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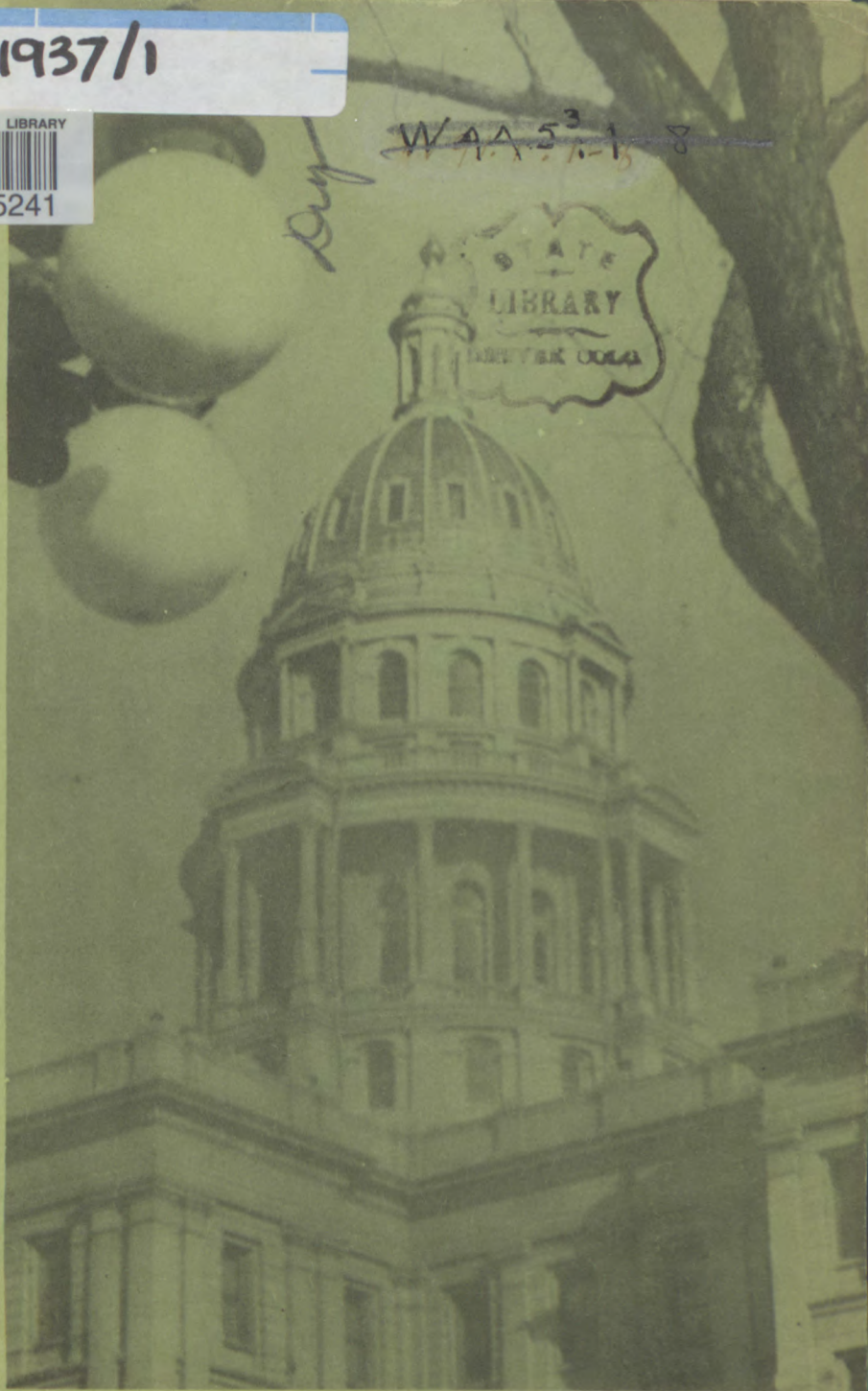
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JANUARY, 1937

Volume I—No. 8

Works Progress Administration
of Colorado

Colorado's Chief Executive



Governor Teller Ammons

Established as a section of the Emergency Relief Appropriation Act of 1935 "to provide relief, work relief and to increase employment by providing for useful projects."

The W. P. A. Worker

A monthly Pictorial Journal for Workers and Citizens of Colorado interested in the Statewide Projects of Works Progress Administration

"Only through a clear understanding by every citizen of the objective, organization, and availability of the Government agencies can they render truly effective service and assure progress toward economic security."
—FRANKLIN D. ROOSEVELT.

RICHARD BENNETTS
State
Director of Operations

PAUL D. SHRIVER
Colorado
State Administrator

ERNEST W. CORN
Assistant Administrator
In Charge of Information Service

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Vol. I

JANUARY—1937

No. 8

Our Kind of Folks

By Ernest W. Corn

The authors of the Declaration of Independence said that among other things everybody had an inalienable right to "life, liberty and the pursuit of happiness." Patriots and politicians ever since have endeavored to fasten all sorts of interpretations upon these rights. Generally they have been colored by the selfish motives of their advocates.

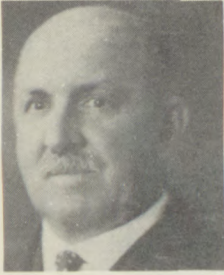
Except during the distorting heat of national political campaigns, we don't worry much about our liberties. They are reasonably well guaranteed by all and to all. Since happiness is largely a personal matter and springs principally from within, we are mainly responsible through our own acts or thoughts rather than outside circumstances if we are unhappy.

But the right to life—now that is something else again. We talk much of the fuller life. We hear a lot about the art of living. Sometimes we are accused of thinking the government owes us a living. This thought probably never occurred to those patriots who wrote the Declaration of Independence.

The very great majority of the people of Colorado have been noted for their self-reliance. They have asked nothing except the benefits of those

generally accepted government functions. It will be a social and civic catastrophe if a Federally-supported work program creates a group that thinks the government owes them a living; a group in which personal initiative and self-reliance has disappeared; a group which is content to go on accepting government work relief and is too demoralized to seek private employment or to accept it when offered at proper wages or working conditions. This would be a group unworthy of the citizenship they claim or the services of an administration trying to help those still willing but unable to help themselves.

The state of Colorado, where that pioneer spirit of self-reliance that asks no quarter still exists, will not be proud of nor overly patient with such a group. The same spirit that opens its heart in charity and compassion to those who are helpless or unfortunate holds in as sincere contempt those who refuse to try to help themselves but supinely ride along upon government aid, accepted as a right rather than a privilege. These are not real Coloradoans. They are made of different stuff. They may be among us but they are not a part of us. They are just not our kind of folks.



CHAS. D. VAIL
STATE HIGHWAY ENGINEER

STATE HIGHWAY DEPARTMENT

DENVER, COLORADO January 7, 1937.

Mr. Paul D. Shriver, Administrator,
Works Progress Administration,
810 Fourteenth Street,
Denver, Colorado.

Dear Mr. Shriver:

Every progressive Highway Department desires to benefit as large a percentage of the population of the state as possible. To do this it is necessary to develop a highway system under three distinctive subdivisions.

First of these is the Federal Aid System which constitutes the trunk line of transportation: Second, a secondary system or what might be called the county trunk line roads: and Third, the secondary county road system, much of which is now thought of as farm-to-market roads.

It will, of course, be recognized that only as the Federal roads or the trunk line system is developed are we able to facilitate the transportation requirements of agriculture, mining and other relatively isolated industries in our state, and to make effective the secondary system and the farm-to-market roads. The fact must not be lost sight of, however, that it is highly important that the highways which will lead into the more isolated areas be developed at the same time, as far as funds will permit, making it possible for those who live away from the prominent thoroughfares to get to them as quickly and easily as possible for market purposes.

It has been particularly fitting, it seems to me, that the Works Progress Administration, in its work relief program has been able to absorb such a large number of unskilled and semi-skilled employes upon this type of highway construction and upon the elimination of dangerous situations. It is gratifying to see Federal funds appropriated for unemployment relief made use of in this manner and I wish to assure you that this Department will be glad to cooperate in the future as it has in the past, to bring about a more complete transportation pattern as it is now being supplemented by the Works Progress Administration.

Yours very sincerely,

Chas. D. Vail
Chas. D. Vail,
State Highway Engineer.