

WHAT IS THAT HIGHWAY AMENDMENT?

Governor A. E. Sleeper answers the questions Michigan Voters are asking in a categorical review of the Good Roads proposition to be submitted to the people at the Spring election, April 7.

(By Gov. A. E. Sleeper.)

What is the Good Roads proposal submitted to the voters of Michigan at the Spring election April 7th?

An amendment to the Constitution of Michigan to authorize the Legislature to issue bonds from time to time for a state-wide system of main market highways and to assure Michigan of its full share of Federal aid money.

Then it is not a \$50,000,000 bond issue which the people are asked to ratify?

No. Under the terms of the amendment, \$50,000,000 is put as a limit beyond which the Legislature never must go.

Will the \$50,000,000 in bonds be issued at once?

They will not. The State Highway Department is authority for the statement that about \$5,000,000 will be issued the first year, another \$5,000,000 the next year, but even this is under the control of the people through their representatives in the Legislature.

What assurance has the taxpayer that the whole \$50,000,000 will not be issued at once?

The ratification of the amendment only gives authorization to the issue of bonds. After that, the Legislature must act and Michigan's legislators never will impose a greater burden than will meet with the approval of their constituents.

Why issue bonds? Why not raise money by a direct tax?

If Michigan is to have the some \$7,000,000 the United States Government has set aside as the Wolverine State's portion of the Federal aid fund, we must match this sum dollar for dollar. To do this by direct tax would impose too great a burden for only a two year period. By issuing bonds, the money can be had, the roads built at once and the burden of the expense spread over a period of twenty-five or thirty years.

Are there any other reasons?

Yes. We should bond for good roads because under this system of financing, we can use the highways and let them help pay for themselves. It's just like the Detroit payment plan on farm machinery. Another reason is found in the fact that generations to follow will have the use and benefits from these permanent highways. Why should they not help bear the burden?

What assurance has Michigan that it will receive \$7,000,000 in Federal aid for road building?

Congress has appropriated \$200,000,000 and President Wilson has approved the bill. The United States Department of Agriculture has computed Michigan's share of the new and old Federal aid appropriation for the ensuing two years as \$6,791,317.37. Michigan must provide a like amount.

What if Michigan fails?

The money then will be apportioned among other states and Michigan people, through their share of the burden of federal governmental expense will be helping other, more progressive states to build their highways.

Will there be more Federal aid for road improvement in Michigan?

Yes. The sum of \$7,000,000 for the next two years is just a beginning. The war has opened President Wilson's eyes to the need for Good Roads. He recognizes his own responsibility in the development of highways such as won the war in Europe and made ordinary road traffic the most important factor in the up-building not only of the local community, but the nation.

Where will the money be spent?

Under the new Federal aid appropriation measure, the application is so broad that it may be used on any Michigan main market highway.

Who will be responsible for an economical expenditure of the money?

State Highway Commissioner Frank F. Rogers. His work will be under the supervision of the United States Department of Agriculture.

Will there be a large portion devoted to fancy salaries and overhead administrative expenses?

No. The State Highway Department has a record extending over a long term of years for having spent less than four per cent of its appropriation to administrative or overhead expenses. With a larger volume of work, this will be decreased to three per cent. Compare this with twenty-four per cent in New York and consider for a moment that no other state attempts to do the work for less than ten per cent.

Will the whole of the \$50,000,000 in bonds ever be issued?

Yes, but not under ten years. The State Highway Department has announced that it will be impracticable to use more than \$5,000,000 in any one year.

If the amendment is ratified, must Michigan begin paying interest at once?

No. There will be no interest charges until bonds are sold and the sale will be in only such sums as may be economically used.

What will be the cost to the taxpayer?

Between thirty-seven and sixty-eight cents on the \$1,000 of valuation.

How is this figured?

On the basis of \$5,000,000 in bonds each year for a period of ten years.

What would be the actual cost each year for interest charges and a sinking fund to retire the bonds as they fall due?

The cost of interest and sinking fund payments under this plan would be \$2,876,364 per annum. This figure out to between sixty-seven and sixty-eight cents on each \$1,000 of assessed valuation.

Are these cost figures accurate?

Yes, and no. They are based on the present valuation of Michigan. The assessed valuation will increase materially with each passing year with the result that the cost per \$1,000 of assessed valuation will be materially reduced. It cannot be increased.

Will the proposed system of main market highways connect all municipalities?

Yes.

Will it reach every county?

Yes.

What proportion of the state's highway traffic will this system care for?

Better than seventy per cent.

What type of pavement will be used?

The plan calls for permanent roadways. This means the type of paving will be determined by the traffic of the present and the needs of future development.

How will the program help the labor situation?

Half of every dollar spent will go to labor. Workmen, horses and equipment in the community where the work is proceeding will have first call.

Will the program help care for returned soldier boys who are out of employment and who have no regular trades?

Yes. This is the chief reason for the liberal Federal aid appropriation. The Department of Agriculture has asked for and received the assurance of the Michigan and other State Highway departments that the work will proceed without delay to help solve the problem of the unemployed.

Why is the U. S. Postoffice Department interested in road development?

Tests of postal express service have demonstrated its superiority over railway mail even on long hauls and expressmen on a large scale over improved highways have shown such remarkable earnings that the department looks to the development of this service along opportunity to pay the Postal Department upon a percentage basis. Good Roads also are needed for motor feeders in connection with the development of aerial mail service.

May women vote on the Amendment?

Who have registered?

Those who have registered the project.

President Wilson, the United States Post Office Department, the United States Department of Agriculture, Michigan's congressmen and United States senators, the Michigan Legislature, State association of Superintendents, most of the boards of Supervisors, State Federation of Women's Clubs, State Federation of Labor, the governor, all state officials, the Republican and Democratic parties, boards of commerce in every city, the Rotarians, the farmer organizations, the Kiwanis clubs, automobile clubs, the steam and interurban railways, practically all city, county and township officers, the bench and bar of Michigan and practically every prominent man and woman in the state.

Will road work under the provisions of the amendment affect the improvement and maintenance operations on other than main market highways?

Yes. It will inspire greater activities and leave more money to be spent in local communities for the development of feeder highways. The plan involves increased state rewards both for construction and maintenance.

Are improved highways worth the investment?

A whole volume might be written on the direct benefits to be derived from highway improvement. They increase the land valuations not only on property abutting the highway, but at some distances removed. They cut the cost and time required for all hauling.

They mean a railroad to the farm door. They mean reduced cost of living. They mean better living conditions. They improve the physical, moral, spiritual and educational conditions. They will bring into Michigan additional resort and tourist trade every year sufficient to cover the entire cost many times over. They provide labor for unemployed men, teams and equipment in every community. By cutting the time element in travel by road, they reduce the size of the state, to less than one-half and bring the farmers two-thirds nearer the center of population. They will open the door to the rapid expansion of the rural parcel post and bring the express service to every agricultural community.

What argument is there against good roads?

None.

GLAD TO PAY



FINANCING VICTORY LOAN WILL HELP INDUSTRY

Must Be Distributed Among All the People—Every American's Savings Needed to Keep Wheels Turning.

Julius Rosewald, president of Sears, Roebuck & Co., and a dollar a year government employee, stated recently that Germany's strength, not so much because she was beaten as because her military chiefs saw the impending whirlwind of American men, munitions, airplanes, food and supplies, which they knew meant annihilation in the war district for the German army.

"The Victory Loan—it should be called the Thanksgiving loan—because it is a part of the bill for that preparation that saved the lives of hundreds of thousands of American boys, men in no wise weighed against the destruction of life which our preparations averted," Mr. Rosewald pointed out.

"The loan must be financed before the industry can go ahead. Every dollar of the loan means that it must be distributed among all the people, means that the savings of every American must be loaned to this government. Unless such wide distribution is effected—and it can only be effected with the assistance of the great organizations which have been built up during the past drives—the financial houses will have to absorb the loan. Such a result would be disastrous to the business world, for funds needed in trade reconstruction would have to be withdrawn from circulation and interest rates would mount so high that private concerns would find it almost impossible to borrow for their necessities."

"I bespeak the re-organization of everyone who lent aid to the government in the past drives. I am fully convinced that the American people will respond as readily to this appeal for funds as they have to the past. I am sure that salesmen and organizers who during the last drive found so ready a response that they sold nearly \$7,000,000,000 worth of government securities will find an even more pleasant reception when they seek subscriptions to the Victory Loan."

—HELP "FINISH THE JOB."

In the last few hours of the war our soldiers fought the hardest. We can't quit them now. Back them up by supporting the Victory Liberty Loan.

AN OPEN LETTER TO UNCLE SAM

By WILLIAM WALLACE COOK

Dear Uncle Sam:

I'm just a plain American whose heart has thrilled with pride as through this war I've done my modest part. To help our boys on land and sea. I could not take a gun; my rifle is gray, my form is bowed, my years are nearly run. I could not march beneath the flag; I could not face the foe. As others have my overcoat and give me blow for blow. Old Time has worked his will with me; and so it will with fate. To have this Arranged, come some fifty years too late. And yet I've helped! My dollars fought, if not my flesh and blood; my dollars did their bit to stem the mad Teutonic flood. And some I gave the crimson cross to bleed the wounds that bled; and some I gave the orphaned ones who cried for bread; and some I gave to comfort those who bore the halcyon's brunt. And, weary, sought a breath of home behind the fighting front. An old man's pride is here, I know; an old man's love, as well; yet here my duty could not stop; I thought in war's red hell; of every duty I issued, Sam, I brought a goodly haul. I made myself this slogan, in the thought of duty done: THE MAN BEHIND THE BOND'S BEHIND THE MAN BEHIND THE GUN! For here the chance to work and win is every person's lot; in Freedom's cause our fathers wrought—those men of sterling worth—A heritage of glory for the chosen of the Earth! I fear that sometimes we forget, so keenly we pursue Our individual destinies, the debt we owe to you. No country can be greater than the citizens it holds. No flag no better, brighter, than the faith that flags unfold. And freemen are not freemen when the crisis bravely met. They will not, if they must, give all to pay their freedom's debt. And so this loan for Victory I'll make my proudest boast. I'll lend my money to this Loan until it runs to the hilt. I'll make another slogan and I'll fling it wide and far: THE MAN BEHIND THE BOND'S BEHIND THE PLACE BEHIND THE WAR!

PLAN NEW BILL TO ADMINISTER ROAD BOND FUND

HIGHWAY COMMISSIONER ROGERS MEETS WITH LEGISLATIVE COMMITTEES TO ARRANGE FOR DISTRIBUTION OF MONEY.

TO MEET FEDERAL AID FIRST

Government to Furnish Equipment As Well As Cash to Help Pull the Wandering State Out of the Mud.

Lansing, April 2.—Highway committee of the House and Senate, together with State Highway Commissioner Frank F. Rogers, are busy working out a new bill for introduction immediately following the ratification of the Good Roads amendment at the election April 7, which will serve to arrange for the distribution of the money to be raised from time to time on the highway bonds.

Rep. Frank B. Aldrich's bill establishing a sliding scale of state reward for road building which most people supposed was designed as the machinery for the administration of the Highway bond proceeds, will serve only as a part of the legislative machinery. Commissioner Rogers has gauged public sentiment and is convinced the people now so understand the proposed Highway amendment and so thoroughly approve of a system of permanent roads built under a federal government plan and with Uncle Sam matching the state's investment on a dollar-for-dollar basis, that he is proceeding under the assumption that the proposal will get an overwhelmingly favorable vote at the spring election.

New legislation must be provided to assure the use of a portion of the funds raised from time to time from the sale of bonds, to guarantee Michigan's more than \$7,000,000 share of Federal aid during the next two years. Some special provision must be made

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THRIFT SCHOOL PLAN OUTLINED BY EXPERT

Dr. Shailer Mathews Explains Scope and Purpose of Great U. S. Educational Movement for Saving.

By DR. SHAILER MATHEWS, Chairman of W. S. S. Educational Committee for Seventh District and Vice Director for Illinois.

Thrifty will be taught in the schools of the states constituting the Seventh federal reserve district.

The children of Iowa will help prepare the Little Lessons in Thrift which are being written by Prof. Macy Campbell of the Iowa State Teachers' college, under the general direction of an educational committee of the district.

Besides the chairman the educational committee consists of W. E. Larson, director of public instruction, Wisconsin; J. V. McNelly, Detroit public schools, Michigan; and Macy Campbell, Iowa State Teachers' college.

The Little Lessons in Thrift appear fortnightly on printed sheets. The lessons are prepared for the different grades in the schools. They are illustrated and interesting. They teach savings as a phase of good citizenship, solve problems of arithmetic in terms of thrift, stamps, checking, cash, candy and other things a child likes.

It is a new field which is being opened up and the war savings organization is rendering a great service to the rising generation. Nor is it all more theory. The teaching of the principles of thrift is combined with a sort of manual training in thrift, through the sale of War Savings Stamps in schools.

Thrifty the educational committee furnishes the schools with pupils' thrift cards, on which the teacher keeps an account of the amount, however small, which the pupil brings to her for, the purpose of buying stamps. This practice itself becomes educational, because the pupil gets introduced to simple bookkeeping and banking.

These plans have received the heartiest cooperation of the school administration in the various states and cities. The provincial and private schools also are co-operating in the use of the material and plans prepared by the committee.

The young men and women of the next generation will have higher respect for thrift and a better understanding as to how to spend their money, for they will learn even in the primary grades that thrift is not miserliness but a way of spending money so as to make it for them.

—SAVE, HAVE A PERSONAL SHARE IN THE FUTURE—

BILLIONS FROM THE NICKELS

Ever Stop to Think of Vast Sum That Can Be Saved From Small Amounts?

If every person in the United States saved a nickel in one day it would amount to \$1,000,000,000. And the just five million dollars richer. And then suppose the people kept this up for one month? It would mean that at the end of thirty days they would have saved one hundred and fifty million dollars.

Why not keep it up for the rest of 1919? What would be the result? One billion five hundred million dollars. Roughly like a lot of work for one little nickel to do, doesn't it, yet there are scores of industries in the United States which are paying big dividends on the little nickels gathered day by day.

This immense sum if invested in War Savings Stamps would earn on the savers approximately sixty-four million dollars in 1920—the work of "old man interest," who never takes a day off and who is continuously on the job.

Keep the Money Saved.

Thrift means saving money and keeping it saved. Patriotism does not mean enthusiasm today and indifference tomorrow. Buy War Savings Stamps and hold them. No man's duty is fully done when he purchases the securities. He must hold them.

GARDEN GIVES A LIFT.

A garden gives the game a lift. And helps us practice ways of thrift. That give us seeds from which we grow.

War Savings Stamps, that earn us "dough."

So with a garden lot to save That you may never be a slave. But keep on adding to your wealth, Your peace of mind and ruddy health.

Supervisors Indorse Good Road Amendment.

Nearly all of the County Boards of Supervisors have passed resolutions indorsing the proposal to amend the constitution to provide the machinery for issuing bonds from time to time for the construction of a system of main market roads leading to every community. In addition to the indorsement of the county boards, the State Association of County Supervisors, in annual session at Lansing, adopted a resolution pledging themselves individually and collectively to help the movement and help educate the people to the true character of the proposal.

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