PRACTICAL PLAN TO SPEND \$3,000,000,000 FOR PUBLIC ROADS

By Jonathan Bourne, Jr.

Outside of a few great fundamentals of Government. I doesn Federal aid to good roads the greatest, and certainly the most important, economic greation now before the American perophe.

About a years ago I began the study of Federal aid to good roads. After devoting considerable time and devoting and the following general conclusions.

1. A plan should be developed that would be astilafactory and acceptable to the Federal Government and the forty-eight States, representing, in fert, forty-nine different personnal equations, thus insuring co-operation between the Federal Government and the States.

2. A plan to be satisfactory must be practicable, simple, and so framed as to insure the most intelligent and beneficiable, simple, and so framed as to insure the most intelligent and beneficiable, simple, and so framed as to insure the most intelligent and beneficially and the states of by the Federal Government, or both.

2. The Federal Government's contributed by the States or by the Federal Government, or both.

3. The Federal Government's contributed by the States or by the Federal Government, or both.

4. The plan should not only the contributed by the States or by the Federal Government and maintenance actively, in telligently, and extensisively.

4. The plan should not only the contributed by the States or by the Federal Government of the Chairmon of the Entired States and the States of the States and maintenance actively, in telligently, and extensisively.

4. The plan should not only the contributed by the States or by the Federal Government of the States to andertake road construction but insure the provisions of the surface of the Maintenance of the Chairmon of the Maintenance of the States to andertake road construction but insure the provisions of the surface of the Maintenance of the States to andertake road construction but insure the surface of the M

the fature.

§. Pederal supervision of expenditures of the federal money should not interfere with the rights of States or lead to a Federal espionage irritating to the States and resulting in the building up of a great Federal bureau.

7. Any plan of Federal aid or cooperation must insure an equitable apportionment among the forty-eight States.

The New Plan.

I was convinced of the desirability of the earliest possible solution of the problem to prevent unintelligent or undesirable legislation in response to the steadily insistent, growing demand for Federal aid in the construction of good roads.

For a number of months I sought in rain for a key to the problem, but finally an idea occurred to me from which I evolved a plan that, after weeks of careful analysis and study, appeals to me as having merit and I therefore respectfully submit the same herewith in the form of a suggested bill for your consideration, criticism, modification, adoption, or rejection:

Be it canacted by the Senate and I therefore respectfully submit the same herewith in the form of a suggested bill for your consideration, criticism, modification, adoption, or rejection:

Be it canacted by the Senate and House of Intervence and employees of any department in its season of the same upon the order of the limited States Highway Commission shall maintain a testing laboratory in which is evolved a plan that, after weeks of careful analysis and study, appeals to me as having merit and I therefore respectfully submit the same herewith in the form of a suggested bill for your consideration, criticism, modification adoption, or rejection:

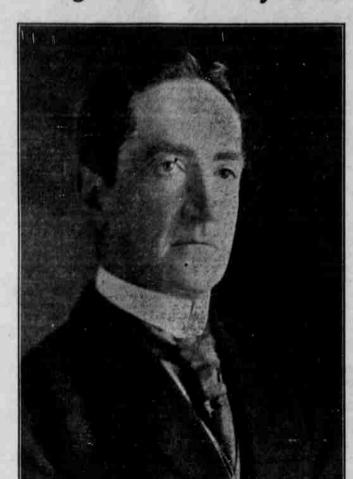
Be it canacted by the Senate and House of Intervence and place to the credit of the same upon the order of the limited States Highway Commission shall maintain a testing laboratory in which as of contributed from other sources and to expend the same upon the order of the limited States Highway Commission of a suitable quarters for the United States in the same provided from the conditions of the contributed fro

tighway Fund, subject only to the provisions of this act and of State laws not inconsistent therewith.

Sec. 4. That the United States Highway Fund, shall be apportioned and credited to the several States in the following manner: The United States Highway Commission hereinafter created, shall ascertain in the most practicable manner from the best information available the total land area, the population according to the last Federal census, the total samewessed valuation of all valuation of all valuation of all valuation of all laxable property, and the total mileage of public highways in each of the several States, and shall compute the percentage of the total of each of these four Hems possessed by each State. They shall then compute the average of the four serventages for each State. They shall then compute the average of the four serventages of the total of each of these four Hems possessed by each State. They shall then compute the average of the four serventages of the total of each of these four here to the servent shall be apportioned and credited to each State. Said commission shall notify the Treasurer of the United States Highway Fund; that shall be apportioned and credited to each State. Said commission shall notify the Treasurer of the United States only in accordance with provisions of this Act.

Sec. 5. That whenever any State, through its duly authorized agents, shall spily for any part of its share of the Linited States Highway Fund, but not exceeding 20 per cent. thereof in any year, and shall deposit with the Treasurer of the United States shall have and send spon a pro rata allotment beasi inited States highway bonds herein authorized to the custodian of the spulped for side send shall received and sell by popular subscription and spon a pro rata allotment beasi inited States highway bonds herein authorized to the custodian of the public funds of any State shall not be accepted if the long of the state Frovided. That the bonds of sure State is bends for such State in the sure of the United S

Senator Jonathan Bourne, Jr., Suggests How the States and Government May Co-operate in Intelligently Expending That Sum on Highways During the Next Fifty Years.



SENATOR JONATHAN BOURNE, Jr. Copyright by Harris & Ewing.

their own expense.

States was as follows:

The Federal Government would re-113,945,440 ceive from the States, in semi-annual 118,489,960 payments, interest at the rate of 4

steadily and enormously increase. Acto the respective States, marked cording to the United States Office of celled." Public Roads the aggregate assessed valuation shown by the different States for the year 1912 is \$67.763. 587,864.45, but there is a vast difference in ratio of assessed to actual val-

United States Highway Commission or is accordance with the conditions of the contribution. Sec. 2. That for the purpose of providing nomey for the United States Highway Fund the Secretary of the Treasury, is hereby authorised and directed to issue and self by popular subscription and upon a pro-rata allotment basis, at not less than par, honds of the United States in such form as he may prescribe and in denominations of \$20 or multiples of that sum, said bonds to be payable fifty years from the date of issue and to bear interest, payable semi-almandy at the rate of 3 per cent, per sinum, the total amount of said bonds not to exceed \$1.00,000.000 000 and the issue and sale of same not to exceed such amounts as may be necessary from time to time to enable the Treasurer of the United States Highway Fund to the several states in accordance with the previsions of this act. Honds issued under authority of this act or the income therefrom shall not be subject to taxalton of any kind for any purpose.	For the payment of salaries of instruc- tors in the school of highway and bridge engineering. I For the purchase of testing laboratory equipment and office furniture and sup- piles. I For the payment of the salaries of division engineers. I For the renting of quarters for division engineers. I What Each State Would Get. I submit herewith a table showing the percentage and amount of appor- the percentage and the percentage and the percentage and the percentage and the percentage are percentage and support the percentage and support the percentage and support the percentage and support the percentage and support to provide the percentage and support
ther authority of this act or the income	Year Assessed Total Apportionment
tion of any kind for any purpose.	Land Assessed Mileage to each State.
Sec. 1. That before any State shall be	Land area Population, valuation, fiscal Mileage to each State. in square 1910 year 1912 of roads Cent Amount.
Sec. 3. That before any State shall be entitled to take advantage of the provisions of the act, it shall establish by	
law a State Highway Chall establish by	Alabama 61,279 2,128,093 \$484,851,212.90 49,639 1.72 \$17,200,000 Arisona 113,840 204,254 140,238,181.00 5,987 1.13 11,300,000 Arisona 52,525 1.574,449 425,478,614.00 36,445 1.44 14,400,000 Arkansas 52,525 1.574,449 425,478,614.00 36,445 1.44 14,400,000 Arkansas 156,092 2,277,549 2,919,342,889,00 48,663 3.59 25,900,000 California 156,092 2,277,549 2,919,342,889,00 48,663 3.59 25,900,000 Colorado 102,688 799,024 430,000,000,00 29,692 1.59 15,900,003 Colorado 48,200 1144,766 40,011,234,019,00 12,583 87 8,700,000 Connecticut 1,905 206,322 92,575,780,00 3,000 14 1,400,000
law a State Highway Commission hav-	Arizona 112.840 204.354 140.235.181.00 0.2954 1.41 14.00,000 Arizona 52.555 1.574.449 425.478.514.00 36.445 1.44 14.00,000 Arizonasa 156.092 2.277.549 2.918.342.889.00 48.069 3.59 35.900.000 California 150.688 789.024 430.000.000.00 29.698 1.59 15.900.000 789.024 430.000.000.00 12.583 87 8700.000
tion and improvement in that State, which said commission shall have gen-	California 156,092 2,377,549 2,919,342,882,00 20,693 1.59 15,900,003
which said commission shall have gen-	California 103,658 799,024 430,006,000,00 12,533 87 8,700,000 (20) 1,114,756 1,011,234,013,00 12,533 87 8,700,000 1,114,756 1,011,234,013,00 12,533 87 8,700,000
eral supervision of the expenditure of money received from the United States	Colorado (4,800 1,114,556 *1,041,234,019,00 12,583 87 8,700,000 Connecticut (4,800 1,144,556 *205,322 92,575,760,00 3,000 14 1,400,000 Delaware (4,965 205,322 92,575,760,00 17,579 35 9,500,009 Florida 54,861 752,619 21 8487,518,90 17,579 35 9,500,009 Florida 54,861 752,619 21 842,000,000,00 82,239 2.45 24,500,000
Highway Fund, subject only to the pro- visions of this act and of State laws not inconsistent therewith.	Delaware
visions of this act and of State laws	Florida 58,725 2,609,121 842,000,000,00 82,230 2.65 24,500,000 Georgia 58,779 225,594 218,780,394,00 18,403 1.16 11,600,000 18,403 1.16 12,400,000
and inconsistent therewith.	Idaho \$2,779 225,594 218,503,300 94,141 3.94 39,400,900 56,002 5,638,591 2,343,673,232,00 94,141 3.94 25,100,000
Sec. 4 That the United States High- way Fund shall be apportioned and cred- ited to the several States in the follow- ing manner: The United States Highway Commission hereinafter created, shall as- certain in the	Connecticut 1,965 20,322 9,575,760.00 2,000 14 1,400.000 Delaware 1,965 20,322 9,575,760.00 2,000 14 1,400.000 Delaware 1,965 20,322 9,575,760.00 2,000 Florida 54,861 755,619 218,887,618.90 17,579 35 9,500.009 Georgia 58,779 22,564 218,780,304.00 18,402 1,16 11,600.000 Idaho 56,002 5,638,591 2,343,673,232.00 94,141 3,94 39,400,903 Illinois 56,586 2,294,771 713,218,825,00 102,427 2,50 25,000.000 Indiana 56,586 2,294,771 713,218,825,00 102,427 2,50 25,000.000 Iowa 81,774 1,800,349 2,746,900,251,00 53,744 1,88 19,800,000
ited to the several States in the follow-	Indiana 35,856 2,700,813 1,731 113,218,825,00 102,427 2,50 25,000,000 10wa 55,586 2,234,771 113,218,825,00 102,427 2,50 22,800,000 10wa 57,771 1890,949 2,746,900,291,00 98,302 3,28 32,800,000
ing manner: The United States Highway	Iowa 56,586 52,511 12,511 12,645 900,291.00 98,302 3.28 32,800,000 Kannas 81,774 1,590,349 2,745,900,361,443.00 53,744 1,98 19,800,000 Kentucky 40,181 2,289,905 1,089,365,143.00 24,962 1,32 13,200,000 Louisiana 29,595 74,371 478,1712,564.00 25,528 52 9,200,000 Maine 9,941 1,295,346 979,309,976.00 16,773 35 9,000,000 Maine 9,941 1,295,346 979,309,976.00 16,773 25 72,300,000
commission hereinafter created, shall as-	Kentucky 40.31 2.250,389 546.650,157.00 24.962 1.32 13,200,000 Louisiana 45.400 1.656.389 546.650,157.00 25.528 82 9.200,000
from the best information available the	Louisiana 29,855 742,371 478,192,054,00 25,528 52 9,200,000 Maine 9,941 1,295,346 979,209,976,00 16,773 55 9,300,000 Mayeland 9,941 1,295,346 979,000,000 17,272 273 27,300,000
total land area, the population accord-	Maine 9.941 1.295.345 979.209,976.00 15.773 59 9.300,000 Maryland 8.029 2.566.616 4.249,609,855.00 15.772 273 27.300,000 Massachusetts 57,480 2.810,173 *2.288,000,000,00 68,506 2.88 2.85 25,500,000 Michigan 80,858 2.075,708 1,212,567,734.00 79,323 2.59 25,900,000 Minnesofa 46,002 1,797,114 *299,029,000,000 39,615 1.45 14,800,000 Minnesofa 46,002 1,797,114 *299,029,000,000 107,923 3,35 33,500,000
ing to the last Federal census, the total	Maryland 8,029 2,366,416 4,249,639,555.00 11. Massachusetts 57,480 2,819,173 *2,288,000,000,00 68,906 2.88 25,500,000
larged valuation of all valuation of all	Michigan 57,480 2,810,173 2,288,500,000 79,323 2,59 25,900,000 Michigan 80,858 2,075,708 1,212,567,794.00 79,323 2,59 148 14,800,000
of public highways in each of the sev-	Minaleshipi 46,362 1.797.114 *399.699.000.00 107.923 3.35 33,500,000 Minaleshipi 68,727 3.293.335 1.736,371,588.00 107.923 3.35 33,500,000 17.2
from the best information available the total land area, the population according to the last Federal census, the total assessed valuation of all valuation of all landle property, and the total mileage of public highways in each of the several States, and shall compute the percentage of the total of each of these four flows possessed by each State. They shall then compute the average of the four, percentages for each State, and this systems shall be the per cent, of the	Mississippi 68,727 5,293,335 1,736,371,588,00 107,923 3.35 33,500,900 Missiouri 146,775 276,053 346,550,585,00 23,318 1,72 775,500,900
four the total of each of these	Montana 146,776 276,053 287,880,780 80,348 2.05 20,500,000 Nebraska 109,821 81,875 85,347,058,44 12,752 51 51 51 51 51 51 51 51 51 51 51 51 51
shall then compute the average of the	Nebraska 109.821 81.875 *85.347.658.44 12.751 1.12 11.200.000 Nevada 109.821 81.875 *35.7647.530.00 15.116 51 6.100.000
four percentages for each State, and this	Novada 109.821 81.875 85.347.00 0 15.116 51 6.100.000 Novada 8.031 430.572 397.647.530.00 15.116 51 17.700.000 N Hampshire 7.514 2.537.167 2.289.770.280.78 14.842 1.77 17.700.000 0 16.920 1.25 13.500.000
ti and shall be the per cent, of the	New Jersey 192 503 127 301 **72,000,000.00 16,920 1.35 13,500,000
Fund that shall bled States Highway	Montana
four percentages for each State, and this average shall be the per cent, of the \$1.00,800,600 United States Highway Fund that shall be apportioned and credited to each State Said commission shall notify the Treasurer of the United States of the result of their ascertainment and computation, which shall be made as of a date to be fixed by the commission. Such fund, so apportioned, shall be paid to the States only in accordance with provisions of this Act. Sec. 5. That whethever any State.	Maine 9,941 1,295,346 973,209,976,00 16,773 98 9,900,000 Maryland 9,941 1,295,346 973,209,976,00 16,773 271 27,389,000 Maryland 8,039 3,266,416 4,249,659,855,00 17,27 272 27,389,000 Mechigan 57,480 2819,173 22,288,000,309,00 68,506 2,88 28,800,009 Minesorta 80,858 2,075,708 1,212,567,794,00 79,323 2,55 25,390,009 Minesorta 80,858 2,075,708 1,212,567,794,00 79,323 2,55 25,390,009 Minesorta 146,776 275,053 346,550,585,00 107,923 3,15 33,500,000 Minesorta 146,776 276,053 346,550,585,00 107,923 3,15 172,172,00,000 Minesorta 76,808 1,192,214 63,371,888,70 83,338 2,05 11,21 1,200,000 Nebraska 109,821 81,875 885,347,058,44 12,751 112 11,200,000 Nebraska 109,821 30,572 337,647,530,00 15,116 51 6,100,000 New Yestev 122,503 273 30 *772,000,000,00 16,920 1,55 13,500,000 New Yestev 122,503 273 30 *772,000,000,00 16,920 1,55 13,500,000 New Mexico 122,503 273 30 *772,000,000,00 16,920 1,55 13,500,000 New Yeste 47,554 9113,514 11,022,985,314,99 79,779 7,85 78,600,000 N Dakota 79,183 677,056 194,770,325,90 1,592 1,56 15,600,000 N Dakota 79,183 677,056 194,770,325,90 1,592 1,56 15,600,000 N Dakota 79,183 677,056 194,770,325,90 1,572 2,33 2,300,000 Oregon 44,828 7,766,571,579 25,578 75 5,56 56,600,000
shall notify the Treasurer of the United	N. Carolina 70.183 677.056 294.770.225.00 61.592 1.66 15.000.000 N. Dakota 40.740 4.767.121 6.400.000.000 88.861 5.02 50.200.000 60.000 71.325 2.332 23.300.000
ment and the result of their ascertain-	N. Dakota
made as of a date to be fixed by the	Oklahoma
commission. Such fund, so apportioned,	Oklahoma 95,414 1,657,156 1,225,051,167,30 23,475 1,65 16,500,900 Oregon 96,607 527,765 ***990,501,1679,00 23,475 1,65 16,500,900 Oregon 44,832 7,665,111 5,917,119,295,25 57,387 5,65 56,500,900 Penneylvania 1,067 542,610 552,991,854,00 2,121 33 2,900,000 Rhode Island 1,067 1,515,1400 291,531,003,00 32,075 1,15 11,500,000
condense paid to the States only in ac-	Rhode Island 1,067 542,510 502,591,531,603,00 32,075 1,15 11,500,000 80,000 1,
See 5 With provisions of this Act.	8. Carolina 30.495 1.515.400 25.413.00 26.354 1.58 15.800.000 8. Dakota 16.558 583.885 354.278.413.00 26.354 1.58 15.800.000
Sec. 5. That whenever any State, through its duly authorized agents, shall	Tennessee
spely for any part of its share of the united States Highway Fund, but not exceeding 20 per cent, thereof in any year, and shall deposit with the Treasurer of the United States its bends for "but appeared in the United States its bends for "but amount passive is fifty recess and	S. Carolina 16,868 583,888 354,278,413,00 69,394 13, 17, 000,000 R. Dakota 41,687 2,184,789 625,010,885,00 45,913 170 17,000,000 Tennesmee 267,288 2,896,642 2,515,594,636,00 128,971 5,66 69,690,000 Texas 82,184 373,351 200,299,297,00 8,320 56 9,600,000 Texas 82,184 373,351 200,299,297,00 14,406 42 4,200,000 Vermont 5,124 255,556 21,47,887,00 14,406 42 4,200,000 Vermont 40,227 2,061,612 907,273,651,90 34,284 1,64 16,400,000 Virginia 66,836 1,43,990 1,965,036,351,00 34,284 1,64 16,400,000 Washington 24,022 1,221,119 1,119,828,173,00 22,109 1,32 32,200,000 Wisconstin 65,256 2,233,800 2,077,955,160,00 10,560,000 1,050,0000
States Highway Fund, but not	Utah 82.184 373.056 221.447.887.00 14.406 42 4.200.000 Vermont 9.154 255.956 221.447.887.00 14.406 42 4.200.000
Year and shall cont. thereof in any	Vermont 40.22 2.061.612 907.273.681.00 43.399 1.73 17.200.000 Virginia 66.836 1.143.390 1.005.086.251.00 24.284 1.64 16.400.000
urer of the United States its bands for	Washington
which amount payable in fifty years and	W. Virginia 54,022 1,233,860 2,077,925,166,00 87,000 2,56 25,500,000 Wisconsin 10,560 1,05 10,500,000
at the interest, payable semi-annually	Wisconsin 97,594 145,965 182,028,280,00 10,569 1.06 19,500,000 Wyomins 97,574,796 67,763,587,864,45 2,199,646 1,000,100,090
such amount payable in fifty years and bearing interest, payable semi-annually at the rate of 4 per cent, per annually and Treasurer of the United States shall longe and sell by popular subscription	Ohlo Gklahoma G9,414 1,657,156 1,226,840,832.90 11,573.90 23,475 1,666 16,500,000 0 cregon G8,273.23 1,665,111 1,630,000 1,672,735 1,731,732,525 1,387 1,665 1,600,000
legge and sell by popular subscription	*1911 **Rough cathinate.

To my mind, area should be a factor because of the greater necessity for more or better roads in the newer or larger States; population a factor because whatever direct contribution is made by the people through the state. A sinking fund of \$1, or 1 per cent. Per year, payable at the end of each year, with annual interest on each payment at the rate of 3 per cent. Per people; nascssed valuation of the property in each State a factor be \$100, or 100 per cent. In \$6.89 years. property in each State a factor be \$100, or 100 per cent, in 46.89 years. credit through the Government becom-ing practically an indorser for the States under my suggested plan, and

To my mind, area should be a fac- total bonded indebtedness of the State

because the taxable property of the States avail themselves of the State must bear a large proportion of opportunity of utilizing the superior eral 3 per cent nontaxable fifty-year the State's expenditure for road improvement, hence the property of the States should receive recognition in accordance with the liability assumed; 600,600 of fifty-year semi-annual 4 and milesge of roads already in use a factor as a recognition of industry and efficiency of those States that upon which collateral the Secretary and efficiency of those States that and efficiency of those States that upon which collateral the Secretary The banks of the United States machine.

The banks of the United States machine.

The Federal commission would have showed the following individual de-

Enactment of legislation herein sug-sested would benefit the States by the utilization of the credit of the Federal dovernment superior to that enjoyed Government superior to that enjoyed by the States. On Feb. 28, 1913, the the States the par amount of their interest-bearing debt of the United bonds according to the percentage of apportionment set forth in the bill.

interest bearing bonds at par or bet- On this excess of \$2,000,000 the Fedter by popular subscription, especial-ity if not more than 20 per cent. could cent. annual compound interest. At be sold in any one year. I doubt if, the end of 46.89 years this sinking be sold in any one year. I doubt if, as a whole, the States would be able to sell 50-year States bonds at par at any lower rate of interest than 4 per cent. I figure the National wealth of the United States at \$140,000,000,000, bo that the Federal Government would have the funds to pay off the bonds it had issued to the With our enormous undeveloped natural resources, steadily increasing population, great virility, energy, and industry of our people this wealth must steadily and enormously increase. According to the respective States marked "Canton people would certainly absorb, if given an opportunity, \$190,000,000, or several hundred millions of fifty years from the date of issuance of the State bonds the Federal Government would return said bonds to the respective States, marked "Canton people would certainly absorb, if given an opportunity, \$190,000,000, or several hundred millions of fifty years from the date of issuance of the State bonds the Federal Government would return said bonds to the pay off the bonds it had issued to the bonds as collateral, and at the end of fifty year 3 per cent. nontaxable Federal Government would return said bonds to the pay off the State bonds the Federal Government would have the funds to the founds to th

Benefit to States.

By depositing their bonds with the Federal Government as collateral and utilizing the superior credit of the Federal Government in getting mon y at 3 per cent., the States would ulti-mately have received \$200,000,900 than they themselves could secure in a public sale of their own bonds

This utilization of the Federal Government's superior credit, without any greater expense to the States than the interest charge alone if they sold their bonds in the open market, together cent, annual interest allowance, would ration of the States would be entirely liquidated at the expiration of fifty

The proceeds from the sale of the Federal bonds would be turned over to the highway commissions in the States, an instrumentality which should be directly responsive and accountable to the electorate of the States, thus preventing interference with State rights and eliminating any legal supervision on the part of the Federal Government and minimizing the danger of building up a large Fed-

be assured through realization on the Federal Government, would thereafter part of the members of the State high-receive \$4,000,000 annualy as a direct commissions that although the Federal district engineers would have no legal supervision as to the expenditure of money put into construction of roads, yet in their inspection of the maintenance of roads the Federal dismaintenance or roads the trict engineers would necessarily learn that the road construction had whether the road construction been honest and intelligent, and the anticipation of this maintenance inspection by Federal agents would cause the State engineers to do bet-ter construction work. Thus is created an equal optional opportunity to all the States. True, some States will have to adopt constitutional amend-ments before they can issue bonds for public improvements. Under my plan, however, the Federal Government furnishes the opportunity. Each State must decide if it desires to accept it. If so, it must here comply with the Federal requirements. It could take as much or as little money as it desired, except that it could not exceed 20 per cent, of its apportionment in any one year, and in an aggregate of years could not exceed its total apportion-

The 20 per cent, per annum limita-tion and the fact that States repreeach year, with annual interest on each payment at the rate of 3 per cent. of the senting practically 50 per cent. of the proportional allotment would have to sompounded each year will amount to sompounded each year will amount to amend their Constitutions before per will be to issue bonds for public improvement clearly shows that not over the proposed of States or groups of States composed of States or groups of States or groups of States or groups of States or groups of States composed of States or groups of States composed of States or groups of St

so that there would be one Federa' representative for each district.

The duties of this engineer would be to go over his district and report to the United States Highway Commission here in Washington whether the annual maintenance contribution of the Government apportioned to that district had been intelligently and honestly expended. He could also give lectures as opportunity permitted, ro garding road engineering and practi-cal construction, also furnish the State highway commissions with such information as the Federal bureau had fouching on the subject, but neither he nor his superior, the Federal Director of Public Roads, would have the right to withhold the Federal maintenance actually contributed to his district simply because his judg-ment differed from that of the State highway commission with reference of intelligent and honest expenditure of the Federal part of the maintenance

The United States Highway Com-mission, consisting of the Chairman of the two Committees on Post Offices and Post Roads, with the Director of Public Roads, would have the final voice and decision as to whether this

My idea in making the two Chair-nen of the Post Offices and Post Roads Committees ex offcio members of the highway commission is that much valuable information could be secured from the 43,000 rural carriers under the Fourth Assistant Pos master General's jurisdiction and which comes directly under that of these congressional committees, and for the further reason that as an expenditure of the people's money is involved, and as Congress under our form of government is the only direct representative of the people, the de-terminative power of withholding maintenance should be in Congress and not in a bureau; and for the further reason that the patrol system built up in the States and responsive to the State highway commissions, if under the subservience of the Federal bureau, would be responsive to a Federal head and the danger would exist of building up a big Federal political

posits on June 14, 1912:	the advantage of the special training		
N	lumber.	Amount.	Average rate of interest Paid Depositors.
futual banks futual savings banks tock savings banks state banks rivate banks oun and trust companies Total	7,372 630 1,292 13,381 1,110 1,410 25,195	\$5,826,461,162,36 2,608,657,878,11 842,897,859,61 2,919,977,897,99 152,494,618,96 3,674,678,238,92 \$17,024,067,606,89	No data 3.96 3.03 to 3.5 No data Do Do

Note that 3.30 per cent, is the average rate of interest to depositors in the 630 mutual savings banks, and 3.03 per cent, to 3.64 per cent, is the rate of interest paid depositors in the 1.292 stock savings banks. There can be no doubt but what depositors in these institutions would prefer the Federal 3 per cent, nontaxable bonds with the Government credit behind them to the security and interest of creal bureau head or department. them to the security and interest of-fered by the savings banks.

eral bureau head or department.

If the road-patrol system is to

fifty year 3 per cent. nontaxable Fed. here in Washington.

On June 30, 1912, according to the Comptroller of the Currency, there was \$3,264,500,000 of coin and other

money in the United States, of which \$1,563,800,000 was in the banks, thus leaving \$1,700,700,000 in the tills, pockets, and stockings of the people, a large proportion of which amount would undoubtedly be invested in these Federal bonds if offered for popular subscription on a pro rata allot-The requirement that the bonds shall

be sold by public subscription and up-on a pro rata allotment basis would prevent a few very rich men acquir-ing the bonds in the original purchase. In order for them to acquire more than their proportional allotment under the original subscriptions, they would have to pay other subscribers and allottees such premiums as they would be willing to accept.

Maintenance of roads is a factor which should be given weight equal with construction. The Federal Government, by the suggested plan, would contribute—donate, if you please—to each State 2 per cent. of the total amount of Federal aid that had been extended to the State for construction in utilization of the Federal Govern-

ed, and here we again get into the danger zone of the creation of a great Federal bureau.

France, after a hundred and fifty years effort and expenditure of a billion and a haif dollars in building up its system of roads, has 371,000 miles with 80,000 patrolmen for care and maintenance. The United States has today in round numbers 2200,000 or interest of its bonds or interest of its bonds. maintenance. The United States has today, in round numbers, 2,200,000 miles of road, and if we had a patrolman to maintain every five miles of road we would have an organization of 440,000 Federal employes directly responsive to a bureau here in Washington, and the tendency would be for its centralization as a political machine, which, under our system of Government, would absolutely control the political machinery of the country.

Would ever default either on principal or list bonds.

A bond limitation of 10 per cent. of assessed property valuation, with realization that default in payment of interest or principal to the Federal assistance and cessation of future Federal assistance and cessation of future Federal assistance and cessation of future for the Court may seem just and equitable in the premises.

This Summons is published by or der of Hon. R. B. Beatic, Judge of the County Court of the State of Oregon, for Clackamas County, which order was made and entered on the Under my please the country.

In 1912 the volume of transactions used as a political machine it is much wit: n the 151 Clearing Houses of the better from the general welfare stand. be minimized by dividing same into forty-eight State machines responsive to the State instrumentalities rather

ty, to-wil: Situate in The creation of a Federal academy County, State of Oregon of engineering for road and bridge construction here in Washington aptechnical experts, so that an annual supply of qualified engineers would be furnished from which the States National laboratory in which to test and maintenance.

The Federal bureau would act as a struction according to the experience here in this country but throughout the world.

Strong Features of Plan.

In conclusion, I realize that the suggested bill can undoubtedly be improved, but after many weeks thought and study on the subject it appeals to my mind as presenting a plan of which at least some portions can be

try.

To minimize this danger, and, I think, avoid same, I would suggest that either in the law or by authortion for maintenance, thus relieving the date of the state of th

rect supervision by a Federal bureau or giving a department head the right of determination as to whether Federal funds should continue or not.

The establishment of a Federal academy for the development and training of specialists in read and bridge construction, thus supplying the States and districts a corps of trained specialists and also a medium trained specialists and also a medium for the best information bearing on the aubject and creating an instru-mentality for consultation and inter-change of ideas—N. Y. Times.

In the Circuit Court of the State of Oregon, for the County of Clacks.

J. U. Campbell, Plaintiff,

Vs.

Adaline Howell, Thomas Howell and
Telitia Howell, his wife, Hettle
Smith and John Smith, her husband,
Henry Howell and Georgia Howell, Henry Howell and Georgia Howell, his wife, John Howell and Nellie Howell, his wife, William Howell and Howell, his wife, Stanford Howell, Jr., Joseph Howell and Maud Howell, his wife, Matida Fotter and William Potter, her husband, Ida Keith and Edgar Keith her husband, Frank Howell Keith, her husband, Frank Howell and Mabel Howell, his wife, Louise Dolloway Post, John Post and Bess Selby Post, his wife, Edith Post, Anna Post, Clara M. Knight and Joshua M. Knight, her husband, Thurston L. Johnson and Belle Sullivan Johnson, his wife, Miles S.
Johnson and Sarah Swett Joanson,
his wife, H. B. Johnson and Sina
Holmes Johnson, his wife, Violette Post Foster and E. Lucas Foster, her husband, Rex G. Post and Mar-

known claiming any right, title, esestate described in the complaint berein. Defendants.

To Thomas Howell and Telitia Howell, his wife, Georgia Howell, Matilda Potter and William Potter, her husband, Ida Keith and Edgar Keith, her husband, Louise Dolloway Post, John Post and Bess Seith Post and Bess Seith Bort Market Post, Annual Post, Ann by Post, his wife, Edith Post, Anna Post Miles S. Johnson and Sarah Swett Johnson, his wife, H. B. Johnson and Sina Holmes Johnson, his wife, Violette Post Foster and E. Lucas Foster, her husband, Rex G. Post and Murgery Post, his wife, Henry Fair, Louise Fair Skinner and Guy Elmer Skinner, her husband, the unknown heirs of-Ivison, deceased, the unknown heirs of Phinny, deceased, and each of you, also all other persons or parties unknown claiming any right, title, estate, lien or interest in the real estate described in the complaint herein.

IN THE NAME OF THE STATE OF OREGON, you and each of you are hereby required to appear and answer the complaint filed against you and each of you in the above entitled suit on or before Saturday, the 2nd day of August, 1913, said date being the experience of the company attention of the company and attention of the company at the compan the Senator and Member of Congress, Chairmen of the Committees on Post Chairmen of the Committees on Post Offices and Post Roads, being a majority of the commission, would decide as between the Federal bureau and the highway commission of the State, thus avoiding making the State instrumentality subordinate to a Federal bureau head or department.

If the road-patrol system is to be a realisted process of the plaintiff will apply to the above Court for the relief demanded in his complaint on file herein, and will take judgment against you and each of you as follows, to-

That you and each of you defendnature of your several adverse and conflicting claims to plaintiff in and to the following described real proper-ty, to-wit: Situate in Clackamas

Beginning at the Northeast corner of the Andrew Hood Donation Land peals strongly to me as desirable to Claim in Township a South, of Range provide a National institution for the East of the Williamette Meridian, education and increased efficiency of running thence South 0 degrees 39 running thence South 0 degrees 39 minutes, West 32.58 chains; thence supply of qualified engineers would be furnished from which the States could draw for their State and listrict supervision, and I would suggest liberal appropriations for that listitution, and the creation herein of a the Southwest corner of said Lot 2; thence North 0 degrees 13 minutes, East 18.63 chains to the South bour-State highway commissions to the State highway commissions to the Federal bureau to secure information nation Land Claim; thence West tracand advice in reference to available ing said South boundary of said Do-material for both road construction nation Land Claim 14.96 chains to the place of beginning.

Also beginning 20,00 chains North medium for the dissemination of in-formation bearing particularly on the subject of good road and bridge con-15. Township 3 South, of Range 2 East of the Willamette Meridian, and running thence West 26.87 chains to the center of the Oregon City and Highland County road; thence North 40 degrees, 37 minutes West along center line of said road 13.82 chains; thence North 6 degrees, 36 minutes, East 15.51 chains, tracing East boundary line of Andrew Hood Donation Land Claim; thence East 25.00 chains, thence North 0 degrees, 30 minutes, East 13,90 chains to the South bounin utilization of the Federal Government's superior credit.

Thus, the States, if they deposited the aggregate of \$200,000,000 of State bonds during any one year and received \$200,000,000 in money from the Federal Government, would thereafter receive \$4,000,000 annually as a direct contribution from the Government, provided these States expended an equal amount for annual maintenance.

Where direct Federal contributions are made, it is desirable that direct Federal supervision should be provided, and here we again get into the danted and the state instrumentality to any Federal or instruments.

The establishment of practical and desirable cooperation between the Federal described and every part thereof, and that you defendants and each of you, and any person or persons claiming or to claim by, through or under said defendants, or any of them, have no right, title, estate, lien or interest in or to the said real prop-The establishment of a practical, or interest in or to the said real proponerete plan for a long period with definite knowledge as to the liability of the Federal Government, its liability barred and estopped from asserting

Date of first publication of this sum-mons, Friday, the 20th day of June. 1913, and the date of the last publi-cation thereof is Friday, the 1st day