

JEFFERSON HIGHWAY DECLARATION

Published Monthly by
Jefferson Highway Association
Des Moines, Iowa

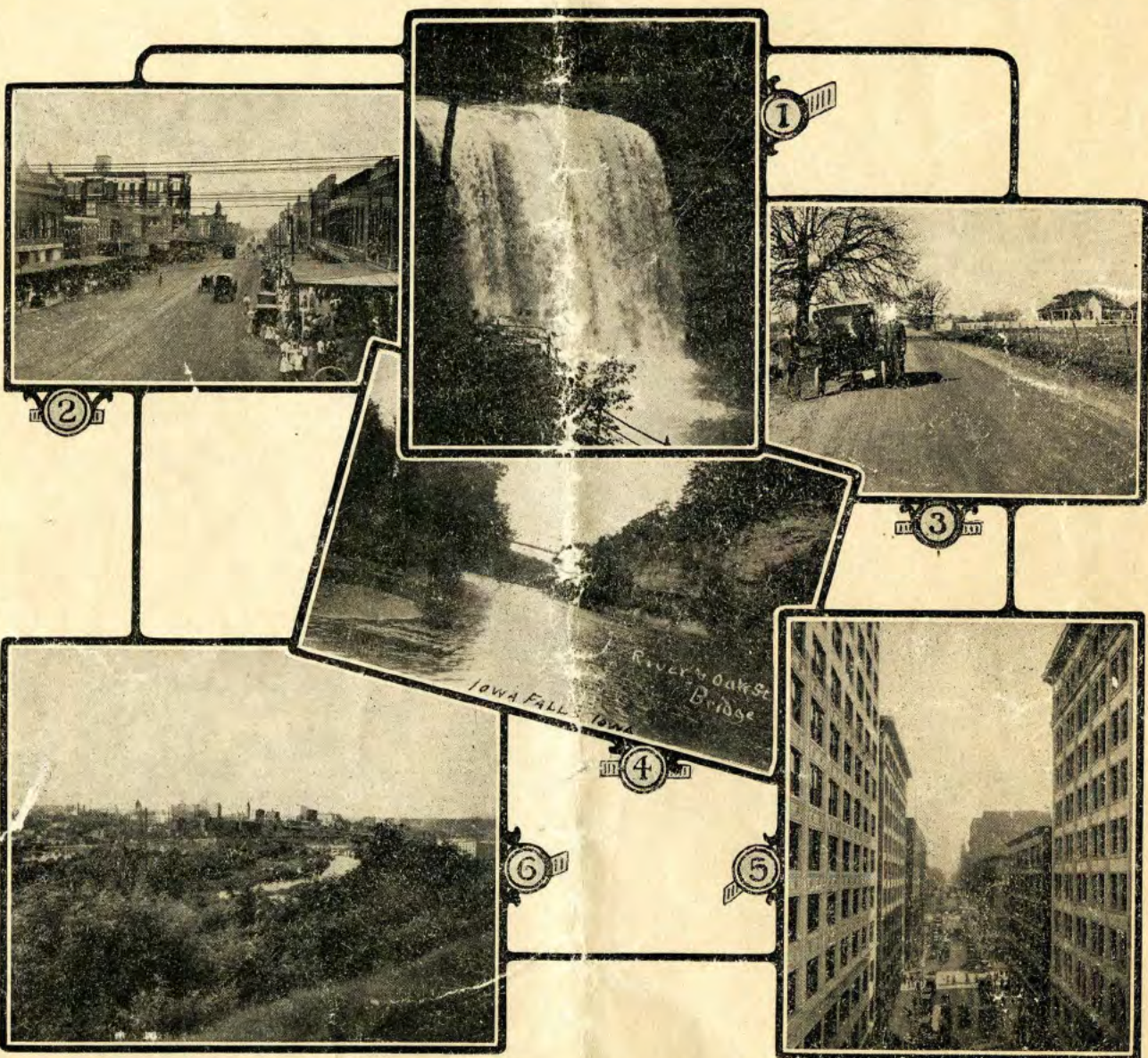


Devoted to the
JEFFERSON HIGHWAY
and Territory Traversed

VOLUME I

FEBRUARY

NUMBER 1



Scenes along "The Vacation Route of America"

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| (1)—Minnehaha Falls, St. Paul. Jefferson Highway passes nearby. | (3)—Hard surfaced section of Jefferson Highway, twelve miles from Shreveport, La. | (5)—Sky scrapers in Kansas City; one of principal terminal cities on Jefferson Highway. |
| (2)—Street scene on Jefferson Highway in Dennison, Texas. | (4)—Scene on Iowa River within view of Jefferson Highway near Iowa Falls, Iowa. | (6)—First view of St. Paul from Jefferson Highway, crossing High Bridge on Mississippi. |



(Photo taken at New Orleans Convention by H. J. Harvey)

Jefferson Highway Association

Official Organization

General Officers, State Vice Presidents and Directors

Names of above officers, reading from left to right:

Top Row:

W. B. Scruggs, Clark G. Powell, E. V. Parrish, Lucien E. Lyons, Jr., J. T. Bullan, Aleck Grouchy, Jr., W. E. Atkinson.

Second Row:

S. M. Dickey, W. F. Dodd, Geo. E. McNich, B. K. Coghlan, H. H. Polk, Oliver Bagby, R. W. Dick, R. K. Brown.

Third Row:

Marion Coulter, A. H. Shaefer, E. C. Harlan, Herman Roe, Geo. W. Cooley, J. H. Beek, Henry H. Orme, Thos. E. Cashman, H. F. Brownell, R. H. Manlev.

Fourth Row:

Paul Russell, R. S. Tiernan, W. N. King, D. N. Fink, E. T. Meredith (President), Walter Parker, W. A. Hopkins, E. J. Kling, John M. Malang.

STRONGLY SUPPORTED

The Jefferson Highway is backed by leading business men and commercial organizations from all the states represented. Never has a great public highway aroused greater enthusiasm nor received more unanimous support from all



the leading citizens along a proposed route.

The influence of the backers of the Jefferson Highway is being so strongly exerted in their individual communities as to have accomplished quite remarkable results in the two and one-half months since the New Orleans Convention, November 15th and 16th. Bond issues for hard surfacing of roads in many counties have been carried. Other counties are being guided to the same end, local road clubs have been and are being organized, and every week brings forth new evidence of the efficiency of the leaders and the support they are receiving all along from Canada to New Orleans.

Highways have been organized and to some extent marked heretofore, but the Jefferson is being built. The same might be said of the Lincoln Highway. These two are destined to be the nation's two greatest trans-national highways. The Jefferson because of richer country, comparatively simple construction problems, will be finished first of all national highways.

This Highway, because it crosses every zone of climate from extremely cold to gulf coast mildness is destined to be a popular vacation route for almost the whole Mississippi Valley. For maps and information address Jefferson Highway Association, E. T. Meredith, President, Des Moines, Iowa, or Walter Parker, Secretary-treasurer, New Orleans, Louisiana.



A Surpassing Country

When nature finished the continent of North America, she fortified it with a wonderful chain of mountain ranges on its western side and with a slightly lesser chain of mountains on its eastern side. Outside these mountains are great costal plains, flowing with milk and honey, teeming with great cities and indented along 12,000 miles of coast line with innumerable harbors unexcelled anywhere in the world. Among these mountain ranges are many splendid valleys and fertile plateaus, fabulous wealth in carelessly hidden minerals, inexhaustible supplies of timber, playgrounds for untold future millions of people.

But far between the great mountain range fortifications, in the heart and bosom of the continent, there lies an utterly measureless expanse of fruitful country. It consists of beautiful and partly wooded hills and valleys, gently rolling prairies, level plains that stretch away without a ripple in their verdant smoothness to the very ends of the horizon as though rolled out and carefully cleared and marked off for the most ideal farms on earth. Plains and hills and valleys and prairies are watered and drained by a thousand streams and ornamented by innumerable sparkling lakes. This incomparable country is a thousand, five hundred miles wide and two thousand miles deep from tip to tip. In its entirety it is known as the Great Mississippi Valley and contains the longest single river route on earth. In this heart of the American continent is the greatest agricultural country known to man, richest in natural resources and most advanced in the extent of its development. Within its bounds is more than half the total area of the United States and nearly half the population. It contains three-fourths of the total value of all farm property in the United States, and produces four-fifths of the total value of all farm crops grown in this greatest farming nation in the world. Its corn crops alone totals over two billions of dollars annually.

From the northernmost tip of this agricultural heart of America to the mouth of the great Mississippi River and to the largest city on the great Gulf Coast, runs the Jefferson National Highway. It is a Highway with nearly five thousand miles frontage on improved farms and will serve in this unequaled country some fifteen millions of the most enlightened and progressive farming people in the history of the world and some of the world's best cities.

With a country of that kind to serve and a people of that kind to build it, enough has been said for the future of the Jefferson Highway.



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FEBRUARY, 1916

Published Monthly by Jefferson Highway Association

Winnipeg, Minneapolis, St. Paul, Des Moines, St. Joseph, Kansas City, Joplin, Muskogee, Dennison,
Shreveport, New Orleans

News and Progress Along the Route Winnipeg—New Orleans



IT is a problem to know where to begin to record the work that has been done all the way along the route since the building of the Jefferson Highway was officially started, November 15th and 16th at New Orleans. Perhaps the best way is to begin in the north and proceed to the south. That was not exactly the way the work itself proceeded. As nearly as we remember, the first promising reports began to come in from the state of Oklahoma. Next activity in Missouri was recorded. Within three weeks something had been done in practically every community.

But to begin in the north, it can be stated that the workers in Minnesota gave us the impression that the Jefferson Highway through their state could be improved as a state highway and in a single state unit. Accordingly on December 28th, the Minnesota State Highway Commission met and took official action to designate a State Highway from the Iowa State line clear through the State of Minnesota to the Canadian border, which State Highway will be purposely selected for later adoption by the Jefferson Highway Association as the main route of the Jefferson Highway through Minnesota. While the Commission took this action and designated a route from the Iowa line as far north as Bemidji in the northern part of the state we have later been advised that there may be a revision in some of the shorter sections. It appears that the various communities which considered themselves on a possible route of the Jefferson Highway developed more interest than the State Highway Commission had expected and now demand a further hearing. The Commission is not in any way averse to giving this further hearing and desires by all means to select the best and most practical route from every standpoint. There will be little delay in working out these details and so it can be said that the section of the Jefferson Highway running through the State of Minnesota will soon be under active improvement of the state itself.

In Iowa there has been more or less competition for the main route but the route already organized as the Inter-State Trail between St. Paul and Kansas City is favored over other possible routes for a number of reasons. There are other routes that so far as we know at the present time might be just as desirable as the Inter-State Trail in point of population and simpleness of road building problems. The strong argument for the complete adoption of the Inter-State Trail through Iowa consists in the fact that it is a thoroughly direct route, that it touches many of the most important towns on a practical line across the State of Iowa, and lastly that it is already thoroughly organized as a cross state highway, is well marked by road markers



clear across the state and has undergone as a result of this organization, a very great amount of road improvement. For instance, there are at the present time, 205 miles of gravel surfaced road between Des Moines and St. Paul.

Before Iowa can progress properly with its road building and particularly with the hard surfacing of its public roads, a change in the state laws is required which will give greater lea way to counties for the issuing of road bonds. However, local 365-Day-Road-Clubs are being organized along the Jefferson Highway and when the road building spirit is created in local or individual communities, a big step has been taken in the building of good public roads. After all, it is the people who live on them who must take a great part in the actual building of roads adjoining their own properties.

The next state, Missouri, has road laws which permits its counties to issue bonds sufficient for practically all hard surfacing ambitions. Bond issues have already been passed by several counties traversed by the Jefferson Highway and in this connection, considerable competition has been gotten up. There are more serious contests over the routing of the main line of the Jefferson Highway through the State of Missouri than in any other state along the route. The City of Chillicothe and the county in which it is located have left no stone unturned in their efforts to have the Highway routed from Kansas City via Excelsior Springs, Chillicothe and northward to the Iowa state line and Des Moines. That is a perfectly practical route but on the other hand, St. Joseph is a city of no small importance and its population would furnish a very large amount of traffic for the Jefferson Highway. The counties which would be on the route if it came from Kansas City from St. Joseph have been doing very active work since the convention in arranging for bond issues to build rock roads. This work is progressing very promisingly and in view of the fact that the route via St. Joseph would be over the Inter-State Trail, it appears that that proposed route has a rather strong argument.

The Missouri sections, however, are details of the route which can be fixed by the directors in most any way they see fit without eliminating any of the main terminal cities and reversing their action at New Orleans except perhaps in the case of St. Joseph.

From Kansas City to Joplin both on the Missouri side and on the Kansas side of the state line, there will be rock roads by the first of next September if present plans are realized. This section is a contested section which was left to be settled by the road builders themselves. The route on either side of the state line which is in the best condition as a rock



road between Kansas City and Joplin by the first of next September is to be called the main route of the Jefferson Highway. In either case, the road not selected as the main route will be a rock road and will perhaps be called a branch of the Highway. Thus the local communities will have the advantage of a rock road for their own purposes and tourists can use one route going one way and the other returning, if they wish. Still there will be some advantage to the route that is finally designated and shown on the map as the main line of the Jefferson Highway.

The State of Oklahoma was the first state which has not already a considerable mileage of rock roads to decide that it would build a rock road for the Jefferson Highway all the way from the Missouri or Kansas State line to the Texas State line. In other words, Oklahoma proposes to make the Jefferson Highway a solid band of rock road clear across their wonderful state. This, having decided upon it, Oklahoma will do because that state harbors the kind of people who build and accomplish what they set out to do. Like Iowa, they need some legislation to enable their individual counties to issue bonds for road building but some action along this line was expected from the legislature at a special session on January 17th. We have not learned as yet just what action was taken, at that session.

The routing of the Jefferson Highway through Oklahoma was in some ways a surprise to the northern delegates. It was perfectly natural for theoretical route makers from the north to draw their lines on the map southward from Joplin through western Arkansas to Shreveport. The inviting of the hosts which assembled at New Orleans was left entirely to the New Orleans Association of Commerce. It was thought by the Oklahomans at the time of the convention to have been a joke without a point—and is thought now by the northern delegates to have been an act of providence—that the Oklahoma people were invited to the Jefferson Highway Convention at New Orleans and then were compelled to fight with all their might to get on the Highway at all. It is conceivable that they were considerably surprised to find themselves in attendance at a convention which apparently had no idea of building a highway through the wonderful State of Oklahoma.

The routing of the Jefferson Highway through Oklahoma has resulted in making this Highway a farm land route from one end to the other. It is furthermore, practically speaking, a level country route approximately 2,500 miles long. It is impossible to approximate the length very closely but if it is to be 2,500 miles long, this means that it will have a 5,000 mile frontage on land that is farmable and a large percentage of which is already improved. Oklahoma provided a level route as compared to the Arkansas route, has untold farm land wealth, larger commercial centers, oil fields, and a closer connection with the southwest. To sum it up the Oklahoma route add another great new state to the Jefferson Highway, which every tourist wants to see but would have missed if the main route had been designated through Arkansas.

So far as the map is concerned, it appears that only a very short section of the Jefferson Highway runs through Texas. But this is because the State of Texas is so large that a couple of hundred miles across one corner of it appears as nothing. The surprising part of the Texas section is that one county alone on this section has voted and partially expended over \$1,200,000.00 on rock roads. There is probably a larger percentage of the Jefferson Highway in Texas already hard surfaced with rock than of any other state section. What is not already rock is being rapidly organized through county bond issues and therefore, from Denison, Texas, on the Oklahoma-Texas line to the Louisiana State line will be a splendidly improved section of the Jefferson Highway in a very short time.

The grand old State of Louisiana which perhaps has more history and more sentimental interest for highway tourists than any other state on the Jefferson Highway, is actively at work for the improvement of their section of the Great Vacation Route of America. We are not sure who it was that gave the Jefferson Highway this new name but the route is undoubtedly entitled to that distinction. New Orleans claims to be, and has some right to its claims as, the winter Capital of America. It affords about everything that could be desired for a southern trip to escape the northern winters. It has a mild but ideal climate throughout the winter season, offers countless attractions and real opportunities for investors and busi-

ness people. Elsewhere in this issue of the Declaration, the zones of climate and various attractions of every section of the country northward to Canada are related. This is merely intended as a comment on the progress being made in actually building the Jefferson Highway and it therefore ends with that.

NEW ORLEANS CONVENTION

The Jefferson Highway delegates who attended the convention held in New Orleans on November 15th and 16th are well aware of the energy and enthusiasm displayed at that convention and no doubt would be interested in reading the complete report of the proceedings during the two days of that first conference. The report covers a total of seventy-seven extra long typewritten pages and the official stenographers seem to have successfully gathered most of the fire and oratory turned loose by the 300 gentlemen in attendance.

It is impractical to publish this complete report in the Declaration but it is proper at this time to express to the people of New Orleans, the appreciation of all of the Jefferson Highway delegates for the splendid entertainment and convention facilities furnished them at New Orleans.

The Jefferson Highway Association is now about two and one-half months old. The remarkable progress that has been made in this short time is a great tribute to the influence and the ability of the men who organized the Jefferson Highway Association at New Orleans. Our southern friends were induced to call a convention in their winter capital of America, first—because it was thought that New Orleans and the state of Louisiana would reap untold benefit from the Jefferson Highway and second—because it was thought that if the two ends of the Highway could be lined up and tied together, the middle sections would take care of themselves.

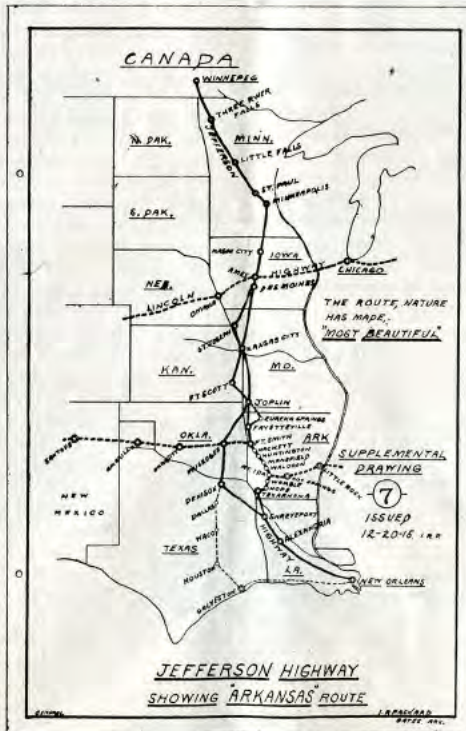
The convention was called to order in New Orleans by Mr. Lucien E. Lyons, Jr., of that city, now Vice-President of the Jefferson Highway Association for Louisiana.

Mr. Lyons' speech was in part as follows:
 "This Conference is undoubtedly one of the most important which has ever taken place in the history of highway development in the United States. The old Roman highways were built for military purposes. Our modern highways, especially those in the United States, have been very much neglected. The reason is apparent. We are not a military nation. We have been a rapidly developing commercial country, and with the advent of the steam locomotive, the railroads solved our transportation problems for the time being. But, with the coming of the automobile, a new scheme of things in the transportation world began to develop. We had to have highways. The farmer had to have some way of getting his produce to market more economically than the railroads could transport it. As a consequence, a new awakening took place and the great national highways began to appear. Now, this particular highway that this Conference is to consider, is to be named the Jefferson Highway, because it is to run through that great land known as the Louisiana Purchase, which, as you know, was bought for the United States by Jefferson in 1803. Mr. E. T. Meredith, of Des Moines, Iowa, asked us to call this Conference. The Association of Commerce complied with his request and sent out the call. For those of the delegates who may not be aware of just how this call was worded, I am going to read it. This same notice was sent out to every member of the delegation who is here now:

"On Monday and Tuesday, November 15th and 16th, there will be held at New Orleans, in the rooms of the Association of Commerce, a conference for the purpose of organizing the JEFFERSON HIGHWAY ASSOCIATION.
 "The purpose of this Association will be to put into practical effect a plan advanced by Mr. E. T. Meredith, Publisher of "Successful Farming," Des Moines, Iowa, for the construction of a National Highway from Winnipeg, Canada to New Orleans, to be known as the Jefferson Highway.

"Your organization has taken a keen interest in the construction of good roads, and as the final route for such a highway will naturally depend upon the interest taken and the support offered by cities and sections through which it is possible to pass, it is highly desirable that you be represented at this conference. Will you, therefore, appoint five delegates who are preferably

(Continued on Page 8)



Map Recently Issued by Arkansas Jefferson Highway Boosters

Linking Up Jefferson's Empire

By E. T. MEREDITH

WHEN the Jefferson Highway was conceived, it seemed to be the fancy of a dreamer. Even the necessity of an International Highway from Winnipeg, Canada to New Orleans on the Gulf was not freely admitted. The trend of travel since Columbus mapped out the first sea lane across the Atlantic, if not indeed long before, has been from east to west; the early Colonials on foot, later the Pioneers and Prairie Schooners, and still later the Great Continental Railroads, have always run westward.

We have no disposition to say that westward was not best for the establishment of all great lines of communication until the goal was reached in the Pacific Ocean. But the time has come to turn a part of our highway building efforts northward and southward.

A year ago in speaking of an automobile highway from Canada to the Gulf west of the Mississippi river, one would have had visions of impassible forest and lake country in the north, quagmires of mud in Iowa and northern Missouri, insurmountable hills of rock and turbulent rivers in the Ozarks, unnavigable swamps in Louisiana, and all in all an impractical highway in winter and a most difficult one in summer.

But the obstacles thus conjured up would have been the result largely of impressions received from the school geography. For, fifty years ago perhaps all these things were true in the extreme. The principal travelers who went north and south in those days were those who went by boat. The principal inhabitants at that time of much of the territory which is now traversed by the Jefferson Highway were Indians and buffaloes. But even at that, here has always been a country of remarkable scenery, of untold agricultural resources, of fabulous wealth in timber, minerals, oil and gas; in fact a greater stretch of potentially useable country than existed anywhere else in the United States.

As It Was at the Time of the Convention

By the time the convention for the formation of the Jefferson Highway Association was called in New Orleans, a great amount of sentiment had been worked up and there was no longer a question either as to the desirability of such a Highway or the possibility of making it a useable road 365 days in the year.

Most surprising facts have been developed in the work of tentatively laying out the route. Instead of there being practically no present connection in the highways north and south in this territory as was at first supposed, it was found that almost one-third of the proposed Jefferson Highway was already in a very good state of local organization. Not only was this great amount of the proposed Highway included in local good roads organizations but quite a percentage of the mileage was actually improved and in fairly good surface condition.

From Kansas City to St. Paul, the Inter-State Trail had been organized and well marked and had reached quite a fair state of improvement. Between Des Moines and St. Paul there are 205 miles of gravel road at the present time. Between Des Moines and St. Joseph, the Inter-State Trail has been marked graded up and well dragged. Between St. Joseph and Kansas City, the Trail was marked and although consisting of dirt roads, they had been graded up and fairly well dragged. I am informed now that this latter stretch will soon be rocked.



E. T. MEREDITH
President Jefferson Highway Association

The city of Joplin, Missouri, has been noted for some years in its efforts at building rock roads in its own and adjoining counties. The city of Joplin has 120 miles of rock road running north and south at the present time. There had already been considerable agitation to get rock road connections from Joplin to Kansas City. The opportunity of making this a part of a great International highway immediately served to stimulate and organize this sentiment, on both the Missouri and Kansas sides of the line.

Oklahoma was an unknown quantity in its connection with this proposed Highway until the convention at New Orleans. At that convention there were no livelier bunch of delegates on the floor than those from Oklahoma. Great promises were made by the Oklahomans and the practicality of routing the line through this wonderful state was firmly established in the minds of the convention delegates. Oklahoma proposes to enact laws and proceed at once to rock surface her entire section of the Jefferson Highway.

The Highway department of the state of Louisiana has mapped out a splendid system of highways for future improvement in that state and the Jefferson Highway will follow a route already outlined between Shreveport and New Orleans. The organized work in that state is progressing splendidly. The section of the Highway running north from Minneapolis was partially marked out in trails and the convention was assured by the representatives from the state of Minnesota, that the building of the Highway through their state was indeed no idle dream. I can now announce with pleasure that on December 28th the Minnesota State Highway Commission officially designated for state improvement, a route for the Jefferson Highway through Minnesota.

Three Weeks After the Convention

This country west of the Mississippi river is noted for people who do things. Perhaps they have received that spirit from Thomas Jefferson who did things to the extent of stretching his power until it cracked, as he expressed it, in the purchase of the greatest single body of agricultural land in the world—the Louisiana Purchase Territory.

These people of the middle west are the descendants of hardy pioneers. Obstacles, to them are mere encouragements to action. This is the only explanation of the spirit shown at the Jefferson Highway Convention at New Orleans, and of the enormous amount of work that was accomplished within three weeks after the date of that convention.

The Jefferson Highway authorities in the state of Oklahoma had decided within that time that the counties of that state traversed by the Jefferson Highway should construct a solid rock road from the Kansas state line to the Texas line.

The boosters on either side of the Missouri and Kansas state line between Joplin and Kansas City had held a number of meetings within two weeks after the big convention to organize their routes for rock roads between Joplin and Kansas City. The side which has a rock road in the best state of perfection by Labor Day, 1916, will be called the main route of the Jefferson Highway.

In northern Missouri one road meeting was held at which there were 300 men in attendance. Between St.

Joseph and Kansas City another meeting was held at which there were 250 in attendance. These meetings were also within three weeks after the New Orleans convention.

In Arkansas, a state which was busy with other state improvements and failed to be well represented at New Orleans, a splendid movement has now been organized to build a short line or scenic route between Joplin and Shreveport.

The corner of Tex^s which is traversed by the main route has voted for and has already partially completed its rock roads.

Iowa already has the Inter-State Trail organization as outlined.

In general it is confidently predicted by those who ought to know, that the Jefferson Highway will be hard surfaced all the way from Winnipeg to New Orleans within the next three years. Some have made the time even shorter than this but in the interests of conservatism, we hesitate to prophesy a complete improvement in less than three years time.

By hard surfacing or building the foundation for further improvement, the materials referred to are gravel, crushed rock and heavy asphalt oils or oil crowned roads.

In point of travel, no highway in the United States will in the long run, be of more value to the territory it serves than the Jefferson Highway. Few, if any highways will carry more traffic in the way of tourists. In the winter the attractions of the Gulf coast centering at New Orleans will draw the people of the middle

west and north. In the summer the unrivaled fascination of the lake districts of northern Minnesota and southern Manitoba will be an attraction that will draw not only the people of the middle west living near the Jefferson Highway but tourists from practically all over the United States.

As to centers of population, the Jefferson Highway, while it does not touch the greatest cities of the country, yet it does serve localities that in the decades to come are destined to be among the greatest centers of population in the United States.

No one will under-estimate either the present importance or the future growth of the main terminals which include, Winnipeg, Minneapolis, St. Paul, Des Moines, St. Joseph, Kansas City, Joplin, Muskogee, Dennison, Shreveport, Alexandria, Baton Rouge and New Orleans.

The Jefferson Highway Association and its members are not unmindful of the value of connecting lines and branches for the Jefferson Highway. The extent of the good roads spirit which has been created in all of the states comprising the Louisiana Purchase Territory, by the organization of the Jefferson Highway Association is impossible of estimation.

The final result will be not only a splendid single route from Winnipeg to New Orleans but a wonderful system of public highways serving this great tier of states between Canada and the Gulf and making this section of the United States not only the richest agriculturally but one of the most favored in the excellence and attractiveness of its thousands of miles of public highways.

News and Progress Along the Route

(Continued from Page 6)

good roads enthusiasts to attend this meeting and participate in the organization of this Association.

"Awaiting your reply and assuring you of our appreciation of your interest and favorable action, we remain,"

"Now, gentlemen, that explains in a few words what the object of this convention is. We must effect a working organization if we are to do anything with the Highway. Mr. Parker, of the Association of Commerce, and I, have had the pleasure of talking to a great many of you about this. Whether or not the selection of routes is to be taken up by this convention, it is for you to decide.

"Gentlemen, we have with us today a member of our Commission Council of New Orleans, who has taken perhaps a keener interest in good roads than any other one man in this city. It is particularly happy, therefore, that he is in a position to welcome you, and I take great pleasure in introducing to you Mayor Martin Behrman, who will now address you."

MAYOR BEHRMAN DELIVERED A VERY ABLE ADDRESS

As might have been expected, when the delegates from the eleven states represented came to select a main route for the Jefferson Highway, a fight was precipitated, the violence of which ought to be sufficient proof for all time as to the future importance of the Jefferson Highway. Naturally, however, the Highway could not be built until a definite route for it was selected, but it would be impossible to say whether the contestants had most in mind the idea of getting active work started on the Highway at the earliest possible date, or the idea of getting the main route of the Highway in their particular communities. It was the opinion of the Editor of the Declaration that the actual routing of the Highway should have been left to an official board of directors who would not have to take action on any section of the Highway until they had made a thorough field investigation either personally or through representatives from one end of the Jefferson Highway to the other. Speaking on that point the Editor said at New Orleans:

"Gentlemen, I don't wish the fact that we proposed this road to enter into this matter in any way, shape or manner. So far as Iowa is concerned, there are two roads out of Kansas City. I have said to people along both of these roads that I would do all in my power to have it go by the Inter-State Trail, but I didn't know anything about it. I haven't been over it. I would like to ask how many in this audience have driven over any road from Shreveport

to Joplin. Hold up your hands. Not a man here has driven those roads; and yet you say that you know where to go with this road. Now, I say if you were building a toll road over which you would take passengers at the least cost for tires, gasoline, time and dust, that you would send your engineers out and have them go over this road and find out about it before your money goes into it. I say that is the way this road should be determined. If it don't need to go a mile out of its way let's not take it a mile out of its way.

"Now, then, my judgment is that you should wait. I think this should not be voted upon, because none of us have held up our hands convinced that we know; let us not name a route we know nothing about; but let us name three or four or five men in each of these states who will go over these routes and bring in their reports of the hills, mountains, sloughs, the kind of rock roads, the probability of the counties paving these roads, and then discuss it and make reports to the board of directors; and the board of directors may say, we have two routes—we don't know which is the better, and we are going to hire our own man and then we are going to decide it on the merits of the case, and everybody will be satisfied. That is what we would do if we were building it out of our own money. Why not do it that way as a public-spirited enterprise?"

The official routing of the Highway was finally relegated to future action by the board of directors. But it transpired that the board of directors saw fit to perform a part of that future action before the return from New Orleans.

The main terminal points on the Jefferson Highway were officially fixed by the board of directors as being Winnipeg, Minneapolis, St. Paul, Des Moines, St. Joseph, Kansas City, Joplin, Muskogee, Dennison, Shreveport and New Orleans. The president in accordance with his convictions as expressed before the convention voted against this action but the majority of the board had the power and saw fit to act and the fixing of these main terminals is therefore a matter of past history.

The Editor, however, is not in favor of reversing the action taken by the majority of the directors at New Orleans and now heartily believes that the splendid organizing work, county bond issues, state wide endorsement and activity of all kinds accomplished in the states and sections lying between these main terminal points should be considered as an undivorceable part of the Jefferson Highway enterprise.

Considered from the standpoint of great cities, combined population

(Continued on Page 10)



Concrete Surface on Jefferson Highway on Baton Rouge-New Orleans Section

Jefferson Highway Strongly Organized

By WALTER PARKER

WHEN the American pioneers hewed their way westward they left in their wake crude but necessary trails. The ox-drawn vehicles of our hardy ancestors lumbered slowly through woodland and valley, across the desert regions, and spread the light of civilization in the wilderness. It is a far cry from the ill-fashioned trails of the nineteenth century to the modern highways of today, but it is well to consider the process of evolution which intervened.

In the old days the trails blazed the way for the settlers who, owing to their peculiar condition, were not imbued with ideas of speed. Many of them were content to spend months traveling from place to place, their sole idea seemingly being to ultimately reach their destination. Exposed to all the discomforts of primitive travel, they were content to plod along hopeful in the thought of finally gaining the land of promise.

Until the advent of the railroads and steamboats, the travelers of North America had no means of communication other than the trails. With the utilization of the steam engine as motive power, coincident to the development of water travel, the trails began to fall into disuse. Increased facilities for travel, better means of getting about with a minimum of hardship, soon relegated the old time trails to the background. It was not long before even the stage coaches, the fastest means of travel at the time, ceased operating. The steam engine held full sway on land, suffering opposition only from the boats in certain sections.

In order to preserve the historic value of the important avenues of early commerce and travel, it was deemed wise to place markers along the way to keep green the memories of the succeeding generations. It was not thought that vehicular travel would ever attain sufficient importance to justify the maintenance of the trails. The railroads gained a complete monopoly of most of the Transcontinental business, suffering only from the comparatively slight competition offered by the steamboats.

But the steamboat competition did not survive. Failure to provide adequate accommodations, proper terminal facilities, combined with a lack of foresight generally, soon eliminated the boats. Man's ingenuity constantly at work, year by year added to the influence of the steam railroads. Steel bands girdled and intersected the American continent, and close co-ordination inured to the ascendancy of the "iron horse." One by one the boats fell out of the race. The glamor and romance of steamboat travel soon gave way to the economic necessity of the times, and until but very recently, the day of water transportation seemed finally ended.

Meanwhile another era of land transportation came about. The inventive mind gave birth to the automobile. Its value as a practice, swift, sure and economic transportation asset came to be realized. At first it was adapted only to the cities, but it reached out into the rural districts wider and wider. Soon it began to be regarded as an essential of every day life, and its commercial value was made apparent.

With the perfection of the automobile came a realization of the necessity for improved highways. A glance backward disclosed the method employed by the pioneers in crossing the continent, and a new valuation was placed upon the trails. Steps were taken lo-



WALTER PARKER
Sec'y-Treas. Jefferson Highway Association
Mr. Parker is General Secretary of the
New Orleans Association of Commerce.

cally to again utilize the roads, and this has culminated in a nation-wide movement on behalf of good roads. A rival but not an enemy of the railroads has resulted. With the favorable spirit now being shown towards waterway improvement, along with the betterment of highways, the American people soon will have three, instead of one, means of national communication.

The American pioneers may have builded hastily when they advanced westward, but what they left behind serves today as an inspiration for their descendants. By improving and enlarging upon the scope of their work, the latter day American will rejuvenate the trails, and free himself from the evils consequent to no competition. The work of building national highways is not in an embryonic stage by any means; on the contrary, a considerable part of the system already has been installed. From this nucleus will grow a chain of highways penetrating every corner of the United States, linking cities, towns, villages and states. A closer communion between the residents of the several states is bound to come, leading as it will to unity of thought and a desire to work in harmony for the advance of the whole.

New Orleans, the largest city in the south, far down at one end of the country, lying within close proximity to the Gulf of Mexico, with the wealth and resources of the Latin-Americas at her elbow, will gain much through better highways. A few years back New Orleans seemed far removed from the rest of the United States, but with plans now afoot for the construction of a highway from Winnipeg, Canada, to the Gulf of Mexico, New Orleans feels herself drawn within the very center of the United States. "The Vacation Route," as the Jefferson Highway has been termed, is the medium by which New Orleans and the rest of the Mississippi Valley will be linked together in common thought and impulse.

When the Pacific-to-the-Atlantic Highway is in operation, New Orleans will have entry to the Pacific and the Atlantic oceans. The building of the Buffalo-to-New Orleans Highway will give her easy communication through the heart of the Middle Western States to the shores of the Great Lakes. Her people rejoice at the outlook, and are now engaged in working out their end of the plans.

The speedy completion of the Jefferson Highway will mean much to the United States, and more especially to those communities in the Mississippi Valley. That the people interested intend bringing the highway to an early realization, is best evidenced by the enthusiasm and spirit of co-operation manifest all through the Valley. With organization meetings being held in the different states to form aggressive bodies to handle the units of road building, and pledges of support coming in from all sides, it is safe to say that the Jefferson Highway is a foregone conclusion.

When the plans of the state organizations have sufficiently matured, a capable road expert will be employed by the Jefferson Highway Association to traverse the route selected at the New Orleans convention in November. This official will co-ordinate the plans and ideas suggested, and a concert of action is expected to be the outcome. A readiness to do everything designed to make the Jefferson Highway a reality, is one of the symptoms that indicates harmony all along the line.

News and Progress Along the Route

(Continued from Page 8)

lation of cities and rural sections, winter resorts, summer resorts, points of general and historic interest, scenery, agricultural, manufacturing and mineral wealth, it now appears that the main route of the Jefferson Highway indicated by the general terminal cities could not have been routed better.

The details of the main route between these terminal cities must naturally be worked out by the individual interests in each state, with the general approval of the whole board of directors.

So long as too great a variation in mileage is not made, the fixing of the main route should depend more or less on the willingness and ability of individual townships or counties to build their sections of the Jefferson Highway, particularly in the states where road building depends entirely upon county and township action.

In the case of Minnesota, we understand that the state itself will designate a State Highway between the Iowa State line and the Canadian border, improve this State Highway as a single unit and recommend it for adoption by the Jefferson Highway Association.

At the second meeting of the board of directors which is to be held in Kansas City on February third, it is desirable for the board of directors to take action on the detail routing of the Highway at least temporarily throughout its entire length. The constitution provides that any individual section can be changed by a majority vote of the directors at any time. In the meantime, the Jefferson Highway can not be given in official automobile guide books, maps, etc., published by outside interests nor can we get out an official guide book ourselves until at least a temporary route is fixed from Winnipeg to New Orleans. Therefore, considering that we have this power to change any detail when it is found that a change will benefit the Highway, it is important that a temporary route be fixed at once with the road data and improvement promises which have been secured since the convention at New Orleans.

The Editor feels that this tribute is due to both the delegates who attended the convention in New Orleans and the officers who were elected to officially guide the Jefferson Highway Association, that no more public spirited, nor more able, nor more aggressive, nor more influential, nor more eventually successful body of men ever joined forces to build a Highway. The Editor would ask to be pardoned for being unavoidable included in his own tribute to the builders of the Jefferson Highway. He means to offer this tribute to the others and to express his appreciation of being associated with such a body of men and of his need for their support of him in the performance of the duties which he has been selected to carry through. The thing that makes him feel particularly grateful and enthusiastic at this time is the remarkable work that has been performed by the men of the Jefferson Highway Association both official and private in practically every community all the way from Minneapolis and St. Paul to New Orleans in the short time that has intervened since the project was officially launched.

I look forward to the meeting of the directors in Kansas City with pleasure and feel that the year 1916 is going to show magnificent results in the building of this great National Highway from Canada to the Gulf through the great agricultural heart of the nation.

PERSONAL ABOUT THE BUILDERS

Mr. Hugh H. Shepard, lawyer of Mason City, Iowa, and director for Iowa, has been securing maps and detailed guide book information about the Highway from Des Moines north to the Minnesota State line. Mr. Shepard is general manager of the northern division of the Inter-State Trail, which includes the entire section between Des Moines and St. Paul. He has been one of the most active promoters of the Inter-State Trail and has generously transferred his activity and support to the Jefferson Highway. In his report of December 29th, he states:

"I have noted on the Cerro Gordo county map that the road is all graded and tiled from Mason City north to the county line and all graveled except one and one-fourth miles at the north end and that it is all graded and graveled from Mason City south to the county line except the last mile at the south end which is graded but not graveled.

"The road is all graveled for the entire distance through Worth county and that county is comparatively level. In Franklin county, one-fifth to one-fourth of the road is graveled and arrangements

have already been made for graveing the balance of the road through this county before the end of the coming summer. In Hardin county, there are thirty miles of the Inter-State Trail, fourteen miles of which are graveled, one mile paved and the rest well graded and dragged dirt road. Story county has already made plans for cutting down the only hill on their section of the Highway and for graveing their entire section during the coming year."

Dr. W. Shippingwell, President of the American Hay Fever Prevention Association wants the builders of the Jefferson Highway to interest themselves in an anti-weed campaign along the Jefferson Highway and thus aid in a National campaign for the prevention of Hay Fever. At first thought, it might seem unfair to thus deprive Minnesota of one of her chief advantages to tourists from the south in the summer time. However, Doctor Shippingwell explains that Hay Fever sufferers can not stand the necessary automobile trip along the weed invested highways to get themselves up to the non-hay fever sections of Minnesota. To make the Jefferson Highway free of hay fever producing weeds, would therefore be of great importance. Any anti-weed campaign is a good campaign whatever the object.

The American Hay Fever Prevention Association have offices in the Audubon building, New Orleans and their National campaign against hay fever producing weeds to be inaugurated the coming spring will be heartily supported by Jefferson Highway builders.

Mr. J. Frank Smith of Pleasanton, Kansas, has been a very effective and active worker for the Jefferson Highway since the convention at New Orleans. As mentioned on another page of this issue, Mr. Smith, while not an official member of the general Jefferson Highway Association, has been made secretary-treasurer of a central Kansas division for work in Kansas. Mr. Smith is also president of the Eastern Kansas Good Roads Association and he is chairman of a state wide organization called the Association of 365-Day-Road-Clubs. He is vice-president of the Kansas Good Roads Association which is a state organization and is author of a road bill which is now being boosted for the attention of the Kansas legislature.

As soon as Mr. Smith returned home from the convention, he immediately got out Jefferson Highway stationery and commenced to issue a weekly news letter concerning the progress in Kansas.



Hotel Dennison—Where Jefferson Highway Tourists Stop in Dennison, Texas

Mr. R. S. Tiernan, of Fort Scott, Kansas, vice-president of the Jefferson Highway for Kansas is president of the Central Life Insurance Company of Fort Scott. He has been a good roads booster for a number of years and has been urging two cross state highways for Kansas for some time. Bourbon County, Kansas in which Ft. Scott is located is the pioneer county in rock roads in Kansas. Ten years ago they began building four miles of rock road each year, and today leading out of Fort Scott they have forty miles of first class rock road. Mr. Tiernan has been one of the leaders in this work.

Mr. B. K. Coghlan, one of the Jefferson Highway Highway Directors for Texas is vice-president of the Highway League of Texas and an Associate Professor in Highway Engineering in the agricultural college of Texas.

PHOTOGRAPHS WANTED

The president sent out a call for photographs some time ago and there has been a very pleasing response. Nothing speaks as forcefully to the average person as good pictures and it is desired to select and use in various ways as many photographs of all sections of country bordering on the Jefferson Highway as possible. Some of these photos will be used in the Declaration, some will be used in guide books issued from time to time and others will be used in newspaper and magazine and automobile journal articles which will be published concerning the Jefferson Highway. Not only will the Highway itself be benefited by this picture publicity but all of the territory through which the Highway passes will thus secure the very best kind of commercial advertising. Both the Jefferson Highway and the Journal and all books that are gotten out are sure to serve as great commercial boosters for all the communities touched by the Jefferson Highway.

(Continued on Page 12)

Inter-State Trail Offered

Splendidly Organized System is Tendered in Fee Simple



MR. W. A. HOPKINS
Director Jefferson Highway Association; President of Inter-State Trail and Banker of Lamoni, Iowa

WHEN the Jefferson Highway was in process of formation, the founders desired to follow existing highways wherever available and in so far as they did not interfere with directness or miss important cities and points of interest. It was not known whether existing highway organizations would wish to be absorbed by a new and greater highway organization for a highway from Winnipeg to New Orleans but it was at least hoped that some plan could be worked out under which the present organizations would co-operate with a larger organization even though they should elect to retain their present individuality.

The longest section of organized highway was found to exist between Minneapolis and Kansas City. This was the Inter-State Trail, now well-known by all of those interested in the Jefferson Highway.

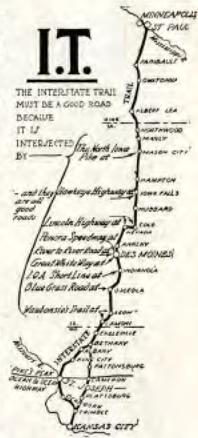
When the subject of organizing the Jefferson Highway was presented to the officials and promoters of the Inter-State Trail, it met with a generous and hearty response from them. It is surely a great tribute to the pub-

lic spirit of these men that they have been willing to lose their identity and merge the splendid work they have already done with the promotion of this new North and South Highway which is to extend from the Canadian border to the Gulf. The Inter-State Trail was offered as a thoroughly well marked and well organized section and presented on a platter to the promoters of the Jefferson Highway. This attitude of the Inter-State Trail builders should not by any means be taken as an indication that they had lost interest in their own work. The Inter-State Trail Association was said to be one of the best organized and most effective Highway Associations in the United States. There had been no let up in their work and no decrease of interest or subsidence of public support in any way. Over the Inter-State Trail, the distance from St. Paul to Kansas City, via the Cameron direct route in Missouri, is 503 miles. This is but five miles farther than the Rock Island short line rail route from the Twin Cities to Kansas City. It is nearly a direct route or line between Fort Snelling, Minnesota, Fort Des Moines and Fort Leavenworth, thus affording a direct and practical military route for the transfer of troops and supplies between these inland forts should there ever be future need for such utilization of the Highway.

The Inter-State Trail passes through more than sixty interesting cities and towns, nearly everyone of which has some special attraction for tourists. It passes through some of the richest and highest priced farm lands in the United States and is a farm land route from one end to the other notwithstanding that it has a wealth of beautiful scenery.

Within a radius of twenty-five miles of St. Paul and Minneapolis are one hundred of the finest of Minnesota's ten thousand wonderful lakes. Included in these are such resorts as Lake Minnetonka and White Bear Lake, both a short distance from the Twin Cities and connected by trolley lines, Minnehaha Falls and numerous other lakes, parks and drives. There are a number of splendid lakes in southern Minnesota and northern Iowa within a short distance of the Inter-State Trail. One of the most important of these is Clear Lake located ten miles west of Mason City, Iowa, and connected by a very fine road.

The Inter-State Trail was organized at Lamoni, Iowa, in March, 1911. It is divided into sections similar to a railroad and each organized city and town, through their local trustees, are held responsible to the Association for the up-keep and improvement of the Highway through their respective cities or towns and



These Handsome Markers Have Been Placed all the Way from St. Paul to Kansas City

half way to the first organized city or town on either side. The Highway is now marked all the way from St. Paul to Kansas City with the exception of a few very short sections and the marker is one of the most prominent and serviceable ever gotten up for highway marking on so large a scale. A ten foot cedar post is used with a six inch top and on this is placed an enameled steel sign ten by thirty inches in size, bearing the words St. Paul, Des Moines, St. Joseph, Kansas City, Inter-State Trail. In addition to these special signs, five telephone poles or other poles are painted at each cross or intersecting road indicating the route of the Trail either in the country or in town.

The general official organization of the Inter-State Trail consists of Mr. W. A. Hopkins, president; Mr. J. C. Danielson, vice-president; Mr. G. W. Blair, treasurer; Mr. Daniel Anderson, secretary; all of Lamoni, Iowa; Mr. James S. Harvey, of Leon, Iowa, assistant general

manager southern division, Des Moines to Kansas City; Mr. Hugh H. Shepard, Mason City, Iowa, General manager northern division, Des Moines to St. Paul.

While Kansas City, St. Joseph, Des Moines and St. Paul have all been designated by the Jefferson Highway directors as general terminal cities on the Jefferson Highway, they have not as yet adopted the Inter-State Trail as a whole. The detail fixing of the main route of the Jefferson Highway between the terminal cities was deferred to a future date so that the various claims of contesting sections might be carefully examined and passed upon. Therefore, several contesting routes through Iowa will have a hearing. The Jefferson Highway Association, however, has been very fortunate in receiving the endorsement and active support of the promoters of the Inter-State Trail and their offer to make this a section of the Jefferson Highway will receive very respectful attention.

News and Progress Along the Route

(Continued from Page 10)

Mr. Walter Parker, general secretary and treasurer for the Jefferson Highway Association, is also general secretary for the New Orleans Association of Commerce. Mr. Parker is one of the big men connected with the Jefferson Highway and his influence and ability are counted on very largely. A telegram from Mr. Parker received on January 26th indicates the extent of the work in Louisiana. The message reads as follows:

"Louisiana interests working hard on our end of Jefferson Highway. We may succeed in getting double track paved roads from New Orleans to Baton Rouge. Can assure you interest in the great Highway project is growing steadily."

The Jefferson Highway Convention at New Orleans closed on the evening of November 16th. On the morning of November 18th, the Kansas delegates held a Jefferson Highway breakfast and special Kansas conference at the Goodlander Hotel in Ft. Scott, Kansas. They had evidently just stepped off the train returning from New Orleans and they either had a printing press on the train or the telegraph wires between Ft. Scott and New Orleans were kept very warm. At any rate, an elaborately printed menu and program was ready at this breakfast with the names of the Kansas officers and the national officers. The menu was inspirationalized by very appropriate quotations from Thomas Jefferson.

Mr. D. N. Fink, president of the Commercial National Bank of Muskogee, Oklahoma, is vice-president of the Jefferson Highway Association for Oklahoma. Mr. Fink's influence is being strongly felt in the agitation to get proper laws passed by the Oklahoma legislature to enable the various counties to handle bond issues and proceed with their rock road building for the Jefferson Highway clear across their state.

On December second, or about two weeks after the New Orleans convention, Mr. Fink wrote:

"You would be more than gratefully surprised if you could see the the enthusiasm displayed by the citizens of this state since the holding of the New Orleans Convention. County after county has perfected organizations even carrying it out in detail to the township. The sentiment is of one accord to build a rock road-way through this state."

Mr. J. T. Bullen, of Shreveport, Louisiana, was made one of the Jefferson Highway directors for the State of Louisiana. Mr. Bullen is Highway Engineer for the parish in which Shreveport is located. Shreveport has appointed a special committee to co-operate with Mr. Bullen. This committee consists of Mr. F. T. Whited, Mr. S. J. Harmon and Mr. S. H. Bolinger.

The Shreveport Chamber of Commerce Bulletin for December says:

"It is the opinion of those who took part in the New Orleans meeting that much of this great Highway will be completed, marked

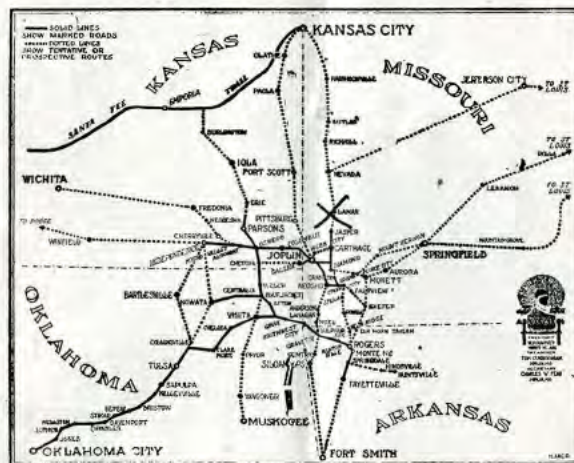
and started within two years and many believe that it will be the most extensively traveled Highway in America."

Chillicothe, Missouri, claims to have more cross state, inter-state and national highways than any other city in the United States. In all they claim about thirteen of such highways, either organized or proposed and six county seat trails in addition. Of course, several of these highways run over the same roads for some distance out of Chillicothe. Furthermore, at the present time most of them consist of dirt roads but they are well graded and well dragged. With its present spirit of good roads building, Chillicothe and the county in which it is located will, no doubt, have scores of miles of rock road within the next few years.

St. Joseph, Missouri, has the Pike's Peak Highway from New York to San Francisco, the Inter-State Trail from St. Paul to Kansas City, the Saints Highway from St. Joseph to St. Paul, the Ayr Line from Atchison to Des Moines and several other Trails of lesser importance. If the Jefferson Highway is finally and definitely routed through St. Joseph it will of course absorb the Inter-State Trail.

FUNDS COMING IN

The funds for the general expenses of the Jefferson Highway Association have been coming in in a very satisfactory manner. The important cities on the Jefferson Highway were to be assessed \$100.00 each. Several of these cities have already remitted their assessments. Private donations at New Orleans totaled \$2,500.00, and consisted of \$500.00 from D. N. Fink, of Muskogee; \$1,000.00 from H. H. Polk, Des Moines, and \$1,000.00 from E. T. Meredith, Des Moines. Elsewhere in this issue will be found the Constitution and By-Laws which gives the amount of dues for sustaining memberships, etc. The general expenses of the Association will not be high and no difficulty is anticipated in taking care of them.



Field of Activities of Ozark Trails Association; a Very Efficient Good Roads Organization, Which Will Be of Great Assistance to the Jefferson Highway Association

THAT KANSAS BREAKFAST

Mr. Robert B. Bauer, vice-president and secretary of the Ft. Scott Tribune-Monitor said on November 19th in regard to the Jefferson Highway breakfast held on the 18th in Ft. Scott:

"To show the enthusiasm of the people of this part of the country, I wish to state that 300 people braved a storm at 7:30 in the morning and met the delegation at the train with fifty automobiles.

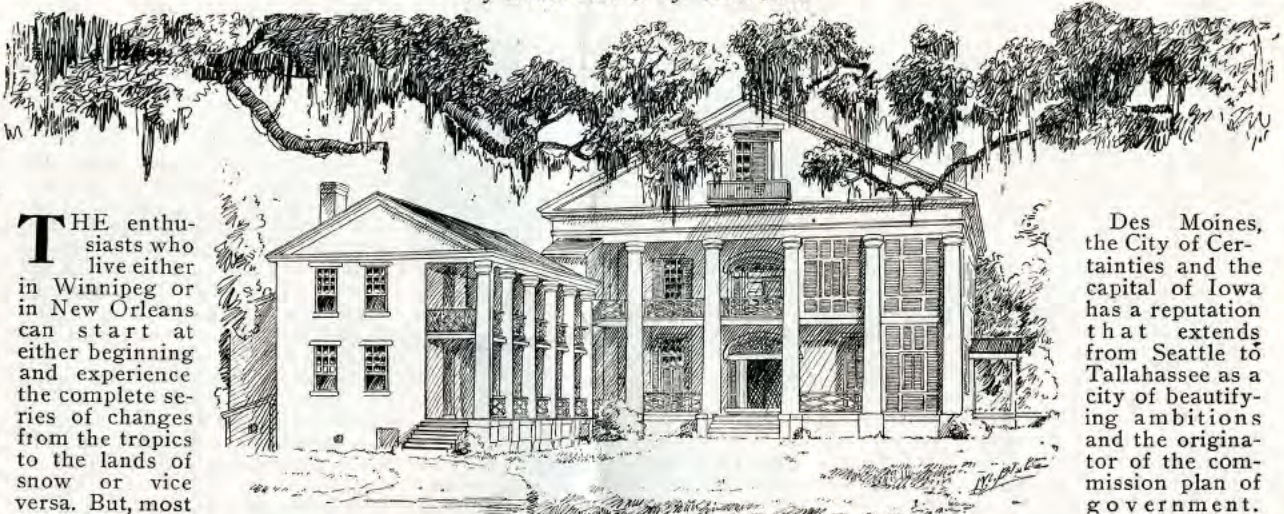
"Everybody is burning up with enthusiasm here and when the first monday in September, 1916 rolls around, every foot of the Eastern Kansas route will be rockied. Nightly meetings are to be held through the country districts in all of the counties and as we have a law under which hard, substantial or rock roads can be constructed, we do not expect a single handicap."

(Continued on Page 14)

From Pine to Palm

On the Jefferson Highway

By FREDERICK J. WRIGHT



THE enthusiasts who live either in Winnipeg or in New Orleans can start at either beginning and experience the complete series of changes from the tropics to the lands of snow or vice versa. But, most people who travel over the Jefferson Highway will hit the great trail probably somewhere between Kansas City and St. Paul.

This mansion is an old land mark of the civil war in Louisiana. It is typical of the architecture of the southern states. Henry Clay occupied the room at the upper right hand corner

Des Moines, the City of Certainties and the capital of Iowa has a reputation that extends from Seattle to Tallahassee as a city of beautifying ambitions and the originator of the commission plan of government. Few places are more worth visiting than this

Assuming that one would start anywhere between the first of April and the first of September, his choice of directions would probably be northward.

The Jefferson Highway, as will be noted on the map, taps Kansas City, St. Joseph, Des Moines, Mason City, Minneapolis, Anoka, St. Cloud, Little Falls, Itaska Park, Bemidji and Winnipeg.

Kansas City is a city of boulevards. There are probably few cities in the United States which are equal to it in the matter of beautiful automobile drives. The city itself is most interesting as the great gate-way of the southwest. It matches Chicago in industry and business spirit and all in all is a place that no tourist would want to miss if there were an opportunity of visiting this city on the Kaw.

From Kansas City, northward the Jefferson Highway follows two routes; one directly northward through a number of interesting small towns to Des Moines, the capital of Iowa. The other route detours about twenty-six miles and touches St. Joseph. The St. Joseph route is by far the more interesting and for some time to come will probably furnish the best road conditions. St. Joseph is a city of 80,000, rich and well established as a jobbing center and stock yards market. This route furnishes plenty of scenery along the bluffs of the Missouri river. There is nothing uninteresting about the country surrounding St. Joseph or between Kansas City and St. Joseph and northward. It is one of the greatest apple producing centers in the United States and grows, in fact, everything that can be grown on the richest of corn belt land. From St. Joseph to Des Moines is 195 miles and the country traversed is a section of the great middle west worth from \$200.00 to \$250.00 per acre.

center of the greatest agricultural state in the Union. Northward from Des Moines are plenty of interesting towns and cities and a continuous stretch of corn and hog producing farms for 271 miles, the exact distance by way of the Jefferson Highway to St. Paul.

The total farm frontage on this section of the Highway would amount to 542 miles and the average value per acre would be over \$150.00. The reader can figure this out at a price per front foot if he so desires but he need not stop at that for as a matter of fact, the Jefferson Highway has 5,000 miles frontage on farm land. It is about 2,500 miles from Winnipeg to New Orleans and practically the whole country traversed consists of good agricultural land.

The twin cities, St. Paul and Minneapolis, gateways to the great northwest, are sufficiently well known to all tourists to be of surpassing interest. There are plenty of lakes within easy reach for bathing, boating and fishing. The parks and boulevards afford delightful drives and the hotels and theatres are all that could be found off of the Great White Way.

From St. Paul to Winnipeg the distance is approximately 450 miles by way of the Jefferson Highway. Just how many of the ten thousand lakes of the state of Minnesota are located on the Jefferson Highway has not been tabulated, but there are a sufficient number of hundreds of them on the route to satisfy the most ambitious tourist whether he be a fisherman or a bathing enthusiast. The more leisure one might have in making this part of the trip, the more pleasure he would be able to extract from it.

Much of the country in northern Minnesota and on up to Winnipeg is more or less new and wild but is amply supplied with towns and settlements and settlers to afford relief to distressed motorists. Winnipeg is the northern Mecca for Jefferson Highway tourists.



5000 Miles of Farm Land Frontage

It is not quite half way from Montreal, Ouebec, to Vancouver on the Pacific Coast. In 1880, Winnipeg was nothing but a trading post. Today it is a city of some 150,000 inhabitants with sky scrapers, hotels and railroad terminals that make it one of the important cities of North America.

Up until almost recent years, Western Canada was considered to be a wilderness of snow and ice. The Hudson Bay Co., the world's largest fur trading firm and one of England's largest corporations, fostered and preserved this general conception of the northwest territory. For some centuries they have been garnering an unimaginable quantity of priceless furs, from this so-called wilderness.

Fifteen or twenty ears ago, Canada decided to investigate the possibilities of making greater use of her northwest provinces and to the great surprise of herself and the rest of the world, it was discovered that in Manitoba, Saskatchewan and Alberta lay a wonderful small grain country about a thousand miles in length and from two to three hundred miles in width. Today Western Canada is one of the graineries of the world, having for export this year about two hundred million bushels of wheat.

Canada contains the greatest summer play ground of North America and much of it always will be principally that. Winnipeg is about fifty miles from Lake Winnipeg and is connected by automobile road with Winnipeg Beach, the city's summer resort on this splendid lake. Lake Winnipeg is about two hundred miles long and fifty miles wide at its widest point.

From Winnipeg, if one gets tired of the boating, bathing and races, one might travel somewhat farther during the summertime out into the provinces of Manitoba and Saskatchewan.

Now for the Southern section of the vacation road of America for such must the Jefferson Highway become. From Kansas City southward comes Joplin and the Ozarks in the southwest corner of Missouri. Into Oklahoma the tourist strikes Vanita, Muskogee and

McAllister. On down to Dennison, Texas, the main route goes and then to Greenville and from Greenville, 180 miles over to Shreveport. This is getting considerably southernward. The tourist will find the real Old South from Shreveport down through the very heart of Louisiana to New Orleans. Cotton farms, sugar plantations, southern colonels, descendants of the early French and Arcadians and the genuine southern ducky will greet the tourists with courtesy and hospitality on every hand. There are hundreds of thousands of acres of practically new lands still left in Louisiana and remarkable opportunities for both home seekers and business men. With a new spirit of development sweeping over the South, an unequaled climate and wonderful natural resources of every kind; Arkansas, Louisiana and Texas, the best of all Southern states, are worthy of a visit by every one who can go.

While the main route goes through Oklahoma and the northeast corner of Texas, there will be a short cut or scenic route from Joplin to Shreveport through the western section of Arkansas. This will take in the best scenery the Ozark mountains afford and run within forty or fifty miles of Hot Springs, a resort that has been known to all Americans for decades.

In the Ozarks of southern Missouri is to be found the original setting for "The Shepherd of the Hills." The Ozarks all the way through form a land of scenery, mountain fishing and summery charms with an individuality of its own, not surpassed in its kind anywhere else in the Union.

At New Orleans one finds the winter capital of America. It is closest to the north, of great Gulf Coast cities and affords climate, history, sentiment and peculiar charms of its own of a hundred kinds, from Creole Bells to three-hundred-year-old forts.

This, then is the route of the great Louisiana Purchase of Highway, organized in 1915, just one hundred years after the victory of General Jackson at New Orleans and 111 years after the purchase of this great empire by President Thomas Jefferson.

News and Progress Along the Route

(Continued from Page 12)

SYSTEM OF HIGHWAYS

The biggest value of the Jefferson Highway will probably not consist in a single main route north and south from Winnipeg to New Orleans but rather in the development of a system of Highways in the great Louisiana Purchase territory or these eleven states running from the Canadian border to the Gulf. While there can be but one trunk line of the Jefferson Highway, there could be many branches and there should be no disposition to interfere with inter-state north and south road building in any section of any of these greatest agricultural states in the Union.

Jonathan M. Davis, a big farmer of Bourbon county, Kansas, in an address before a farmers and merchants road meeting at Blue Mound, Kansas on December sixth, said he hoped everybody in his county would boost for the Jefferson Highway because he considered that it would be as much more valuable to his section than an ordinary country road as a trunk line railroad is a better commercial acquisition than a jerk-water railroad branch.

The State of Louisiana and its parishes or counties together have spent for hard surfacing public roads in the past five years, \$1,029,728.00 and have completed 388 miles of roads. In addition to that 125 miles are contracted for and are yet to be completed. The state and parishes are showing significant activity in regard to hard surfacing the Jefferson Highway through Louisiana.

A total of 1,015 miles of public highways in that state have been investigated and surveyed for hard surfacing.

Iowa spends \$11,487,000.00 annually on her public highways and stands fourth among all the states in the amount of money thus expended. Practically all of this money consists of local funds expended by counties and

townships and local road districts. This amount of money would gravel surface about 5,000 miles of road annually. Even at that rate, it would take more than twenty years to gravel surface every road in the state as there are 104,027 miles of public roads in Iowa.

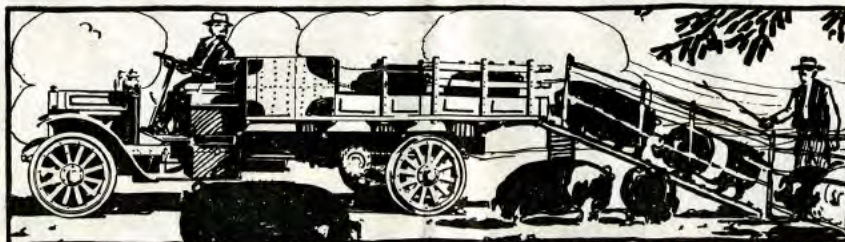
Texas stands first in miles of public roads with 128,971, Missouri stands second with 120,000 miles, Kansas third with 111,536 miles and Iowa fourth with 104,027 miles. These four leading states in mileage of public roads in the Union are all on the Jefferson Highway.

L. R. Putnam, of Fayetteville, Arkansas, was elected one of the directors of the Jefferson Highway Association for Arkansas. Mr. Putnam is secretary and manager of the Northwest Arkansas Lumber Company of Fayetteville. He has been one of the indefatigable workers for the Arkansas scenic route or branch of the Jefferson Highway since the convention in New Orleans. With Mr. I. R. Packard, Mr. Arthur Hepner and a number of other public spirited Arkansians they have already thoroughly organized the State of Arkansas and there is no question whatever about the early hard surfacing and general improvement of the Jefferson Highway scenic branch from Joplin through the Ozarks and the health resorts of western Arkansas to Shreveport.

E. H. Frisby, of Bethany, Missouri, and Geo. E. McIninch, of St. Joseph, Missouri, have been very active in organizing road meetings in northwest Missouri since the Jefferson Highway convention. One of these meetings was attended by about three hundred men. This was at Albany, Missouri. Another meeting held at Platte City, Missouri, south of St. Joseph, was attended by about 250 men.

These counties are thoroughly aroused and are in line for rock road improvement.

Mr. J. H. Beek, general secretary of the St. Paul Association of Commerce is vice-president of



(Continued on Page 16)

Kansas Hustling for Main Route

By J. FRANK SMITH

THE enthusiasm and desire for the Jefferson Highway to be routed through Eastern Kansas is being manifested all along the route from Kansas City to Joplin.

The fact that an arrangement was made between Kansas and Missouri, that the state showing the most miles of 365-days-in-the-year road on next Labor Day shall be the official route has spurred everybody to immediate action.

The time is short and this particular season is not a good time to build roads but it is a splendid time to do preliminary talking and complete all arrangements for the necessary funds so that when the early spring opens the contractors can start the work with a rush.

People are peculiar. It takes great emergencies to move them to big deeds. When a fire sweeps away a home or even a town the people rise to the emergency of the occasion and rebuild quickly and generally better than before. Most people never know just how strong they are or how big they are in doing great deeds until they have been tested. Excitement and enthusiasm and rivalry are the things that move communities to surprisingly big accomplishments. The conditions under which Kansas is to get the Jefferson Highway and the big prize that awaits the state when the contest has been won are sufficient to move everybody along the line to get his shoulder to the wheel and pull together for success.

Johnson county is wide awake in the fight and the reports from there indicate that she will have her part of the road provided for at an early date. The farmers of that county are holding meetings and discussing the matter and committees of their own neighbors are out with petitions for the road.

Miami county is aroused and her farmers are also anxious to be on the route. These are several proposed routes through that county and it may require a little time to select the best route but it will probably result in there being several "365 day roads" being built across that county in the very near future. And if this should be done it will be the greatest blessing that ever came to that county. The home people will build the roads and the home people will get the first use and the greatest benefits from them.

Linn county is moving slowly but the microbe is at work and the farmers are discussing the matter and the towns are striving among themselves to see just where the road can be built first as there are two proposed routes through this county. It is believed that the campaigns will soon be well under way and that Linn, as Miami, may have two hard roads across the county as a result of the enthusiasm.

Crawford county is aroused to greater action in this good roads movement than she was ever before. Many of the old timers in that county feel that the people have taken on new life in the matter of good roads and that the building of a 365 day road across the county



J. FRANK SMITH
of Pleasanton, Kansas

Mr. Smith is Sec'y-Treas. of the Kansas Jefferson Highway Asso., and has been an active good roads worker for twenty years.

will be one of the most exciting and interesting propositions that her people have undertaken in years. With Pittsburg and Girard and many of the farmers all pulling together there is little doubt about the hard road being built in that county in short order.

Cherokee county is fortunate in having about sixty miles of gravel road in the county and around the lead mines is enough gravel to build the entire road through Kansas. This county will make a gravel road along the route in short order when they get well organized.

Bourbon County Leads Off

Bourbon county, Kansas will be one of the first to arrange for its part of the Jefferson Highway to be a rock road. That county now has about fifteen miles of rock road on the route and petitions for the extension of the road between the end of the rock road south of Fort Scott and the Crawford county line will be filed this week as it is all complete. A similar petition will probably be filed with the county commissioners this week for the extension of the rock road north of Fort Scott to the Linn county line.

Laterals

The Jefferson Highway Kansas Division of the Jefferson Highway is approximately 150 miles long. It passes through six counties. It may pass through all or most of the county seat towns in the counties. In order to be of the greatest value to Eastern Kansas there should be at least 125 miles of 365-day-roads in each county that connect up to the Jefferson Highway. In several counties plans have been outlined and committees appointed in each township to work out a system of county roads that may soon be permanently improved to accomplish this purpose. This is certainly a wise move and in a very few years will prove the wisdom of those who work to that end. In some counties the committees are arranging to include laterals or "feeders" to the main roads wherever they are really needed. It has been suggested that these laterals could very properly be built out as far as the edge of the road district, covered by the road petition. In this way many who live at the edge of the district would be on or near a lateral plan and therefore on a main highway. This plan is worthy of consideration where it is found desirable.

Kansas County Aid

The following is a section of the so-called Hodges law of Kansas.

Section 7.—(Chapter 201, Laws of 1909.)—Whenever in the judgment of the county commissioners any part of said road is of general importance to the county or if by reason of sand, creeks, or other reasons that would cause an unusual expense the commissioners may make an order to that effect and pay for such part of the road out of the general fund of the county."



Under this section the county commissioners of Shawnee county have adopted the plan of paying one-fourth of the cost of any permanent road in that county built under the Hodges law. If the county pays 25 per cent. and the township or townships 25 per cent. that leaves only 50 per cent. to be paid by the land owners.

Kansas Rocked by September 1st

Mr. Meredith:

The county map that goes forward today by registered mail, shows the proposed Jefferson Highway through Crawford county marked in red lines; the amount of rock road completed in this county is marked in heavy black lines, and also shows the mileage of each on the proposed Highway, and the rock road that we now have completed in the county. The grading on the proposed Jefferson Highway is all completed and the concrete bridges all in.

There are no hills of any consequence along this proposed Highway through Crawford county. The route runs through a rolling prairie country and through the richest agricultural section of Crawford county. The farm land ranges in value from \$50 per acre to \$150 per acre. The population of our county is 67,500.

The towns which the Jefferson Highway will pass through are as

follows with the population of each as indicated: Commencing at the north side of the county, the first town is Farlington, which has a population of about 350; next is Girard, the county seat of Crawford county, with a population of 5,000; next is Beulah, with a population of 200; and the next is the city of Pittsburg with a population of 17,500. Pittsburg is located in a coal mining district with four railroads and a trolley system, and is supported by coal mining, manufacturing and farming. Girard is located in the richest agricultural part of the county, and has two railroads,—the A. T. & S. F. and the Frisco system, also an interurban trolley line connecting with all the mining towns east, taking in Pittsburg, Kansas, Joplin and Carthage, Missouri.

I trust this will give you the information you ask for in your letter of December 10th. If not, kindly advise me and I will be pleased at any time to give you any and all information that you desire if it is possible for me to do so.

I beg to add that the hard surfacing of the proposed Jefferson Highway will be finished, we think without a doubt, by September. The rock and gravel is being spread now in some localities on this Highway.

Very truly yours,

MARION COULTER, Girard, Kansas,
Director Jefferson Highway Assn.

January 8th.

News and Progress Along the Route

(Continued from Page 14)

the Jefferson Highway Association for Minnesota. Mr. Beek is rapidly bringing things to pass in that state. He is a highway builder of considerable experience. Partly through his efforts, the county in which St. Paul is located has already spent \$8,000.00 on the Inter-State Trail which will be absorbed, at least in that section, by the Jefferson Highway. The Association of Commerce of St. Paul is at this time considering an application for \$1,500.00 additional to be spent on what will be the Jefferson Highway. There is no more dependable or capable backer of the Jefferson Highway than the Minnesota vice-president.

THIRD MEETING OF HIGHWAY DIRECTORS

Reports have been received advising that it will be impossible for most of the New Orleans delegates to attend the directors' meeting in Kansas City on February third and that it will be impossible for at least some of the Minnesota officials to attend that meeting. It is vitally important to have in attendance the representatives of both these sections of the Highway and it is quite probable that a third meeting of the directors' will be called far enough in advance so that there will be no difficulty in finding an open date for practically every official of the Association.

It had been thought advisable and necessary to postpone this first meeting of the directors' following the New Orleans Convention in order that the various communities along the route might complete their organizations and come to this directors' meeting with definite promises so that the directors may at least temporarily fix a complete route in detail from one end to the other.

A third meeting need not be postponed so long and therefore may be called during the first part of March. The date ought to be set by the directors at their meeting on February third.

Mr. George W. Cooley, secretary of the Minnesota State Highway Commission has very heartily endorsed the Jefferson Highway and is giving his active support to the movement. It is largely through the efforts of Mr. Cooley and Mr. Beek that the Minnesota State Highway Commission has so promptly decided to designate a State Highway across that state for the adoption of the Jefferson Highway.

In the general guide book which will eventually be published for the Jefferson Highway, it has been planned to devote considerable space to the commercial opportunities offered by each town and city touched by the Highway and to the farm land values, crops and investment oppor-

tunities in every locality all the way from Winnipeg to New Orleans. This commercial information and data will unquestionably be of enormous value in the course of time to every city and farm land district which is fortunate enough to be on the Jefferson Highway.

OKLAHOMA

Mr. Meredith:

The good-road idea is the advanced thought of modern citizenship. What less then could be expected of Oklahoma than to be in the forefront as a modern road builder, it being composed of a cosmopolitan citizenship, consisting of young, ambitious and energetic blood?

I have never seen the spirit of activity spread so rapidly as since the New Orleans Convention, in the interest of the Jefferson Highway, until it is the concerted opinion of all that nothing less than a first class rock road from the Kansas line on the north to the Texas line on the south would be sufficient to dedicate and consecrate to the great name of Jefferson.

Every county in this state is now organizing Jefferson Highway Associations, to the end of carrying into effect at an early date the wishes of the people by building through the state the Jefferson Highway, which, when completed will link the citizenship of the North and South in bonds of affection and good-will.

Oklahoma will be the main commercial channel through which the business activities of the cities of Louisiana and Texas will flow continuously, with a like return from the cities of the North, thus will readily be seen the inestimable value of a highway connecting link of this kind, and our people will, I am sure, be more than glad to make the investment to conclude our well-defined intentions.

In concluding let me say that I believe the seed sown at the New Orleans Convention will, within another year, have ripened into a completed Jefferson Highway from New Orleans to Winnipeg, and no part of it will be referred to more proudly than that part traversing the imperial commonwealth of Oklahoma.

D. N. FINK,
Vice-President Jefferson Highway Assn.
Dec. 2, 1915.

TEXAS DIVISION ORGANIZED AT GREENVILLE

The Texas division of the Jefferson Highway was formally organized in Greenville, January 19th. The meeting was called by W. N. King, secretary of the Dennison
(Continued on Page 22)



Where the Jefferson Highway Crosses the Missouri-Arkansas State Line on the Proposed Arkansas Scenic Route



Community Road Building in Arkansas. Much Effective Work is done in this Manner

Military Value of Jefferson Highway

By FREDERICK J. WRIGHT

THE defense of America in a war with any great power today would depend to a very large extent upon transportation facilities. Military experts realize this. The builders of the Jefferson Highway have thus far had little thought of the value of this great North and South Highway for defense purposes but this side of its value is now becoming more prominent because of the recent general agitation for adequate national defense.

Along the Jefferson Highway are to be found practically everything that an army requires. In raw materials, it touches the forests and iron mines of Minnesota, the greatest food producing territory in the United States through Minnesota, Iowa, Missouri and states south, the lead and zinc mines of Missouri, the petroleum supplies in Oklahoma, Texas and Louisiana, cotton in the south for clothing and explosives, wool and hide in the north for clothing. An enormous army could be raised, provisioned and supplied with ammunition by the territory along the Jefferson Highway.

In machinery and factory facilities, the big cities of New Orleans, Kansas City, St. Joseph, Des Moines, St. Paul and Minneapolis afford resources that could be quickly turned to the production of military equipment. Already, tractors, trucks and automobiles are produced in great numbers in factories located in these cities.

New Orleans at the southern terminus, affords one of the best harbors in the world and the second largest shipping port in the United States. It is available to all deep sea shipping and at the same time is far enough from the Gulf coast to be safe against hostile fleets on the Gulf of Mexico, unless they attempted to come up the Mississippi or enter Lake Ponchartrain, the waters of which in either case could be so thickly strewn with mines as to make them absolutely impregnable to attack.

There will be enormous defense value in the Lincoln Highway as a means of uninterrupted automobile and truck transportation from coast to coast. The Jefferson Highway would serve the same purpose from North to South and connect with the Lincoln Highway in the very heart of the country.

Transportation facilities and good roads are of inestimably greater value for our own defense purposes than for an enemy attempting to invade the United States. If we had no roads at all or in fact if we are



A United States Army General and Staff Ready for Rapid Transit

to have no better general system of public roads than we have at the present time, it would be a comparatively easy matter for an enemy to land an invading force at some spot along our 12,000 miles of salt water coast line. We could not get defense forces there soon enough to prevent the landing of the invaders nor supply forces adequately after we got them there unless we had transportation facilities.

On the other hand if given good roads and with our enormous manufacturing facilities distributed from Minneapolis to New York and from Minneapolis

to New Orleans, we could in time expel the largest invading force that any nation on the globe might land anywhere on our shores.

As further indicating the value of Inter-State and National Highways for national defense, our enormous production of automobiles and motor trucks may be cited. At the present time, the factories of the United States produce more automobiles and motor trucks in one day than all the factories of Europe and all the rest of the world put together can turn out in a whole month.

Our production of automobiles for the past year has been about 700,000 and our annual production will probably run up to a million by the end of 1917. We have a total at the present time of more than 2,500,000 automobiles and motor trucks in this country. In the State of Iowa alone are approximately 150,000 cars. In one week's time, 50,000 motor cars and 5,000 trucks could

be placed at the disposal of the United States War Department. At an average of five passengers per car, the 50,000 motor cars would transport 250,000 men. Over an improved Highway, the trip could be made all the way from Minneapolis to New Orleans in less than ten days time. If the Lincoln Highway

were well improved, the trip from New York to San Francisco could be made in about three weeks time. This illustrates the importance of automobile highways in the transportation of armies when needed for defense, regardless of what our railway facilities might prove to be.

If we greatly should increase our army and navy strength as it appears an enormous additional sum will be added to our federal expenses. But if this new army were used and trained in the building of great interstate highways, it would pay for its own keep and add largely to the economic strength of the nation.



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JEFFERSON HIGHWAY DECLARATION

Published Monthly by
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President

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Contributions solicited from all parties interested in the Jefferson Highway and territory served by the Highway. Photographs are urgently desired and should be accompanied by descriptions.

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Volume I February, 1916 Number 1

PRESIDENT'S CALL FOR COUNTY CONVENTIONS

The organization plans of the Jefferson Highway Association provide for a county association in every county traversed by the Jefferson Highway.

The name of the county should be included in the county association as, for example, "Polk County Jefferson Highway Association." The officers of the county association shall consist of a chairman, vice-chairman, secretary, treasurer and three advisory members. It should be carefully looked after that farmers as well as city boosters are represented in this county organization and in its official list.

It was provided in the organization plans adopted by the directors at New Orleans that each first county convention should be called at a date to be fixed by the president and the place of meeting shall be in the county seat of each county. This announcement is, there-

fore, a call from the president for the holding of a convention in every county which is certain to get the Jefferson Highway or has a section of the route which is in contest with some other county. The time for these conventions shall be during the month of February. It is thought best to leave the exact date during the month for each convention, to the people of each respective county. The duty of getting in touch with the proper people in each county will devolve upon the state directors and vice-presidents.

It would be very desirable for at least one state director in each case to attend these county conventions.

The convention should be attended by all people interested in the Jefferson Highway and in good roads for their counties.

The organization plans provide that subsequent conventions shall be held at least once annually in each county and that the place of meeting shall be in the County Court House or other suitable places and that an annual re-election of county officers should take place.

Each county shall elect three delegates to attend the Jefferson Highway State Convention.

It was provided by the general board of directors that the voting power in each county for the election of officers and the general handling of the affairs of the county association should rest in the hands of members of the Jefferson Highway Association only. In as much as the work of securing memberships cannot progress until the entire organization is completed it will probably be advisable in the first county convention to leave the vote open to the whole public in attendance. The voting power in annual conventions thereafter can be left to association members.

It is especially urged that these county conventions be arranged for and held so that we may have a complete organization, both general and local to promote the welfare of the Jefferson Highway.

E. T. MEREDITH, President,
Jefferson Highway Association.

LOCAL PROMOTION OF HIGHWAY—WHAT THE INDIVIDUAL TOWNS AND CITIES SHOULD DO

In many communities, organization for the promotion of the Jefferson Highway is proceeding very rapidly and there is no need in such cases to give advice. But in other sections, inquiry will be made as to what method of procedure should be adopted.

As explained on another page, the general organization plans provide for individual county associations for the Jefferson Highway. In addition to these county associations, it would seem that there ought to be a committee in each town or city headed by a chairman in each case. These local committees and chairmen would co-operate with and in a measure control the county associations. The people must, after all, build the roads and when the people get busy, the roads are built.

As to actual road building, any method that will result in good roads construction is desirable. It is not necessary to follow any particular plan. In many townships and counties the work will be done entirely from county funds provided by bond issues. In some cases, community road building will be carried on under plans by which farmers and towns-people get together on certain days and everything necessary is donated, including work, use of teams, and necessary gravel. A feast and general good time follows such gatherings.

One of the best methods originated in recent years is the 365-Day-Road-Club plan explained in this issue by Mr. S. Wolstencroft. Under this plan, business men of towns or communities are induced to join a good roads club and to pay a monthly sum in dues. Next, the farmers living on a proposed road are approached and asked to pay ordinarily 25 per cent. of the cost of the good roads. The funds from the Road Club dues are supposed to provide another 25 per cent. and when this is made up, county tax commissioners are approached and offered a half price road bargain. The tax commissioners are unable to resist a proposition to build roads where the county will be charged but half price.

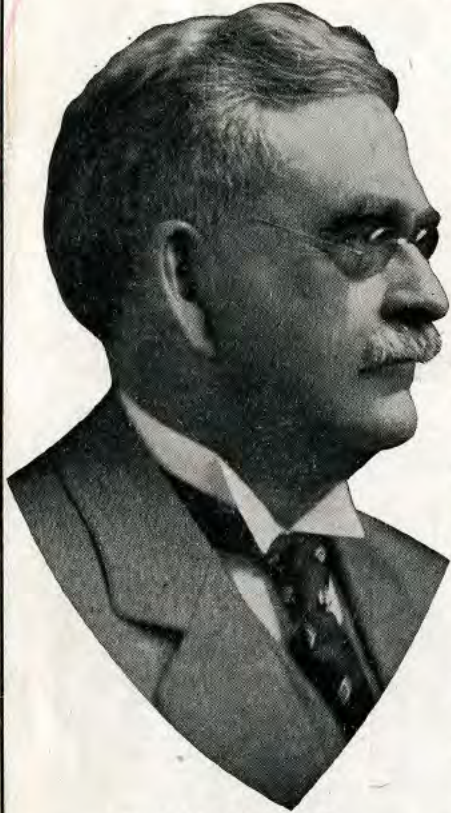
This plan may be changed to suit conditions. The main idea is that when the leading citizens of a town and practically all of the farmers along a section of road co-operate together for the improvement of that road, the work of actually improving it proceeds in short order.

The slogan then is to get busy, both in the organization of county associations and town committees and the raising of funds or donations in some manner to actually start building every section of the Jefferson Highway from one end to the other.

Along with the building of good roads on the Jefferson Highway will come the improvement of historic and other interesting spots of every variety. If there are going to be thousands of tourists and sight seers and prospective investors traveling up and down the Jefferson Highway, it will be to the interest of every community to have property and farms abutting on the Jefferson Highway fixed up in presentable condition. Every town and community should strive to make accommodations for Jefferson Highway tourists everything that could be desired. The more pleasant you make their visits, the longer they will stay and the more money they will spend in each community.

Lafayette Young Presided

Experienced Conventioneer Ably Handled Jefferson Highway Convention at New Orleans



LAFAYETTE YOUNG
Publisher, War Correspondent, Ex-Senator and
Good Roads Enthusiast

EVERYONE of the 300 delegates to the Jefferson Highway convention at New Orleans will remember for some time with undiminished pleasure, the excellent manner in which permanent chairman, Ex-Senator Young of Iowa, directed the somewhat tempestuous meeting at that historical gathering. Senator Young is an old time participant in national G. O. P. conventions, an experienced organizer of public highway movements, and a past master in rules-of-order and the handling of public conferences. Senator Young said, "If you had a great drive way from New Orleans to Winnipeg, hard surfaced thirty feet wide, you would do more business than the Illinois

Central Railroad. You need this great drive way north and south now especially because of the advent of trucks and automobiles. There are no states in the Union with such varied and multitudinous resources as the states of the Louisiana Purchase."

Senator Young was deeply interested in the Jefferson Highway project and in connecting New Orleans and the state of Louisiana with the great states of the corn belt northward. The Senator organized the River to River Road in Iowa and is a competent and active supporter of public highway projects of every kind in Iowa. Probably not another man in the United States could have filled as ably the difficulty position of permanent chairman of the convention which organized the Jefferson Highway Association.

Speaking more recently of the Jefferson Highway, Senator Young has written as follows:

"Dear Mr. Meredith—I am glad to learn, from your letter, that you are going to start the Highway Journal. I know this much, it will be a great help to the Jefferson Highway.

"You know, from experience, how useful and valuable intelligent publicity is. Your Journal can put all the inhabitants along the Jefferson Highway in communication one with another. The people throughout Iowa and Minnesota can know what is going on in Missouri, Arkansas, Kansas and Louisiana. When the workers on one section of the road learn what the workers on another section are doing, they will be inspired to do better.

"I predict that the Highway Journal will be the most important factor in keeping up the enthusiasm along the line. When I was interested in the River to River Road, in 1909, I secured the names of 700 farmers between Davenport and Council Bluffs. Then I made a card index of these names and when I had anything important, I gave them a postal card. I gave them postal cards at least once a week. The Highway Journal will be a much superior method than the card index form of communication.

"The Jefferson Highway is second in importance to no other highway in America. Taking it from the beginning to the end, I presume there is as much completed road on the Jefferson Highway as on any other. South of Kansas City there is much rock road available. North of Kansas City the best roads which dirt would make have been made. The time is rapidly approaching when the entire republic will more fully realize the advantage of roads that are passable all the year around.

"The dirt road is good when it is free from water, but a heavy rain in some sections, and a moderate rain in others, will make the best dirt road unavailable.

"Until surfaced roads are obtained, we must depend upon dirt roads. And no dirt road is good for anything that is not dragged after every rain. In this part of the country, as you know, it is difficult to secure dragging. I presume the same thing holds good in the South. There is just one thing that will secure dragging—that is one thoroughly wide awake men with all eight cylinders on. So far as taking care of a road is concerned such a man is worth his weight in asphalt, if not in silver. My experience has been that wherever in any community there was one irrepresible, wide awake road booster, everything came easy.

"Your new Highway Journal can increase this number of boosters.

"Whatever I can do to assist in making the Journal a success, I shall gladly do.

Sincerely yours,

December 11, 1915

LAFAYETTE YOUNG.

Directors' Meeting February 3rd

Second Conference Called at Kansas City

FOLLOWING the convention at New Orleans, it was proposed to hold the next official meeting of Jefferson Highway Directors in Kansas City. The date for this meeting was originally considered for the latter part of January but finally settled as February twelfth. Shortly after setting the date for February twelfth, the newspapers announced the western trip of President Wilson. It was found that the president would visit Kansas City and make a speech on national preparedness on the evening of Wednesday, February second.

In view of the importance of Inter-State and National Highways for purposes of defense in military operations, it was immediately suggested by several

Jefferson Highway Directors that this forth-coming official meeting of the directors be timed so as to enable the directors to attend the president's speech, enlist the interest of the president in the Jefferson Highway and if possible, crystalize that interest into action on the part of the war department to make the Jefferson Highway in some sense a federal highway.

While the Jefferson Highway was not thought of as a government supported highway, yet, for the federal government to become interested in it and in the Lincoln Highway and in such other highways as may serve Inter-State and National transportation purposes, would in no way interfere with the commercial value

(Continued on Page 24)

Acts of First Directors' Conference

Minutes of Meeting of Board of Directors of Jefferson Highway Association, Nov. 16, 1915, New Orleans, La.

A majority of the directors were present. President E. T. Meredith presided.

A draft of a Constitution and By-Laws was presented by Mr. Walter Parker, temporary secretary, which was read and discussed section by section, with minor recommendations and then adopted as a whole.

Mr. Parker was named a committee of one by the president to draw up the Constitution and By-Laws in final form in accordance with the discussion and various recommendations of the members of the board.

The president then announced that nominations for vice-president of the Jefferson Highway Association were in order. After nominations duly made and seconded, Mr. D. N. Fink, of Muskogee, Oklahoma, and Mr. Peak, of Kansas City, were nominated for vice-president, and after discussion and the subsequent withdrawal of Mr. Peak's name, Mr. D. N. Fink was duly elected vice-president by acclamation.

The president then announced that nominations for general secretary were in order. After nominations duly made and seconded, there were presented the names of Mr. Polk of Alexandria, Louisiana; Mr. Brown, of Omaha, Nebraska, and Mr. Walter Parker, of New Orleans, Louisiana. The names of Mr. Polk and Mr. Brown were withdrawn in favor of Mr. Parker, and Mr. Walter Parker was then unanimously elected general secretary of the Jefferson Highway Association.

The president then announced that nominations for treasurer were in order, and after nomination duly made and seconded, the name of Mr. E. F. Swinney, president of the First National Bank of Kansas City, Missouri, was offered, and he was unanimously elected treasurer of the Jefferson Highway Association. (Mr. Swinney later declined to serve.)

Mr. Walter Parker was designated as temporary treasurer until such time as Mr. Swinney should accept and fill the post of permanent treasurer.

The meeting then took up the question of designating the cardinal points to be named on the Jefferson Highway, to be used for advertising purposes.

A motion was then duly made and seconded that the principal points on the Jefferson Highway should be the following: New Orleans, Shreveport, Muskogee, Joplin, Kansas City, St. Joseph, Des Moines, St. Paul, Minneapolis, and Winnipeg.

President Meredith stated he wished to go on record as not being in favor of all these points being named at this time as it would constitute the settling of contests then pending as to the route between Shreveport and Muskogee and also between Kansas City and Des Moines. After considerable discussion, a vote was taken and the motion duly carried.

On motions then duly made, seconded and carried, Baton Rouge, Alexandria and Denison were also included in the route at this time.

On motion duly made, seconded and carried, the official stenographer of the convention, Mr. H. Simmons, was authorized to typewrite the transcript of the proceedings of the convention held November 15th and 16th, at a cost not to exceed \$150.00.

The following resolution was then offered, adopted and ordered inserted in the minutes:

"WHEREAS, There is an honest contest between Western Missouri and Eastern Kansas upon the location of the Jefferson Highway from Joplin, Missouri to Kansas City, Missouri; and

"These contesting routes are known respectively as the Joplin-Nevada, Missouri, route on the Missouri side and the Joplin, Missouri, Pittsburg, Girard, Ft. Scott route on the Kansas side;

"THEREFORE, BE IT RESOLVED, by the Directors of the Jefferson Highway Association now in session, that as between the two aforementioned routes the one which on the

first Monday in September, 1915, has the greatest number of miles of hard surfaced, 365-days-in-the-year road shall be designated as that portion of the Jefferson Highway between Joplin, Missouri, and Kansas City, Missouri."

Motion was then duly made, seconded and carried by unanimous consent that in the event any point designated along this route fails to comply with what this board thinks is the best thing for the road in the future, that this board shall have the power to change the route.

At this point a short adjournment was taken to permit of a picture being taken of the board of directors.

Motion was duly made, seconded and carried that all the towns now designated on the road be assessed the sum of \$100.00, same to be payable within thirty days. The subscription list was then declared open by Mr. Parker for the individual members, and at the conclusion of the meeting it was announced that there had been pledged the following sums:

ting service to the success of the meeting, and the entertainment of the visiting guests.

"We also desire to thank the mayor, Martin Bchman, of New Orleans, and the president of the Association of Commerce, Mr. Edgar B. Stern, for their cordial addresses of welcome.

"We thank the press of the City of New Orleans, and the Associated Press, for the wide publicity given the proceedings of the meeting; and

That copies of these resolutions be spread on the records of the Jefferson Highway Association, and delivered to the New Orleans Press."

A motion was duly made, seconded and carried that the next meeting of the board of directors be held in Kansas City, Missouri.

Motion was made and seconded that the president be authorized to employ an assistant secretary of his own selection to be his personal assistant, but was amended in that the president be permitted to ascertain the names of available men of high character, to negotiate with them as to what they can be employed for, and then to consult with the executive committee, and that the executive committee and the president then be authorized to act. With this amendment the motion was duly carried.

The secretary, Mr. Parker, was authorized to procure such stationery, supplies and records as might be necessary for the Association to have.

The secretary was also requested to notify Mr. E. F. Swinney, of Kansas City, of his appointment as treasurer. (Mr. Swinney later declined to serve.)

The question of having a suitable button or card was taken up by the meeting, and was left to be decided by the president and secretary.

A suggestion was made by one of the members that this Association follow the scheme of the Inter-State Trail people in marking the road, stating that they marked the telephone poles at each corner, commencing eight feet from the ground, with a band of blue six inches wide, a band of white twelve inches wide, and then another band of blue six inches wide, with the letter "J" in the center in red, which would give the national colors of red, white and blue. They also used a ten foot cedar post, and on it a sign board ten by thirty inches, made of twenty gauge steel, porcelain enamel.

Mr. J. H. Beek, of St. Paul, Minn., offered to make a trip in the near future to Winnipeg to acquaint them with general conditions to date, and to instill in them all possible enthusiasm, which offer was gratefully accepted by the members.

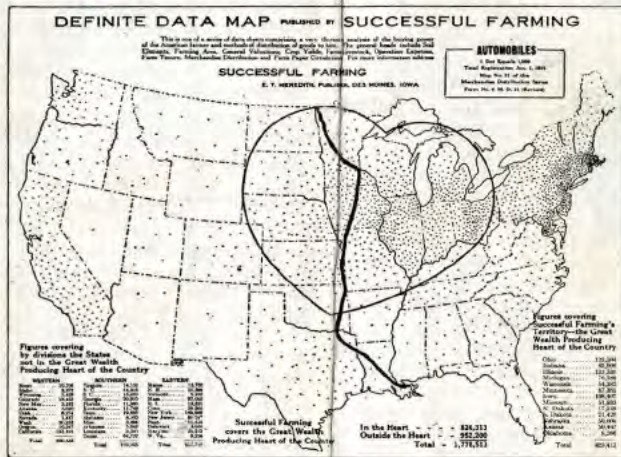
A suggestion was made that the secretary communicate with the following concerns, with a view to securing advertising:

- AMERICAN AUTOMOBILE ASSOCIATION, 437 Fifth Avenue, New York City.
 - Touring Information Bureau.
 - BLUE BOOK PUBLISHING COMPANY, 910 S. Michigan Avenue, Chicago, Ill.
- and also the various automobile papers and journals.

The meeting then ADJOURNED, at 6 o'clock P. M., subject to the future call of the president.

Jefferson's Ten Rules

- Never put off until tomorrow what you can do today.
- Never trouble another for what you can do yourself.
- Never spend your money before you have earned it.
- Never buy what you don't want because it is cheap.
- Pride costs more than hunger, thirst and cold.
- We seldom repent of having eaten too little. Nothing is troublesome that we do willingly.
- How much pain the evils have cost us that have never happened.
- Take things always by the smooth handle.
- When angry, count ten before you speak; if very angry, count a hundred.



Constitution and By-Laws

Jefferson Highway Association

Adopted at Convention, New Orleans, Nov. 16, 1915

ARTICLE I

Section 1. The permanent general organization of the Jefferson Highway Association consists of a President, Vice-President, Secretary and Treasurer.

Sec. 2. The permanent organization of the Jefferson Highway Association from each State shall consist of a State Vice-President and three State Committeemen. These four shall be known as the State Executive Committee for each State.

Sec. 3. The general officers, with the Vice-President and three Committeemen from each State, shall form the Board of Directors of the Jefferson Highway Association.

ARTICLE II

METHOD OF PERMANENT LOCATION

The Board of Directors of the Jefferson Highway Association shall determine the permanent location of the route in each and every state subject to the following conditions:

The President shall appoint from the Board of Directors a sub-committee of three for each contested section of the Highway route, which shall be called Pathfinding Committeemen. No member of these Committeemen shall live in the State in which a contested section is located. The President shall be directed to request the Director General of the office of Public Roads Department at Washington, to detail for work in connection with the above mentioned sub-committees, a National Highway Engineer. In minor cases, on the judgment of the Executive Committee, the services of another suitable engineer can be secured. The Pathfinding Committee and this Highway Engineer shall personally inspect the roads which the Board of Directors shall declare offer a material contest. This inspection shall be made as speedily as possible after the adjournment of the Convention at New Orleans. The National Highway Engineer shall make a separate report of his own to the Board of Directors. The Pathfinding Committee shall make a report to the Board of Directors. The Board of Directors will, on call of the President, by vote select from these routes offering a material contest the permanent route for the Highway. In voting, neither the Secretary nor the Treasurer shall have a vote. The President shall not vote except in case of a tie.

The Directors of the permanent organization shall assess the several counties through which the various contesting routes shall pass, whatever proportionate amount is fair and proper. The Pathfinding Committeemen shall be instructed to keep an account of its expenses, apportioning the same as fairly as possible to each county and turn the same over to the Association, the Association in turn to report back to each county its share of the expense.

ARTICLE III

By-Laws

SECTION 1—NAME AND SEAL

The name of this Association shall be known as the

JEFFERSON HIGHWAY ASSOCIATION

The Seal of a character to be hereby impressed.

SECTION 2—OBJECT

The purpose of this Association is to encourage and promote the building and maintenance of a continuous improved highway from New Orleans in the South to Winnipeg, Canada, in the North, running generally on the west of the Mississippi River; as a fitting monument to the grand character of Thomas Jefferson, by whose efforts the Louisiana Purchase was consummated.

SECTION 3—OFFICE

Offices of the Jefferson Highway Association shall be located in the home city

of the President. Arrangements for offices shall be made by the Board of Directors, or by the Executive Committee of the Board.

ARTICLE IV

MEMBERSHIPS

Memberships to be divided into seven classes:

1. Life Founders Membership of \$1,000, payable \$200 a year for five years in semi-annual installments due on the first of January and first of July, of each year.

2. An annual Founders Membership of the First Class of \$500, payable \$100 a year for five years in semi-annual installments on the first of January and the first of July.

3. An annual Founders Membership of the Second Class of \$300, payable \$100 a year for three years in semi-annual installments on the first of January and the first of July.

4. An annual Founders Membership of the Third Class of \$200, payable \$100 a year for two years in semi-annual installments on the first of January and the first of July.

5. An annual Founders Membership of the Fourth Class of \$100, payable for one year in semi-annual installments on the first of January and the first of July.

6. Sustaining memberships of \$50, \$25, and \$10, payable annually on the first of January.

7. Regular membership of \$5, a year payable on the first of January, annually.

Donations of money shall be requested from the Commercial Club, Automobile Club, or other like organization in each city or town on the route of the Jefferson Highway, for the maintenance of the Association, as its necessities may require, and the ability of the respective cities and towns on the route to pay may permit. The several amounts assessed to be left to the judgment of the Executive Council. Said funds to be remitted to the Treasurer of the Association, for use in defraying the general expenses of the Association.

ARTICLE V

OFFICERS

The officers of the General Association shall consist of a President, Vice-President, Secretary and Treasurer.

ARTICLE VI

BOARD OF DIRECTORS

The Board of Directors shall be composed of the General Officers, State Vice-President, and three State Committeemen from each State. A quorum shall consist of not less than seven members, representing not less than three states. Directors can vote by written proxy at all called meetings.

ARTICLE VII

GENERAL EXECUTIVE COMMITTEE

The General Executive Committee shall consist of the President, Vice-President and State Vice-Presidents. A quorum shall consist of not less than three members.

The duties of the General Executive Committee shall be to consider and pass upon all matters laid before them by the President or Vice-President or any member of the Committee.

The Secretary of the Association shall act as Secretary of the Executive Committee, shall keep the minutes of the meeting of the Executive Committee and at all meetings of the Board of Directors the minutes of the intervening meetings of the Executive Committee shall be read.

ARTICLE VIII

ELECTION

The election of the President, Vice-President, Secretary and Treasurer shall be made by the Board of Directors at their annual meeting as hereinafter provided.

ARTICLE IX

COUNTY ASSOCIATION

There shall be maintained a County Association in each County through which the

Jefferson Highway passes of which the officers shall consist of a Chairman, Vice-Chairman, Secretary, Treasurer and three Advisory members.

The officers of the County Association shall meet at the call of the Chairman or Vice-Chairman whenever in their opinion, the interests of the road require such a meeting, and each officer shall faithfully perform the functions and duties of his office.

ARTICLE X

COUNTY CONVENTION

An annual convention shall be held in each County through which the Jefferson Highway passes. This Convention is to be held at the County seat in the County Court House or other suitable place for the purpose of electing the County Officers and for considering ways and means to best promote the interests of the road in that county, during the coming year. Also for the election of three delegates to attend the Jefferson Highway State Convention for the purpose hereinafter stated.

Each member of the Jefferson Highway Association shall be entitled to one vote in the County Convention of the County in which he resides. The first County Convention shall be called at a date to be fixed by the President and in the County Seat of each County. At this first meeting shall be elected the first County Officers and the first County Organization perfected. All subsequent meetings to take place as provided for in the preceding section.

ARTICLE XI

STATE CONVENTION

The State Vice-President or State Executive Committee shall issue a call for a State Convention to be held at a convenient date, and in said call shall be designated the time and place of said meeting. The State Convention shall be composed of the delegates elected by each County Convention and the members of the State Executive Committee. Each County Delegate shall have one vote in the election of the State Vice-President and three State Committeemen and on other matters coming before the State Convention.

Each State Convention is empowered to provide for its organization and for the annual election of a State Vice-President and three State Committeemen. These four officials shall constitute the State Executive Committee of which the Vice-President shall be Chairman.

The members of the State Executive Committee are to be members of the Board of Directors of the General Association.

ARTICLE XII

MEETING OF BOARD OF DIRECTORS

The President or Secretary of the Jefferson Highway Association shall notify each member of the Board of Directors by letter or wire at his registered address at least ten days prior to the annual meeting. The Board of Directors at the annual meeting shall elect a President, Vice-President, Secretary and Treasurer and take up all business coming before the meeting relative to the welfare of the Jefferson Highway.

The Board of Directors of the General Executive Committee is empowered to employ a Secretary and Engineer and such other employees as may be required in their judgment, and to fix their salaries and define their duties.

ARTICLE XIII

SPECIAL MEETING

Special meetings of the Board of Directors may be held at the call of the President or of the General Executive Committee provided a written notice or telegram is sent by the President or Secretary to each member of the Board at least five days prior to the meeting, stating object, time and place of meeting.



ARTICLE XIV

DUTIES OF OFFICERS—PRESIDENT

The President shall preside at all meetings of the Board of Directors, General Executive Committee and the General Association. The President, with the Secretary, shall execute all papers of record requiring a Corporate Seal. No contract or obligation shall be entered into involving an expenditure of over \$300 without the consent of the Executive Committee or the Board of Directors.

VICE-PRESIDENT

In the absence or disability of the President, the Vice-President shall exercise the power to perform the duties of the President and shall perform such duties as may be set forth by the Board.

SECRETARY

The Secretary shall attend all meetings of the Board of Directors and Executive Committee and shall keep a written record of all proceedings thereof, give notice of meetings of the Directors and Executive Committee, attach the Seal of Corporation

to documents requiring same and performing such other duties as may be directed by the Board of Directors or Executive Committee. If the Board elects to have a field Secretary and Office Secretary, the duties of the Secretary defined above shall be performed by either Secretary.

TREASURER

The Treasurer shall have custody of the funds of the Association, keep a full and accurate account of all receipts and disbursements. He shall deposit all moneys and other valuable effects in the name and to the credit of the Association, in such depositories as may be designated by the Board of Directors, or Executive Committee. The Treasurer shall report at each annual meeting, giving the financial operations since the last meeting and showing the present financial condition. This report shall be properly audited. He shall disburse all funds of the Association as directed by the Board of Directors or Executive Committee, taking receipts for the same and shall report to the Board of Directors and Executive Committee at their

meetings. The Treasurer shall give a bond for the faithful performance of his duties in such an amount as is determined by the Board of Directors or Executive Committee, expenses of said bond to be paid by the Association. All drafts, checks, bills of exchange, notes or other negotiable paper shall be signed by the President and Treasurer or by the Vice-President and Treasurer.

ARTICLE XV

VACANCIES

Vacancies in the Board of Directors shall be filled by the State Executive Committee in the State from which the vacancy occurred. Any vacancy occurring in the General Officers shall be filled by the Board of Directors for the unexpired term.

ARTICLE XVI

AMENDMENTS

These By-Laws may be amended at a regular meeting of the Board or a special meeting called for that purpose by a majority vote of Directors present at such meeting.

News and Progress Along the Route

(Continued from Page 16)

Chamber of Commerce, and vice-president of the Jefferson Highway Association, who was interested in securing the National Highway extending from Winnipeg, Canada, to New Orleans.

The meeting was held in the rooms of the Greenville Chamber of Commerce and representatives from the different communities through which the Jefferson Highway passes and those interested in the good roads movement were present to take part in the formal organization of the Texas division.

From Dennison south the Highway will pass through Sherman, probably Whitewright, following the Katy railway to Greenville, beyond which point three routes have been suggested. One via Sulphur Springs, Mount Vernon, Mount Pleasant, Daingerfield, Jefferson and Marshall, another via Winnsboro, Gilmer and Longview, while the other is from Greenville to Terrell and thence to Shreveport via Wills Point, Grand Saline, Mineola, Big Sandy, Longview and Marshall.

TERMINAL HEADQUARTERS AT NEW ORLEANS AND MINNEAPOLIS

It has been suggested that there should be official headquarters for Jefferson Highway tourists at New Orleans, Minneapolis and also Winnipeg. There ought to be an official garage at each point, oppoial hotel and an official reception room or office.

At the official offices or meeting places there should be maps, guides and information of all description, both concerning the Jefferson Highway and the points of interest all along the route. There should be official register books, appropriate souvenirs and other paraphernalia to make tourists feel that they have accomplished something when they arrive at one end or the other of the great Highway.

It is not too much to expect that at some future date, proper monuments will be erected at New Orleans and Winnipeg in honor of the Jefferson Highway and its builders.

MAPS BEING PREPARED—MISSOURI COUNTIES ACTIVE

Mr. Meredith:

St. Joseph Mo., Jan. 17, 1916.

Under separate cover I am enclosing map of Gentry county, Missouri, and a map of Clay county, Missouri, on which I have indicated the Inter-State Trail. This I believe gives you all of the Inter-State Trail with the exception of Andrew county and possibly some counties east of here on the cut off. I have written all of these counties and will undertake to get maps from them as early as possible.

The Inter-State Trail from St. Joseph as far south as Kansas City is in splendid condition. A few corrections in short sections will put it up to a very high standard.

I have just received a letter from Albany stating that they have secured a fifty foot right of way through Gentry county as far south as King City. We are undertaking to get all of the road districts thoroughly authorized for effective work just as soon as the weather in the spring will permit.

Under separate cover, I am enclosing a few photographs that no doubt will be of interest. Under the same cover I am enclosing township maps of Buchanan county, DeKalb county and Platte county. Have indicated the Inter-State Trail on all of these maps.

The Inter-State Trail through Buchanan county as you will note by the map is either a rock road or a well graded road. All of this will undoubtedly be rock within a short time. We are waiting for other counties to see what they will do in joining with us.

We are getting the Inter-State Trail well organized and can assure you that it will be put in the very best possible condition by early spring. Roads are being widened, corners cut, concrete culverts put in and the roads will be kept well dragged. In the meetings that we are holding, we are encouraging the different sections to take up the question of a rock road at an early date. We feel quite certain by the time we have the meeting in Kansas City some of the counties will be prepared to guarantee a rock road.

Yours very truly,

GEO. E. McININCH.

"TOURISTS WILL VOTE ON HOTELS"

The Declaration will eventually give a complete list of hotels along the route which will be specified as official stopping places for Jefferson Highway tourists.

There will be one such official hotel in each city. The thousands of tourists who travel up and down the Jefferson Highway during the season of 1916 will be asked to cast a vote for the hotel along the route which they find the most homelike, accommodating and delightful place to stop. At the end of the season these votes will be counted and the hotel which receives the largest number of votes will, thereafter, be designated as a special mecca for Jefferson Highway tourists. It will be given a handsome certificate of merit and will be treated to an appropriate write-up in the Declaration and various publications over the country.

Other hotels which are pretty close in the running will also be treated to appropriate honors.

We want to make the trip from Winnipeg to New Orleans the most delightful automobile tour in America.

MINNESOTA MAKES JEFFERSON STATE HIGHWAY

Mr. Meredith:

I attended a meeting of the State Highway Commission, held on Tuesday, the 28th. They called upon me for a report upon the Jefferson Highway, which I gave them, and which you will be interested to know was received with a great deal of enthusiasm. Our commission will interest itself in the Minnesota portion of the Jefferson Highway and co-operate vigorously. I suggested that they formally designate the route from the Iowa State line through the State of Minnesota, explaining that the Jefferson Highway Association had itself designated the route as far as St. Paul, via Des Moines, Mason City, Albert Lea, Owatonna, Faribault, Northfield, Farmington and St. Paul. After a good deal of discussion and examination of data in its possession, the commission fixed the route west of the Twin Cities as follows:

Minneapolis to Anoka, via Osseo on the west side of the Mississippi River, across the Mississippi River at Onoka, going to St. Cloud via Elk River on the east side of the Mississippi River, thence to Little Falls, thence to Staples, thence to Wedena, thence to Park Rapids, thence to Itasca Park, thence to Bemedji. From Bemedji to the Canadian boundary there was some doubt about the best route to be selected and the State Highway Engineer was directed to send out pathfinders and make a detailed report to the board as to what route would be best, considered from the standpoint of grades, cost of construction, cost of maintenance, relative distances, etc.

I think this puts the matter in pretty satisfactory shape and our report to the meeting of the board of directors, to be held at Kansas

(Continued on Page 24)

Local Road Building Made Easy

How Carthage (Mo.) Will Improve Jefferson Highway

By S. WOLSTENCROFT

HAVING heard of the good work being done, in the "Show Me" state, by the 365-Day Road Club under the able leadership of J. D. Clarkson, of Carthage, Missouri, the writer spent several days last December, in Jasper County, Missouri, to see just what the conditions were, and to catch if possible the spirit of the movement that was said to be doing to much for the upbuilding of South Western Missouri. Arriving at Carthage in the early morning, we at once began making inquiries concerning the road problems, and how they solved them. We had not been in the town thirty minutes, before we found that a deep interest was taken in the road work by nearly all the towns people. We were received very cordially by Mr. Marks, the genial and enterprising Secretary of the Commercial Club, who in turn introduced us to Mr. Allen McReynolds, Chairman of the Road Commission of Carthage district. Mr. McReynolds although a busy lawyer, took three or four hours, time to show us the Road System, and incidentally some of the beauty spots (of which there were many) of the Carthage district. There are nearly 300 miles of road in the Carthage special district. During the last four years, 152 miles of these had been built and connected up as a system of 365-day-roads, at a cost ranging from \$500 to \$900 per mile. This means a road on which autos can run at the rate of thirty miles per hour with safety, and over which farmers and teamsters can draw heavy loads, 365 days in the year. The building of the roads has been made possible by the co-operation of the farmer with the 365-Day-Road Club, of Carthage, supplemented by the tax money, under the control of the commissioners.

Out in every direction from the town, these roads extend to a distance of from ten to fifteen miles. Leaving the outskirts of the town we sped into the surrounding country. As we passed the farm houses on each side of the Highway, the writer noticed that most of the driveways, leading to the farm buildings from the road were covered with gravel, or some kind of hard surfacing material. Going south of the town, we passed the splendidly arranged farm of Colonel Phelps, who by the way is one of the most earnest and energetic workers for the **Jefferson Highway** there is in the town. We went in a circuitous route over hill and dale on roads that were in splendid condition, for a distance of about twenty miles, arriving at Spout Spring a pleasure resort, about ten miles out from the town. This place is visited by hundreds of people, who drive out in autos and teams without any fear of being **mud bound**, for the roads are always in a good condition.

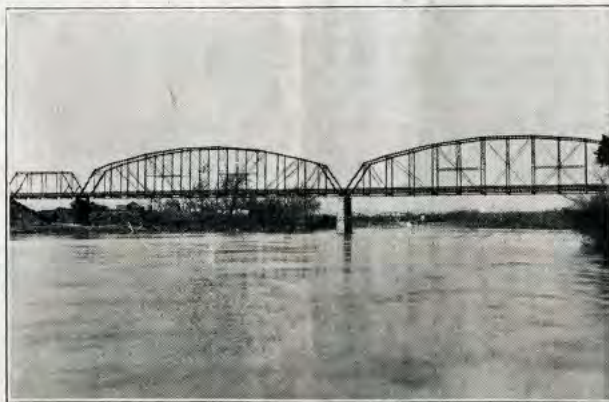
As we were returning to town, we came to a place where the men were repairing the road way. While



Concrete on the Jefferson Highway Out of Dennison, Texas

put himself in the work. It is the old truth that men will work and pay for what they become interested in.

The 365-Day-Road Club is composed of men from all walks of life, The Banker, The Merchant, The Clerk, The Teamster, The Mechanic, all join hands in a common cause for the benefit of their community and the good of their town. Carthage is just now reorganizing their 365-Day-Club for 1916, they ask for 100 members at \$5.00 per month each, and they will get them. One of the first things they will do in the spring of 1916, will be to build a rock road, on eight miles of the **Jefferson Highway**, north of the town, running to the county line. For this purpose, a meeting was held in a country school house at Carey town and in thirty minutes, \$462.00 was raised by the farmers, to assist the 365-Day-Club and the officials, in building one mile of that road. The other seven miles will be taken care of, in like manner. Leaving Carthage, we took the inter-



The Bridge that Takes the Jefferson Highway Across the Red River from Oklahoma into Texas

urban to Webb City and Joplin. These towns are also on the Jefferson Highway. At Joplin, we met Mr. Murphy and Mr. McLang, two splendid men, who are spending their time and money for the interest of the Highway, through their part of the country. These men are strongly supported by the merchants and professional men of the town, who see the value of a good road system. They are reaching out, and are assisting the smaller town, outside their district to get in line for better highways. Meetings are called in small country schools to discuss ways and means. The farmers and neighbors are asked to subscribe their share. Then, the Joplin road district, assists in making up the estimated cost to complete the road. This puts the abutting property owners in a position to help in the building and upkeep of the roads in their neighborhood. Joplin road district also reaches out beyond the limits of their own district. Last year they gave \$15,000.00 to help an adjoining district build roads, that would link up the connection roads to their district. They also subscribed \$13,000.00 for road improvement outside of their state, but where it would

talking with Mr. Wheeler (the able superintendent of road work), a farmer driving home stopped and hailed Mr. McReynolds with "How soon are you going to build our road Mr. McReynolds." "Just as soon as we can get at it, if the money is ready." "Our part of the money is subscribed now," said the farmer, "and we are waiting." As we drove away, we asked Mr. McReynolds, what the farmer meant, when he said, "Our part is subscribed now." He told me that the farmers were ready and willing to pay one-half the estimated cost of the road, past their farms, and to co-operate in the keeping of the road in good condition. Every man is a good enthusiast, and is ready to

help to build a highway leading up to and connecting with their own system of roads. It was both inspiring and encouraging to move in such an atmosphere of community action. The big man helping the little man, and the little man doing his utmost to help the big man. The banker and the clerk, the employer and employee all meeting on one common platform, to boost the movement, all helping to bring about the desired end, namely the completion of a system of roads, that shall be a benefit not to one particular town, but to the whole Jasper county of Missouri. What has joined these farmers, and towns people together? What has caused them to work in unison in this manner? Is it money? No, because the money has always been there, but was not given. Five years ago, you could scarcely get a subscription for road work. Is it because they have found material to work with? Why the road material that they are using now, has been lying idle at their door for years. The mine chats and refuse has been piled fifty to seventy-five feet in the air, within a stone's throw of their mud roads, so it could not be lack of road building material. Have they only just begun to desire good roads? It would be foolish to suggest such a thing, for all men everywhere have always desired good serviceable highways. What then, has caused this impetus for community building. It is the unselfish co-operation and team work that has been shown by all.

Commissioners Serve Without Pay

We were surprised to find that the three district road commissioners served their full term of three years each without any remuneration whatever. One, Mr. A. McReynolds, a busy lawyer; another, Mr. Blare, a mining engineer, and Mr. Haszlip, a farmer, all giving their time and service from their other businesses and giving it willingly. No officer of the Road Club is paid for his services. Monthly reports are given of all the income and expenditure. Road maps are shown, and any tax payer can see at a glance just where the money has been expended and what purpose. It is not at all surprising under these conditions that we find them boosting for the Great Jefferson Highway and working hard to make their section the best in the entire undertaking. It is not possible to have such a spirit, such co-operation, such determination, and as a result, better roads in Iowa. We believe it is. We have the wealthiest state in the Midwest, we have men as public spirited and as brainy as any in the country, farmers are willing to get in to the proposition and we believe will pull their share if given an opportunity. Having then the men to start the work, the money to buy material if needed and machinery to complete the work, what shall stop us from making the Iowa section the best in the entire Highway. Let us co-operate as towns, counties and communities to do this, we can, if we will.

Directors' Meeting February 3rd

(Continued from Page 19)

and uses of these highways and would be an inestimably better way for the spending of federal funds than on unnavigable rivers and on unnecessary inland forts. Such national investments would compare very favorably with the Panama Canal.

The work of the directors in this meeting will include the hiring of a general manager or field secretary, the completion of the county organization plans, the raising of general funds, authorization of maps, guide books and general public route information and lastly but most important, the temporary designation of the Jefferson Highway in detail by townships and counties throughout its length.

Delegations from various contested sections will present their cases, show what they have accomplished and to offer later in the building of their proposed routes, and will be given temporary decisions.

Markers for the Highway, membership certificates and cards, the endorsement of this Journal and a number of other details will come before the directors.

One of the big questions that will come up for action is whether or not it will be wise to include as branches of the Jefferson Highway, important routes that have been urged more or less either for the main route or as branches. One of these is the route through Arkansas which has now been well organized and mapped out in detail. Another will be a route from Kansas City north through Omaha, Sioux City and via the Dakotas to Winnipeg. Another proposed branch will be south

from Dennison through Dallas, Houston and Galveston and then along the coast to New Orleans.

Whether the Jefferson Highway can advantageously consist of a more or less extensive system of north and south Inter-State Highways with one main trunk line, or whether it should consist of a single route must be decided by the directors. But every man interested in the Jefferson Highway and in good roads in general should bear in mind that it is totally foreign to the spirit of good roads building to lay any straw in the way of good roads promotion in any other county or state in the Union. There is a general feeling that the splendid enthusiasm and ability displayed at New Orleans ought, if possible, to be tied up with the Jefferson Highway Association in some way. How this can be done without making an unwieldy and impractical organization must be worked out by the directors. The editor feels favorable to the branch idea because of his desire to be of service to the whole tier of states between Canada and the Gulf but would not be inclined to undo the work of the directors in New Orleans and the work of the individual communities since the convention by eliminating any of the main terminal cities that have already been designated.

It is hoped that a broad and unselfish spirit of co-operation and good roads building in general may prevail not only at this second meeting of the directors but in all subsequent meetings both of the directors and of the entire membership of the Jefferson Highway Association whenever it may be convened.

News and Progress Along the Route

(Continued from Page 22)

City, will be as above, with the recommendation that the board adopt the route thus designated by our State Highway Commission.

I am writing today to Mr. Herman Roe at Northfield and Mr. Thos. Cashman at Owatonna, asking them to gather up a good collection of views of the Highway from the Iowa State line to St. Paul, which will, of course, include Albert Lea, Owatonna, Faribault, Northfield, etc. I am also writing to St. Cloud, Little Falls, Wadena, Park Rapids and Bemidji, asking them to send me a good collection of photos which I will forward to you as soon as received. I have also asked our state forester, Mr. Cox, to get me some good photos of Itasca State Park.

Of course you know that the source of the Mississippi River is in the Itasca State Park region and there is a little sentimental value in the thought of a great North and South Highway, from the source of the Mississippi River, in the north, to its mouth, at New Orleans. In addition to that the State Park Region is bound to be one of the greatest playgrounds in America; already tourists are beginning

to appreciate its advantages and every year sees an increasingly large number of people visiting that region.

Yours very truly,

J. H. BEEK,

December 30, 1915

Vice-President, Minnesota.

"LOUISIANA ORGANIZES"

There will be no delay in the organization work in Louisiana for the promotion of the Jefferson Highway.

Mr. I. L. Lyons, Jr., has accepted the responsibilities of organizing the county associations in Louisiana and raising the money which each town is expected to contribute to the general expense fund.

The State Highway Commission of Louisiana is an exceedingly efficient official body and has the whole state thoroughly mapped out for modern highways.

The route which will be taken by the Jefferson Highway from

Shreveport through Alexandria, Baton Rouge and to New Orleans is already marked out for improvements on the official map of the State Highway Commission.

The Louisiana section of the Highway is expected to be among the most interesting districts along the whole route. The romance and history and country life of this grand old state will attract northern tourists by the thousand. They want to see the best plantation districts and the Jefferson Highway will take them right down through the center of the state.

From the healthful cut-over pine lands of the northwestern part of the state down through the flowery prairies, settled by the French originally and so beautifully described by Longfellow in the story of Evangeline, on through the wonderfully rich Mississippi delta sugar districts in which New Orleans is situated will be a trip of unceasing interest.

Mr. Meredith:

Replying to your circular letter of the 26th and your telegrams of the 25th and 27:

I will attend the meeting at Kansas City on the 3rd. I think our party will take the Chicago Great Western train leaving here February 1st at 8:30 P. M., arriving at Kansas City at 3:30 P. M. on the 2nd. We will go to the Muehlebach Hotel; will meet the other directors there. Yours very truly,
St. Paul, January 29, 1916. J. H. BEEK.

Mr. Meredith:

I am in receipt of your two circular letters which as a rule do not require an answer, but as the spirit manifested in these two letters is so opposite to the impression left at the New Orleans meeting I am taking the liberty to write you.

The impression gained by most of us was that the fight to leave the determining of the route to a future date was a political sunterfuge, and that once directors were selected that no future consideration would be given in any manner to a routing that would be contrary to their interest.

But I gain the impression that you are going to make an effort to live up to your statements at New Orleans and I wish to express my highest esteem for your fairness and manly principal in this matter.

Acting on the suggestion in your letters a committee of three of which Mr. F. P. Travis, of Iola, is chairman, will present our claims for your consideration at the February third meeting. With best wishes for the Jefferson Highway, Senator Lefe Young and yourself I beg to remain,
Parsons, Kas., Jan. 29, 1916. Very truly yours,
J. C. CORNELL, M. D.

Mr. Meredith:

We are in receipt of your kind favor of January 26th and note that the date for meeting of Jefferson Highway directors has again been changed and will now be held on February 3rd. We have changed reservation already made accordingly and shall also be pleased to hold in reserve sufficient number of rooms to accommodate all delegates.

We note that it is your opinion that there will be from fifty to seventy-five delegates here and we shall be well prepared to take nice care of all those who might want rooms.

We consider your organization a very representative one and recognize an opportunity therein to advertise our splendid new hotel and it shall be our pleasure to give your delegates every attention.

Thanking you very much for your courtesy in this matter, we remain,
Very truly yours,
HOTEL MUEHLEBACH,
Kansas City, Mo., Jan. 28, 1916. J. T. Weme, Room Clerk.

Mr. Meredith:

This will acknowledge receipt of yours of the 19th and 22nd, regarding the Kansas City meeting of the Board of Directors at the Muehlebach Hotel. Unless unforeseen circumstances prevent the four directors from Texas will attend the session.

We organized the Texas Division of the Jefferson Highway at Greenville, Texas, January 19th, and selected a tentative route, but will likely have one or two appeals from other routes not selected.

Very truly yours,
W. N. KING, Vice-President Texas Division,
Dennison, Texas, January 24, 1916.

Mr. Meredith:

At Greenville, Texas, January 19th, we organized the Jefferson Highway Association of Texas, with the following officers: W. N. King, Dennison, Texas, president; J. J. Love, Marshall, Texas, vice-president; E. C. Bracken, Greenville, Texas, secretary-treasurer. The three officers compose the executive committee, and each county through which the Highway will pass is represented in the Texas organization by two directors.

Very truly yours,
W. N. KING,
Vice-Pres. Jefferson Highway Assn., Texas, Division.
January 24, 1916.

Mr. Meredith:

Yours of recent dates in regard to the meeting of the Jefferson Highway Association at Kansas City received; and while I will not be able to attend the meeting on the second I want to congratulate you in the change of the date of the meeting so as to enable you to have the meeting while the President is in Kansas City. I believe that we should do all we can to get our Congressmen and the President to realize that the National Highways are of great benefit to the Nation and should receive National aid. I am glad to say that the public in the territory through which the Jefferson Highway passes in Oklahoma and Texas realize that this Highway must be a rock road, but you want to impress upon them the fact that it takes time to build a rock road of this magnitude; that they must build a good dirt road to use for the present, that in so doing there will be no loss as the road will have to be graded for the road road any way. A good dirt road makes a very good road except in continued wet weather and if we can have this at once we will get the rock road later. With assurance that I will lend any assistance I am able, and that you will have a full attendance at your meeting I remain,
Yours truly,
January 28, 1916. C. O. JOHNSON, Durant, Okla.

FUTURE OF NEW ORLEANS DELTA

Of the more than five million acres of the New Orleans Delta only about five per cent., or one acre in twenty, is or ever has been in cultivation. The larger part of the municipal area of New Orleans,—and, indeed, of the whole delta, is in the same condition in appearance and in fact as it was when Columbus discovered America. The cultivated portions are narrow strips of relatively higher lands along the river and the larger bayous. In this restricted area is situate the densest rural population, the generally best and oldest cultivated section of the Mississippi Valley.

But a movement is now under way, which means the reclamation and development of the entire Delta. Only about two per cent. is as yet reclaimed or in process of reclamation but this area, vast in itself, is enough to prove the feasibility of the work.

The process of reclamation is practically the same as used in Europe, particularly in the Netherlands, where the work has been in progress two thousand years, and where large areas of actual sea bottom have been reclaimed.

All of the Delta is susceptible to reclamation.

In the interior only small levees are required. On the coast, which is subject to the West India storms of great intensity, the levees must be large and strong, approaching in size and strength those now found along the Mississippi. The cost of such levees may seem prohibitive to some but the acreage cost for the land protected will undoubtedly be less than one-half of the present cultivated acreage cost of levee protection from the Mississippi, and an average cost much less than that of the European Netherlands, or of the Sacramento-San Joaquin Delta of California.

And when it is done, South Louisiana will possess the largest store of plant food in an equal area of any place in the entire world—more alluvial acres than are in Egypt, Holland, Germany and England combined. All of the gold mines of the world do not produce at present as much value in dollars and cents as this Delta can produce when it is all producing at the rate the best cultivated portions now give.

No other people has such a valuable unused asset as South Louisiana. No other section has the possibility of so great a development—provided only that we do our duty. It is worth while. (This section of opportunities is the southern terminus of the Jefferson Highway.)

AT BENTONVILLE, ARKANSAS

A large delegation from practically every town in this section on the proposed route of the Jefferson Highway through Arkansas is expected to be present at the meeting of the Ozark Jefferson Highway Association which convenes at Ft. Smith Tuesday.

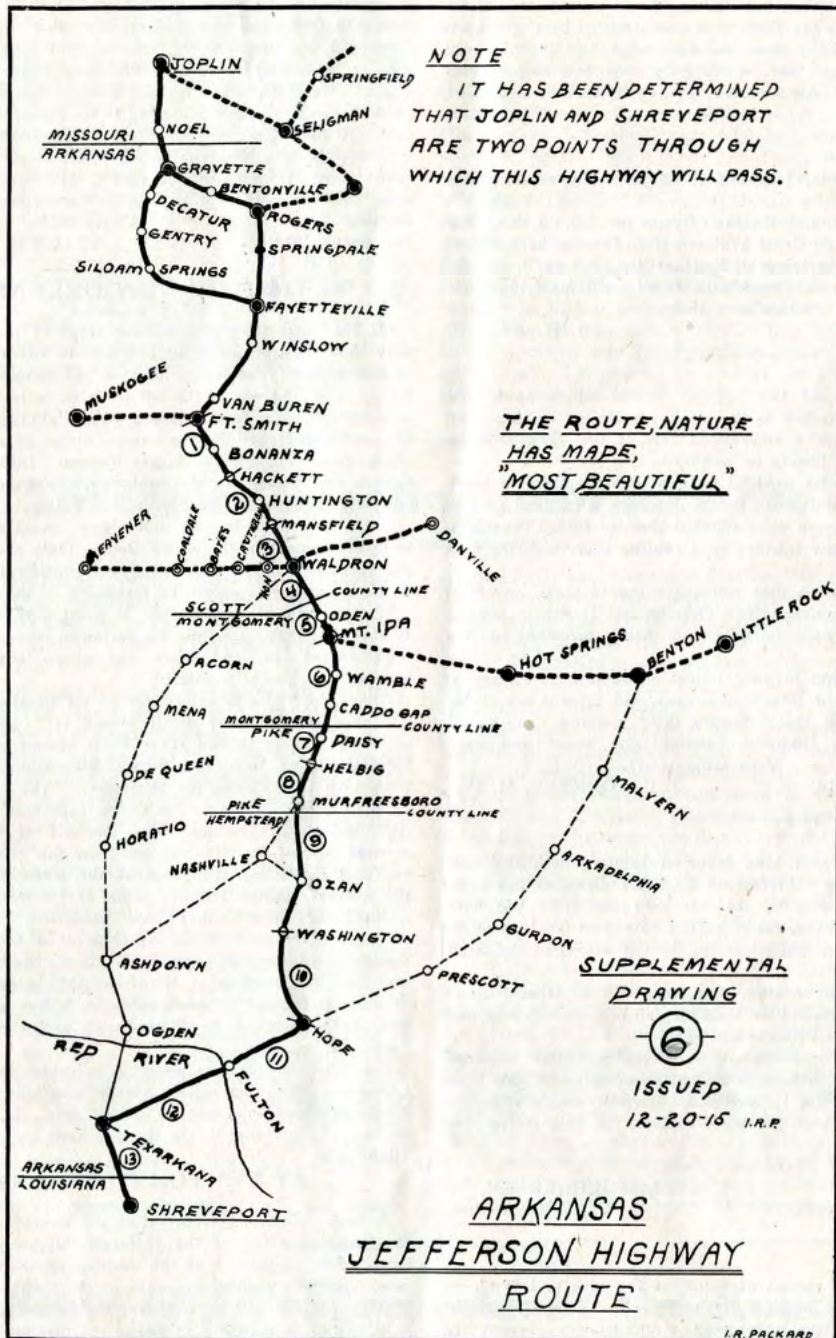
A special car will be run over the interurban from Rogers, where a delegation is planning to attend the meeting here.

Hon. John M. Malang, of Joplin, will be present to address the meeting. Secretary George Sengel of the Fort Smith Business Men's Club intended delivering an address, but a letter from him received today states that he is ill of la grippe and unable to attend.

AD CLUBS BOOST JEFFERSON HIGHWAY

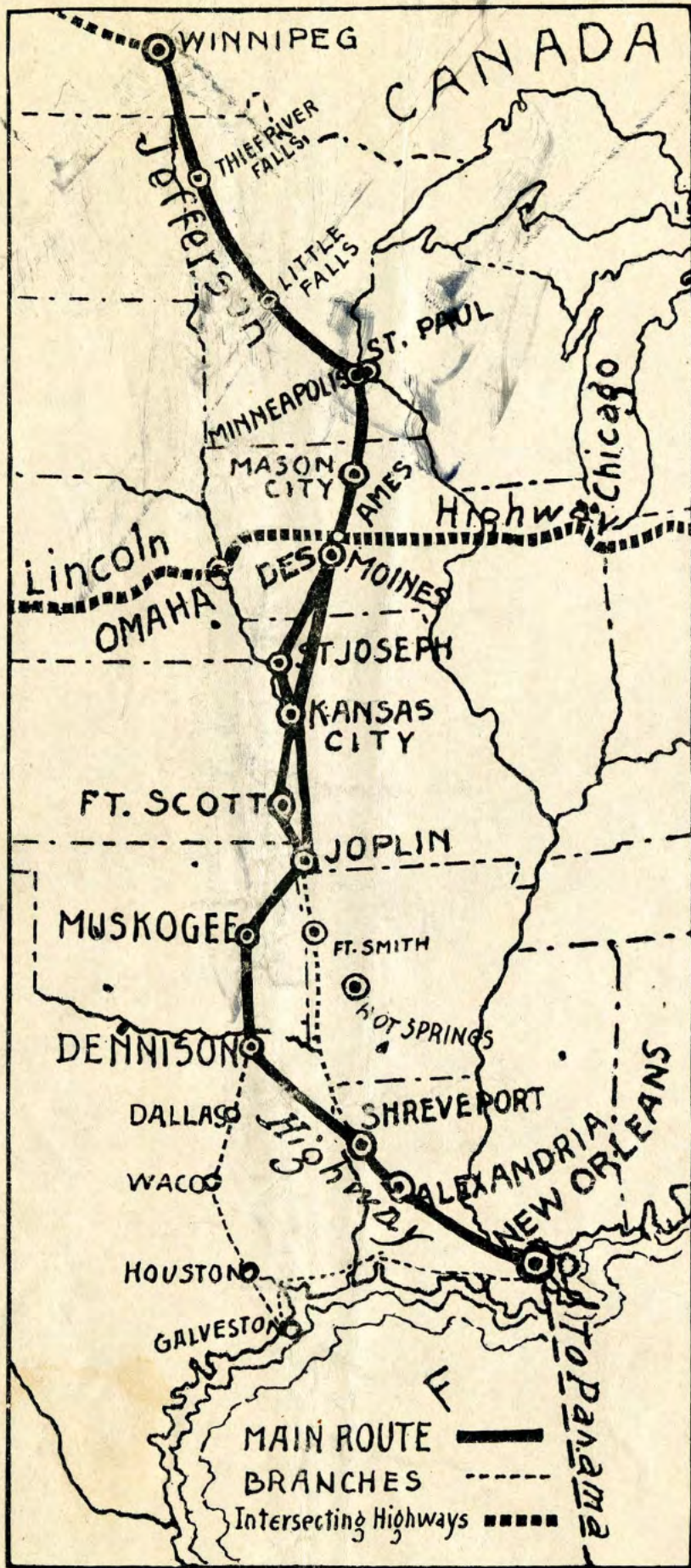
Good roads and plenty of them took the Ad Club luncheon at the Hotel Main today by storm. Good road boosters were there and all of them had a good word for the movement.

President Armour officiated as chairman of the gathering and first called on Harry K. Albers, president of the Fort Smith Motor Club. Mr. Albers told his auditors of the headway made at Fayetteville by L. R. Putnam, president of the Arkansas Association of the Jefferson Highway and said that the local organization was taking the active lead in the formation of Jefferson Highway clubs throughout this section, from Texarkana to the northern boundary of the state. He said that the work was being organized north of Fort Smith and clubs were already organized in many towns along the proposed route.



Proposed Arkansas Scenic Branch of Jefferson Highway. The Arkansas organizers assert that this section of the Highway will be rock-surfaced or graveled in less time than most other state sections. This branch has not been officially adopted as yet, but probably will be at an early date.

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Jefferson Highway

"The Vacation Route of America"

Winnipeg—New Orleans