A Resolution Proposing an Amendment to Article 10 of the Constitution of the State of Oklahoma.

Section 1. The following Amendment to Article 10 of the Constitution of the State of Oklahoma shall be
constituted a new section to be known as Section 25A. of said Article, as hereby proposed. The Secretary of State
is hereby authorized and directed to submit said
proposed Amendment to the people of the State of
Oklahoma for their approval or rejection, as provided
by law. Said proposed Amendment shall be as follows:

Section 25A. There is hereby established in this
State a system of durable hard surfaced highways as
near as may be along the following routes to-wit:

1. Start N. W. toward
Beginning at a point on the line

(Continued on next page)
between the State of Oklahoma and the State of Arkansas near Fort Smith, Arkansas, thence running in a general southwesterly direction to Oklahoma, Bradley, Apache, Cimarron, Atoka, McIntosh, Seminole, Jackson, Clayton, Atoka and Wagoner, to a point. Bridge across the Red River, south of Grant.

Route Number 2. Beginning at a point on the line between the State of Texas and the State of Oklahoma nearretched, Oklahoma, thence running in a southerly direction to Miami, Welch, Muskogee, thence east to a point due North of Duncan, thence to Waurika, Caddo, Mayes, Muskogee, Chetopa, Eufaula, Canadian, Bristow, McIntosh, Kingman, Stuarts, Stipeville, cote, Casie, Caddo, Armstrong, Larimer, Caddo and Colbert, to a bridge across the Red River south of Colbert.

Route Number 3. Beginning at a point on the line between the State of Oklahoma and the State of Kansas north of Chilocco Indian School, thence running in a general southeasterly direction to Nickerson, Tocat City, Bristow, thence east to a point north of Perry, thence to Perry, Okla, Muskogee, Lithia, Edmond, Clinton, Oklahoma City, Moore, Norman, Tecumseh, Moore Valley, Hawips, Parin, Spencer, Adair, and Marietta, to a bridge across the Red River south of Muskogee.

Route Number 4. Beginning at a point on the line between the State of Oklahoma and the State of Kansas south of Colbert, Kansas, thence running south to a point east of Marlins, thence to Marlow, and Creek, Stipeville, Casie, Adair, Henry, Harper, Door, Kingfisher, Parin, El Reno, Chickasaw, Greek Springs, Marathon, Comanche, Waurika, Ryan and Garfield to a bridge across the Red River, south of Garfield.

Route Number 5. Beginning at a point on Route Number 6 east of Tuskil, thence running in a general southeasterly direction to Coffey, Tangier, Woodrow, Tauson, Eufaula, Bristow, thence to Cimarron, Pawnee, Apache, Clinton, Reece, Condell, Rocky, Hobart, Roosevelt, Mountain Park, Algode, Mustang, Frederick, Atoka, Loveland, Grandfield, Hard and Bandett to a bridge across the Red River south of
Township 12 North, Beginning at a point on Route Number 3 east of Centralia, thence running in a general westerly direction to Centralia, thence to Belville, thence in a westerly direction running north of Chey to Arkansas, thence to Fairfax, Gun Creek City, Franklin, Blackwell, Mildford, Ingersoll, Ana, White Horse, Freedom, Buffalo, Gardner, Sarona, thence continuing west to a point due south of Beaver, thence north to Beaver and Sarona, thence west to Lorraine, Hooker, Big Creek, to Laymon, thence from Laymon in a westerly direction and north of Beaver Creek to Prairie City, with a branch from south north to Dalvrance and thence to a point on the line between the State of Oklahoma and the State of Kansas at South Coffeyville.

Route Number 10, Beginning at Wauka and thence running in a general southwesterly direction to White Oak, Castile, Cheyenne, Claremore, Vinita, Lima, School, Sulphur, Selphorpa, Custer, Thond, Chandler, Luther, Edmond, thence due south Route Number 3 to a point west of Moore, thence across the Canadian River by way of the New Castle Bridge, thence to Blanchard, thence north to a point due east of Cheyenne, thence to Chickasha, Cinderella, Fort Cobb, Brambley, Mountain View, Guthrie, Hobart, Lone Wolf, Great, Henge, Reed, Vincent, and Independent School, thence south to Wauka.

Route Number 13, Beginning at a point on the line between the State of Oklahoma and the State of Arkansas, near Eagle Stem, thence in a general westerly direction to Wage, Vinita, Reaves, Variety, Williston, Lowen, Bartlesville, Kildyville, McAlester, Logan, Calvin; thence north to a point due east of Kildyville; thence...
to Holdenville; thence due West of Holdenville to a point
south of Newkirk; thence to Pawhuska and Lionville; thence
north to a point due east of Pawhuska; thence to Shawnee;
thence north on the range line two miles; thence west two
miles; thence north two miles; thence west to Dola; thence
to McLoud; Fruits; Oklahoma City; Musk; El Reno; Perry;
Bridger; Byers; Weatherford; Clinton; Park; Cameron; El
City; Cope; Sayre; Delco; and El Reno; to a point on the
line between the State of Oklahoma and the State of Texas
near Decker; with a branch from Calumet to Ardmore and
Allen; and a branch from a point on said south
est of Holdenville to Duncan, and a branch from a point
on said route east of Shawnee north to Canton and
Belmont; to route Number 13; and with a branch from
Bridger to Hinton.

Route Number 13. Beginning at the bridge across the
Arkansas River near Fort Smith; thence running in a general
westerly direction to Bella Vista, Danville, Hope, Russell
Hackle, Fort Smith Bluff, Bigby, Sultana, Mannford, Bartles,
Mann, Turner, Perry, Dickson, Cornet; thence north
to a point due east of Enid; thence to Enid, and thence
across Cimarron River to a point about two miles
north ofancies; thence to Belton, Guymon, and Woodward,
with a branch from said route to Fort Gibson.

Route Number 10. Beginning at a point on the
line between the State of Oklahoma and the State of
Arkansas near Altamont Point; thence running in a
general westerly direction to Broken Bow, Idabel, Hugo, Durant,
Kingston, Madill, Ada, New K_COMPLEX, and Van Alstyne; thence
to a point due south of Sande; thence to Swep; thence
west and north to Halera: Llano; Snyder, Checotah, Atoka,
Duke, Guild and Hillsis to a point on the line between
the State of Oklahoma and the State of Texas and of Hillsis;
with a branch from Idabel to Okfuske; with a branch
from a point east of Kingston; south to Northville; to the
west of a proposed bridge across Red River; with a branch
from New K_COMPLEX to New Holland; with a branch from a point
due west of Van Alstyne; south to the Suspension Bridge across
Section Number 11. Beginning at a point on the line between the State of Oklahoma and the State of Kansas, near Cane, thence running in a southerly and southerly directions to Cane, Cane, Barkerville, Okmulgee, Gage, Okmulgee, and Henryetta, thence north route Number 12 to a point north of Okmulgee, thence to Okmulgee, Okmulgee, thence south to a point due east of Okmulgee, thence north route Number 8, to a point west of Henryetta, thence to Sanderson, Sanderson, Ada, Stratford, Sulphur, Davis. thence to a point on route Number 1 on the line between the two mile north of Bartlesville; thence north route Number 10, to a point due south of Nokoma, thence to Sanderson, Sanderson, Ada, Stratford, Sulphur, Davis. thence to a point on route Number 1 on the line between the two mile west of Nokoma; thence north route Number 10, to a point west of Nokoma, thence to Sanderson, Sanderson, Ada, Stratford, Sulphur, Davis. thence to a point on route Number 1 on the line between the two mile west of Nokoma; thence north route Number 12, to a point north of Okmulgee, thence running in a general southerly direction to Skidmore and the Indian route across the Canadian River, thence from route Number 12 to Chester; thence to Deer, Henryetta, Okmulgee, Caddo, Poetry, Bedini, Prague, to a point on route Number 8 due north of McCloud, and due east of Deer; with a branch from said route south to Giummitta, and a branch from the eastern incorporated limits of Okmulgee, south three miles, east one mile, south four miles, thence to the center of the eastern side of Township 13 North, Range 10 East.

Section Number 12. Beginning at another, thence running in a general northwesterly direction to Nokoma.
Lehigh, Calgate, and Centrhome, Stonewall and Adair; with a branch from Calgate, to Marmes and Tenos.

Route Number 15. Beginning at Ithaca and running in a general southerly direction to Densmore, Adair and Stratford.

Route Number 15. Beginning at Littleton and running in a general southerly direction to Mad Creek, Randa, Lickonings, Moberly, to a point on route Number 2 west of Armstrong; then on route Number 2 to Pea; with a branch from a point on said route near Pea to Moberly.

Route Number 15. Beginning at Paul Valley and running in a general northerly direction to Mayesville, Lisdum, Bradley, thence north to a point on route Number 7 due east of Chickasaw.

Route Number 15. Beginning at Mena, thence running south twelve miles, then west to Cashiers, then to Caron. Route Number 15. Beginning at Mena, thence running in a southerly direction to Lummis and Pea.

Route Number 15. Beginning at Cardell, thence running east and north to Colby.

Route Number 15. Beginning at a point on Route Number 1 north of Chickasaw, thence running in a southerly direction to Chickasaw, Caron, Cato, thence on Route Number 9 to a point about ten miles north of Fairview, thence to Fairview, Okeme, Watoga, and Stearns.

Route Number 15. Beginning at Watonga, thence running in a general northerly direction to Eagle City, Cantor, Stirling, to a point on Route Number 1 due north of Watonga; thence on Route Number 12 to thence to Quinjet and Sage, with a branch from a point on said route due north of Sage, due west to Stratford.

Route Number 15. Beginning at Teasdale, thence running in a westerly direction to Buhl, Hammond, Cheyenne and Pender, to a point on the line between the State of Oklahoma and the State of Texas, west of Pender, with a branch from said route due north to Strong City.
Route Number 22: Beginning at Dalless, then running in a general northwesterly direction to Sangatol, Vine, Cashe, Darmaight, and Dalton, and Meanyard and Route Number 9 with a branch from Dalton to Yale.

Route Number 24: Beginning at a point on Route Number 9 at a point of Missions, thence southeasterly to a point and a point on Route Number 23 near喳。

Route Number 25: Beginning at Panda, then running in a general southeasterly direction to Wining and Clarend, to a point on Route Number 9 near Hallett.

Route Number 26: Beginning at Panda and running in a general southeasterly direction to Yardley, Ogland, and Prairie, to a point on Route Number 9 near of Collinsville.

Route Number 27: Beginning at Schlegel, then running in a westerly direction to a point on Route Number 2, two miles south of Wagner.

Route Number 28: Beginning at Salley and running in a general southeasterly direction to Malle City, Sievert and Westville.

Route Number 29: Beginning at Miami and running in a general southeasterly direction to Fairland, Census, Young Business, Cove and Jay.

The fact that the line between too or more cities or towns is included in the description of more than one route shall not authorize the construction of more than one road between such points.
This is hereby created a Commission to be known as the State Road Commission to be composed of five members. The Governor of the State shall be a member and ex-officio Chairman thereof; the other four members shall be appointed by the Governor and confirmed by the Senate when first in session after the appointment is made, two of whom shall be Democrats, and two Republicans. No person shall be eligible to appointment on said Commission who has not been a bona fide resident of the State of Oklahoma for at least two years, nor is not engaged in business in the State, and who is not ardently known as a successful business or professional man of the highest character and integrity. The appointive members of said Commission shall hold office until the completion of the work herein contemplated, unless sooner removed by executive order. Any vacancy on said Commission shall be filled by the Governor in the same manner and under the same restrictions as the original appointment was made.

The Governor shall receive no compensation for his services as a member or ex-officio Chairman of said Commission other than his salary as Governor. Each of the other members of said Commission shall receive an annual salary of Five Thousand ($5,000.00) dollars, payable monthly. All salaries of the members of said Commission, excepting that of the Governor, and all necessary traveling expenses of all members of said Commission incurred in the discharge of their duties under this Amendment, shall be paid out of the State Road Bond Fund. Each member of said Commission shall subscribe to the oath of office prescribed by law for State Officers, and, excepting the Governor, shall make and deliver to the State of Oklahoma a bond with sufficient security to be approved by the Governor in the sum of One Hundred Thousand ($100,000) dollars, conditioned for the faithful performance of his duties, the premium on which shall be paid out of the State Road Bond Fund.

The office of said Commission shall be at the State Capital and full and complete record of all the proceedings and acts of said Commission shall be kept and preserved, including the year and day vote of the members thereof.
upon every decision of said Commission, and the concurrence of at least three members shall be necessary for a decision on all questions. Said Commission shall have authority to employ a stenographer, and such other clerical and stenographic help as it may deem necessary, and may fix the compensation therefor; and subject to the limitations and restrictions imposed by this amendment, said Commission shall have full and complete authority to do any and all things necessary or proper to carry out and accomplish the purpose for which it is created.

For the purpose of having such state wide system of durable hard surfaced highways constructed along the aforesaid routes, and for the purpose of providing for the payment of the costs of acquiring, improving and constructing said system of roads, said Commission is hereby authorized and empowered to issue and sell, or cause to be issued and sold, serial bonds of this State in an aggregate amount of not to exceed the sum of Fifty Million ($50,000,000.00) dollars. Said bonds shall be issued and sold only as the funds may be needed for the payment of the costs of acquisition, improvement and construction of said roads, and the expenses incident thereto, and in no event shall more than Six Million ($6,000,000.00) dollars of said authorized issue be issued or sold within one year from the date of authorization, nor more than Sixteen Million ($16,000,000.00) dollars within two years from such date, nor more than Thirty Million ($30,000,000.00) dollars within three years from such date; nor shall said Commission incur any indebtedness under the provisions of this Amendment during any one of such periods in excess of the amount of bonds authorized to be issued and sold during such period, each of said bonds shall be in the denomination of One Hundred ($100.00) dollars, or some multiple thereof, and shall bear interest from date of issue, payable semiannually at a rate not to exceed four and one-half (4 1/2%) per cent per annum, and said bonds shall be exempt from every species of State, County, District and Municipal taxation, and no bond shall run for more than twenty-five years from the date of issue. They shall be
signed by the Governor, attested by the Secretary of State, under the seal of the State, countersigned by the State Auditor, and endorsed by the State Treasurer. Interest coupons with lithographed facsimile signature of the State Treasurer shall be attached to said bonds, and said bonds may, at the request of the holder thereof, be registered with the State Auditor. Said bonds when duly executed by said officers shall be deposited in the State Treasury until sold, and when sold, the proceeds thereof shall be covered into the State Treasury to the credit of the State Bond Fund, which is hereby specifically created, and any bonds sold hereunder shall be publicly advertised for thirty days in such manner as said Commission shall direct, and shall be sold to the highest and best bidder for cash, and no bonds shall be sold for less than par and accrued interest. All interest on outstanding bonds so issued and sold shall be paid semi-annually, and Two Million ($2,000,000.00) dollars of the principal of said bonds shall be paid each year, and the bonds evidencing the same retired, until all outstanding bonds heretofore authorized shall have been paid and retired. The full faith and credit of the State of Oklahoma is hereby pledged for the prompt and full payment of the principal of said bonds so sold and the interest accruing thereon.

After this Amendment becomes fully operative and until all of said bonds with accrued interest shall have been paid and retired, they shall be collected annually by the Treasurer in the same manner and at the same time as other State Revenue is collected, such as sum in addition to the ordinary expenses of the State as shall be required and sufficient to pay the principal of said bonds and accrued interest thereon as herein provided, and it is hereby made the duty of all officers charged by law with any duty in regard to the levy and collection of said revenue, to do and perform each and every act which shall be necessary to levy and collect such additional sum; provided, that nothing herein contained shall be construed to affect or alter the provisions of Section 9 of Article 10, of this Constitution.
Until otherwise provided by law, the funds arising from the sale of said bonds are hereby made available, and so much thereof as may be necessary is hereby appropriated for the purpose of meeting and complying with the requirements and conditions of the Acts of Congress hereinafter on which may hereafter be passed, appropriating funds for or in aid of construction of good roads; provided, the roads so constructed are along the routes of the state wide system herein established, and should the Federal Government at any time construct solely as a Federal project, durable hard surfaced roads along any part of the route herein designated, the said Commission may accept such roads in lieu of State construction hereof and thereafter such roads shall come under the provisions of this Amend-

ment.

Immediately after the provisions hereof become fully operative, the said Commission shall cause such preliminary surveys to be made and such preliminary work to be done as may be necessary or proper for the expeditious starting of the construction work herein contemplated, and shall cause such bonds as are authorized to be issued and sold hereunder during the first year after authorization, to be printed and engraved and duly executed by the proper officer, and when so executed placed in the State Treasury until sold, as hereinafter prescribed. Bonds authorized to be issued and sold hereunder during the second, third and subsequent years after date of authorization shall be prepared, executed and deposited in the State Treasury during such years in like manner as those authorized during the first year. All bonds issued and sold during the first year after authorization shall bear date of August 1st, 1919, and all bonds issued and sold thereafter shall bear date of August 1st of the year in which sold; all of said bonds shall be numbered consecutively and payable in the order numbered at the rate of Two Million ($2,000,000.00) dollars each year, beginning August 1st 1920. The interest on all of said bonds issued and sold shall be payable on the first day
of August and the first day of February of each year as
the same matures. The said bonds and interest thereon
shall be payable in gold coin of the United States at the
office of the State Treasury of this State, or of the fiscal
agency of the State, at the option of the holder thereof. Said
bonds so issued and sold shall on the day of their matur-
ity be paid at interest provided and cancelled by the State
Treasury. Appended to each of said bonds there shall be
interest coupons so attached that the same may be de-
tached without injury to or mutilation of said bonds.
Such coupons shall be consecutively numbered. No inter-
est shall be paid on any of said bonds for such time
as may intervene between the date of said bonds and
the date of sale thereof unless such accrued interest shall
have been by the purchase of said bonds paid to the
State at the time of such sale. All bonds remaining un-
sold shall at the time of maturity thereof be cancelled
by the State Treasurer. When the bonds authorized by
this Amendment to be issued shall have been signed,
sealed, countersigned and endorsed as herein provided,
the State Treasurer shall sell the same to the highest and
best bidder or bidders for cash from time to time and
in such numbers and amounts as the State Bond
Commission may direct, subject to the limitations and
restrictions herein provided. Such directions to the State
Treasury shall be given by the said Commission by reso-
lution duly passed and adopted, and the said resolu-
tion shall specify the amount of money which in the
judgement of said Commission shall be required at such
time, and said Commission shall direct the State Treasurer
to sell such number of said bonds as may be required to
raise said amount of money, and said bonds shall be sold
in consecutive, numerical order commencing with num-
ber one (1). The State Treasurer shall not accept any bid
which is less than the par value of the bonds plus
the interest which has accrued thereon between the date
of sale and the last preceding interest maturity date, and
all sales of said bonds shall be subject to approval by
the Commission. The State Treasurer may at the time and place fixed by said Commission for said sale continue such sale as to the whole or any part of the bonds offered to such time and place as said Commission may at the time of such continuance designate. Before offering any of said bonds for sale, the Treasurer shall detach therefrom all excess which has matured or will mature before the date fixed for such sale and cancel same. The State Treasurer shall give notice of the time and place of sale to at least thirty days prior thereto by public advertisement through such channels and for such length of time as may be prescribed by the State Road Commission by resolution. All expenses incurred in the preparation of said bonds and in the advertisement of the sale thereof as herein provided, shall be paid out of the State Road Revolving Bond Fund herein provided for. Immediately after the sale of any such bond, the State Treasurer shall turn into the State Treasurer to the credit of the State Road Bond Fund the total amount received for said bonds except such amount as may have been paid as interest thereon. The amount that shall have been paid at such sale as accrued interest on the bonds sold shall be paid by the State Treasurer upon warrant drawn by the State Auditor, based upon properly verified claims endorsed and allowed by the State Road Commission and certified to by the Chairman thereof and also approved by the proper official having personal knowledge of the facts upon which such claims are based.
provided, however, that it hereby created a fund in the State Treasury to be known as the State Road Revolving Fund, and there is hereby appropriated, out of any money in the State Treasury the sum of One Hundred Thousand ($100,000) dollars to the credit of said Revolving Fund, and the State Auditor and the State Treasurer shall transfer upon their respective books the said sum to the credit of said Revolving Fund. The moneys in said State Road Revolving Fund, as such part thereof as the State Road Commission shall deem necessary, may until otherwise provided by law, be expended from time to time upon the claim of the officer having knowledge of the facts upon which said claims are based, approved by the State Road Commission, for the purpose of making cash payments in advance to adequately bonded employees for help, supplies and incidental expense incurred during the operation of making surveys and investigations, operating grand juries, circuit judges, and for such expenditures as are necessarily or proper to carry out the provisions of this Amendment. Upon receipt of such claims so approved, it shall be the duty of the State Auditor to draw his warrants in favor of the person or persons therein named, and the State Treasurer shall pay the same out of the said State Road Revolving Fund. On or before the 10th day of each month thereafter the State Road Commission shall audit all expenditures during the preceding calendar month of the money so withdrawn from said Revolving Fund, and transmit to the State Auditor a certified itemized statement showing all such expenditures, accompanied by proper vouchers and receipts therefor with the approval of said Commission endorsed thereon. The State Auditor shall thereon draw his warrant upon the State Road Revolving Fund, in favor of said Revolving Fund, for the aggregate amount of such expenditures, and upon the surrender of such warrants, endorsed by the Chairman of said Commission, the State Treasurer shall transfer the
amount thereof upon the books of the office from the State Bond Fund to the State Bond Refunding Fund to be re-expended as herein provided. When the purpose for which said revolving fund is created has been accomplished, said fund shall be closed back into the State Treasury to the credit of the General Revenue Fund of the State.

The principal of said fund shall be paid from the General Revenue Fund of the State at the time said bond issue due, and the interest on all bonds sold shall be paid from the General Revenue Fund of the State at the time said interest becomes due. Both principal and interest shall be as paid foregoing warrants drawn by the State Auditor, and there is hereby appropriated from the General Revenue Fund of the State in the State Treasury such sum annually as will be necessary to pay the principal of and the interest on the bonds issued and sold pursuant to the provisions of this Amendment, as said principal and interest becomes due and payable, and said appropriation shall be paid and applied to all other purposes.

Until otherwise provided by law, all revenue collected from the State upon income, and one-third of all moneys collected by the State from the taxation licensing of registration of all propelled as other motor vehicles of whatsoever kind or character, and two-thirds of all revenue collected by the State upon the production of asbestos, or building lead, zinc, gold, silver, or copper, and upon the production of petroleum, or any other mineral of an natural gas, shall be paid as aforesaid into the State Treasury to the credit of the General Revenue Fund of the State.

The State Auditor and State Treasurer shall keep full and particular accounts and records of all their proceedings under this Amendment, and they shall transmit to the Governor in duplicate an abstract of all proceedings heretofore made.
an annual report in triplicate, one copy of each to be by the Governor transmitted to and laid before each branch of the Legislature biennially. All books, papers and records pertaining to the matters provided for in this Amendment shall at all times be open to the inspection of the State Examiner and Inspector, or Committee of either branch of the Legislature, any person interested or any citizen of the State.

Said Commission shall cause the construction and completion of said system of durable hard surfaced roads as early as practicable under existing conditions, and consistent with good business management, being in view at all times the true interest of the people of the State. Said Commission is hereby authorized and empowered to purchase and supply any labor, tools, machinery, equipment, or materials that may be needed in the construction of said system of roads, and may take lands upon which are located materials adapted to the construction of said roads, and may build, equip and operate plants for manufacturing or processing such materials; and said Commission is also authorized and empowered to construct any part of said system of roads by contract, which shall be let to the lowest and best bidder or bidders after public advertisement in such manner and at such time as may be prescribed by said Commission. Successful bidders for such construction work shall enter into such written contracts as shall be furnished and prescribed by said Commission, and shall give bond to the State with adequate surety to be approved by said Commission in such amount as may be fixed by said Commission to secure and guarantee the prompt and full performance of such contracts on their part in strict accordance with the provisions thereof. No contract for the furnishing of materials at the doing of said construction work shall be valid, as binding upon the State unless there is contained therein a provision authorizing said Commission to abrogate and set aside the same for failure to strictly
amply with the provisions thereof, and no contract shall be awarded for any construction work for an amount in excess of the estimated cost thereof approved by said Commission, and no payments on estimates shall be made in excess of eighty (80) per cent of the contract price before full performance of the contract and acceptance of the contract work by said Commission. No officer or employee of the State shall ever become financially interested, either directly or indirectly, in any contract so awarded, provided for as authorized herein, in the provisions of this Amendment.

Said Commission shall have at all times writing access to all records, makes, ferrying charts, and other data in the Highway Department of the State, and said Commission may call said Department and its force of employees including the State Engineer and his assistants, to its aid in carrying out the work herein contemplated. Said Commission may, in the name of the State of Oklahoma, receive by donation or dedication from municipal or private foundations or individuals, or any right-of-way, grand-foots, rock quarry, sand or other thing necessary or proper for the construction or improvement of said road, or the payment of the cost of construction thereof, and shall proceed when necessary to condemn under the provisions of law taking its eminent domain any such necessary or proper right-of-way, grand-foots, rock quarry or sand. For construction purposes, said Commission shall divide the State into at least (6) experimental sections having as nearly as practicable the same number of miles of road to be constructed, and the construction of said roads shall be as far as practicable, be commenced in said sections at approximately the same time, and shall be carried on as nearly as possible continuously until the entire system shall have been completed, ending the construction work into the various counties as safety as possible.

Wherein a road herein provided for herein
any town or city, which under the law has
no power or authority, to pave the street or
street or which such road runs, the cost
of constructing such road through such town
or city shall be paid out of the State
Road and Bridge Fund, but whenever such road
passes through an incorporated town or city which
has the power and authority under the law
to pave the street or streets on which
such road runs, as part of the cost of
constructing such road within the incorporated
limits of such town or city shall be
paid out of said fund.

The State Road Commission shall
employ a Chief Engineer, who shall be a
reputable and experienced highway engineer,
and fix his salary, and he shall be subject
to removal at any time by said Commis-
sion. The Chief Engineer, with the approv-
el of said Commission, shall employ,
organize, train, and promote or discharge the
members of the engineering staff, employ
of technical and clerical assistants required
for the work imposed on the several depart-
ments, and the rate of pay for all
members of the engineering organization
shall be fixed by said Commission.
The Chief Engineer, or his authorized
representatives, shall make all surveys, plans,
specifications, and estimates required to prepare
the work for actual construction, including
the advertising and receiving bids therefor.
After having fully canvassed the bids
received, the Chief Engineer, or his au-
thorized representatives, shall report and transmit
to the Commission, with
such recommendations as he may deem proper, and the Commission,
Engineers must examine of the facts involved may make such recommendations in regard thereto as he may deem proper. The said Commission shall then with all reasonable promptness award the contract, if satisfied that it is in the public interest to do so, otherwise said Commission may reject any and all bids received. When the contract has been so awarded, in other suitable provision for Construction made, it shall be the duty of the Chief Engineer to supervise and carry forward all work to full and definite completion in compliance with the plans and specifications provided therefor, and to prepare all estimates for progress and final payments for work done or materials furnished, and to forward same when properly authenticated, to said Commission whose duty it shall then be to promptly advance the same by appropriate means to payment by the State Treasurer as herein provided. All engineers shall be employed and paid on a salary basis and last on a percentage basis.
It is the purpose and intent of this Amendment to require the construction of permanent, durable hard surfaced roads along the route herein designated, having in view the location of the roads with reference to foundation conditions and the presence of local materials which may be advantageously used in some part of the construction, together with the heavy traffic requirements of the sections of road in question, and to provide that no hard surfaced road shall be built that does not furnish sound reasons for believing that it will withstand the reasonably expected traffic thereon for a period of five years without more than ten per cent total depreciation. A bridge spanning an opening of more than ten (10) feet shall be built or paid for out of said State Road Bond Fund.

The Legislature shall provide and establish an equitable system for the maintenance of the roads constructed under the provisions of this Amendment, and in so doing may establish improvement zones along said roads within reasonable distances therefrom and require the owners of lands and property rights therein to pay an equitable assessment or tax, annually, based upon or without regard to the valuation of such lands or property rights. Such maintenance fund may be provided to cover a period of years and the annual assessment or tax fixed at such sum as will provide a fund sufficient to maintain such roads during such period.

Until otherwise provided by law, and for the purpose of creating a fund from which to repair and maintain the system of hard surfaced roads herein provided for, an annual assessment is hereby levied upon all lands outside of incorporated towns and cities within a distance of three miles of any road constructed under the provisions of this Amendment in the following amounts, to wit: (1) On all lands within one-half mile of the center line of such road, eight cents per acre. (2) On all lands within one mile of such center line, and beyond the one-half mile limit, six cents per acre. (3) On all lands within one and one-half miles of such center line, and
beyond the one mile limit, four cents per acre. (d) On all lands within two miles of such center line and beyond the one and one-half mile limit, three cents per acre. (e) On all lands within two and one-half miles of said center line, and beyond the two mile limit, two cents per acre. (f) On all lands within three miles of said center line, and beyond the two and one-half mile limit, one cent per acre. In all cases of fractional parts of an acre the assessment shall be reduced so that any such fractional part will bear its proportional part of the average assessment only, and lands within two or more taxying areas shall only be liable in the taxing area carrying the highest assessment. As soon as the line of road traversing any county or portion thereof is completed and accepted, the Chief Engineer shall make or cause to be made an accurate and complete plan and schedule of all the lands in such county liable for the assessments herein authorized, showing the acreage within the different zones along said road, the total acreage in each zone, and the total amount of assessment as hereinafter upon lands situated in said County, and file one copy of such plan and schedule with the County Assessor and one with the County Clerk of the County in which such land is situated. Before filing any such plan and schedule the Chief Engineer shall certify to the correctness thereof which certificate shall be endorsed upon or attached to such plan and schedule. Whenever any section or portion of road improved and hard surfaced as herein provided shall be completed and accepted by the Stat and Commission, the Chairman of said Commission shall execute a certificate showing such completion and acceptance, giving the length and terminus thereof as nearly as practicable according to the Government land surveys. A copy of such certificate shall be filed with the County Assessor of each county wherein is situated any lands within the six mile area of such completed section or portion of road. Upon receipt of such certificate the County
Assessor shall place upon the tax rolls for the next succeeding year and annually thereafter, the land liable for such special assessment in his County, with the amount of such assessment for which each separate tract shall be liable, with the name of the owner or owners thereof when ascertainable. The first assessment shall be due and payable at the first semi-annual payment of taxes in the first year succeeding the completion and acceptance of the section or portion of road in any County as certified to by the Chairman of said Commission. Such assessments shall become a lien, which lien shall be superior and prior to all other liens upon the lands against which the same shall be levied at the same time, in the same manner and to the same extent as other general taxes against real estate. Such assessments and any and all penalties and interest thereon shall be collected by the County Treasurer as state and county taxes are collected, and shall be subject to the same penalties and bear the same rate of interest in case of non-payment when due, and all taxes for the collection of delinquent taxes and the sale, conveyance and redemption of land shall be applicable to the collection of said assessments the same as provided for other delinquent taxes.

Until otherwise provided by law, any lands used or occupied as railroad right-of-way situated within the six mile area liable for the special assessments as herein authorized, shall be exempt from said assessment and in lieu thereof there is hereby levied an annual assessment of fifteen ($15.00) dollars per mile, and in the same ratio upon any portion of a mile, upon the right-of-way and trackage of all the main lines of railroads and five ($5.00) dollars per mile upon all side trackage within the acreage area accessible for such hard surfaced roads. Upon all telegraph pole lines situated within the six mile area liable for special assessments as herein authorized, there is hereby levied an annual assessment of three ($3.00) dollars per mile; upon all telephone pole lines two ($2.00) dollars per mile; and
upon all electric power or transmission lines, five (5.00) dollars per mile; provided, however, that private telephone lines not operated for profit and situated within the six mile area shall be subject to special assessment as herein described, shall not be taxed under the provisions hereof; provided, further, that upon all pipe lines situated within the six mile area liable for special assessment carrying oil, gas or water, except such as are owned by municipal corporations, there is hereby levied an annual assessment of two (2.00) dollars per mile on all such lines of from two to four inches in diameter, three (3.00) per mile upon all such lines from four to six inches in diameter, four (4.00) dollars per mile on all such lines from six to eight inches in diameter, five (5.00) dollars per mile on all such lines from eight to ten inches in diameter, and six (6.00) dollars per mile on all lines over ten inches in diameter. Such assessment shall be paid by the Company owning or operating said line in lieu of said acreage assessment and shall be payable at the same time, in the same manner and to the same officer as other taxes. The said assessments shall be placed in a special fund to be designated State Road Maintenance Fund, and the County Treasurer of each County shall at the time of making returns and payments of other taxes to the State Treasurer, report and pay over to the State Treasurer all moneys in his hands belonging to such funds. The State Road Maintenance Fund shall be used only to meet the expense of the purchase of materials and road machinery, and the payment of labor employed in the repair, upkeep and maintenance of the roads improved and hard surfaced under the provisions of this Amendment. Such funds shall be expended under the direction of such agency and in such manner as the Legislature shall authorize.

Whenever the State wide system of hard surfaced roads herein provided for embraces within any County a durable hard surfaced road in good repair which meets the plans and specifications prescribed and required by said Commission for hard surfaced roads in that
Locality and which has been constructed and paid for by said county or any township therein, in whole or in part, the said Commission is authorized to accept such hard surfaced road as a part of said state-wide system, and if said Commission accepts any such road as a part of said state-wide system, the said Commission shall cause to be constructed in such County along such route or routes as it may designate, a hard surfaced road according to the same plans and specifications equal in mileage to the portion of such road taken over as a part of said state-wide system, and within six months such road shall become and be a part of the said state-wide system of roads. The public highways of the state upon which hard surfaced roads are being constructed, shall during the period of construction be under the jurisdiction and control of said Commission. After the completion of the construction of such roads, and as the same are constructed and accepted by said Commission, they shall pass under the jurisdiction and control of the State Department of Highways and shall be maintained by the State under the authority and control of said Department of Highways as herein provided until otherwise provided by law.

Any individual, firm or corporation, public or private, using the right-of-way of any public highway along which such road is being constructed, shall immediately upon demand of said Commission move or adjust his or their pole lines, pipe lines, tram lines and other fixtures as may be required by said Commission, and in case of failure to promptly do so, said Commission shall have authority to move or adjust or cause to be moved or adjusted, such lines and fixtures in such manner and at such time as said Commission may deem expedient, and said Commission shall have authority to collect from the owner or owners of such line and fixture the cost of such moving or adjusting, and said Commission shall have authority to institute action in the proper court in the name of the state to recover such costs.
The Governor may appoint an advisory board, consisting of at least twenty members who shall be practical, experienced business men, which shall be known as the Citizens Advisory Board to the State Road Commission. The members of this Board shall serve without compensation and without expense to the State. They shall have access at all times to all road, contract, map, plat, and file in the possession of said Commission, and shall be kept fully advised at all times by said Commission of the proceedings thereof, and the progress of said construction work. Said Advisory Board shall meet from time to time with said Commission, and make such suggestions and offer such advice as said Board may deem wise and proper. In addition to the appointment of said Citizens Advisory Board, the Governor may appoint in each County of the State, wherein construction work under the provisions of this Amendment is being done, a Citizens Inspection Board for such County, composed of three members who shall be residents and citizens of said County. Such members shall serve without compensation and without expense to the State, and each Citizens Inspection Board shall be furnished by said Commission with a copy of the plans, profiles, and specifications of all construction road work being done in its County, under the provisions of this Amendment, and said Citizens Inspection Board may independently of any other authority, inspect from time to time and as often as it may deem advisable, the work under construction, and whether or not such work is being done according to plans and specifications, and if at any time said Citizens Inspection Board shall believe that such road work is not being executed in strict accordance with the plans and specifications therefor, it shall notify and advise the State Road Commission of any failure on the part of the Contractor or person responsible in charge such construction work. This Amendment shall be self-executing.

Section 2. This Amendment shall be submitted to the people of the State for their approval or rejection at a special election to be held throughout the State on the
6th day of May, 1919, in substantially the following form:

Shall Article 10 of the Constitution of Oklahoma be amended by adding a new
Section thereof to be known as Section 55A
of said Article, authorizing the issuance
and sale of serial bonds of the State in
an aggregate amount not to exceed Fifty
Million ($50,000,000.00) Dollars for the pur-
pose of constructing a State wide system
of durable hard surfaced roads, providing
for raising revenues for the payment
and retirement of said bonds, creating a
Commission, and providing for the Con-
struction of said roads under the sup-
ervision and control of said Commission;
authorizing the Legislature to establish
an equitable system for the maintenance
of said roads as constructed, and estab-
lishing a system of maintenance thereof,
until otherwise provided by law?

Section 2. Said election shall be held and returns
thereof made in the same manner and by the said offici-
als as in the case of the election of State Officers, and in
accordance as near as may be with the provisions of the
genral election laws of this State. The Secretary of State
shall certify to the State Election Board the form of said
votest, and the respective persons whose duty it is un-
der the general election laws of the state to cause notice
of the election to be given and ballots printed and dis-
tributed, and election to be held, and result thereof to
be ascertained and declared, are hereby authorized, en-
powered and directed to take every step and to do every
thing necessary to be taken and done in such cases as
as to cause this Amendment to be properly submitted
to the people of the State for their approval or rejection.
When the State Election Board has Concluded the re-
turn of said election, and ascertained the result thereof,
it shall immediately certify to the Secretary of State the
result of said election, giving the total number of votes for and against said Amendment, and thereupon the Governor of the State shall by proclamation declare the result of said election.

Section 4. If for any reason said election cannot be held on the aforesaid date, it shall be held on such date thereafter as the Governor of the State shall by proclamation designate.

Section 5. This resolution shall be published in at least three daily newspapers of general circulation in the State, once each week for at least three consecutive weeks, before the vote of the people shall be taken upon said Amendment, and the publication of this resolution, as herein provided, is hereby declared to be notice to the people of the State of the provisions of said Amendment and of its submission to the people.

Section 6. If said proposed Amendment receive at said special election a majority of the vote of all electors voting at said election, then the will of the people as expressed, or attempted to be so expressed, shall not be defeated nor set aside on account of the failure, negligence or carelessness of any officer or person in the performance of the duty, but the Amendment shall immediately go into full force and effect.

Section 7. It being immediately necessary for the preservation of life, peace, health and safety, an emergency is hereby
declared to exist by reason whereof it is necessary that this Act take effect and be in force from and after its passage and approval.

Adopted by the Senate, this 25th day of March, 1919

President Pro Tempore of the Senate

Adopted by the House of Representatives, this 25th day of March, 1919

Speaker of the House of Representatives

Approved, this 25th day of March, 1919

Governor of the State of Oklahoma
April 3, 1919.

Hon. J. S. Morris,
Secretary of State,

Dear Sir:-

Answering your letter of recent date, I am enclosing herein a Ballot Title, to be used in the submission of Senate Joint Resolution No. 10.

Yours truly,

Q. J. Freeley
Attorney General.

St-g
SECRETARY'S MEMORANDUM

CITY OF OKLAHOMA
SECRETARY'S OFFICE

Located in:

Recorded in:

Date:

This instrument was filed for record this day of

M.

File No.:
BALLOT TITLE.

The gist of the proposition is to amend the Constitution of Oklahoma, for the purpose of establishing a system of durable, hard-surfaced highways throughout the State, providing for the appointment, qualification and salary of four commissioners, the Governor to be Chairman, and serve without compensation, authorizing said commission to issue and sell serial bonds of the State, not to exceed $50,000,000, to be used in constructing said system of roads, providing for the retirement of said bonds, authorizing the Governor to appoint a Citizens' Advisory Board, and in each county of the State, a Citizens' Inspection Board, providing for the maintenance of said roads, and declaring an emergency.
April 6th, 1919.

Hon. W. C. McAllister,
Secretary of State Election Board,
Oklahoma, Oklahoma.

Dear Sir:

Enclosed find certified copy of
Ballot Titles to be used in the submission
of Senate Joint Resolution No. 10, filed
by the Attorney General in this office
April 3rd, 1919. Tabulation numbers for
this amendment are State Amendment No. 100
Referendum Petition No. 54.

Yours very truly,

[Signature]

Governor of Oklahoma
The gist of the proposition is to amend the Constitution of Oklahoma, for the purpose of establishing a system of durable, hard-surfaced highways throughout the State, providing for the appointment, qualification and salary of four commissioners, the Governor to be Chairman, and serve without compensation, authorizing said commission to issue and sell serial bonds of the State, not to exceed $50,000,000, to be used in constructing said system of roads, providing for the retirement of said bonds, authorizing the Governor to appoint a Citizens' Advisory Board, and in each county of the State, a Citizens' Inspection Board, providing for the maintenance of said roads, and declaring an emergency.
QUESTIONS AND ANSWERS RELATING TO THE PROPOSED
$50,000,000 ROAD BOND ISSUE.

1. FOR WHAT PURPOSE IS THE FIFTY MILLION DOLLAR ROAD BOND ISSUE TO BE VOTED?
Ans. It is proposed to use the money in beginning the construction of a system
of hard surfaced roads along certain routes designated in the Resolution.

2. WHO IS TO SPEND THE MONEY?
Ans. A Commission to be appointed by the Governor after the election. At this
time the Governor refuses to make public the names of the persons he will
appoint.

3. FOR HOW LONG A TERM ARE THE COMMISSIONERS TO BE APPOINTED?
Ans. For life, or until the money is all spent or until removed by Executive Order.

4. WHEN IS THE SPECIAL ELECTION TO BE HELD?
Ans. On Tuesday, May 6th, 1919.

5. WHAT KIND OF ROADS ARE TO BE BUILT?
Ans. The Resolution does not define the kinds of roads to be constructed and we
will not know until after the election; until after the bonds are voted and
until after the Commission and the Chief Engineer are appointed.

6. WHERE ARE THE ROADS TO BE BUILT?
Ans. Along some portion of the twenty-nine routes laid out and designated in the
Resolution. The twenty-nine routes cover some 4750 miles of highway and the
Fifty Million Dollars, less expenses, will build less than one-half the design-
ated mileage if the roads are to be of an approved hard surface type.

7. IF ONLY ONE-HALF THE DESIGNATED MILEAGE CAN BE BUILT WHICH ROADS OR ROUTES WILL
BE CONSTRUCTED?
Ans. This will be left to the Commission to be appointed after the election. Where-
ever the roads are built, one-half of our citizens, one-half the cities and towns
and one-half the counties will be bitterly disappointed when it is announced
that the Bond Funds are exhausted.

8. WHEN IS THE MONEY TO BE SPENT?
Ans. The Resolution provides that as much as $6,000,000. may be spent the first
year, $10,000,000. the second year, $14,000,000. the third year and $20,000,000.
the fourth year so that the entire amount of the $50,000,000. may be spent
during the present administration.

9. HOW WILL THE ROADS BE PAID FOR?
Ans. What roads are built will be paid for out of the General Revenue Fund of the
State. The General Revenue Fund is made up of money derived from a tax upon
all property, real and personal, in the State; from income tax, inheritance
tax, gross production tax on oil and minerals, corporation licenses, taxes and
fees such as are collected by the Insurance Department and the Secretary
of State. The present automobile tax that comes back to the respective
counties for maintenance and construction of roads is to be diverted to the
General Revenue Fund to assist in meeting the principal and interest on the
bonds to be voted. According to the bond advocates, $2,000,000. will thus be
taken from the counties, where now all the people get benefits, and used in
the construction of a few miles of road for the benefit of the few.

10. IS IT TRUE THAT WHEN ANY ROAD IS CONSTRUCTED TO THE CORPORATE LIMITS OF ANY
CITY THAT SUCH ROADS STOP AND THE CITY MUST HAVE SUCH ROADS THROUGH ITS CITY
LIMITS?
Ans. Yes. The City must pave its part of the cost of such roads outside its limits
and the entire cost within its limits.
11. WHAT WILL BE THE EFFECT OF THE APPROVAL OF THE BOND MEASURES UPON THE ASSESSMENT OF PROPERTY AND UPON TAX RATES?

Ans. The assessed value of all property will be increased. The State Board of Equalization has already voted to raise some classes of property 25% and other classes of property will be raised accordingly.

At present our constitutional limit is three and one-half mills for all State purposes and if the Bond Resolution is approved, the limit will be entirely removed and will be just as high as is necessary to raise sufficient funds to pay the principal and interest on the bonds and to pay the expenses of maintaining the State Government.

12. WHAT RATE OF INTEREST WILL THE BONDS DRAW?

Ans. Four and one-half per cent per annum or a total interest charge on the entire bond issue of some Thirty Million Dollars. The money, the people will be forced to pay as interest will build some 1500 miles of the best hard surfaced roads and under the bond plan this vast mileage will be lost to the people.

13. WHO WILL BE ENTITLED TO VOTE IN THE SPECIAL ELECTION?

Ans. All qualified electors in the State which includes both men and women who are registered as provided by law. Registration books will be open April 16th to 25th inclusive.

14. WILL THE VOTING OF THE BONDS CREATE ANY NEW DEPARTMENTS OR OFFICES?

Ans. Yes. If the Resolution is approved a second State Highway Department will be created. This additional department will have four Commissioners at salaries of $6,000.00 each and will have a secretary, a chief clerk, bookkeepers, auditors, stenographers and clerks at a total expense of about One Hundred Fifty Thousand Dollars per year; also, the Resolution creates a second State Engineering Department with a Chief Engineer, assistant engineers, inspectors, draftsmen, stenographers and clerks.

15. WHAT WILL BE THE COST TO THE PEOPLE OF THE NEW OFFICES AND DEPARTMENTS CREATED BY THE BOND RESOLUTION?

Ans. It is estimated that the administrative, clerical, engineering and supervising expenses will be ten per centum of the total expenditure or the sum of $5,000,000.

16. WHAT IS THE PRESENT BONDED DEBT OF THE STATE OF OKLAHOMA?

Ans. The present bonded debt of the State and its several subdivisions is in excess of Seventy-Five Million Dollars. In addition to the foregoing, it is estimated that our part of the Great National War Debt is in excess of Two-Hundred Fifty Million Dollars. If this proposed road bond debt is voted, we will have a total bonded or mortgage debt upon this State of approximately Four Hundred Million Dollars.

17. IS THE STATE OF OKLAHOMA READY TO BEGIN THE CONSTRUCTION OF THE PROPOSED IMPROVEMENT ON SO VAST A SCALE AS PROPOSED IN THE RESOLUTION?

Ans. No. All agree that we do not have the experience; do not have the engineering ability; do not have road building material located and available; do not know the best kinds of roads to construct; do not have machinery and competent contractors to start the work on so large a plan and that if the $60,000,000 is voted, experiments will have to be made before we are ready to adopt plans and specifications for a permanent system of durable hard surfaced roads.

18. IS THERE ANOTHER WAY TO FINANCE ROAD BUILDING BEYOND THE VOTING OF A FIFTY MILLION DOLLAR BOND ISSU?

Ans. Yes. We now have available and can secure during the next two years more money for building roads than we can possibly spend efficiently all without voting in any sum. The Federal Government is now tendering us approximately $2,000,000, on condition that we meet such sum with a like amount. The Federal Aid of $6,000,000, together with $6,000,000, appropriated by the State makes a total sum of $12,000,000, available for road building during the next two years and this sum is more than we can properly spend during the next biennium.

19. CAN WE RAISE THE SIX MILLION DOLLARS WHICH WILL MEET THE FEDERAL AID DURING THE NEXT TWO YEARS WITHOUT A STATE BOND ISSUE?

Ans. Yes. We can raise Three Million Dollars per year or Six Million Dollars in two years and the taxes will not be higher than if we vote the bonds. Under present law we can raise some Eleven Million Dollars in revenues, annually, and of this sum it takes about Seven Million Dollars to maintain State Government, so that we have about Four Million
Dollars to meet the Federal Aid, which is One Million Dollars more than is necessary. Other States, after years of experience in road building, are able to spend only about Five Million Dollars annually, so with the Federal Aid of Three Million Dollars annually, and with the Four Million Dollars we can raise, makes a possible fund of Seven Million Dollars per year. All without a State Bond Issue. Under the bond plan of financing road construction before the present administration is over, we will be paying out the Four Million Dollars as principal and interest per annum and of this Four Million Dollars, one-half will be for interest.

20. WHAT ABOUT ROAD BUILDING AFTER THE NEXT TWO YEARS ON THE PAY-AS-YOU-GO-PLAN?

Ans. Congress has established the policy of Federal Aid to the States and if the States make a success of road building, the Government, through our Senators and Congressmen, will give us as much money from year to year as we can meet by State Appropriation and this policy will give us all the money we can possibly spend in building roads. This is the correct policy and if we follow it we will lose nothing in interest and will have the benefit of the experience and advice of the best Government engineers in building and maintaining our roads.

21. IF THE $35 MILLION DOLLAR ROAD BOND ISSUE IS DEFEATED, WHAT MAY WE EXPECT IN THE WAY OF ROAD BUILDING IN OKLAHOMA?

Ans. If the Resolution is defeated, a universal demand will be made upon the Governor to call a special session of the Legislature to make an appropriation to meet the Federal Aid offered us in the sum of approximately $35,000,000. Such special session can be called, the necessary bills prepared in advance and the session should not last to exceed ten days and should not cost to exceed $125,000.00. This procedure will eliminate the $35,000,000 mortgage on the State; will avoid the creation of a second duplicated Highway Department; will avoid the payment of some $35,000,000.00 in interest charges and will save the people at least 1,500 miles of hard surfaced roads which, under the bond plan of financing will be lost in interest and administration charges. A vote against the bonds is not a vote against road roads. Such a vote is only against the plan of undertaking to construct all the roads now and against the plan of financing the work by a State Bond issue in the sum of $35,000,000. A vote against the bonds is a vote in favor of a safe and conservative road building plan in co-operation with the United States Government and a vote in favor of financing each road building on the pay-as-you-go-plan, a plan which will insure the construction of better roads; will decrease the temptation for graft and will assure to the people a dollar's worth of value for every dollar expended.

22. IF THE GOVERNOR REFUSES TO CALL A SPECIAL SESSION OF THE LEGISLATURE TO MAKE AN APPROPRIATION TO MEET THE FEDERAL AID, WHAT THEN CAN BE DONE?

Ans. The Governor is the servant of the people and not the master of the State. Whenever the people want a special session of the Legislature for any purpose, no Governor ever has or ever will refuse their demands. At the time when a bill was pending in the recent session of the Legislature to make an appropriation to meet the Federal Aid, the Administration leaders in the Senate admitted the possible necessity of an extra session and promised the members that in the event of the defeat of the bond such special session would be called and that Oklahoma would not lose a cent of the $35,000,000, awaiting expenditure in this State. It can be stated and depended upon that is the $35,000,000 bond resolution is defeated there will be an extra session of the Legislature when a bill will be passed calling an appropriation to meet the Federal Aid and funds tendered Oklahoma by the Government and that immediately thereafter we will enter upon a campaign of road building that will not stop until every citizen in the State shall be within easy access of a hard surfaced road over which he may travel in safety and in comfort three hundred sixty-five days in every year. However should the Governor fail or refuse to call a special session of the Legislature and we are threatened with the loss of the Six Million Dollars of Federal Aid, a bill will be initiated immediately to protect the State from such loss.
ARGUMENT IN FAVOR OF THE GOOD ROADS AMENDMENT
TO THE CONSTITUTION OF THE STATE OF OKLAHOMA.

BUILD REAL ROADS RIGHT NOW

The proposed Good Roads Amendment to the Constitution of Oklahoma locates a State-wide trunk line system of hard surfaced roads connecting every county seat and all the principal market places in the State. Thirty eight and one half per cent of the total acreage of the State is within three miles of the proposed roads. Fully seventy per cent of our population reside within four miles of the roads and better transportation facilities are afforded to our entire citizenry.

Oklahoma needs these roads now, and the only way in which they can be built immediately is through a state bond issue sufficient in amount supplemented by Federal Aid appropriations to construct the entire system. The Federal Government has adopted the policy of matching dollar for dollar with the various States in the construction of such roads. It has already appropriated for that purpose $275,000,000 in 1916, and in 1919 $200,000,000. Oklahoma's share of these appropriations is about $6,000,000. It will take from five to seven years to complete the system of roads proposed, and it is practically certain that before the expiration of that period Oklahoma's share of Federal Aid Appropriations will amount to at least $20,000,000, and in all probability many millions more than that amount. There are about 4670 miles of road designated in the Amendment. It will require about $70,000,000 to pay for the construction thereof. The bond issue of $50,000,000 supplemented by Federal Aid appropriation of $20,000,000 will provide the $70,000,000 necessary to meet the cost of the entire system. The entire system will be built. Nobody will be disappointed in not getting the roads designated on the map.

Building good roads is the best investment any state can make. No state has ever been successful in the construction of roads except on the bond issue plan. This is the modern business method of financing. The great industrial and financial enterprises of the country have been built and maintained on borrowed money. No bonds can be sold under the Amendment until
and only as the money is needed to pay the cost of construction. No interest on any bonds will begin to run until they are sold. Therefore, no interest will begin to run on any bonds until the construction work has progressed to the time when the cost thereof must be paid, and then only on the amount actually invested in construction.

The Commission can not incur an indebtedness during the first year after authorization in excess of $5,000,000; nor in excess of $15,000,000 during the first two years, nor in excess of $20,000,000 during the first three years. Neither can the Commission sell bonds during any one of such periods in excess of the indebtedness authorized to be incurred during such period, and it may sell only a sufficient number and amount of bonds to provide a sufficient sum to pay the construction cost that is due. The interest on outstanding bonds will range from $90,000 a year to not to exceed $1,890,000 and will amount in the aggregate to about $23,800,000. The bonds are to be retired at the rate of $2,000,000 each year, beginning August 1st, 1920.

The Constitutional limit of three and one half mills ad valorem tax for all state purposes will not be affected by the adoption of the Amendment. This Constitutional limit is fixed by Section 9 of Article 10 of the Constitution. The Amendment specifically provides that "nothing herein contained shall be construed to affect or alter the provisions of Section 9 of Article 10 of this Constitution".

There is no other plan by which the road system outlined in the Amendment can be built under seventeen years, and the probabilities are strong that the entire system can never be built in any other way than by State bond issue. If the Legislature should appropriate $5,000,000 a year for 17 years, it would only produce for road construction the sum of $81,000,000. The money appropriated each year can not be spread over the entire system, but must be spent in some particular locality to be designated by the Legislature, the Commissioner of Highways or some Commission provided by the Legislature. The first appropriation would be spent in that locality having the strongest political pull with the locating authority and that locality would then have all the roads
it could reasonably expect during the next seventeen years. The Senators and Representatives in the Legislature from that section would immediately proceed to oppose the appropriation of any more money to build roads in other parts of the State and the locality having the next strongest political pull with the locating authority would secure the second years appropriation and when that money was spent and the road in that locality built, the people in that section could not expect the building of any more roads there during the next sixteen years and the same thing would happen with the third years appropriation and so on until before half the system had been built there would be a majority of the Senate and House with the roads already built in their counties and the Legislature would refuse to appropriate any more money to build roads in other sections of the State or to complete the system. It would be unwilling to impose any more taxes on the constituents of the Senators and Representatives from the counties in which the roads had already been constructed to build roads for the rest of the State. The building of the system would therefore stop. The rest of the State would forever continue to crawl through the mud. At the best, what would be constructed would be a mere patch work of roads scattered over the State in the sections having the strongest political pull with the Legislature or the locating authority. A bond issue could not then be voted to complete the system because those sections of the State which had gotten their roads would not vote to bond themselves to build roads for the rest of the people of the State. It is therefore impossible to build a state-wide system in any other way than a bond issue.

The proposed Amendment does not fix the width of the roads nor the specifications thereof, because it is impracticable to do so. That is purely an engineering proposition. Where there is a great amount of travel and traffic, and the loading of the road is heavy, the road should have heavy construction and be of sufficient width to accommodate the travel thereon. In localities where the volume of travel and traffic is not so great, and the loading of the road is not so heavy, there is no need of such heavy construction, nor of building the road so wide. The varying conditions in the different sections of the State render it
impracticable to fix a rigid standard of width of specification. It is necessary to have some elasticity in that respect, and to place in the hands of the Commission the determination of what particular character of road and what particular width of road should be constructed in any particular locality.

The counties are not required to contribute anything whatever toward the construction of this trunk line system nor is the adjacent property required to contribute anything. The counties and adjacent property are left free and unburdened so that they may have the means and ability to build hard surface lateral roads from this trunk line system leading out into the various sections not touched by the trunk lines, to the end that all the people of the State may have access to and enjoy the benefits and blessings of the system of roads constructed by the State.

Wherever the trunk line system traverses the incorporated limits of a town or city which has the power under the law to pave its streets, the cost of construction of the road within the corporate limits of such town or city can not be met out of the State bond issue, but if the city or town has not such power the State builds the road through the city and pays the entire cost of construction. Any other plan would be unfair to the wide-awake progressive cities of the State which have already paved their streets.

It will require a certain amount of administrative cost to build the state system of roads whether they are built on the bond issue plan or some other plan. There must be a corps of employees to supervise the spending of the money and the building of the roads in whatever plan may be adopted. There must be clerks, stenographers, engineers, inspectors and other employees of the State and the cost will be the same under whatever system may be adopted.

As a companion measure to the Constitutional Amendment the recent Legislature enacted a new automobile license law by the terms of which the revenues derived by the State from automobile license fees have been increased to the point where such revenues will be sufficient and after two or three years will be more than sufficient to retire the bond issue and pay all accruing
interest thereon. The issuance and sale of the $50,000,000 of bonds will therefore not increase to any extent whatever the general taxes which the people of the State will be required to pay. It is not to be understood that this system of roads will not cost the people anything. It will cost them about $70,000,000 but the entire cost will be borne by the automobile owners of the State and the Federal Government and the State's share will be contributed annually in the form of the automobile license fees. Automobile owners do not object to paying this increase in license fees if the roads are to be built out of it. In fact they are anxious to pay it if thereby they can get this system of hard-surface roads.

The designation of the routes in the Amendment is a guarantee to the people that the roads will be built along those routes. The voting of the $50,000,000 of bonds and making the fund available to meet appropriations by Congress in aid of road construction is a guarantee to the people that a sufficient amount of money has been provided to construct the entire system. The people know in advance where the roads will be located and built and what the system is going to cost them. The plan is submitted to them in advance of any appropriation or any construction work for them to express their approval or rejection of the proposition. If the people want these roads built they will vote for the amendment. If they do not want them, they will vote against it.

Those who are opposing the Amendment protest constantly that they are for a State-wide System of hard surfaced roads, and admit that Oklahoma needs this system, but they insist that there is another and better plan to acquire the roads. It is no time to quibble about the plan. Any plan that will provide the roads will satisfy the great majority of the people of this State. Oklahoma needs to be pulled out of the mud. The people have the opportunity in the adoption of this Amendment to do that, and at the same time increase the market value of lands in Oklahoma to the extent of four or five times the amount of money invested in building the roads.

There is no one thing that will bring to Oklahoma so much in the way or prosperity, or aid so materially in providing
employment for the returning soldiers, sailors and other unemployed as will the building at this time of a State-wide system of hard surfaced roads, and public work of such a nature was urged by President Wilson in his message to the last Congress that there might be no cause for Bolshevism in America.

The building of these roads will better rural conditions in Oklahoma. The State's future depends upon her roads. Well constructed roads mean better schools in the rural districts. The county children of Oklahoma are entitled to as good school facilities as our town children enjoy. Good roads mean social betterment. "No man liveth unto himself alone."

DON'T RETARD THE PROGRESS OF OKLAHOMA - VOTE YES!

Respectfully submitted,

C.W. BOARD  PAUL IMSHET
W.C. McALISTER  W.T. ANGLIN
T.C. SIMPSON  EDWIN HARVEY
F.E. TUCKER  L.G. MORRIS
JOHN GOLOBIE  J.B. HANPER
EUGENE WATROUS  A.B. GHEVER
R.B. DAVIDSON  J.B. MABON

Senate Committee  House Committee.
The pithing of these words will better suit our condition.

The State's future depends upon me. Will you consider the words of the men who will fight for our country? The Senate Committee of the Whole.

Respectfully submitted,

[Signature]

[Date]