

by taxation for the construction or improvement of public highways. *Provided, that the state may appropriate moneys for the purpose of acquiring, preserving and developing the forests of the state; but there shall not be appropriated under the authority of this section in any one year an amount to exceed two-tenths of one mill of the taxable property of the state as determined by the last preceding state assessment.*

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[Jt. Res. No. 25, A.]

JOINT RESOLUTION NO. 30, A.

To provide for the appointment of a joint committee of the legislature to investigate and report to the legislature upon the feasibility of the establishment and operation of a state owned plant for the manufacture of cement for use in the construction of state highways and bridges.

WHEREAS, It is a matter of common knowledge that cement is the most important factor used in modern construction of our state highways, and

WHEREAS, The cost of purchasing cement from private corporations and individuals has been constantly on the increase during recent years; the cost per barrel paid by the state ranging from one dollar and fifteen cents per barrel in the year 1916 to one dollar and eighty-five cents per barrel in the year 1920, exclusive of cost of freight and storage charged, thereby causing citizens of this state to pay additional taxes, and with every prospect that vast sums of money must in the future be expended for highway and bridge improvements, and

WHEREAS, It is estimated that the state highway commission in the year 1920 consumed approximately three hundred thousand barrels of cement in road construction and one hundred thousand barrels in bridge construction, expending state money for the same, one dollar and seventy cents and one dollar and eighty-five cents per barrel plus freight and storage charges; cost per barrel paid by the state at prices fixed by the highway commission in advance of time for receiving bids from manufacturers of cement, and

WHEREAS, There is a public feeling in this state adverse to expenditures by the state for material at unwarranted high prices, and

WHEREAS, Economic necessity in minimizing the cost of future

state construction of highways and bridges demands that the cost of cement be materially reduced and that the profits realized from cement purchased by the highway commission should pass into the coffers of the state rather than to large private corporations and individuals, and

WHEREAS, There is a public feeling that this evil could be remedied and the tax payers relieved from some of their burdens through state owned cement plants; now, therefore, be it

*Resolved by the Assembly, the Senate concurring,* That a special legislative committee be constituted consisting of two senators to be appointed by the presiding officer of the senate, and three assemblymen to be appointed by the speaker of the assembly, and two citizens, versed in the manufacturing industry of cement, to be selected by said legislative committee, be and hereby is created and appointed for the purpose of making a thorough investigation as to the facts and as to the advisability of Wisconsin engaging in the manufacture of cement to be used for state purposes, and especially for state road and bridge construction; and

*Resolved,* That said committee make a full report of its investigation and recommendations to this legislature and that said committee serve without compensation.

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[Jt. Res. No. 45, S.]

JOINT RESOLUTION NO. 31, S.

Memorializing the federal trade commission to issue a complaint against the trade practice of the steel industry known as "Pittsburgh Plus" and to expedite the proceedings now pending before said commission with reference to said practice.

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WHEREAS, There is located in the territory adjacent and contiguous to Lake Superior and Lake Michigan and particularly adjacent to the commercial and industrial centers of Wisconsin the largest and richest bodies of iron ore on the American continent, which said bodies, by reason of their close proximity to cheap water transportation for fuel and other materials used in making iron ore merchantable, would be of immense benefit and great value to the state of Wisconsin; and

WHEREAS, The benefits of this situation are in a very large measure withheld from the people of this state and the people of the northwest by reason of a practice known as "Pittsburgh Plus".