

**HAWES OUTLINES ROAD LAW NEEDED UNDER BOND ISSUE**

Harry B. Hawes, president of the Missouri Good Roads Federation, has just issued a pamphlet outlining road building activities in other states, and pointing to the good features of the laws which they have adopted, and the plans under which they are working. In addition, he reviews what has been done in this state, and designates some of the things which must be done to give to Missouri full benefit of the outlay its voters have authorized. He says:

"The right to issue bonds for the construction of a comprehensive highway system having been ratified by the people of the state and placed in the hands of the legislature, carries with it an obligation on the part of the legislature to draft and enact the most forceful, workable, concise, equitable and progressive road measure ever placed upon the statute books of the state.

**Some Essentials of the Law**

After explaining that every county will have a chance to be heard and that Gov. Hyde and those in his administration will be consulted as to all of the details, he continues:

"Fundamentally the new law must include among its salient features some of the following provisions:

"Directing and authorizing the issuance of bonds.

"Directing the creation of a sinking fund to pay for the bonds, and safeguarding this fund.

"Designating either: (1) the roads upon which the \$60,000,000 is to be spent; or (2) designating a highway system upon which there shall be spent in each county that county's equitable portion of the \$60,000,000.

"Creating the machinery which is to supervise the distribution and expenditure of this fund, either by continuing the present highway department, creating a new department, or amending the laws creating the present department, so as to change the system now in effect under the present highway administration.

"Defining the powers of the state highway department and limiting these powers in respect to the various counties of the state and the rights of these counties in the matter of road construction.

"Defining the powers of the respective counties of the state in respect to the highway commission and the extent to which county courts may co-operate with or work under the highway board.

"Determining the method by which certain county roads already constructed or under construction or contract, shall become parts of the state highway system.

"Determining in what manner the counties in which such roads shall be taken over by the highway department shall be reimbursed for whatever money may have been spent on such roads.

"Determining how the equitable

share of a county in the \$60,000,000 may be computed and as to what factor shall enter such computation.

"Devising a scheme of maintenance for state highways or designating what portion of the maintenance shall be borne by the state or the respective counties.

**Method Used in Illinois**

"Our neighbor state, Illinois, offers excellent ground work for road legislation. In Illinois, however, the situation with respect to the \$60,000,000 passed by that state was somewhat different from the situation in Missouri, Illinois, in the legislative act which placed the matter before the voters, embodied a number of laws relating to the expenditure of the money and the manner of its expenditure.

"Illinois voters knew definitely when they voted on the \$60,000,000 bond issue that the roads which were to be constructed with the money would be certain primary roads designated by law and specifically described in the legislative act as routes. These routes numbered 46. The legislative act describing these routes indicated specifically where the roads were to begin and then listed certain cities or towns through which the route was to pass. The law did not designate the manner or description of getting from one of these listed cities to another but satisfied itself with the statement that the route was to proceed in a general direction, through the cities named. The Illinois law goes into the question of authority or last resort in the matter of engineering or other phases of construction.

"Probably the latest development of the route plan of state highway construction is found in Kentucky's most recent regulations. This law was passed early in 1919, and as yet may be said not to have had a clear opportunity to demonstrate its utility, but it represents a departure in highway plans and merits attention. The principle of the Kentucky law may be called simultaneous construction.

"This provides that construction work on the state highways shall begin simultaneously in fifty-one designated towns and cities. These are the prominent towns and cities of the state through which the highway system passes, and the theory of the law is that simultaneous construction will result in simultaneous completion. The Kentucky law also provides that construction work which begins at each of the fifty-one points shall radiate in a direct line from the centers of construction, as nearly simultaneously as possible.

"Michigan, in 1919, submitted a constitutional amendment to the people in the regular session of the legislature of 1919, and the amendment was ratified in April, 1919. This amendment provided that the state contract debts to meet deficits in revenue, and might borrow not to exceed \$50,000,000 for the improvement of highways, and issue bonds in pay-

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ment thereof. The subsequent act of the legislature provided for a highway improvement loan board and limited the annual expenditure or issuance of bonds to \$5,000,000 a year.

"Some idea of the extent of the work done by the California Highway Commission may be gained from the fact that in 1918, the state department was maintaining 1,500 miles of completed paved highways, 167 miles of highways which had been county roads and taken over from the counties by the highway commission, when it was found that such roads were parts of the state highway system, and 683 miles of what are known as mountain roads. This represents a total of 2,300 miles of completed highways which the highway commission had already constructed or taken over and which now form a problem of maintenance.

"Ohio's road laws are not identical with the laws of other progressive states but they are, in a way, very similar. The state highway department has broad powers in engineering, construction supervision, inspection, and superintendence. The highways of the state operate more or less under the absolute supervision of the state highway department.

"Minnesota in November, voted on what is known as the Babcock plan, for a state trunk highway system, passing through each of the counties of the state. Under the provision of the legislative act all money raised for state purposes shall be used on the roads designated in the trunk or Babcock system.

"The Babcock plan specifically designates seventy routes, with the further provision that additional routes may be designated whenever any county designates a new county seat. The fund for the building of the Minnesota system is a highway sinking fund created by motor vehicle licenses to pay the cost of bonds."

Everton continues many civic improvements.

**GARDNER AND THE LAND BANKS**

It is now generally conceded that the bankers and Eastern loan agents who formerly reaped such a rich harvest in the real estate loans to the farmers have effectually succeeded in tying up the operation of the Federal Land Banks through court proceedings. The Federal Land Banks have ceased to function for the present, at least, and as to whether they will ever be able to re-open depends upon decisions of the Supreme Court.

But all of this brings to our minds vividly the gallant fight made by our present Governor, Frederick D. Gardner, five years ago for the establishment of a State Land Bank system. It will be remembered that Gardner originated what was known as the "Gardner Land Bank System," having for its purpose the establishment by the State of Missouri of a Land Bank to loan money to the farmers on twenty-five years' time, with small annual payments, and very low rates of interest.

The state was to then issue bonds against these farm loans, sell the bonds on the markets of the world, and use the proceeds therefrom to make additional loans to the Missouri farmers.

The system worked out by the Governor was pronounced by the National Grange and other farm organizations as the simplest and most effective ever designed in the United States. The Governor proposed that the state of Missouri should capitalize this land bank for the benefit of the farmers with \$1,000,000, and that the bank should be operated under the direction of the State Bank Commissioner. Unfortunately, just about that time, the subject was taken up by the Federal Government, and a Federal law was passed, establishing Federal Land Banks, so that, when the question came before the voters of this State in November, 1916, the Governor's proposition failed to carry, thousands of people feeling that, in

view of the action of the Federal Government, a State Land Bank was then unnecessary.

We can now see that the Governor looked much farther into the future than many of us did. He foresaw then the ultimate necessity for a State Land Credit System. What a wonderful thing it would be if the people had voted favorably upon the Governor's proposition and under his great administration he had been able to establish and place in motion the machinery whereby these long-term loans could have been made by Missouri farmers at low rates of interest!

It will be remembered at that time one of the arguments used against the Governor's proposition was that the State had no money. The Governor promised the people if they elected him Governor, he would find the money with which to capitalize the bank, and how well he has carried out his promise! All people know that the Governor has paid off all the State's debts of \$2,500,000; that he has made the penitentiary self-supporting; that, when he goes out of office January 1st, he will leave on hand an unappropriated cash balance in the General Revenue Fund of \$5,000,000 for the purpose of establishing this land bank. In the event that the Federal system is finally thrown out by the Supreme Court and declared unconstitutional, then the voters of this state should arise, both Democrats and Republicans, and demand of the Governor that he re-enter public life for the purpose of establishing for them a State Land Bank in Missouri.

The time has come and gone when the farmer, the producer of the wealth of the nation, should be compelled to get on his knees and beg for the use of the money which he produces, and then be compelled to pay high rates of interest, besides commissions on his loans. Gardner's leadership in this great movement should be demanded by the farmers of this State.—Omar D. Gray's Sturgeon Missouri eLader.

**PICTURES OF DISTINGUISHED CITIZENS WANTED**

The Teachers College at Cape Girardeau is trying to secure a picture of every man who has served on the Board of Regents of the College. A special room in Academic Hall has been set aside as the Regents' Room. Pictures of the Regents are framed and hung on the walls of this room. The first board was appointed in 1873 and since that time many men prominent in Southeast Missouri have served on the board. Pictures have already been secured of many of them and the Board Room is interesting to visitors because of them. Among them are pictures of T. J. O. Morrison of New Madrid, author of the law creating the Third District Normal School at Cape Girardeau and member of the first board. Charles C. Rozier, also a member of the first board; Dr. W. S. Wilson, J. H. Burrough, L. J. Albert and Moses Whybark of Cape Girardeau; E. P. Caruthers, Thomas J. Baird and T. R. R. Ely of Kennett; E. A. Rozier, Dr. J. L. Haw and Kossuth Weber of Farmington; G. H. Rife of Fairdealing; Dr. G. W. Farrar of Ironton; Dr. J. R. McKinney of Bellevue; Dr. G. T. Bartlett of Poplar Bluff; Lewis W. Danforth of Charleston; T. P. Burford of Fredericktown; John H. Raney of Greenville; H. C. Schult of Caruthersville; C. D. Matthews of Sikeston; F. M. Norman of Dexter; Dr. J. P. Clark of Perryville; J. R. Wright of Doniphan, and C. L. Grant of Jackson. In addition to these appointed members of the board the State Superintendent of Public Instruction is ex-officio member of the board. Those whose pictures are at hand are John Monteith, R. D. Shannon, W. E. Coleman, John R. Kirk, L. E. Wolfe, W. T. Carlington, H. A. Gass, W. P. Evans, Uel W. Lamkin, and Sam A. Baker.

Stoutsville.—Local citizens raised 22 bushels Peach Blow potatoes from four 100-yard rows this season.