 86. 82.03 (2) to (5) are renumbered 83.01 (2) to (5); 82.03 (6) is renumbered 83.01 (6) and amended for section reference; 82.03 (1) is renumbered 83.01 (1), is amended to clarify the intent and modernize and reconcile this section with the provisions of other sections. The renumbering is for better arrangement and consolidation with kindred provisions. The law is not changed.

SECTION 87. 82.04 (1) to (5) are renumbered 83.01 (7) (a) to (e) and amended to make minor clarifying corrections. The renumbering is for better arrangement and consolidation with kindred provisions. The law is not changed.

SECTION 88. 82.04 (7) is renumbered 83.01 (7) (f) and amended for clarification and to correct the highway system designations.

SECTION 89. 82.05 (1) (2) and (3) are renumbered 83.015 (1) and amended. The language is improved and the present ambiguous provision relating to compensation of members of the county highway committee is eliminated. The law is not changed.

SECTION 90. 82.06 is renumbered 83.015 (2) and revised. The language is improved. The requirement that the county clerk sit with the county highway committee in auditing pay rolls and material claims and vouchers is eliminated, as requested by the county clerks' association.

SECTION 91. 82.07 is renumbered 83.016 and amended to improve the language. The old designation "special highway patrolmen" is eliminated and the designation "traffic patrolmen" substituted, to eliminate confusion with other highway patrolmen doing highway maintenance work. The law is not changed, except in (2) the badges are to be

furnished by the state motor vehicle department instead of the state highway commission.

SECTION 92. 83.02 is repealed as obsolete. It provided for the payment of certain town highway obligations, which has now been done.

SECTIONS 93 and 93a. 83.01 (5) is repealed as it deals only with the old "state highways," which designation no longer has any significance.

83.01 (1), (2) and (4) are renumbered 83.02, are revised to modernize the provisions and change the designation "prospective state highways" to the more descriptive designation "county aid highways." The existing systems of prospective state highways are validated, to be hereafter designated "county aid highways."

SECTION 94. 83.01 (6) is renumbered 83.025 and is revised to secure better arrangement. The law is not changed.

SECTION 95. 83.03 is amended to improve and modernize the language. There is no change in the law.

SECTION 96. 83.04, except subsection (10), is amended, eliminating the present ineffective supervisory controls presumed to be vested in the state highway commission relative to the procedure and operation of the county on county aid and county trunk highways.

SECTION 97. 83.05 is amended for clarification and to eliminate the reference to state contributions. Contracts for highway improvements involving state funds are let directly by the state.

SECTION 98. 83.06 (2) and (3) are repealed as obsolete since "state highways" and "state aids" no longer have any significance in the sense in which they are used in these subsections.

83.06 (1) is renumbered 83.06 and amended to supply omissions, clarify the intent, and eliminate the reference to the obsolete term "state highways."

SECTION 99. 83.06(4), with reference to the "county road and bridge fund," is renumbered 83.065 for better arrangement and is amended to remove surplus verbiage and clarify the intent as it is presently applied.

SECTION 100. 83.07 is revised to improve the language without changing the intent. The reference to county board is appropriately changed to county highway committee.

SECTION 101. 84.04 (3) is repealed. Its subject matter is incorporated in 83.07 (1), and also in 84.09 (3) as created by Section 128 of the bill.

SECTION 102. 83.08 is repealed and recreated, incorporating the same subject matter but eliminating the initiation by the state highway commission of proceedings for acquiring right of way on county aid highways. (The procedure for acquiring right of way on state trunk highways is incorporated in 84.09, created by Section 128 of the bill.)

SECTION 103. 83.09 (1) is renumbered 83.09 and amended to improve the language and change the obsolete designation "state highway" to read "county trunk highway."

83.09 (2) and (3) are repealed as serving no substantial purpose in view of the liability imposed on the town chairman in (2) and the limitation of \$5 for one repair and \$20 per mile in (3).

SECTION 104. 84.03 (2) and (6) are renumbered 83.10 and revised to simplify the language. The renumbering appropriately places the county trunk allotment provisions under county highway law.

SECTION 106. 83.04 (10) is renumbered 83.12 and revised to authorize the county to construct cattle passes on highways which the county may construct under Chapter 83. The provisions of 83.04 (10) in the present statutes are erroneous and conflict with other provisions of the statutes. The present reference in that section to 84.03 (9) actually refers to the section which carried that number prior to 1931. The reference to surplus maintenance funds is obsolete since the abandonment of the mileage allotment for state trunk highway maintenance. Construction of cattle passes on the state trunk highway system is the responsibility of the state highway commission.

SECTION 107. 83.13 is amended to appro-

privately refer to "county aid and county trunk highways" rather than the obsolete designation "prospective state highways and state highways."

SECTION 108. 83.14 is amended to appropriately change the highway system reference and, in subsection (6), to provide that the plans and specifications for the county aid improvements are subject to the approval of the county highway committee rather than the state highway commission. In subsection (8) the reference to the state is eliminated because it has no significance under the present laws. In (7) the reference to 67.16 is deleted, since 67.16 is proposed to be repealed by Section 14 of the bill.

SECTION 109. 83.15, which relates to the use of old "state aid" for retiring town highway bonds, is repealed as obsolete. Such old "state aid" is no longer available.

SECTION 113. 83.18 is created to incorporate under Chapter 83, "County Highways," the powers conferred by old 81.06 which were removed from that section by Section 67 of the bill. Section 83.18 (2) incorporates the provisions of old 81.07 which were removed from that section by Section 68 of the bill.

SECTION 114. 83.19 is created to appropriately incorporate in the county highway law the powers conferred on towns by Section 81.08 as provided in old 81.09 which is repealed by Section 70 of the bill.

SECTION 116. 82.01 (1) (a) and (b) and (2) are renumbered 84.01 (1), (2) and (3).

SECTION 116a. 82.02 (except (1) (b), (2a) and (19)) and 84.04 (1) and (2) are consolidated, renumbered 84.01 (4) to (19) and revised.

The renumbering as provided in Sections 116 and 116a of the bill are to transfer from Chapter 82 to Chapter 84 the creation of the state highway commission and most of the powers and duties of the commission as enumerated in 82.02. These sections are revised for better wording. Old 82.02 (2) (new 84.01 (7)) is changed by adding cities to the list of those entitled to advice.

(Old 82.02 (2a) is renumbered 27.20 (1a) by Section 3 of the bill. Old 82.02 (9) is omitted and its intent is incorporated in a general way under new 84.01 (7). Old 82.02 (12) is omitted as unnecessary. Old 82.02 (19) is renumbered 86.08 and revised by Section 148 of the bill.)

Old 84.04 (1) and (2) are renumbered 84.01 (18) and (19) for better location, under the duties of the commission.

SECTION 82.02 (1) (b) is renumbered 84.011 to appropriately set it up as a separate section.

SECTION 118. 84.01 is renumbered 84.015 and revised to consolidate its provisions and omit obsolete or otherwise unnecessary provisions. Old 84.01 includes the several succeeding enactments referring to specific federal aid highway acts, which in the interest of brevity and clarity can be eliminated by adopting the general reference used in the federal statutes, which are all in the form of amendments to the original federal aid act of July 11, 1916.

SECTION 119. 84.02 is revised to assemble all of the pertinent provisions relative to the layout, revision, etc., of the state trunk highway system, eliminating the original acts in old subsections (7) and (8) relative to the original successive layouts which built up to the existing system. The original acts ceased to be operative after the joint legislative committee and the commission had completed each successive layout. From the standpoint of functioning and operations, the intent of the law is not changed. Considering that the laid out system as established is subject to additions and changes only as provided by law and that the total mileage is variable due to system changes and transpositions between state trunk highways and connecting streets, the directive to the layout committees for a 10,000 mile system is omitted as unnecessary.

Subsection (3) is clarified as to laying out new highways when necessary for changes in the state trunk highway system.

Old 84.02 (6) (b) is expanded in new 84.02 (10) (a) and (b) to distinguish between temporary routes which are marked and traveled because the official route has not

been constructed or improved, and detours which are used temporarily while the state trunk highway is closed temporarily for construction or other reasons. It is necessary to make this distinction in order to remove doubt in the classification of the various highway systems for highway aids.

SECTION 120. 84.02 (11) is created. This section is a redefinition of connecting streets and the extent of the state trunk highway system in cities and villages. It is necessary in the interest of a clarification of the statutes and to eliminate the indefiniteness resulting from the application of old 1313 (1) Stat. 1921 and 14 Atty. Gen. 477. The old section raised such questions as what is a house or the length of a block, or how are averages computed. Essentially the creation of this section will not change existing limits and will recognize population changes.

SECTION 121. 84.02 (12) is created to validate the method of recording the official state trunk highway system, and provide for keeping counties informed as to the system changes.

SECTION 122. 84.025 is repealed. This is one of the special acts providing for laying out state trunk highways, and its purposes were fulfilled and its provisions became ineffective when the functions of the layout committee were completed.

SECTION 123. 84.03, except (2) and (6), is revised to simplify the language and clarify the provisions and to conform to the amendment of Section 20.49 (4) by Section 2 of the bill. The explanation of Section 2 of the bill also applies in part to this Section.

SECTION 124. 84.05 is revised. The law is changed, but probably not the intent. The impractical provision for the joint preparation of a plan by the highway commission and public service commission is eliminated. Instead of the terms "trunk highway system or system of prospective state highways" there is incorporated the designation "highway which the commission has authority to construct." The reconstruction of a grade separation is incorporated, and the requirement that the crossing to be improved must be at grade is eliminated.

SECTION 125. 84.06 is amended to improve the language without changing the law, and to more definitely define "improvement."

SECTION 126. 84.07 and 84.09 are consolidated and renumbered 84.07 and revised to improve the language with no substantive change in law, and to more definitely define "maintenance of state trunk highways."

SECTION 127. 84.08 is amended, improving the language. There is no change in the law.

SECTION 128. 84.09 is created to establish the procedure for acquisition of right of way directly by the state as authorized by old 82.02 (16) (new 84.01 (15)), but still retaining the procedure for acquisition of right of way through the county highway committee along the lines provided in old 83.03, which is repealed and recreated by Section 102 of the bill. Some of the indefiniteness in procedure is eliminated by 84.09 (3).

SECTION 129. 84.10 is revised to improve the wording and co-ordinate it with the appropriation section, 20.49 (9), with no substantive change in the law except as follows: The allotment to cities and villages for connecting streets is made a flat \$500 per mile instead of \$500 for primary federal aid highways, \$400 for secondary federal aid highways, and \$300 for other state trunk highways. The federal government no longer classifies the federal aid system as primary and secondary, and therefore as revisions in the federal aid system are made there remains no basis for computing the allotments under the present law. For simplification and uniformity, a single rate is proposed. On the basis of the July, 1942, allotments, the change to a flat \$500 per mile would increase the total allotment by approximately \$30,760 as follows:

	Miles	Present at Present Rate	at \$500 Rate	at \$500 Rate	Increase Per Mile
Primary Federal Aid	167.75	\$500	\$ 83,875	\$ 83,875	\$ -0-
Secondary Federal Aid	129.02	400	51,608	64,510	12,902
Other State Trunks	89.29	300	26,787	44,645	17,858
Total	386.06		\$162,270	\$193,030	\$30,760

SECTION 131. 87.02 is renumbered 84.11 and amended to simplify the language with no change in law.

SECTION 132. 87.03 is renumbered 84.12 and amended to simplify the language and correct section references, with no change in the law.

SECTION 133. 87.04 is renumbered 84.13 and amended to correct section references.

SECTION 134. 87.045 is repealed. It was created by Chapter 317, Laws of 1931, for a specific bridge.

SECTION 135. 87.06 is renumbered 84.14 and amended to improve the language, correct section references, and to avoid the uncertainty as to interpretation caused by the ambiguity of the word "undertaken."

SECTION 136. 87.05 (2), (2m) and (3) are renumbered 84.15 (1), (2) and (3) and amended to correct section references.

SECTION 137. 86.22, with reference to trucking logs on highways, is renumbered 85.665 for more logical location. It belongs in Chapter 85, "Law of Road." It is revised to simplify the language.

SECTION 138. 86.01 (2) is renumbered 86.01 and amended to restrict its application to roads which are not otherwise closed to travel.

SECTION 140. 86.03, 86.07, 86.08, 86.09, and 86.11 are consolidated, renumbered 86.03, and revised. This groups under one section all of the general provisions relating to trees, etc. The various penalties are omitted, and in lieu thereof a uniform penalty is provided in 86.03 (5), which is created by Section 141 of the bill.

SECTION 141. 86.03 (5) is created to provide a uniform penalty in lieu of the various penalties in old 86.03, 86.08, and 86.11, which are omitted in the revision under Section 140 of the bill. Possibly no specific penalty is required in view of the provisions of 353.27.

SECTION 142. 86.04 is renumbered 86.04 (1) and amended to definitely provide that it is applicable to all encroachments, whether pre-existing or caused by failure to remove from a new right-of-way acquisition.

SECTION 143. 86.05 is renumbered 86.04 (2) and amended to clearly indicate where the action to recover the penalty may be brought.

SECTION 144. 86.06 is renumbered 86.04 (3), thus placing in one section all the provisions with reference to encroachment.

SECTION 145. 81.34 is renumbered 86.05 because it applies to all systems of highways generally, and is amended to simplify the wording. Being general in application, no chapter references are needed.

SECTION 146. 81.10 and 82.04 (6), with reference to closing highways to travel, are consolidated and renumbered 86.06, and are revised as required to make the provisions generally applicable to all highway systems.

SECTION 147. 83.10 is renumbered 86.07 and revised to improve the language and make it generally applicable to all highway systems.

SECTION 147a. 86.07 (3) is created as part of the revision of 86.07 to provide that such section does not apply to highway authorities in the performance of their duties.

SECTION 148. 82.02 (19) is renumbered 86.08 and revised to make the provision of a dust-free surface adjacent to cheese factories, creameries, or condenseries the responsibility of the governmental unit charged with the maintenance of the highway. The revision also makes more definite the distance along the highway which must be so treated or improved.

SECTION 149. 80.48 (7), being general in its application, is renumbered 86.09.

SECTION 150. 86.10, with reference to the payment of bounties for planting trees in highways, is repealed as obsolete.

SECTION 151. 87.16, with reference to salvage in highway construction, is renumbered 86.10 and revised to clarify its application.

SECTION 152. 81.18, being general in its application, is renumbered 86.11.

SECTION 153. 81.19, being general in its application, is renumbered 86.12.

SECTION 154. 81.20 is renumbered 86.13 and is amended to simplify the language without changing the law.

SECTION 155. 87.07 is renumbered 86.14 and revised to improve the technical definition of a 15-ton loading.

SECTION 160. 86.19 is reenacted and subsection (1) is revised to generally define the responsibility for the removal of unauthorized signs.

SECTION 165. 88.34 is amended to improve the language and to remove the chapter reference, which is unnecessary.

SECTION 166. 195.29 (5) is revised to improve and modernize the language and to supply the omission of the word "county" in the first sentence.

SECTION 167. 87.15 is renumbered 195.32, as its administration is under the public service commission, and it is amended by substituting "sections 196.26 to 196.29" for "195.17." The amendment is also in correction bill 40-S [ch. 275] 1943.