

Enrolled

Senate Joint Resolution No. 10.

By Board Of The Senate
And Yeas Of The House

Councilly Enrolled
A Resolution Proposing An Amendment To Article
10 Of The Constitution Of The State Of Oklahoma,
To Be Known As Section 25a Of Said Article,
Providing For The Construction Of A State Wide
System Of Durable Hard Surfaced Roads In
The State, For The Payment Of The Costs
Thereof By An Issue Of Bonds Of The State
In An Aggregate Amount Of Not Exceeding
Fifty Million Dollars, (\$50,000,000.00) For The
Retirement Of Said Bonds, And Providing
For The Maintenance Of Said Roads, And
For The Submission Of Said Amendment
To The People Of The State For Their Approval
Or Rejection At A Special Election To Be
Held For That Purpose, And Declaring An
Emergency.

Be It Resolved By The Senate And House Of
Representatives Of The State Of Oklahoma:

Section 1. The following Amendment to Article
10 of the Constitution of the State of Oklahoma, same to
constitute a new Section to be known as Section 25 A.
of said Article, is 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,
to-wit:

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:
Route Number 1. Beginning at a point on the line

between the State of Oklahoma and the State of Arkansas near Fort Smith, Arkansas, thence running in a general south-westerly direction to Arkhoma, Braden, Spiro, Panama, Potaw, Winter, Summerfield, Talihina, Clayton, Antlers and Hugo, to a proposed bridge across the Red River, south of Grant.

Route Number 2. Beginning at a point on the line between the State of Kansas and the State of Oklahoma near Pitcher, Oklahoma thence running in a southwesterly direction to Miami, Welch, Bluejacket thence west to a point due north of Vinita, thence to Vinita, Pryor, Wagoner, Muskogee, Checotah, Enfauka, Canadian, Crowder, McAlister, Kiowa, Stringtown, Atoka, Caney, Caddo, Armstrong, Durant, Calera 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 Chillocco Indian School, thence running in a general southerly direction to Newbark, Ponca City, Bliss, thence west to a point north of Perry, thence to Perry, Orlando, Mulhall, Lutherie, Edmond, Britton, Oklahoma City, Moore, Norman, Purcell, Pauls Valley, Wynnewood, Davis, Springer, Ardmore, and Marietta, to a bridge across the Red River south of Shackerville.

Route Number 4. Beginning at a point on the line between the State of Oklahoma and the State of Kansas south of Caldwell, Kansas, thence running south to a point east of Medford, thence to Medford, Pond Creek, Trembin, Enid, Hanksville, Hennessey, Dover, Kingfisher, Okarche, El Reno, Chickasha, Tush Springs, Marlow, Duncan, Comanche, Waurika, Ryan and Terral to a bridge across the Red River south of Terral.

Route Number 5. Beginning at a point on Route Number 6 east of Puffalo, thence running in a general southerly direction to Supply, Tangier, Woodward, Sharon, Vici, Custer, to a point north of Taloga, thence to Taloga, Putnam, Arapaho, Clinton, Bessie, Cordell, Rocky, Hobart, Roosevelt, Mountain Park, Snyder, Manitow, Frederick, Hollister, Loveland, Grandfield, Devol and Pandlett to a bridge across the Red River south of

Randlett. With a branch from Fredericks to Davidson, and a branch from said route two miles west of Rocky to Sentinel; and with a branch from said route, beginning five miles west of Custer City, thence to Custer City, thence three miles east, thence three miles north, thence five miles east, thence two miles north to Thomas, thence from the north limits of Thomas, west to said route.

Route Number 6. Beginning at a point on Route Number 2 east of Centralia, thence running in a general westerly direction to Centralia, Nowata, Bartlesville, thence in a westerly direction running north of Okesa to Parkuska, thence to Fairfax, Ponca City, Tonkawa, Blackwell, Medford, Ingersoll, Alva, White Horse, Freedom, Cuffek, Preston, Larone, thence continuing west to a point due south of Beaver, thence north to Beaver and Forgan, thence west to Loraine, Hooker, Pony Creek, to Luymon, thence from Luymon in a westerly direction, and north of Beaver Creek to Boise City; with a branch from Nowata north to Delaware and Lenapeh to a point on the line between the State of Oklahoma and the State of Kansas at South Coffeyville.

Route Number 7. Beginning at Vinita and thence running in a general southwesterly direction to White Oak, Catale, Chelsea, Chremore, Catoosa, Limpsne School, Tulea, Sapulpa, Bristow, Stroud, Chandler, Luther, Edmond, thence over 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 south to a point due east of Chickasha, thence to Chickasha, Anadarko, Fort Cobb, Carnegie, Mountain View, Gato, Hobart, Lone Wolf, Granite, Mangum, Reed, Vincent, and Independent School, thence south to Halls.

Route Number 8. Beginning at a point on the line between the State of Oklahoma and the State of Arkansas, near Fogle Spur, thence in a general westerly direction to Page, Heavener, Howr, Wister, Wilburton, Loman, Hartshorne, Haileyville, McAlister, Stuart, Calvin; thence north to a point due east of Haldenville; thence

to Holdenville; thence due West of Holdenville to a point south of Newoka; thence to Newoka and Seminole; thence north to a point due east of Shawnee, thence to Shawnee, thence north on the range line two miles, thence west two miles, thence north two miles, thence west to Dale, thence to McCloud, Harrah, Oklahoma City, Yukon, El Reno, Seary, Bridgport, Hydro, Weatherford, Clinton, Foss, Canute, Elk City, Dosey, Sayre, Delhi, and Erick, to a point on the line between the State of Oklahoma and the State of Texas near Texola; with a branch from Calvin to Atwood and Allen; and a branch from a point on said route east of Holdenville to Lamar; and a branch from a point on said route east of Shawnee north to Ecantuska and Belmont, to route Number 12; and with a branch from Bridgport to Hinton.

Route Number 9. Beginning at the bridge across the Arkansas River near Fort Smith; thence running in a general westerly direction to Sallisaw, Gore, Muskogee, Haskell, Stone Bluff, Bixby, Tulea, Mansfield, Terlton, Merri-
mac, Pawnee, Perry, Lucien, Cornington; thence north to a point due east of Enid, thence to Enid and Cole; thence across Cimarron River to a point about two miles north of Fairview; thence to Belva, Quintan 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 Ultima Thule; thence running in a general westerly direction to Broken Bow, Idabel, Hugo, Durant, Kingston, Madill, Ardmore, New Wilson, and Waurika; thence to a point due south of Temple; thence to Temple; thence west and north to Walters, Lawton, Snyder, Hadrick, Atkes, Duke, Gould and Hollie to a point on the line between the State of Oklahoma and the State of Texas west of Hollie; with a branch from Idabel to Bokhoma; with a branch from a point east of Kingston, south to Woodville, to the site of a proposed bridge across Red River; with a branch from New Wilson to New Healdton; with a branch from a point due west of Waurika south to the Suspension Bridge across

Red River, southwest of Hastings; with a branch from Altus north to Blair; and a branch from a point on said route due west of Altus, thence south to Okmotee, thence south and west to El Dorado.

Route Number 11. Beginning at a point on the line between the State of Oklahoma and the State of Kansas near Canev, Kansas, thence running in a southerly and southwesterly direction, to Copan, Dewey, Bartholomew, Okelata, Ramona, Collinsville, Owassa, Tulsa, thence over route number 7. to Sapulpa; thence to Kiefer, Mounds, Beggs, Okmulgee, and Henryetta, thence over route Number 12 to a point north of Heleeta, thence to Heleeta, Muskogee, thence south to a point due east of Haldenville, thence over route number 8. to a point south of Wewoka; thence to Sasakwa, Francis, Ada, Stratford, Sulphur, Davis, Duncan, to a point on route number 10 about two miles north of Heronimo; thence over route number 10 to a point due south of Walters and due west of Temple; thence west to steel bridge on West Cashion Creek thence to Randlett and to a point on route Number 5 west of Randlett; thence over route number 5 to a bridge over Red River south of Randlett; with a branch from Heleeta to Austin and with a branch from Okmulgee to Morris and Boynton, thence north to Route number 9.

Route Number 12. Beginning at a point on route Number 1 east of Spiro, thence running in a general westerly direction to Stigler and the Eufaula bridge across the Canadian River, thence over route Number 2 to Checotah; thence to Dewar, Henryetta, Okemah, Castle, Poley, Paden, Prague, to a point on route Number 8 due north of McCloud and due east of Arrah; with a branch from said route south to Quinton; and a branch from the eastern incorporated limits of Okemah north three miles, east one mile, north four miles, thence to the center of the eastern side of Township 13 North, Range 10 East.

Route Number 13. Beginning at Antlers, thence running in a general northwesterly direction to Atoka.

Lehigh, Coalgate, and Centrahoma, Stonewall and Ada; with a branch from Coalgate to Wardville and Kiowa.

Route Number 14. Beginning at Shawnee and running in a general southerly direction to Tecumseh, Asher and Stratford.

Route Number 15. Beginning at Sulphur and running in a general southeasterly direction to Mill Creek, Paria, Tishomingo, Milburn, to a point on route Number 2 west of Armstrong; thence over Route Number 2 to Durant; with a branch from a point on said route near Paria to Madill.

Route Number 16. Beginning at Pauls Valley and running in a general northwesterly direction to Maysville, Lindsey, Bradley, thence north to a point on route Number 7. due east of Chickasha.

Route Number 17. Beginning at Anadarko thence running south twelve miles thence west to Apache thence to Lawton.

Route Number 18. Beginning at Mangum, thence running in a southerly direction to Ladessa and Duke.

Route Number 19. Beginning at Cardell, thence running east and north to Colony.

Route Number 20. Beginning at a point on Route Number 6 north of Cherokee, thence running in a southerly direction to Cherokee, Carmen, Cleo, thence over Route Number 9 to a point about two miles north of Fairview, thence to Fairview, Okune, Hatonga, and Geary.

Route Number 21. Beginning at Hatonga thence running in a general northwesterly direction to Eagle City, Canton, Seiling, to a point on Route Number 5 due north of Taloga; thence over route Number 5 to Kici; thence to Arnett and Sage, with a branch from a point on said Route due south of Sage, due west to Shattuck.

Route Number 22. Beginning at Arapaho thence running in a westerly direction to Butler, Hammond, Cheyenne and Rankin, to a point on the line between the State of Oklahoma and the State of Texas, west of Rankin, with a branch from said route due north to Strong City.

Route Number 23. Beginning at Luthais, thence running in a general northeasterly direction to Langston, Vinco, Cushing, Drumright, and Oilton, and Mannford on Route Number 9 with a branch from Oilton to Yale.

Route Number 24. Beginning at a point on Route Number 9. West of Maricao, thence south to Stillwater, thence to Perkins and a point on Route Number 23 near Vinco.

Route Number 25. Beginning at Parkuska, thence running in a general southwesterly direction to Hominy and Cleokaud, to a point on Route Number 9 near Hallett.

Route Number 26. Beginning at Parkuska and running in a general southeasterly direction to Hologary, Bigheart, Arant, and Skiatook, to a point on Route Number 11 due west of Collinsville.

Route Number 27. Beginning at Tahlequah thence running in a westerly direction to a point on Route Number 2. Two miles south of Wagoner.

Route Number 28. Beginning at Sallicaw and running in a general northeasterly direction to Marble City, Stilwell and Westville.

Route Number 29. Beginning at Miami and running in a general southerly direction to Fairland, Osanna, Afton, Bernice, Grov and Jay.

The fact that the line between two 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.

There 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, who is not engaged in business in the State, and who is not widely 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 in 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 Officials, and excepting the Governor, shall make and deliver to the State of Oklahoma, a bond with sufficient surety 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 Capitol and full and complete record of all the proceedings and acts of said Commission shall be kept and preserved, including the yea and nay 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 Secretary, and such other clerical and stenographic help as it may deem necessary, and may fix the compensation thereof; 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 purposes 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 semi-annually at a rate not to exceed four and one-half (4½%) per cent per annum, and said bonds shall be exempt from every species of State, County, District and Municipal taxation, and no bonds 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 Road 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 herein 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, there shall be collected annually by the State in the same manner and at the same time as other State Revenue is collected such a 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 revenues, 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 effect 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 heretofore or 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 routes herein designated, the said Commission may accept such roads in lieu of State construction thereof and thereafter such roads shall come under the provisions of this Amendment.

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 officers, 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 maturity be paid as herein provided and cancelled by the State Treasurer. Appended to each of said bonds there shall be interest coupons so attached that the same may be detached without injury to or mutilation of said bonds. Said coupons shall be consecutively numbered. No interest 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 purchaser of said bonds paid to the State at the time of such sale. All bonds remaining unsold 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 Road Commission may direct, subject to the limitations and restrictions herein provided. Such directions to the State Treasurer shall be given by the said Commission by resolution duly passed and adapted, and the said resolution 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 number 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 sales 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 coupons which have 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 for 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 Fund herein provided for. Immediately after the sale of any such bonds the State Treasurer shall cover into the State Treasury 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 accrued interest thereon. The amount that shall have been paid at such sale as accrued interest on the bonds sold shall be by the State Treasurer immediately after such sale, covered into the State Treasury to the credit of the General Revenue Fund of the State.

The State Road Bond Fund shall be used only for the purpose of acquiring, improving and constructing said state wide system of durable hard surfaced roads, and the expense incident thereto, and all payments out of said funds shall be made by the State Treasurer upon warrants drawn by the State Auditor, based upon properly verified claims audited 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, there is 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, or 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 claims 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 expenses incurred during the operation of making surveys and investigations, operating gravel pits, crushing plants, and for such expenditures as are necessary 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 warrant 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 thereupon draw his warrant upon the State Road Bond 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

Sincerely,
Emmett

amount thereof upon the books of his office from the State Road Bond Fund to the State Road Revolving Fund to be re-expended as herein provided. When the purposes for which said revolving fund is created have been accomplished, said fund shall be covered back into the State Treasury to the credit of the General Revenue Fund of the State.

The principal of said bonds shall be paid from the General Revenue Fund of the State at the time said bonds become 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 so paid upon 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 prior and superior to all other appropriations.

Until otherwise provided by law, all revenue collected from the State upon incomes, and two-thirds of all moneys collected by the State from the taxation, licensing or registration of self-propelled or other motor vehicles of whatever kind or character, and two-thirds of all revenue collected by the State upon the production of asphalt or ore bearing lead, zinc, gold, silver or copper, and upon the production of petroleum, or other crude or mineral oil or natural gas, shall be paid as collected 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 account and record of all their proceedings under this Amendment, and they shall transmit to the Governor in triplicate an abstract of all proceedings hereunder, with

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 matter provided for in this Amendment shall at all times be open to the inspection of the State Examiner and Inspector, a 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, having in view at all times the best interest of the people of the State. Said Commission is hereby authorized and empowered to purchase and supply any labor, tools, machines, equipment, or materials that may be needed in the construction of said system of roads, and may purchase lands upon which are located materials adapted to the construction of said roads, and may build, equip and operate plants for manufacturing or producing 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 as herein provided 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 insure 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 or the doing of any construction work shall be valid or 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

comply 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 or award provided for or authorized under the provisions of this Amendment.

Said Commission shall have at all times working access to all records, maps, profiles, 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 corporations or individuals any right-of-way, gravel pit, rock quarry, land or other thing necessary or proper for the construction or improvement of said roads, or the payment of the cost of construction thereof, and shall proceed when necessary to condemn under the provisions of law relating to eminent domain any such necessary or proper right-of-way, gravel pit, rock quarry or land. For construction purposes, said Commission shall divide the State into at least ten (10) convenient sections having as nearly as practicable the same number of miles of road to be constructed, and the construction of said roads shall 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, extending the construction work into the various counties as rapidly as possible.

Wherever a road herein provided for traverses

any town or city, which under the law has no power or authority to pave the street or streets over which such road runs, the cost of constructing such road through such town or city shall be paid out of the State Road Bond Fund, but wherever such road traverses an incorporated town or city which has the power and authority under the law to pave the street or streets over which such road runs, no part of the cost of constructing such road within the 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 Commission. The Chief Engineer, with the approval of said Commission, shall employ, organize, train, promote or discharge the members of the engineering corps, composed of technical and clerical assistants required for the work imposed on the several departments, 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 authorized representatives, shall report and transmit all bids received to said Commission, with such recommendations in regard thereto as he may deem proper, and the Division

Engineer most cognizant 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 or 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 claims by appropriate means to payment by the State Treasurer as herein provided. All engineers shall be employed and paid on a salary basis and not 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 routes 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 section of road in question, and to provide that no hard surfaced road shall be built that does not furnish sound reason for believing that it will withstand the reasonably expected traffic thereon for a period of five years with no more than ten per cent total depreciation. No 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 within such zones 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 assessments 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. (4) On all lands within two miles of such center line and beyond the one and one-half mile limit, three cents per acre. (5) On all lands within two and one half miles of said center line, and beyond the two mile limit, two cents per acre. (6) 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 acreage assessment only, and lands within two or more taxing 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 assessments as herein levied upon lands situated in such Counties, 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 State Road Commission, the Chairman of said Commission shall execute a certificate showing such completion and acceptance, giving the length and terminals 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 assessments in his County, with the amount of such assessments 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 roads 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 laws 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 acreage assessments 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 tracks within the acreage area assessable 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 telephoned lines and mutual rural telephoned lines not operated for profit and situated within the six mile area liable for special assessments 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 lines in lieu of said acreage assessment, and shall be payable at the same time, in the same manner and to the same officers 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 fund. 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 agencies 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 such County or any township therein, in whole or in part, the said Commission is authorized to accept such hard surfaced roads 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 that portion of such road taken over as a part of said state wide system, and when so constructed 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 roads are 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 lines and fixtures 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 bids, contracts, maps, plats and files 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 having 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 thereto to be known as Section 25A 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 purpose 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 construction of said roads under the supervision and control of said Commission; authorizing the Legislature to establish an equitable system for the maintenance of said roads so constructed, and establishing a system of maintenance thereof, until otherwise provided by law?"

Yes

No.

Section 3. Said election shall be held and returns thereof made in the same manner and by the said officials as in the case of the election of State Officers, and in accordance as near as may be with the provisions of the general election laws of this State. The Secretary of State shall certify to the State Election Board the form of said ballot, and the respective persons whose duty it is under the general election laws of the state to cause notice of the election to be given and ballots printed and distributed, and election to be held, and result thereof to be ascertained and declared, are hereby authorized, empowered and directed to take every step and to do every thing necessary to be taken and done in such cases, so 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 canvassed the returns of said election, and ascertained the result thereof, it shall immediately certify to the Secretary of State the

County
Precinct

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.

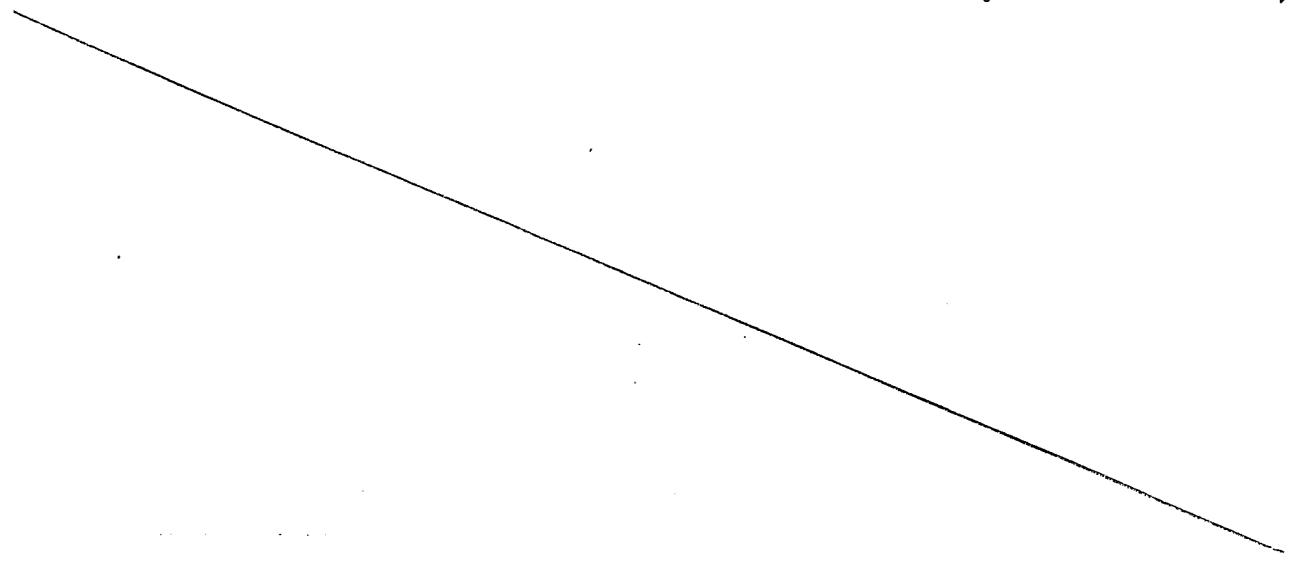
Section 4. If for any reason said election cannot be held on the aforesaid date, it shall be held on such date thereafter as the Governor of the State shall by proclamation designate.

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 receives at said special election a majority of the votes of all electors voting at said election, then the will of the people so 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 his duty, but the Amendment shall immediately go into full force and effect.

Section 7. It being immediately necessary for the preservation of public peace, health and safety, an emergency is hereby

Connelly
Sept 14 1891



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 31st day of March, 1919.
R. L. Aecisson.

President Pro Tem of the Senate.

Adopted by the House of Representatives, this 31st day of March, 1919.

Tom C. Waldrep.

Speaker of the House of Representatives.

Approved, this 25th day of March, 1919.

J. B. Robertson.

Governor of the State of Oklahoma.

S. P. FREELING,
ATTORNEY GENERAL
SAM HOOKER
R. E. WOOD
R. McMILLAN
C. W. KING
GEORGE F. SHORT
WILLIAM H. ZWICK
BANKING DEPARTMENT
W. R. BLEAKMORE
SCHOOL LAND DEPARTMENT
ASSISTANT ATTORNEYS GENERAL

STATE OF OKLAHOMA
OFFICE OF THE
ATTORNEY GENERAL

OKLAHOMA CITY

PLEASE REFER TO INITIAL SPF/HW

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,

S. P. Freeling
Attorney General.

St-g

SECRETARY'S MEMORANDUM
OKLAHOMA CITY, STATE OF OKLAHOMA
SECRETARY'S OFFICE

This instrument was filed for record this
27 day of April

A. D. 1919 at _____ o'clock _____ M.

Recorded in _____

Recorded No. _____ at page _____

Paul H. Johnson
Secretary of State

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 5th, 1919.

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

Dear Sir:

Enclosed find certified copy of
Ballot Title to be used in the submission
of Senate Joint Resolution No. 10, filed
by the Attorney General in this office
April 3rd, 1919. Unofficial numbers for
this amendment are State Question No. 100
Referendum Petition No. 34.

Yours very truly,

SECRETARY OF STATE.

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.

*Negative Arguments
in the form of*

QUESTIONS AND ANSWERS RELATING TO THE PROPOSED
\$50,000,000. ROAD BOND ISSUE.

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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 COMMISSIONS 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 4730 miles of highway and the Fifty Million Dollars, less expenses, will build less than one-half the designated 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. Wherever 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 PAVE 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 MEASURE 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 duplicated department will have four Commissioners at salaries of \$5,000.00 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 mortgaged 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 \$50,000,000. 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 BESIDES THE VOTING OF A FIFTY MILLION MORTGAGE UPON THE STATE?

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 \$6,000,000. 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 WITH WHICH TO 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 some 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 FIFTY 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 \$6,000,000. 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 \$15,000.00. This procedure will eliminate the \$50,000,000. mortgage on the State; will avoid the creation of a second duplicated Highway Department; will avoid the payment of some \$30,000,000. in interest charges and will save the people at least 1500 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 good 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 \$50,000,000. 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 such 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 secure 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 bonds such special session would be called and that Oklahoma would not lose a cent of the \$6,000,000. awaiting expenditure in this State. It can be stated and depended upon that is the \$50,000,000. bond resolution is defeated there will be an extra session of the legislature when a bill will be passed making an appropriation to meet the Federal Aid 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.

John S. Sherman
J. T. Mcintosh
Legislative Committee

Agreement Against
Sunkh's Resolution
No. 10

SECRETARY'S MEMORANDUM
CITY, STATE OF OKLAHOMA
SECRETARY'S OFFICE

This instrument was filed for record this

11 day of April

A.D., 1917 at 10 o'clock P.M.

Recorded in _____ Executive

Recorded No. _____ at page _____

J. D. Martin
Secretary of State
By _____

ARGUMENT IN FAVOR OF THE GOOD ROADS AMENDMENT
TO THE CONSTITUTION OF THE STATE OF OKLAHOMA.

-----oooOooo-----
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^{\$75,000,000} 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 \$6,000,000; nor in excess of \$16,000,000 during the first two years, nor in excess of \$30,000,000 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 \$3,000,000 a year for 17 years, it would only produce for road construction the sum of \$51,000,000. 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 of 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 country 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."

DONT RETARD THE PROGRESS OF OKLAHOMA VOTE YES!

Respectfully submitted

C.W. BOARD
W.C. McALISTER
T.C. SIMPSON
F.E. TUCKER
JOHN GOLOBIE
EUGENE WATROUS
R.L. DAVIDSON

PAUL NESBITT
W.C. ANGLIN
EDWIN DABNEY
LON MORRIS
J.B. HARPER
A.E. CRAVER
J.S. MABON

Senate Committee

House Committee.

Handwritten notes and signatures on the left margin, including "100" and "1000".

Vertical stamps and signatures on the right side, including "RECEIVED", "MAY 1911", "Department of State", and "Cooperation".

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Senate Committee

House Committee

- W. F. DAVIDSON
- EDGEMOND WALKER
- JOHN COGOLIE
- E. E. LUCKER
- E. C. SIMPSON
- A. C. MCARDIANE
- E. M. BOWEN

- W. F. DAVIDSON
- EDGEMOND WALKER
- JOHN COGOLIE
- E. E. LUCKER
- E. C. SIMPSON
- A. C. MCARDIANE
- E. M. BOWEN

*Argument for
S. Res. No. 100
S. Res. No. 34
Senate Joint Res. 10*

Respectfully

... THE PROGRESS OF ...
... CHILDREN ENJOY ...
... SCHOOLS IN THE ...
... STATE'S FUTURE DEPENDS UPON ...
... THESE ROADS WILL BETTER ...
... BE NO CAUSE FOR ...
... PRESIDENT WILSON IN HIS MESSAGE TO THE LAST CONGRESS THAT THESE ...
... AND PUBLIC WORK OF SUCH A NATURE WAS ...
... AT THIS TIME OF A STATE-WIDE SYSTEM OF ...
... SOLDIERS, SEAFARERS AND OTHER UNEMPLOY-

SECRETARY'S OFFICE
OKLAHOMA CITY, STATE OF OKLAHOMA
RECORDED IN
A.D. 1919 at 9 o'clock A.M.
at page
Secretary of State
W. F. Davidson