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Maine Roads, 1923: Address of Percival P. Baxter, Governor of Maine, at Annual Banquet of Maine Automobile Association

Percival P. Baxter

Office of Governor Percival P. Baxter

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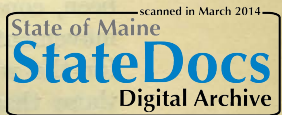
Maine Roads, 1923

ADDRESS OF



PERCIVAL P. BAXTER

Governor of Maine



AT

ANNUAL BANQUET

OF

Maine Automobile Association

PORTLAND

OCTOBER 2, 1923



STATE CAPITOL

AUGUSTA

MR. PRESIDENT, LADIES AND GENTLEMEN:

It always is a pleasure to attend a gathering of men and women who are interested in a good cause. This is especially true of the meeting tonight, for those present are, and have been, consistent and loyal supporters of the "Good Roads" movement in Maine. You have accomplished a great deal for the welfare of our State. This organization is not one of those that indulges in useless talk and makes promises; it is an organization of workers who have definite ends in view, and who every year have the satisfaction of seeing marked improvements made in all branches of road work. The State has reason to be proud of you and of what you have done.

TENTH ANNIVERSARY, 1913-1923.

The year 1923 is an anniversary we do well to observe. It marks the tenth milestone in our road program and I believe you will be interested in a brief survey of the ten years' work. First, I want to say that I have traveled over all of the principal roads in Maine and over thousands of miles of our cross-roads, and as Governor of the State I have no apologies to make for them. Taken by and large our roads are remarkably good, when one considers their vast extent, and our limited financial resources. The year 1913 was a turning point in Maine's history. Up to that time the State had no definite road program, and the "Good Roads" movement was in its infancy. Today our State highway system is laid out from one end of the State to the other, and the State Aid and Third Class Roads supplement it, and bring our outlying sections into one complete system. In 1913 good roads were few and far between. Today it is universally agreed that there is no branch of the State's work more important or more vital than that of providing suitable highways for our people and our industries. With an ever increasing public sentiment to support our road program we are bound to steadily advance every year.

Beginning in 1913 when we had no State Roads, we actually have constructed 743 miles of first-class roads and 1427 miles of second-class roads, at a total cost of \$7,323,673.53. This

however represents only a small fraction of what has been accomplished, for it does not include the vast amount of work that has been done by our towns and cities.

In 1913 the State began by spending on roads the sum of \$541,378.71 received from taxes and auto fees; while in 1923 \$3,029,504.48, from the same sources, will be spent, according to present estimates; an increase of 560%. The total amount spent during the ten-year period under direction of the State Highway Commission is \$28,961,455.31.

Federal Aid roads now under construction, and 1922 projects completed this year, total 103.21 miles, at a cost of \$2,774,809.80, while Second Class Roads, on the same basis, total 130 miles and cost \$852,272.16. The Third Class mileage now being undertaken is not as extensive as it should be, for these roads serve the rural communities and are vital to them. It must be admitted that in the past this class of roads has been neglected. The time, however, has arrived when the pressing needs of the small places must be recognized and provided for and I want to see Third Class roads properly constructed and reaching into every nook and corner of our State. There will be an improvement in, and extension of, Third Class construction during the coming year; and the needs of our agricultural communities at last are to be recognized.

The bonded indebtedness of the State that we have incurred for roads is comparatively small and very reasonable, considering the total valuation of our State, which is \$672,767,742. Bond money amounting to \$9,818,500 has been spent on roads during the period in question, and there now is available \$1,004,500 for work to be done after January 1, 1924.

FEDERAL AID

The present system of Federal Aid has meant a good deal to the State, and the United States Government has contributed during the years 1917-1923 inclusive, \$4,403,518, or \$14,689 per mile for Federal Aid Roads. The sum of \$824,889.23 of Federal money is still available for the State under existing United States laws. This Federal Aid money, however, is not an unmixed blessing. Ever since I became Governor I have realized that the States of the Union are contributing vastly more to the Federal Government than they are receiving back from it. As an example of this, the total amount received by

our State for Federal Aid in our several departments is hardly more than 15% of what the citizens of Maine pay to the Washington Government in income and inheritance taxes alone, and this 15% includes Federal contributions not only for roads, but for forestry, health, schools, and other purposes. From the two sources referred to Maine has sent to Washington over \$9,000,000 during the past year, so you will see that the Federal Aid returned to us represents only a small portion of what really is taken from the State.

There is a movement on foot in Washington to have the States resume some of the functions that, in recent years, have been taken over by the Federal Government. If this be done the Federal Government should relieve the States from certain burdens of taxation they now impose upon us. Federal Aid roads constructed and under construction up to July 1, 1923 amount to: gravel roads, 91.8, bituminous roads, 103.8, concrete roads 39.4, a total of 235 miles. I should like to see the old doctrine of "State rights" revived, under which the Federal Government attends only to those functions that properly belong to it, leaving to the States the management of their own internal affairs. Of course until this comes about we shall take all the U. S. money to which we are entitled. It, however, is easy to see what could be accomplished in Maine with the money, or even 50% of it, that now is being taken to Washington.

MAINTENANCE

The maintenance of our roads is fully as vital as the construction of new ones and marked progress has been made in this direction. In 1913 the State did not spend a dollar on maintenance, while in 1922 it spent \$1,029,112.20, and the mileage covered was 4,631. In my travels I notice a marked difference in sections of road that are being patrolled. Some patrolmen take great pride in their work, and certain roads in Maine are kept up to a high standard. In other sections the maintenance is sorely neglected. You all, no doubt, have seen what can be accomplished by the simple process of dragging a road after a rain storm. Oftentimes when I come upon a patrolman who has started immediately after a shower to drag his section I stop and congratulate him, for a word of encouragement is helpful and stimulating.

It is natural for any administration to want to make a good showing in road-building; the danger is, that we may build more roads than we properly can care for. From the first Maine has been a little weak on the maintenance question. It is fundamental that we should proceed slowly in adding to our burdens of new roads, until we make sure that every mile constructed will be properly kept up. This is ordinary common sense, and sound political economy as well.

GRAVEL ROADS.

A great deal has been said about gravel roads, and since I became Governor I have learned much about them. It is commonly supposed that *good* gravel roads can be constructed at a comparatively small outlay, but such does not seem to be the case under present conditions. In 1922 our First Class gravel roads cost per mile, \$14,413.20, as compared with the 1921 cost of \$17,011.95. You no doubt are of the opinion that these figures are large, and I agree with you, but the Highway Commission maintains that it is impossible to materially reduce them owing to the present high cost of labor and materials and to the necessity of building these roads with proper grades, foundations and drainage. Second Class gravel roads averaged per mile in 1922, \$5,989.07, and in 1921, \$5,950.97, and this type of construction is reasonably satisfactory for the wear and tear to which it is subjected. Of course Second Class roads will not stand the traffic of the First Class, and the comparison of their respective costs should be made with that thought in mind.

Most of our new construction is done under contracts entered into with contractors both within and without the State. My observations have convinced me that if our own Road Department itself would build our roads on a day labor basis under direct control of the practical men of long experience who are connected with the department, as a rule these roads would cost us less and would be built at least as well, if not better, than under the contract system. In this way we would constantly be building up our road department, and in road work experience is the greatest factor.

The more I learn of road conditions, the more inclined I am toward the hard surfaced road for State Highways, especially when maintenance costs are considered. When the cost of the

gravel surfaced roads approaches that of bituminous, which in 1922 averaged \$27,281.72 per mile, there is no question but that the latter form should be adopted, even though we do not build quite as many miles of new construction each year. Bituminous roads, except for snow, are available 12 months in the year; while the gravel roads will not give more than eight months good service. Of necessity our State will be a gravel road State, for we cannot afford otherwise, except in First-Class Highway construction; on the main thoroughfares, however, where traffic is heavy and continuous, the hard surfaced road is, everything considered, the most economical. Concrete roads are so expensive, \$42,401.79 per mile in 1922, that Maine only can afford a few miles each year in special locations connecting large centers of population.

The figures in the annual reports of the Highway Commission covering the *ten-year* period show that gravel roads on the average have cost much *less* than the figures I have given you, but it is not reasonable to compare figures of five and ten years past with those of the present time, owing to the great changes that have taken place in costs of labor and material. In road building, figures over five years old are out of date and useless for comparison. The Governor and Council went into the gravel road situation very carefully and hoped to obtain information that would show that this class of construction on First-Class Highways could be properly handled at \$6000 or \$7000 per mile. We may as well accept the inevitable and acknowledge that under present conditions, on an average, State Highway Gravel Roads properly constructed will cost from \$14,000 to \$15,000 a mile. With that as a basis we can lay out our road program and determine what type we need and can afford in any given location. No one is more anxious than I am to cut down the present high costs of all road work. State Aid, or Second-Class roads, must be of gravel. It is encouraging to see what our country road builders can accomplish when they have a few thousand dollars to spend on their town roads. These men take pride in making the money go as far as they can, and they deserve great credit for the good work they are doing.

STATE HIGHWAY COMMISSION

Of all the branches of our State Government none have been more severely criticised than the Highway Commission. This

is natural because of the fact that everybody uses our roads, and almost everybody thinks that he or she can build them better than State officials. For three years I have studied the question carefully, and unhesitatingly say that the work of the Commission has meant a great deal for the State, and that in my opinion they have carried it on in a businesslike way. They have rendered a distinct public service, have done their best to serve all sections of the State fairly and equitably, and have been strictly impartial in their decisions.

It is encouraging to know that men like the present Commissioners, as well as those members who formerly have served on it, have been, and are, willing to subject themselves to the criticism that is their lot. In so far as I am aware politics have not entered into their deliberations. The State owes these gentlemen a debt of gratitude. We were fortunate in securing Mr. William J. Lanigan as the new member of the Commission. In so far as I know neither he nor his friends ever thought of him as Highway Commissioner. I, however, for some time had him in mind and wrote a letter asking him to serve. I appealed to him to do so as a public duty. In accepting he made a considerable sacrifice of his personal affairs. I wish more prominent business men in our State would do as he did, when called upon by the Chief Executive to serve. Mr. Lanigan's acceptance was in marked contrast to another experience that I recently had. I have an important Committee to appoint, one that can render a great service to the community, and I already have appealed to nine citizens of the State, and only two of them have accepted. This is one of the weaknesses of our government, for business men too often are unwilling to serve the State, and yet they often seem eager to criticise those who unselfishly are doing their best in the public interest.

CRITICISM

It may be that in times past the Highway Commission sometimes have failed to explain their position to the people. This may have weakened their position. They often have gone ahead and done what they believed to be right, without thought that our people need "to be shown." Maine people, as a whole, are reasonable. If one takes the time to give them the facts they will understand them and, as a rule, will approve of what is being done. I however have noticed a marked

lessening in criticism during the past two years, and believe our citizens are beginning to appreciate faithful service.

Recently I was in an eastern city and several of the officials and citizens called upon me. Among the subjects discussed was the condition of a stretch of bituminous pavement that recently had been constructed by the Highway Commission. Several of the citizens told me that this road had "gone all to pieces" and "that the engineering was all wrong." Although I was eager to return to Augusta I arranged to inspect the road the following morning. This road is almost seven miles long. I went over it twice and made careful count of all places that were in any way defective. I counted five places where the surface of the road was slightly broken and five other places where it had sagged a little. The total area of all broken and sagged places would not equal one half the area of the dining room in which this banquet is being held. In fact the condition of the road was unusually satisfactory and the Highway Commission is to be congratulated upon having done a splendid piece of road construction. This is an example of what often proves to be unwarranted and thoughtless criticism. Once a story starts, it often spreads rapidly and does grave injustice.

When I first came into office I believed a full-time Commission would be preferable to the present part-time system, but experience has taught me otherwise. As long as we can find men like the present Commissioners, who are willing to serve the State and who do their work as faithfully as it now is being done, I do not want to see our system changed.

The cost of the administration of the Commission in 1922 was \$68,889.23, but that does not include the cost of engineering and inspection which was \$207,385.26; a total of \$276,274.49. These figures seem large to us and I suggest that the Commissioners go into them thoroughly and see if any considerable saving can be made.

BRIDGES.

The bridge problem is the most difficult one of all, for when one recalls that in Maine there are 5,987 bridges ten feet or over in length, it will be seen that we always shall be in trouble. In ten years the State has built and is building, 173 bridges. During the present year alone the State has completed, and is working upon 41 bridges, to cost \$1,028,127; while petitions

are on file asking the State to construct 65 more. Every town seems to feel that there is some particular reason why the State should care for all the bridges in that town. In my opinion the responsibility for practically all bridges should remain upon the towns in which they are located. The State, on bridges alone, could use all the money that is available for road work, and then hardly would have made a beginning on the bridge problem. The engineering and inspecting of bridges in 1922 cost \$44,910.17 and here again it would be well for the Commissioners to see if a saving can be effected in this item, which is included in the total of \$276,274.49 in the foregoing paragraph.

KITTERY-PORTSMOUTH MEMORIAL BRIDGE

The completion of the Kittery-Portsmouth bridge marks an important event in the history of the State. This bridge was built under a separate Commission consisting of the Governors of New Hampshire and Maine, and the Secretary of the Navy. \$1,500,000 was appropriated for it, and \$1,435,916.29 has been spent upon it. It is true that the State of Maine, in addition to its \$500,000 contribution, was obliged to pay for a 300-foot span to connect the main spans with Badger's Island, and to construct a road across that island and a second bridge across "Back River," so-called. The State of New Hampshire, on the other hand, furnished its own approach and the cost thereof was not much less than that of Maine's extra work. The engineers who had charge of this construction kept careful watch of every detail and expenditure, and deserve a great deal of credit for what they have accomplished. It is unusual to have a balance left on an appropriation such as this, but this balance doubtless will be available for the joint memorial features of the bridge.

The Governor and Council authorized the purchase of an entire block of land on the Kittery mainland. This is to be laid out as a park in which the State of Maine can, and I hope will, erect a memorial of its own. This will give those who come into Maine a pleasing prospect, and first impressions often are lasting. I believe the purchase of this land was a wise one, and I am anxious for Maine to erect a suitable memorial to the brave men who gave their lives in the recent World War. This entire block of land should be dedicated to the memorial and there should be no commercial or business structures erected upon it.

You will be interested to know of the traffic that has crossed this bridge, for that shows what this structure means to the State. During the first week 152,495 passengers and 46,450 cars crossed the bridge. The average passengers per car was 3.28. In estimating the entire traffic I have taken the actual count of the first 17 days and have figured three months traffic on that basis. For the second three months I have taken 60% of that traffic, for the third three months 40%, and for the fourth three months, 20%. If I am correct in these figures, 4,545,821 passengers in motor vehicles and 1,388,970 motor cars will cross this bridge every year. The old toll-bridge charged 15c. per car, which on my figures represents tolls of \$208,345.50 per year for automobiles alone. Foot passengers and teams would increase this revenue considerably. In other words, this large amount annually is saved those who cross the bridge, and it represents an excellent return on a total investment of about \$1,750,000, which figure includes the cost of both approaches. All the States in the Union, except Idaho, Nevada, South Dakota and Oregon were represented in the count referred to, while Massachusetts cars exceeded those of Maine by 57%.

INTER-STATE HIGHWAYS

We all agree that the principal highways leading into the State should be given special consideration. Having this in mind, we this year are spending on the Roosevelt Trail \$410,732.05, and 13.62 miles of that route are under construction. In another year this Trail ought to be completed to the New Hampshire line. I think it will mean a great deal to our entire State to have this avenue opened for out-of-State cars. We should also push the completion of the Jackman Road and the branch line leading to Rockwood, at Moosehead Lake, and as soon as possible should begin on the new road through Franklin County to Quebec. There are so many interesting road problems in Maine and so many wonderful sections of our State that ought to be opened to the tourist that I wish we now had several million dollars to spend on these new projects.

HIGH COSTS

Due to the present high cost of road construction the Governor and Council advised against starting some of the projects submitted to them by the Commission. There was one road

in question that presented an interesting problem. A bridge was built in Oxford County to connect two sections of projected new gravel road construction. As this road was to cost approximately \$20,000 a mile, we thought it best to wait another year, hoping that road costs will fall. One of the newspapers took this matter up and criticised us for having built a bridge that at the present time did not connect with any roadways, and referred to the bridge as "Baxter's Folly." This criticism naturally stirred up the local people. I did not hesitate to say to them that gravel roads that cost \$20,000 a mile were costing too much, and I told the Oxford County people that I felt they themselves would not approve of such high costs if they were advocated for roads in other sections of the State. The citizens of the county in question were entirely reasonable, after they understood, and the reaction was favorable. We may be able to build this particular road of bituminous macadam at approximately the same figures for a gravel road, or may be able to build it of gravel, in 1924, at more reasonable figures. If so it will be a good example of what can be done by "thinking things over."

Another section of road that has been discussed at great length is that at the easterly end of Wiscasset bridge. It was proposed to build at that location $1\frac{1}{4}$ miles of road and causeway, to cost not less than \$125,000. No doubt this cut-off is desirable, and I believe it will be built in the future, but at present the Councilors and myself are unanimously of the opinion that this heavy outlay should not be made for that particular piece of construction.

KENNEBEC BRIDGE.

The Kennebec bridge is a problem that was presented to the Legislature, and some day I hope to see a bridge span the river in question. Before this is undertaken, however, we ought to know just what such a bridge will cost, for once its construction is undertaken, it would be necessary to complete it regardless of expense. A bridge to cost two and one-half million dollars, and one to cost 50% or even 100% more than that, present very different problems. Before the State is committed to this project I want to have the river surveyed with the greatest care, and figures should be prepared that absolutely can be depended upon. It is not surprising or unreasonable that a great project, involving several millions of dollars, should require more than one Legislative session for its discussion, and

those in favor of the bridge have no reason to be discouraged. Personally, I do not like to get involved in anything unless I know just where I am coming out, and it is the same for a State as for an individual. We had better spend \$100,000 or even \$200,000 in obtaining accurate information, before we rush into a project that might cripple our financial condition.

DETOURS

The detour situation in Maine is not satisfactory. I believe we should exercise more care in having proper detour signs placed wherever work is being done. The Governor and Council realizing the importance of this question, somewhat over a year ago passed an order to help this situation, and some progress has been made. The plan is to have the local highway engineer in charge of construction be fully responsible for all detour signs. This has not been done as thoroughly as might have been, and I think the Commissioners should insist that their engineers take a personal interest in this matter and follow it up in every case. Nothing is more annoying than to get lost on a detour when a little thought and a few dollars would make the road absolutely well defined. Maine has been advertised as a "No Detour" State, but the facts do not warrant it. We must not deceive ourselves in this respect. Another small matter that would be greatly appreciated both by residents of Maine and by out-of-State tourists, is the erection by town authorities of suitable sign boards at all intersecting roads. Nothing would keep travelers better natured than this, and its cost to each town would be trifling. With my knowledge of Maine I often get lost, and what must happen to those whose State geography is not as up-to-date as is mine?

GASOLINE TAX

The gasoline tax of the last Legislature is bringing in a good revenue. On a basis of actual present day receipts, and estimating that these will fall off 25% every three months, we will average \$1434 daily throughout the year, or a total of \$523,711.98 annually. This is a form of taxation that is not felt to any great extent, and had it been anticipated that the price of gasoline would fall, as it has, I believe the Legislature would have made the tax two cents instead of one cent per gallon.

MAINE-MASSACHUSETTS ROAD "WAR."

About a year ago the newspapers boldly announced that Maine was at "War" with Massachusetts over the truck question. I was Commander-in-Chief of our military forces! I wish all wars were as bloodless as this one. A conference of State

officials settled the question, and I have not heard from it since. It is entirely reasonable for the State of Maine to tax trucks from other States, and I want to see this law enforced with absolute impartiality. It would pay our Highway Department to continuously keep a motor policeman at the Kittery bridge.

A VETO THAT WAS SUSTAINED.

At the last Legislature there was a bill, among the many that I vetod, that proposed to give New Hampshire trucks domiciled within 15 miles of Maine's border the right to use our roads without paying Maine any license fees. The condition of the gratuity was that Maine trucks in a similar area on the Maine side could use New Hampshire roads without payment of New Hampshire fees. This today is the law for *passenger* cars. It is most unjust to other sections of the State to give this concession to Maine people who live within 15 miles of New Hampshire. I do not know why Maine trucks or cars within 15 miles of New Hampshire border should have any privileges over the trucks within 20 miles or 150 miles of that State's border. The people of Cumberland and Aroostook are paying for the privilege that our York and Oxford County people are now enjoying. If I had possessed the power to repeal the passenger car exemption I should have done so, but all I could do was to prevent the passage of the truck exemption. No section of our State should be given privileges that are not accorded to the citizens of every section.

Motor trucks have come to stay. Our business interests could not do without them. They are paying reasonably heavy license fees at the present time, but I think it may become necessary in the future to place certain reasonable limits upon the speed of trucks, for of course these great weights cause unusual wear and tear on our road surfaces. More attention is required to guard against overloads on trucks, and motor policemen need to be more vigilant to apprehend those who offend our maximum weight laws. In this respect enforcement today is somewhat lax. I am of the opinion that the truck owners will be entirely fair in this matter.

DIVISION OF BOND MONEY

There has been some discussion as to how the State's bond money has been divided among the counties and you will be interested to know that Cumberland County has received the largest amount, \$1,715,608.88; while York has received the least, \$130,174.97.

ENFORCEMENT OF MOTOR LAWS

The enforcement of our Highway laws is of vital concern. Its importance cannot be over-emphasized. It is even more important for our highways to be safe for travel, than it is to have them smooth and comfortable. Law-abiding citizens who go out for pleasure or business are entitled to protection.

We really have but begun on the enforcement problems. Experience teaches us many things, and I believe we must do much more in Highway enforcement than we yet have attempted. Although I advocate economy in every branch of the Government, I should be willing to have enforcement cost even more than it now does, if we actually can make our highways safe.

Every time I return to Augusta after a trip about the State I am grateful that no accident has occurred to me. Reckless drivers are met everywhere. They pass one on turns and on hills regardless of consequences, and they drive with blinding lights that menace everyone who is obliged to use our roads after dark. Boys and girls who have not reached the age where they are entitled to a license may be met almost anywhere driving everything from a Ford to a Pierce-Arrow. Moreover in my opinion many adults who operate cars are not at all competent to do so.

In the first place I believe that every operator of a motor vehicle should be given a thorough examination, as is done in some states. Our people should be made to realize that whenever they drive a car on the roads of Maine they must comply with the laws, or else their licenses will be taken from them. What astonishes me most is that there are not more accidents than there are, for with the reckless driving that I everywhere encounter I should suppose a day would not pass in Maine without one or more fatal accidents. There must be some unseen Guardian Angel that protects us from harm!

The cost of our enforcement for the fiscal year of 1923 was \$76,904.27. We have 22 inspectors who drive automobiles and 21 motorcycle policemen. These men are faithful and doing excellent work, but in my opinion the enforcement division can be strengthened. Changed conditions require changed methods. Every member of the enforcement division should be mounted on a motorcycle, or at least able to operate one, including the chief himself. I should like to see a strong, able man placed at the head of the department; a man who knows something about military discipline and organization and who would make of his force not only a body of men who would enforce motor laws, but who could be called upon to respond to any emergency.

The Massachusetts plan is an excellent one. They have 140 motorcycle policemen. These men are uniformed, they pass a severe physical and mental test, they know how to ride both motorcycles and horses and they know how to shoot. They are a body of men that a state can be proud of. That is just what we want—active young men, service men preferred, who are physically and mentally alert. This would be an excellent place for some of our National Guardsmen. Politics of course would be an unknown factor in such a force.

To show you what these men do in Massachusetts, it happened last winter that one of the towns up in the Berkshire Hills was snowbound and its people were unable to get food.

Four or five of these State Highway Policemen were sent on snowshoes to that isolated region and brought relief to the citizens. I want to see our Maine Motor Police in 1924 selected with great care, properly uniformed, trained and equipped.

In speaking of law enforcement I want to say that I disapprove of Sunday work on Maine roads. Orders have been given by the Highway Commission that all Sunday work is prohibited unless there is a real emergency that warrants it in some particular instance. There is no excuse for road contractors to violate our Sunday laws.

The problem of the drunken driver is a serious one, and if I had my way they all would go to jail. One difficulty is that the individual citizen does not like to complain of an offender, but it is his duty to do so. If every citizen would report to the State or local authorities, intoxicated and reckless drivers, we would soon make real headway. I was in a town in Aroostook County a few weeks ago and a man drove through the main street at the rate of 45 or 50 miles an hour. He endangered the lives of children playing there and of citizens lawfully in the roadway. I immediately went to the deputy sheriff, had the man arrested, fined, and later, his license was recalled.

Every citizen should be a self-appointed guardian of the law, and his own instinct of self-preservation should prompt him to do so, because any day he may be the victim of one of these outlaws. Hardly a week passes without my being asked to intervene and obtain the restoration of a license for some person who, while intoxicated, was convicted of operating a car. It is useless for anybody to make such an appeal to me. What particularly disturbs me is that discrimination often is made in these drunken cases. There should be no favors granted a citizen just because he has ample means, or friends or influence. The most flagrant case of this sort occurred recently in a Maine city. A prominent citizen was arrested by the officers. The Municipal Court fined him and sentenced him to jail. The case was tried on appeal. Four police officers testified the man was intoxicated and that liquor was found on his person. The county attorney made a strong appeal for imprisonment. The defendant's attorney argued that his client had held a high position in public life, that the bottle of liquor had been obtained as a relief for a "toothache," and that it was being taken to the man's home to "rinse out his mouth at night" and relieve his suffering. The jury freed the man, and once again there was a travesty of justice. Nightly toothaches may soon become the most popular indoor sport. If this man had been some poor citizen without money or friends he promptly would have been sent to jail. One would think that such a case as this could not happen in Maine in the twentieth century. No wonder many people think that money and position will get a man out of any scrape.

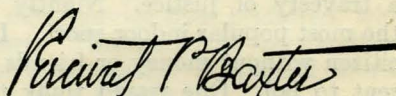
EVERY CITIZEN'S DUTY.

Let every member of the Maine Automobile Association himself obey the law and help the officers enforce it. The Massachusetts officers report that 87% of the motorists disobey the laws and no doubt Maine's record is no better. Such a state of affairs is disgraceful. In my travels around the State I often stop the Highway policemen, and obtain much helpful information from them. Occasionally friends of mine will pass me and see a motor cycle officer "holding up" the Governor. This furnishes much amusement for they gain the impression that the Governor has transgressed the laws he has sworn to enforce.

We all must be absolutely loyal to our State and should at all times speak well of it. This, however, is not always done, even by citizens of wide experience. Recently (July, 1923) the Vice-President, now President Coolidge, and the New England governors came to Maine as my guests. Some members of the party went with me to the Hotel Samoset in Rockland. On the way home we stopped at the New Meadows Inn for luncheon. Governor Cox and myself were standing on the porch of the Inn when a prominent citizen of the State approached us. I thought it would be courteous to present him to the Governor of Massachusetts, and did so. Governor Cox began by speaking enthusiastically of his Maine trip, while the first remark that came from the citizen of Maine was, "Well, Governor Cox, you must have found miserable roads all over Maine. I am sorry for you."

I was shocked that any citizen should speak so disparagingly of his own State, and especially before a distinguished guest. Governor Cox, however, rose to the occasion and graciously replied, "Far from it, we have had wonderful roads everywhere we have been, and I congratulate the State upon its fine highway system." The lesson taught by this incident is obvious. As a matter of fact Maine people have done remarkably well on their road program and have reason to be proud of their accomplishments.

The next ten years in the State of Maine will see even more marked improvement in our roads than has been made in the past. Our road policies are well established, and well matured. Our trunk lines no doubt will be completed within that period, and new trunk lines projected. I marvel at the progress that has been made, and congratulate the Maine Automobile Association and the State Highway Commission for having been the principal factors in it.



Governor of Maine.