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Dolls and Doll Carts are cheaper
at Walker-Grant's.**BIG MEN NEEDED****ON HIGHWAY BOARD**

(An Editorial)

The resignation of Chairman Lanham and Commissioner Burkett of the Highway Department, tendered and accepted Monday afternoon does not mean a settlement of the highway situation by any means. They merely mean the clearing of the atmosphere for the time being and open the way to a complete reorganization and a satisfactory handling of the highway problem.

There are several things the situation requires. First, public confidence in the handling of the Highway Department must be restored immediately. That confidence can best be restored by the type of men selected to fill these vacancies. The selection is up to Governor Ferguson and for the sake of her own administration, if for no other, the men she names should be men accustomed to handling big transactions; men of unquestioned ability and reputation. These places at this time, her action will go a long way toward re-establishing confidence in the Highway Department.

But men of this type, even if they can be induced from patriotic motives and a desire to serve the State to step into the breach, can not accomplish very much unless given a free hand and certainly none of this type can be expected to accept unless assured absolute freedom. As long as politics holds sway in the Highway Department, dissatisfaction with its work will continue and the public may as well expect disclosures in the future comparable with those it is now passing through. The Highway Department can not succeed if it is to be made the political agency of any administration. It must be regarded as a business institution and it must be conducted on a businesslike basis if it is to succeed.

The Highway Department is the most important agency of state government. It spends nearly as much money as the Legislature appropriates for the conduct of all other departments combined. Its annual expenditures approximate \$17,000,000 and with the increasing number of automobiles this sum is steadily mounting. The judicious spending of such an enormous sum is a task that requires men of the highest type of judgment and business experience, and then they can spend it wisely only when they spend it as business judgment dictates. If they are to be forced to listen to or even to accept outside dictation in the interest of politics, their efforts naturally will fail and the public will just as naturally suffer.

Our idea is that the Highway Commission should be composed of the best business men possible to obtain; that they should be allowed absolute freedom in the formulation of their policies, and that the chief engineer, whom the law makes the chief executive officer of the department, should function as such; that he should be held responsible for the building up of his engineering and departmental organization and responsible for the manner in which that organization functions. The rules that govern successful business enterprises should govern the Highway Department.

When the public realizes the great importance of the Highway Department, the enormous amount of money it expends every year, it will easily see the necessity for applying business principles to it. Then the Highway Department will cease to be the political agency of the state administration and its affairs will be conducted on a businesslike basis and to the best interests of the taxpayers. Then we shall hear no more of million dollar contracts let without bid or other road improvements awarded without even a semblance of a contract and without even any bond, as in the case of the American Road Company.

Men of the highest type are needed at this critical stage. It is to be hoped that Governor Ferguson recognizes this need and can induce them to serve. Then, the rest is up to the public. The public must, by its very interest in the situation, assure to the Highway Commission a freedom from politics that will enable the commission to conduct the business as a business of this magnitude should be conducted.—Fort Worth Star-Telegram.