

STATE OF OKLAHOMA Department of Highways Map Showing Condition of Improvement of the STATE HIGHWAY SYSTEM

STATE HIGHWAY COMMISSION

L. H. WENTZ Chairman
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M. E. TRAPP

THE first comprehensive highway system in the history of Oklahoma was launched when M. E. Trapp became governor. Trapp realized that the absence of modern highways was the greatest drawback to the state's development. Immediately upon taking office he set about to establish a scientific, practical system of state highways, and he succeeded where others failed. The test of time has proven unmistakably the value of his program.

The three-man state highway commission was created by an act of the legislature. Then after providing authority for establishing a road system, a method of financing road improvements was created. The auto license law was modified and a three-cent-a-gallon tax was placed on gasoline for highway purposes, obviating the necessity of bonded indebtedness.

Outstanding business men were drafted by the governor to comprise the commission. As soon as they took office Oklahoma witnessed the beginning of a highway construction program that was a marvel.

TRAPP was governor approximately 38 months. In that period more highway mileage, bridges and underpasses were constructed than had been built since statehood.

The Trapp appointed highway commission built 998 miles of roads, underpasses and bridges, compared to 812 miles of roads built in the previous 16 years.

It maintained 5,878 miles of roads and kept them fit for travel in all seasons of the year.

Under the Trapp administration 90 per cent of the present Oklahoma highway system, federal and state, approximating 6,250 miles, was laid out, improved and placed under a state maintenance plan that made the roads fit for travel every day in the year. For the first time, too, every highway was intelligently marked.

This big task was accomplished without the issuance of state bonds. Bonds are not required to complete the state highway system Trapp initiated. The state has sufficient revenue from other sources to finish the job.

The highway laws Trapp sponsored were only beginning to function well during the last year of his administration. In fact, the total revenue for all road building purposes during his entire term provided only \$15,148,988.70, whereas the revenue of the highway department last year alone amounted to \$12,382,011 and is increasing at the rate of from 12 to 15 per cent annually.

The Trapp system tapped many virgin, undeveloped communities which heretofore had been virtually inaccessible to the outside world. Roads were speedily opened to bring the rural resident within easy access of trade centers.

SCORES of recreation points were opened and for the first time Oklahoma citizens were given an opportunity to view the grandeur of their State. Hunting, fishing and camp grounds followed in the wake of the era of passable highways. Oklahomans took to spending their vacations amid the innumerable scenic spots within the State's borders, instead of pursuing the time-honored custom of spending the summer afar.

Notable among the marvelous scenic gardens of Oklahoma that for the first time felt the invasion of modern travel the Trapp administration established were the picturesque Kiamichi and Arbuckle Mountains, where splendor, history and romance have no equal.

Transportation likewise assumed a phenomenal growth and quick dispatch of trade and industry was prosecuted to all corners of the State. Land values increased with the advent of Trapp's modern all-season highways.

The fine progress Oklahoma is making today in providing modern highways is being done under the same laws Trapp initiated, with the exception of minor amendments, the most notable of which is an increase of one cent a gallon on gasoline, a wise step inaugurated under the present state administration.

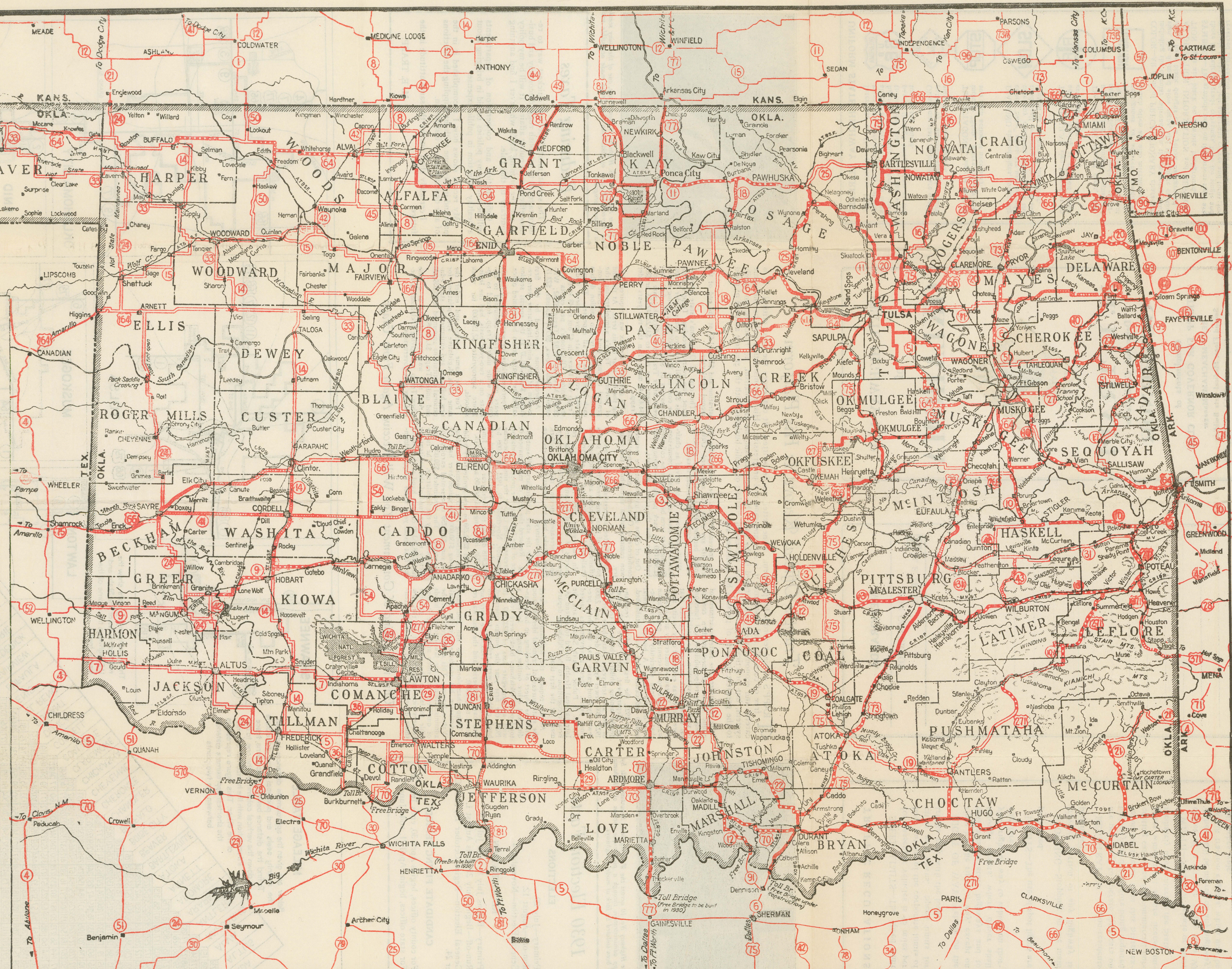
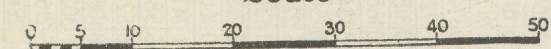
If Trapp is elected governor the entire state highway system can and will be completed during his term with the revenue produced by the present laws and without bonds or any additional tax.

A vote for M. E. Trapp is a vote for a road building Governor to finish the work he started; a vote for proven faithfulness and efficiency and seasoned experience that will reduce taxes.

Legend

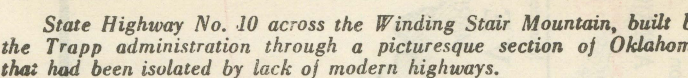
- Concrete, Asphalt or Brick Pavement
- Gravel or Sand-Clay
- Standard Graded & Drained Earth
- Earth, Maintained but not Standard Grade
- Under Construction
- State Highway Numbers
- U S Highway Numbers
- Electric Railways
- Railroads

Scale



TRAFFIC REGULATIONS

THE UNIVERSITY OF CHICAGO



ELECTIONS

REGISTRATION

REGISTRATION

CANDIDATE FILING PERIOD

CANDIDATE FILING PERIOD

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TRAPP'S official record is his platform. None better can be written. It challenges the most critical. It is free of cure-alls and nostrums; it is safe and sane and progressive. His administration will be the same careful and economic policy he pursued in the past. No sectionalism, no factionalism, no theories, no spoils system, but practical experience in the successful conduct of public business, with the greatest amount of good to the greatest number of persons his constant aim.

In 1925, the first year of the reorgan-

At his request the legislature created

Trapp championed the fish and game

more complete one of the most common

While Governor, Trapp served as chair-

Out of chaos and uncertainty he restored

In two years time the aggregate re-

Made the state penitentiary self-sustain.

Built \$262,250 in new penitentiary build.

The cost of Oklahoma's state govern-

No general state tax was required dur-

Appropriations approved by the first

Appropriations for weak schools for six

For the same period and under the

The surest, most direct and quickest way to reduce taxes is to establish rugged economy and business efficiency in public affairs. It will be my policy to use the pruning knife wherever I find anything contrary to this rule.

It is a little ball, across the same attitude in the

M. E. TRAPP.

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