

JEFFERSON HIGHWAY DECLARATION

Restful



Woolen Mills, Faribault, Minn.



A Farm Home on Jefferson Highway in Iowa



Farm Home in Story County, Iowa, on Jefferson Highway



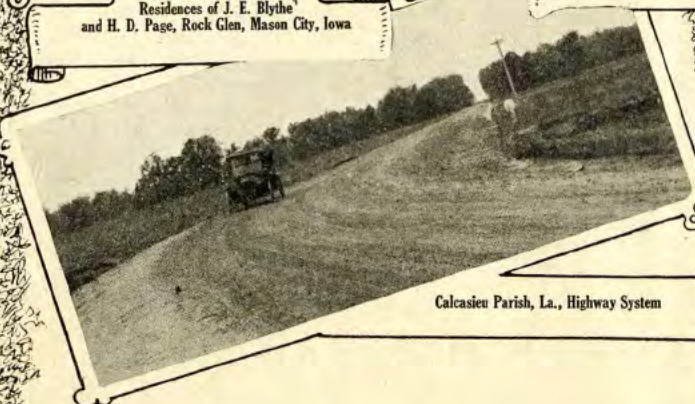
Jefferson Highway Near Nevada, Iowa



Residences of J. E. Blythe and H. D. Page, Rock Glen, Mason City, Iowa



Beauty Spot Near Bemedji, Minn.



Calcasieu Parish, La., Highway System



River at Iowa Falls, Iowa
A Scene on the Jefferson Highway

Atoka County, Oklahoma

The Land of Sunshine and Balmy Climate

**Fine Farming
Land at
Low Prices**

**This is the Stock
Raisers Paradise**

**Our Schools are
of the Best—No
States Have Any
Better.**

**Our Citizenship
is Good and will
Make Strangers
Feel at Home.**

**Atoka Has More
Good Churches
than the Average
town of twice
Her Population.**

**Why keep your
money on small in-
terest when a safe
investment in farm
lands will bring you
ten fold more?**

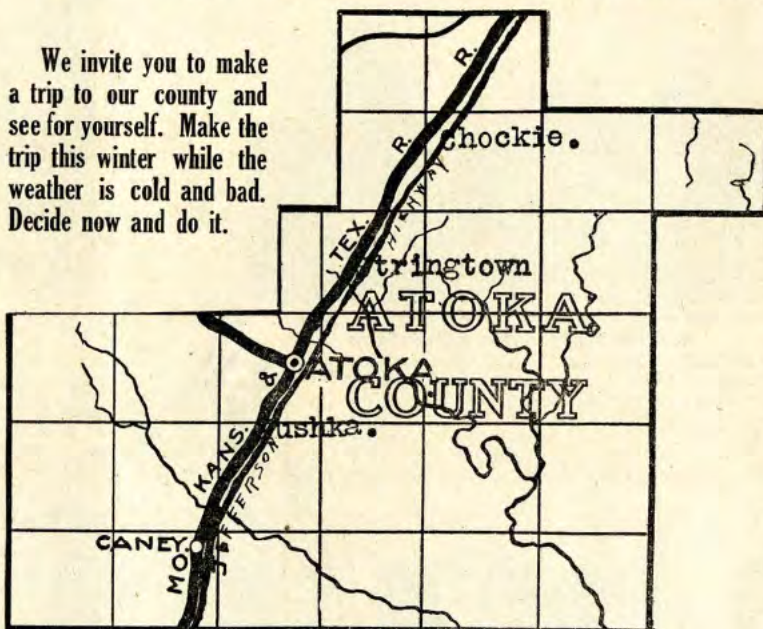
**Atoka county, Okla., is located
on the Jefferson Highway in
Southeastern Oklahoma.**

This County offers excellent opportunities to homeseekers and investors; our lands are fertile and produce equal to northern lands; our lands range in price from \$20.00 to \$40.00 per acre.

The climate here is ideal; our winters are of about two months duration, and seldom reach zero; there is not a month in the year that farmers are not able to plow.

Our cultivated land produced this year \$50.00 to \$75.00 per acre in cotton. Why not acquire a home or investment of this kind?

We invite you to make a trip to our county and see for yourself. Make the trip this winter while the weather is cold and bad. Decide now and do it.



ATOKA, OKLA., IS LOCATED ON THE MAIN LINE OF THE M. K. & T. RY. YOU CAN GET EXCURSION FARES ON THE FIRST AND THIRD TUESDAYS IN EACH MONTH. ON THESE DATES EXCURSION TICKETS ARE ON SALE at St. Louis, Kansas City, Hannibal and intermediate points; tickets under similar conditions are on sale by M. K. & T. lines from points in the following states: Illinois, Iowa, Minnesota, North Dakota, South Dakota and Nebraska. These homeseekers excursion tickets are good fifteen days for return passage to original starting point.

From	Round Trip Fares to Atoka, Okla.
St. Louis	\$21.50
Kansas City	14.60
Hannibal	20.60
Chicago	31.80
Des Moines, Iowa	23.08
Omaha, Nebraska	20.45

For Descriptive Booklet and Further Information Address

JAMES H. CHAMBERS

Atoka, Oklahoma

Sec'y Jefferson Highway Ass'n

Proceedings of Annual Meeting

Minutes of Meeting of Jefferson Highway Association Held in Muskogee, Okla., November 28 and 29, 1916

Meeting called to order at 10:30 A. M. by D. N. Fink, Vice-president and presided over by him.

A roll call was taken, and the following Vice-presidents and Directors were present, either in person or by proxy:

1. W. E. Atkinson, New Orleans, Louisiana.
2. Mrs. John T. Kimbell, Shreveport, Louisiana.
3. W. N. King, Denison, Texas.
4. B. K. Coghlan, College Station, Texas.
5. D. N. Fink, Muskogee, Oklahoma.
6. W. F. Dodd, Caddo, Oklahoma.
7. R. S. Tiernan, Fort Scott, Kansas.
8. A. H. Shafer, Pittsburg, Kansas.
9. Marion Coulter, Girard, Kansas.
10. Paul Russell, Paola, Kansas.
11. John M. Malang, Joplin, Missouri.
12. Geo. E. McNinch, St. Joseph, Missouri.
13. W. A. Hopkins, Lamoni, Iowa.
14. James F. Harvey, Leon, Iowa.
15. Daniel Shaw, Thief River Falls, Minnesota.
16. Thomas E. Cashman, Owatonna, Minnesota.

First address by J. D. Clarkson.

General discussion as to the voting of directors from the different states.

Motion by John M. Malang, of Joplin, Missouri, that the entire vote for each State be cast by the Directors present, unless there be a division, and in the event there is only one Director present he shall cast the entire vote for his State. In the event there are two

Motion was made and duly seconded that the Chair appoint an Auditing Committee composed of three members. Motion carried.

The Chair then appointed the following to act on the above Committee:

1. W. A. Hopkins.
2. James T. Harvey.
3. Geo. E. McNinch.

Motion was made and duly seconded that the Chair appoint a Committee composed of one member from each State represented to look into the matter of Federal Aid. Motion carried.

The Chair expressed a desire to take some time in the appointment of this Committee, which of course was agreeable.

Motion was made and duly seconded that the Chair appoint a Committee of three on the Jefferson Highway Declaration.

The Chair took the appointment of this Committee under advisement.

Motion was made and duly seconded that the Chair appoint all Committees. Motion carried.

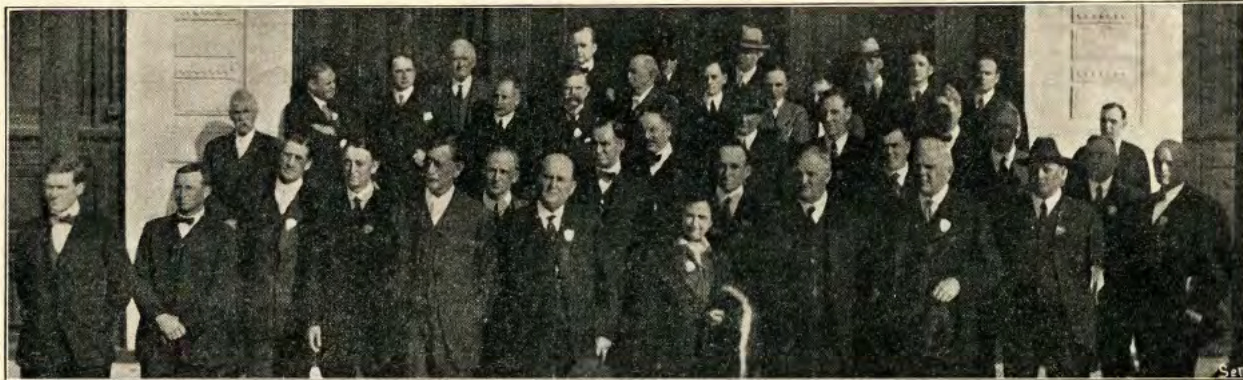
It being necessary for the Committee on the Revision of the By-Laws to take some time to get things in shape to report at the afternoon session, it was decided to take a recess until afternoon. So a motion to adjourn until 3:30 P. M. was made and duly seconded. Motion carried.

Afternoon Session November 28, 1916

Meeting called to order by D. N. Fink, Vice-president, 4:30 o'clock.

The Chair then called for the General Manager's Report.

This report was an elaborate explanation by Mr. J. D. Clarkson, in which he went over the work and progress since the meeting held in



Officials of the Jefferson Highway Association present at first Annual Meeting which took place in Muskogee, Okla., Nov. 28, 29, 1916

Directors present and they disagree, the vote shall be two for and two against. In the event there are three Directors present and they disagree, two shall two and two-thirds vote and the one shall cast one and one-third vote. Proxy Directors shall only be represented by proxy by citizens of their respective States. Motion duly seconded and carried.

Motion by John M. Malang, of Joplin, Missouri, that the Chair appoint a Committee to make a revision of the by-laws, nominations, resolutions and name the next place of meeting, and that this Committee be composed of one person from each State represented. Motion duly seconded and carried.

The Chair then appointed the following to act on the above committee:

- | | |
|--|-------------------------------------|
| 1. Mrs. John T. Kimbell,
Louisiana. | 5. John M. Malang, Missouri. |
| 2. W. N. King, Texas. | 6. James F. Harvey, Iowa |
| 3. W. F. Dodd, Oklahoma. | 7. Thomas E. Cashman,
Minnesota. |
| 4. Paul Russell, Kansas. | |

Motion offered and duly seconded that the Chair appoint a Committee, composed of one member from each State to look after Marks, Signs and Adornment along the Highway. Motion carried.

The Chair then appointed the following to act on the above Committee:

- | | |
|-------------------------------------|--|
| 1. Thomas E. Cashman,
Minnesota. | 5. W. F. Dodd, Oklahoma. |
| 2. James T. Harvey, Iowa. | 6. W. N. King, Texas. |
| 3. John M. Malang, Missouri. | 7. Mrs. John T. Kimbell,
Louisiana. |
| 4. Paul Russell, Kansas. | |

It was suggested that the old Committee consisting of W. A. Hopkins, H. H. Polk and Geo. E. McNinch also serve with this Committee and assist in whatever way it could.

St. Joseph, Missouri, last February. He reported that he had had wonderful success in the collection of the mileage along the entire route, with very few exceptions, stating that practically every State had complied fully, excepting two counties in Missouri, and three other counties scattered over the route.

Motion was made by Mr. Hopkins and duly seconded that the report of the General Manager be received, and extend to him our heartfelt thanks and appreciation of his splendid work up to this time. Motion carried.

Mr. Hopkins moved that the name of Mr. Wolstencroft be included in his motion, which was unanimously agreeable.

The Chair then asked if there were anyone present that had anything they would like to take up at this time. There was a general discussion of various matters at this time by the members.

The Chair then asked for the report of the Committee on By-Laws and Resolutions.

Motion by John M. Malang that the By-Laws as presented and read be adopted, but on request he withdrew his motion.

A motion was then made and duly seconded that the adoption of the By-Laws be deferred until the next session to be held Wednesday morning at 9:00 o'clock. Motion carried.

The Chair then asked for a report of the Committee on Meetings and Location, and the Committee reported that the meetings should be held in June and November in each year, and that annual meetings should be held in November each year, and that the next meeting should be held in St. Paul, Minnesota. Report unanimously adopted.

The Chair then asked for a report of the Committee on Nominations, and the Chairman reported the following nominations:

- | | |
|--------------------------------|---------------------------|
| D. N. Fink, President | Walter Parker, Secretary. |
| W. A. Hopkins, Vice-president. | F. J. Wright, Treasurer. |

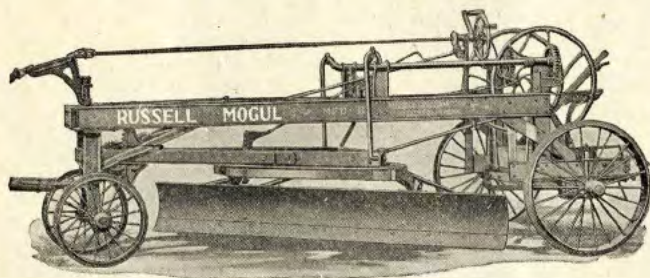
(Continued on Page 6)

RUSSELL ROAD MACHINES

Are Making the Best Roads All Over the Country

THE best road engineers and road contractors know the efficiency and economy of Russell Road Machinery. The U. S. Government is using them in its preparedness work. In every part of the country you will find them on contracting jobs or on municipal work and in every instance the roads they build are exceptionally fine and the operators are always enthusiastic about their easy and economical operation. No matter the size of the job, there is a Russell Machine which will execute it to the complete satisfaction of the worst grouch.

These Two Russell Machines Do Big Work Most Economically



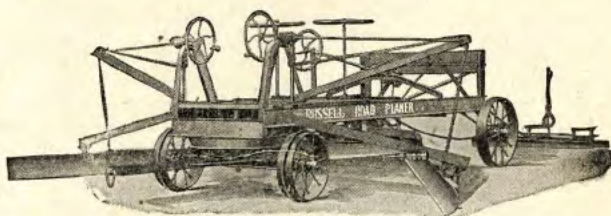
The Russell "Mogul"

Weight 7,000 lbs.—12 ft. blade, 20 in. long

The "Mogul" is a gigantic road builder, having no equal in strength, durability or capacity. It is built for tractor use only, and the largest tractor cannot overtax its strength. Simple and very easily operated. All the adjustments ever put on any machine are incorporated on the Mogul. Be sure to investigate this machine if you have big work in road building or earth handling.

The Russell "Planers"

This machine offers the most modern "wholesale" method of road grading and planing, at lowest cost. Two sizes, No. 1 for tractors of 25 to 35 H. P. and No. 2 for 8 horses or tractor of 15 to 25 H. P. Operated by one man. Each blade adjusted independently of the other. They may be brought up close to machine. When open, they dress the entire width of road in one operation.



The Russell line is complete—consisting of the following machines

Road Machines, many sizes; Road Planers; Sacrifiers; Elevating Graders; Disc Plows; Road Drags; Road Plows; Railroad Plows; Rooter Plows; Snow Plows; Wheel Scrapers; Buck Scrapers; Tongue Scrapers; Corrugated Galvanized Metal and Cast Iron Culverts; Steel Beam Bridges; Cutting Edges, etc.

Write for Catalog and Free Trial Offer

You will find our Catalog a very interesting book. Aside from complete descriptions of all our machines and understandable illustrations, it contains a lot of valuable information on earth handling, costs, methods, etc. It tells also about our free trial offer and guaranty on all machines.

RUSSELL GRADER MANUFACTURING CO.

2207-2229 University Ave. S. E., MINNEAPOLIS, MINNESOTA

Representatives in All Principal Cities

JEFFERSON HIGHWAY DECLARATION

Volume I



Number 12

JANUARY, 1917

Published Monthly by Jefferson Highway Association, Des Moines, Iowa



News and Progress Along the Route

NEW ORLEANS IS HUB OF U. S. HIGHWAY SYSTEM

By WALTER PARKER

"ALL ROADS LEAD TO ROME," according to the well-known proverb of antiquity. It is not so well known that the good roads on which the most work is now being done in the United States lead to New Orleans.

These roads consist of five great trunk highways leading east, north and west. They run to Jacksonville, Florida, on one side of the continent, to Los Angeles, California, on the other, and to Winnipeg, Canada, Chicago, Illinois, and New York City in between.

Splendid work is being done on the road, work which is making a city street from New Orleans to Chef Menteur. A great navigation canal is being dug to Pearl River and the high land of Mississippi. The excavations are being thrown up into huge embankments with roads constructed on top.

Praises City Officials

Much credit should be given to P. M. Milner, who has long been active in good road work, and to Mr. Aschaffenburg, who has also been a good roads pioneer. Mayor Martin Behrman has been notably active in supporting such projects of progress. Commissioner Lafaye has taken an energetic part in giving this city an outlet to the East.

The ability of New Orleans to go ahead and do this work has been due to the constructive character of its city government, which now operates as the board of directors of a great corporation, with direct responsibility and direct results.

For instance, when it was recently suggested to Commissioner Lafaye that palm trees were wanted on the road to the Chef, Mr. Lafaye, as commissioner of public property with jurisdiction over the streets, telephoned to the proper department of the city government and the palm trees wanted were planted.

As an additional instance, the idea was originated of planting Japanese oleanders in between. Commissioner Lafaye's attention was called to this need, and another telephone message was all that was necessary. Across through this Highway is being developed to Jacksonville, Mobile, Montgomery, Atlanta, New York, Hattiesburg, Meridian, Nashville and Chicago.

Route Contests End December 19

The Riviera of America is situated along the Mississippi coast with which this Highway gives New Orleans automobile connection.

When completed in a short while, as it will be, this Highway will be a monument to the pioneers in good roads in this section and to the constructive efficiency of municipal gov-



ernment under the commission form. The Jefferson Highway will have the last of its route contests settled on December 19, 1916, when General Manager J. D. Clarkson will announce the decision in the parlors of the Association of Commerce at 2 P. M.

Thirteen months after the Jefferson Highway Association was formed in the auditorium of the Association of Commerce more than 50 per cent., over 1000 miles of the 2000 miles of New Orleans-Winnipeg Highway, has been provided for as paved roads. New Orleans called the meeting in November, 1915, that resulted in this piece of efficient machinery.

International publicity of an enormously effective character has been gained by this project. The Jefferson Highway Association publishes a monthly magazine which stresses the value of the Highway as a community builder. It is not only promising, but it is actually leading communities along its route to do bigger things in community building.

First to be Finished

The Jefferson Highway Association was the last of the great highway organizations to be formed, and this Highway will be the first of the great highways to be completed. This result has been achieved by scientific organization and persistent energy.

There are broad, big aspects to this work of highway constitution. The direct material value of good road communication with so many cities of the United States, and of Canada, is a great asset for New Orleans. It will bring tourists in numbers and develop the surrounding country. It is estimated the land along the route will be augmented in value at least 75 per cent. The indirect benefit, which nevertheless produce direct results, consist in the increase in size and activity of the community spirit and the development of a continental co-operation. Latent civic patriotism will be made patent and provincialism will disappear, its place being taken by an Americanism receptive in thought and active in deed.

At Lake Charles, Louisiana, there was recently organized the New Orleans-Houston Highway Association to guide the construction of a surface road between New Orleans and Houston. A large portion of this Highway already has been built. The remainder has been provided for. It will be completed between one and two years and will be a section of the New Orleans-Los Angeles all-the-year Southern Route.

City Hub of Highway System

The five highways from New Orleans to Jacksonville, New York, Chicago, Winnipeg and Los Angeles, will spread out from this city like a fan, connecting the metropolis of the South with all of the United States by means of first-class paved roads. Practically, New Orleans had no highway communication with the rest of the country before the starting of these great movements. It takes men of

(Continued on Page 8)



Proceedings of Annual Meeting

(Continued from Page 3)

A motion was made that the report be adopted, which was duly seconded and unanimously carried.

Motion before the house to adjourn until 9:00 o'clock A. M. November 29, 1916.

Motion carried.

Morning Session November 29, 1916

Meeting called to order by D. N. Fink, Vice-president 9:00 o'clock A. M.

The Chair reported the receipt of a telegram from Mr. E. C. Bracken, of Texas, tendering his resignation as Director. Telegram was read and the resignation of Mr. Bracken was duly accepted.

Motion by Mr. King, of Texas, that Mr. Fred Hartman, of Greenville, Texas, be named to fill the vacancy created by Bracken resigned. Motion duly seconded and carried.

Mr. D. N. Fink, of Muskogee, Oklahoma, tendered his resignation as Director, which was duly accepted.

Motion duly seconded that Mr. H. H. Ogden, of Muskogee, Oklahoma, be named to fill the vacancy created by Fink resigned. Motion carried.

Mr. W. A. Hopkins, of Lamoni, Iowa, offered his resignation as Director, which was duly accepted.

Motion by Geo. E. McIninch, of St. Joseph, Missouri, duly seconded that Mr. James H. Harvey, of Leon, Iowa, be named to fill the vacancy created by Hopkins resigned. Motion carried.

Motion by John M. Malang that the Constitution and By-Laws as previously submitted be accepted and approved, and that the same be printed in the next Jefferson Highway Declaration. Motion duly seconded and carried.

The Chair then asked if there were any other matters to come before this meeting.

Judge J. I. Sheppard, of Fort Scott, Kansas, presented the following communication for consideration:

Muskogee, Okla., November 29, 1916.

To the Board of Directors of the Jefferson Highway Association:

Gentlemen: The representatives of the Jefferson Highway Association through the State of Kansas, requests the opportunity sometime during today to present to your Board the claim Kansas has for the location now of the Jefferson Highway through Kansas from Joplin, Missouri, to Kansas City, Missouri, in accordance with the agreement made at the first meeting of this Association at New Orleans, Louisiana.

In some quarters it is claimed that the New Orleans agreement to give to the State of Kansas, through Pittsburg, Girard, Fort Scott, Paola and Olathe to Kansas, the Jefferson Highway in case said route had a greater amount of hard surface 365 days in the year road, on Labor Day, 1916, than the route from Joplin, Missouri, to Kansas City, Missouri, via Lamar, Nevada, Butler and Harrisonville was set aside at Kansas City, where you last met.

It is to correct this mistake that we desire this meeting at this time and to have the route permanently located through Kansas. If the Board of Directors should finally determine after hearing us, that an agreement was made at Kansas City between the Kansas and Missouri Directors that both Kansas and Missouri should have a branch of the road, then we are here to insist that the Kansas line begin at Miami, Oklahoma, and go directly North to Kansas City through Baxter, Columbus, Cherokee, Girard and then North as formerly indicated.

We should like to have this meeting today if possible, and present our side of this controversy, if controversy there be.

Chas. H. Walbert, Girard, Kansas.

D. H. Woolley, Girard, Kansas.

R. S. Gibson, Girard, Kansas.

Oscar W. Schaeffer, Girard, Kansas.

H. A. Russell, Fort Scott, Kansas.

P. C. Hesser, Fort Scott, Kansas.

E. D. Bennett, Mound City, Kansas.

C. A. McMullen, Mound City, Kansas.

Joe S. Johnson, Osawatomie, Kansas.

T. L. Youmans, Osawatomie, Kansas.

J. I. Sheppard, Fort Scott, Kansas.

After a general discussion by the members it was moved and seconded that a Committee of five be appointed, one from each State except Kansas and Missouri, to act upon this communication, and report at the meeting in June, 1917, at St. Paul. Motion carried.

The Chair then appointed the following Committee:

H. H. Ogden, Muskogee, Chairman. James F. Harvey, Iowa.

Mrs. John T. Kimbell, Louisiana. Thos. E. Chasman, Minnesota.

J. F. Reynolds, Texas.

Motion by Mr. Hopkins that before the Committee be requested to make the investigation and report that Kansas and Missouri make some arrangements to take care of the expense of said investigation, and that the expense be divided equally between Kansas and Missouri.

Motion seconded and carried.

The Chair then asked for a report from the Vice-president from each State as to progress in their respective States.

In some instances the reports were very elaborate, especially the report of Mrs. John T. Kimbell, of Shreveport, Louisiana, which was very interesting and educational. Mrs. Kimbell reported for Louisiana.

Vice-president Dr. Oliver Bagby for Oklahoma not being present, Mr. E. D. Bevitt was called upon to make report for that State, which he did.

R. S. Tiernan of Fort Scott, Kansas, reported for Kansas.

John M. Malang, of Joplin, Missouri, reported for the Southern Division of Missouri.

Geo. E. McIninch, of St. Joseph, Missouri, reported for the Northern Division of Missouri.

Thomas E. Cashman, of Owatonna, Minnesota, reporter for the Southern Division of Minnesota.

Daniel Shaw reported for the Northern Division of Minnesota.

Mr. W. N. King, of Denison, Texas, made his report in writing which was as follows:

Denison, Texas, November 27, 1916.

Hon. E. T. Meredith,

President Jefferson Highway Association.

Dear Sir: Following the organization of the Jefferson Highway Association at New Orleans, on November 16, 1915, the four Texas Directors became active in the promotion of a State Association, which was perfected at a meeting held at Greenville, on January 19, 1916. At that meeting a tentative route, the one now recognized as official, was adopted through Texas. This resulted in the filing of two contests, one proposed to take the Jefferson Highway south from Greenville to Shreveport via Terrell and Tyler; the other was to run the road through Hughes Springs, Daingerfield and Jefferson between Mt. Pleasant and Marshall, thus cutting out Pittsburg, Gilmer and Longview.

Between February 1 and June 20, 1916, while these contests were pending, every County in Texas on the route selected at the initial

(Continued on Page 8)



Marking of the Jefferson Highway through Story County has now been fully completed. The above shows the farmers busily engaged working on the road near Nevada, Iowa

The Progress of a Nation

One of the Important Links in Chain of Civilization is That of Road Building

By HON. J. M. THOMSON, Publisher New Orleans Item

THE development of America in the past twelve or fifteen years has followed interesting lines. A period of consolidation of business was followed by a period of expansion. The construction of the Panama Canal, the growth of the automobile and the moving picture business and the recent enormous expansion of our industries for the making of war munitions, have all marked this era. Along with these developments there has been a vast amount of constructive work on highways. With the building of many good roads there has grown steadily an agitation for more good roads.

Today the good roads issue is decidedly before the House. The men who were thinking and planning a bit ahead of the times a few years ago began to agitate for trans-continental roadways. Many practical men figured them in the class of possibilities rather than probabilities. Now they are becoming wonderful realities. Some of us who felt very progressive when advocating this class of highway a few years ago are surprised at our conservatism when we see what has actually been done in more progressive sections of the country.

The writer has had the opportunity recently of inspecting the wonderful highway system in the State of Maryland and of traveling over some of the roads of New York and New England, and is inclined to think that the West and the South have lagged behind in the marvelous development of country and city which come from the construction of good roads. Louisiana towns and parishes (in our section the parish corresponds to the county in other sections) are now issuing bonds for continuous road building. We are going to get a share of the money appro-

three states in the Union in the length of her navigable waterways. The state has excellent steam railway development. So the pressure for good roads did not come in our state until the people realized that good roads mean so much to farm values and adds so much to



HON. THOMAS H. JOHNSON
Minister of Public Works Manitoba Province and member Committee on International Co-operation for Building the Jefferson Highway.



EX-SENATOR LAFAYETTE YOUNG

of Des Moines, Iowa, publisher of Des Moines Daily Capital and member of Committee on Inter-National Co-operation

the joy of living in the country. Practically every acre of the vast area of Louisiana is tillable, but only twenty per cent. of the lands of the state are under cultivation. So we have something more of a problem in road building than have the thickly settled states. We have more need for highways through the state than have most sections, for we want to link our people up and make them all neighbors of one another—the Creoles in the South and the Saxons in the North of Louisiana.

A short while ago the Jefferson Highway project was only an idea. While I first advocated it I was a bit skeptical about Louisiana doing her share in the construction of this roadway. I am now confident that this state will do her full share, and with the enthusiasm that is growing on all sides for the project

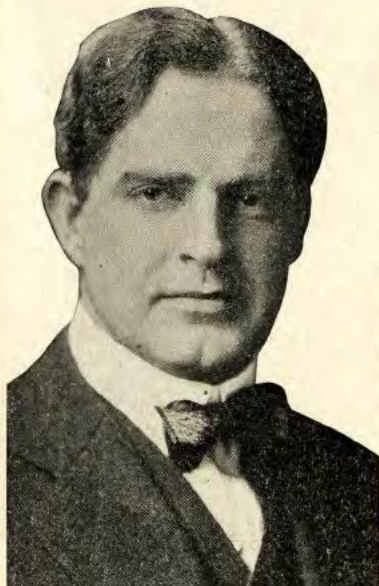
riated by the Federal government for road building, and at the next meeting of the legislature I expect to see an amendment to the constitution submitted to our people providing for the construction of at least twenty millions worth of state highways. Until recently we did not know that we could build real good roads in Louisiana; now we have some excellent roads with an enormous appetite for more.

It must be borne in mind that Louisiana ranks among the first

link in this great chain ahead of some of her sister states. All of the newspapers seem to approve the project most heartily. The City of New Orleans is earnestly interested in it. First-class men are taking hold of it in our part of the world. Public officials have given it their endorsement. And, what is more important, whenever appropriations for good roads are submitted to the people of Louisiana they are voting to tax themselves for their construction and maintenance.

Each generation in America expresses itself by some attempt at great material achievement. The future historian will doubtless write the names of certain of the great men of this time for their achievements in the planning and constructions of good roadways. The thought of Thomas Jefferson was a constructive thought—his achievements were constructive achievements. The nation has named its capital for George Washington; it is building at Washington the most beautiful

(Concluded on Page 19)



HON. J. M. THOMSON

of New Orleans, La., publisher of the Item and Chairman of Committee on International Co-operation for promoting the Jefferson Highway.

Proceedings of Annual Meeting

(Continued from Page 6)

meeting of the association not already having hard surface roads or bonds voted to build them were successful in voting road bonds.

On June 26, 27, 28, Mr. E. C. Bracken, Texas Director, and myself, vice-president of the Texas Division, made a trip of inspection of the route selected by the State Association, also the two routes offered by the contestants which resulted in the final settlement of all Texas contests and the official recognition at St. Joseph by the National Board of Directors of the route selected by the Texas State Association and recommended by Mr. Bracken and myself.

In this report I shall give you as briefly as possible a summary of the Texas situation.

Coming south after crossing Red River, the boundary between Oklahoma and Texas, on a splendid toll bridge we reached Grayson County in which Denison, Sherman and Whitewright are located. This County has been voting bonds and building roads since 1909, and within 60 days when the present county system of roads will have been completed, Grayson County will have 360 miles of hard surfaced 365 day roads that cost \$1,750,000. About 35 miles of these roads are on the Jefferson Highway and connect with Oklahoma on the north and Fannin County on the south.

Fannin County—The Jefferson Highway runs through only a corner of this County touching the towns of Trenton and Leonard. This entire County to date has voted \$530,000 road bonds, and has 90 miles of 365 day roads, 7 miles of these roads in the Leonard district are on the Jefferson Highway. There are 5 miles of dirt roads on the Jefferson Highway in the Trenton district yet to provide for, but prospects are good for a bond issue this winter.

Hunt County—Bonds voted to date \$400,000 in Greenville district, and 47 miles of concrete and gravel roads constructed. The Jefferson Highway traverses about 33 miles in this County through Celeste, Greenville and Campbell. Fifteen miles of these hard surfaced roads are on the Jefferson Highway, which leaves about 9 miles of dirt road on each side of Greenville with prospects good for district bond issues to fill in the gaps.

Hopkins County, in which Cumby and Sulphur Springs are located has voted \$450,000 roads bonds and 75 miles of hard surfaced roads are being built, 25 miles of these roads are on the Jefferson Highway, which leaves a gap of 8 miles east of Sulphur Springs to fill in with prospects good for a bond issue at an early date.

Franklin County, in which Mt. Vernon is located is now building 12 miles of hard surfaced roads on the Jefferson Highway at a cost of \$75,000. These roads will connect with Hopkins County on the west and Titus County on the east.

Titus County, with a bond issue of \$300,000 is building 75 miles of 365 day roads through Mt. Pleasant, the county seat. Fifteen miles of these good roads are on the Jefferson Highway and connect with the adjoining counties on each side.

Camp County, in which Pittsburg, the county seat, is located is spending \$100,000 on 25 miles of hard surfaced roads. Twelve miles of this construction is on the Jefferson Highway and connects on each side with the adjoining counties.

Upshur County, with Gilmer as the county seat, is spending \$100,000 of road bonds voted to build 24 miles of hard surfaced roads. Every dollar of this bond money is being spent on the Jefferson Highway. Upshur County also connects with adjoining counties on each side.

Gregg County, in which Longview and Gladwater are located, is one of the smallest counties on the Jefferson Highway in Texas, but has a complete system of hard surfaced roads, 90 miles that cost \$400,000. About fifteen miles of these roads are on the Jefferson Highway and connect on each side with the adjoining counties.

Harrison County, in which Marshall is located, has a system of

hard surfaced roads built from a \$300,000 bond issue, 21 miles of these roads are on the Jefferson Highway. The remaining 21 miles on the Highway in this County are of sand and clay construction, the nearest approach to the regulation hard surfaced type of road and are good practically the year round, however, prospects are good for filling in the gap in this County by putting a metal top on the sand and clay roads.

This covers the Texas section between Oklahoma and Louisiana. In brief the ten Texas Counties to date have voted bonds to the amount of \$4,405,000 to construct 845 miles of good roads, approximately 181 miles of these hard surfaced roads are on the Jefferson Highway, leaving about 31 miles of dirt roads and 21 miles of sand roads yet to be taken care of.

Four of the Counties, viz.: Grayson, Hunt, Gregg and Harrison either had good roads or bonds voted to build them prior to 1916, but the other six Counties, viz.: Fannin, Hopkins, Franklin, Titus, Camp and Upshur voted road bonds as a result of securing the Jefferson Highway.

In providing for our roads in Texas the great importance of connecting them up one County with another was not overlooked so that when the remaining gaps are filled in the Jefferson Highway will be one unbroken stretch of good road through the Lone Star State much to the delight of the tourist.

In conclusion I wish to give this assurance, The Texas section of the Jefferson Highway will be ready to receive all traffic when the 1917 season opens.

W. N. KING,
Vice-President, Texas Division.

The Chair then appointed the balance of his Committee, with the exception of the Federal Aid, on which he asked time as he wanted to select persons qualified in this particular line of work.

Moved and seconded that the Chair be granted time to select the Federal Aid Committee. Motion carried.

Motion made that the By-Laws be amended to read "two Vice-presidents." Motion duly seconded and carried.

Moved and seconded that Mrs. John T. Kimball be elected Second Vice-president. Motion carried.

Motion by Mr. Paul Russell, of Paola, Kansas, that wherever possible the reports of each State be made in writing, and that the General Manager have said reports published in the Jefferson Highway Declaration, and that all future reports be presented in writing. Motion duly seconded and carried.

Motion by Mr. A. H. Shaffer, of Pittsburg, Kansas, that a vote of thanks be extended to the City of Muskogee for the interest shown in our meeting, to Mr. H. H. Ogden for his efforts and elegant banquet served us, to Mr. D. N. Fink for his untiring efforts to make the meeting one to long be remembered, and to Mr. Spivey and the Press.

Motion was duly seconded and unanimously carried.

Motion by Mr. W. A. Hopkins that a vote of thanks be extended to the retiring President, Mr. E. T. Meredith, and that a copy of the resolution be sent to Mr. Meredith, and that the same be published in the next issue of the Jefferson Highway Declaration.

Motion was duly seconded and carried.

Motion by Paul Russell, of Paola, that the minutes of previous meetings be read and approved at our meetings, and that all future minutes be kept and brought to next meeting following for approval. Motion duly seconded and carried.

Motion by John M. Malang that the meeting adjourn.

Motion duly seconded and carried.

On account of the Secretary being absent, R. S. Tiernan, was called upon to act as Secretary and take the minutes of this meeting, and the foregoing is respectfully submitted.

R. S. TIERNAN, Acting Secretary.



D. N. FINK,
President Jefferson Highway Association
Muskogee, Okla.

News and Progress Along the Route

(Continued from Page 5)

broad vision to appreciate what these highways mean. There seems to be plenty such in the country. In Louisiana Parish after parish has undertaken good roads work.

It is only a question of time when this state will, by constitutional amendment, raise twenty or twenty-five million dollars for good

roads construction. Other states and the cities of other states have joined in. The Federal Government has given aid. All American citizens of the energetic type seem awake and alive to the importance of highway building as a big thing.—New Orleans Item.

(Continued on Page 8)

Smoothing the Rough Places

By J. D. CLARKSON

IT will be the Highway Man's duty as he travels over the road from Winnipeg to New Orleans to not only note with favorable comment the improvements that are being made but also to throw the spotlight of publicity on bad conditions on the Highway or in the communities.

His criticism will be mild at first, trusting that mildness will effect a cure. But if mildness does not effect a cure, then the dose will have to be increased till strong enough to effect a cure even to the calling by name of the man responsible for the bad conditions.

The performance of this duty will not tend to make the Highway Man popular, nor is it a pleasant one, but it will be discharged just the same.

The careless attitude of the public and some public officials toward our highways must be changed. So here goes for better road conditions and possibly a hot box for the Highway Man.

Between Trenton and Leonard in Texas, we came to a construction in the road which brought us to a standstill. At first we thought it was a barricade and we were on the point of turning around to go some other way when some one suggested it was not a barricade but a hurdle, as hoof prints could be seen on either side, showing that horses could jump over it. Just then, a man who lived in the country came along and we asked him what it was—he looked at us in astonishment and said, "Why that is a culvert."

We told this incident, at our meeting, when we reached Leonard, and told the people there that the inspection exercised over the Highway by the Jefferson Highway Association would cure just such conditions as that was; much the same as malaria conditions would be cured by letting in the sunlight to them.

After the meeting a man was introduced who said, "I sat mighty low when you were talking about that culvert." It developed that he was the supervisor for that district.

We asked him how much longer that culvert would be left in that condition. His reply was, "It will be fixed before you come back from New Orleans and several others also." "It should have been attended to long ago but no one has ever called attention to it in just this way and although we knew it should be fixed we had never set a day to do it." The day is now set and it will be done.

Here was a man big enough to overlook criticism and remedy the fault.

In Grayson county, Texas, and just across the Red River in Oklahoma, were noted several miles of what formally must have been fine road, but which has been neglected until it has gotten into very bad condition.

On our trip down October 4th, we were told this road was to be repaired but on our way back on November 19th, nothing had yet been done to it. There may be an excellent reason for delay but the man who bumps over that road does not have much time to consider them.

East Texas is setting an example in the way of grades that may well be emulated by other states and Camp county near Pittsburg has put in a concrete overflow construction across Cypress creek bottom that is not excelled anywhere on the Highway and the white paint on Camp county's half of the bridge across Cypress creek is a big improvement. But the Highway Man

wants to say that the traveling public has some rights that should be respected both before and during the construction period.

High centers, low stumps and short bad sandy places that can be treated at very small expense should be fixed for use until the next road is built.

No contractor should be permitted to start construction on a culvert until he first provides a practical way round. These things do not apply to East Texas alone, "There are others."

At Baton Rouge we told this incident and on our return in going over the road from Port Allen west, newly placed dirt was found on each side of the culverts permitting uninterrupted passage over them and ten miles of the road had been dragged before us that morning.

Inquiring developed that the man who had charge of that piece of road overheard the conversation at Baton Rouge, made up his mind not to be called out in meeting and concluded the best way to prevent it was to fix the culverts and drag the road before the Highway inspector got there. Say Neighbor, you are all right.

Hope other wise men will take this hint.

In Oklahoma between Adair and Big Cabin, some good grading has been done and material is on the ground for the construction of a lot of concrete culverts. It gave the Highway Man much satisfaction to note these signs of improvement but the satisfaction was much diminished, when he noted that no means had been provided for getting around the culverts while they were being constructed except to jump a ditch or go through a mud hole. At one place in particular, any one who attempted to cross with a loaded wagon would run the risk of twisting a reach in two or cramping a wheel and

stalling a team. The auto driver must take his choice between speeding up and breaking something, or slowing down and getting stuck. This condition has existed for two months if not longer. One man with a team plow and slip could make all these places comfortably passable in a day's time between these two towns.

Just south of Kiowa, Oklahoma, inside the town limits we were told, is a very bad sand stone ledge in the road. A cow or pony could jump it all right, but a wheeled vehicle of any kind encounters difficulty in getting up or down over it.

The garage man told us that it was a constant source of business for him, that the Sunday before we came along, an auto wheel was broken there costing ten or fifteen dollars repair bill. Yet the garage man was wise enough to want it fixed, as he knew that he could make more money out of the legitimate trade of the dozens of satisfied tourists who will come when the roads are fixed than out of this one who went away cussing, for an unnecessary breakage and the loss of several days time.

It was just such conditions as these that made us unwilling to undertake the responsibility of bringing down a Sociability Run from Winnipeg to New Orleans in October, and unless these conditions are remedied, that will prevent taking one north in June at the time of the directors' meeting in St. Paul.

The judicious expenditure of an average of one dollar a mile on such places as these and the simple dragging

(Concluded on Page 22)



Lake Austin, the Beauty Spot of Texas

News and Progress Along the Route

(Continued from Page 8)

PREMIER MAKES REASSURING STATEMENT ABOUT THE JEFFERSON HIGHWAY

"One of the first roads that should be completed is that from Winnipeg to Emerson—the Jefferson Highway—and, although the financial condition will not allow the completion of the work at the present time, I will say, as representative of the provincial government, that the road will be built some day and will be second to none," said Premier T. C. Norris at the banquet of the Good Roads Association, held in the Manitoba hall.

The event proved an unqualified success and was attended by over two hundred members of the organization and their friends.

A pleasing feature of the evening was the distribution of the prizes awarded by the Association in its recent road-dragging competition, and the presentation of a gold watch to S. R. Henderson, the organization's president, in recognition of his efforts in the good roads movement.

S. R. Henderson, in his introductory remarks, pointed out that the Association owes great thanks to the provincial government, to the city, the Automobile Club, and the municipalities for the great success, to date, of the movement, in spite of the fact that, owing to the large number of men serving the empire overseas, the government had experienced difficulty in procuring labor for the carrying on of the work. He voiced the opinion, however, that it will be but a short time before the Manitoba end of the great Highway—the old Red river road to St. Paul—will be finished.

Pastor as Road Builder

Rev. W. J. Hindley delivered an inspiring and encouraging speech on the subject of "The Social Benefits of Good Roads." In opening he referred to the roads in the east, which he stated needed attention as much as those in the west. "It is time that it was realized that good roads cannot be attained by the use of boy labor," said Mr. Hindley, "nor by spasmodic effort, without advice. It is more successful when you have a comprehensive system. I, too, am a road builder. If I can gather up a stone over which some man has fallen, I am an enthusiastic builder. Any man who is helping to better the

conditions of his fellows bears the spirit of religion. Good roads foster the community spirit. It should be the topic of every rural preacher. By good roads communities have been called together, and the farmer today is a broader-minded man and politician than a few years ago. He is realizing that he is here to develop the country."

President Honored

His Worship Mayor Waugh, after distributing the numerous prizes awarded in the Association's recent road-dragging competition, presented to S. R. Henderson, the organization's president, a token of appreciation of this official's indefatigable efforts in the interests of the movement since the organization's formation seven years ago. The gift, which took the form of a gold watch, suitably inscribed, was handed to Mr. Henderson amid the greatest enthusiasm.

Premier T. C. Norris congratulated the men present on the success of their work, and stated that they were to his mind building up a higher citizenship throughout the province as well as good roads. One of the most important questions of today is that of giving every facility for the easy transportation of goods from the farms to the railways. He gave the assurance that the road from Winnipeg to Emerson would be completed as soon as the government felt that the finances of the province would allow the work to be completed.

Congratulates City

"The City of Winnipeg is to be congratulated upon its splendid roads," said the premier, "for there are 130 miles of asphalted roads within the city, a greater distance in proportion than in any city on the American Continent. We must not forget the matter of the education of the children in the country districts. At the present time there is a large proportion in some of the outlying districts who are suffering because their children cannot get to school. The child must be made able to get to school, and the provincial government must not overlook this. At the present time however, let us give all we can to the successful prosecution of the war."

Reeve Fork, of Pipestone, Secretary of the Union of Manitoba Municipalities, spoke of the provision of facilities of good roads to

(Continued on Page 12)



The original Jefferson Highway Officers elected at the organization meeting in New Orleans, Louisiana, November, 1915. 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. McIninch, 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. Beck, Henry H. Orme, Thos. E. Cashman, H. H. Sheppard, H. F. Brownell, R. H. Manley.
 FOURTH ROW: Paul Russell, R. S. Tiernan, W. N. King, D. N. Fink, E. T. Meredith, Walter Parker, W. A. Hopkins, E. J. Kling, John M. Malang.

Highways and National Resources

Good Roads One of the Important Adjuncts in the Construction of a Nation

By PRESIDENT WOODROW WILSON

THE question of highways is a question which has interested my thoughts, particularly in recent years because it is one of the few great instrumentalities of our public life and of our communal life with which the government is of necessary connected. The government is not, in the United States, expected to build railroads. Railroads differ from other highways, though we often speak of them as the highways of our commerce, in this important particular, that only those who own them can use them, in the matter of putting vehicles upon them—that a particular set of individuals, by reason of their control of the road, have the exclusive right-of-way over it.

We have never doubted that the government had the right to maintain highways. We have never doubted that the government had the right to supply these facilities which private endeavor has never been expected to supply. Therefore we are not upon a new ground of theory; we are merely upon a new ground of practice, and when I think of what the highways mean, I feel to be thinking of the whole history of the human race. Whether I used to read stories I remember my imagination was most fascinated when the characters went on a journey and met the rest of the world. On the old highways, particularly the old English highways, you met everybody, from the king to the beggar, from the king to the highwayman. You were there in a way to have the adventure, the whole experience and adventure of English life, because it was there that English life interlaced and crossed and was fluid, flowing, from one region to another, and by the same token, it is upon the highways that men get to contacts which result in the building up of public opinion.

You know how that Roman Empire used to throw its great highways out from Rome until they touched the limits of the Empire—until they threaded even the distant island of Britain; and it was like throwing thongs out to bind all the Empire together. Now the initial purpose of those highways was to afford an open road for the armies of Rome, so that she could throw her power rapidly in any direction. But Rome also, in my imagination at any rate, prepared her own destruction by those highways, because she could not open them to her own armies without opening them also to the people that lived upon their edges, and they could not touch one another without forming an opinion about the Roman power, without intermingling the influences of different nations, for these roads did not stop at national confines, and the Roman roads threaded the opinion of the world together into a nexus and pattern.

My interest in good roads is not merely an interest in the pleasure of riding in automobiles, it is not merely an interest in the very much more important matter of affording the farmers of this country and the residents in villages the means of ready access to such neighboring markets as they need for the economic benefit, but it is also the interest in weaving as complicated and elaborate a net of neighborhood and state and national

opinions together as it is possible to weave. It is of the most fundamental importance that the United States should think in big pieces, should think together, should think ultimately as a whole, and I feel, in my enthusiasm for good roads, something of the old opposition that there always has been in me to any kind of sectional feeling, to any kind of class feeling. The reason that city men are not more catholic in their ideas is that they do not share the opinions of the country and the reason that some countrymen are rustic is that they do not know the opinions of the city and they are both hampered by their limitations. I believe that the development of great systems of roads is, psychologically speaking as well as physically speaking, a task of statesmanship. I believe that it is the proper study of the statesman to bind communities together and open their intercourse so that it will flow with absolute freedom and facility.

No one argument ought to be omitted; every class has its argument for good roads and putting them all together they form an irresistible mass of arguments, but the result of the whole reasoning to my mind is simply this: the

United States has up to this time, simply let the energies of its people drift. It has thrown the reins on our necks and said: 'Now here is a continent of unexampled richness; do what you please with it, we will try to see that you are restrained until you get so powerful that we cannot restrain you. We will try to see that you do justice until you combine with one another that justice is impossible, but we are not going to lend the aid of the government to the actual task of development.'

That has been the general attitude of our government up to this time. It cannot be that attitude any longer. I remember having a very interesting and, for me, enlightening conversation with a mountaineer once in North Carolina. He was very hot against the excise taxes, which made it practically impossible for him, without becoming a criminal, to make whiskey out of his corn, and I discussed it somewhat minutely with him in order to get his point of view. His point of view was simply this: He had a little farm that was a fertile pocket in a remote part of the mountains. It did not pay him to take his corn to the market as corn, because by the time he got to the market, the very horses that were hauling it would have eaten it up, but he could profitably get it to the market as whiskey, and his point was simply this, that it was unreasonable for the government to forbid his getting a market for his corn in the only way in which it was possible for him to get a market. Now, while we might say that it was not desirable that there should be any market at all for the product that he wished to sell, nevertheless the illustration will point my moral, namely, that it is not worth while producing until you can release what you produce, and that the only way of releasing it is by the most facile means of intercommunication and transportation.



Through the great groves of oak to the skirts of the limitless prairie.—(Evangeline.)



News and Progress Along the Route

(Continued from Page 10)

get to the churches and the getting of children to the schools as the most important phases of the work of good road building.

Mayor Casselman, of Emerson; Col. Ivens, of Wallace, and Mr. Luke, president of the Winnipeg Auto Club, also spoke briefly, while Ald. W. J. Long and the Weston Male Quartette contributed vocal and instrumental numbers which added greatly to the pleasure of the evening.—Manitoba Free Press.

DES MOINES MAY HONOR JEFFERSON

Plans for the erection of a monument in Des Moines in honor of Thomas Jefferson are being formulated by a group of local democrats and officers of the Jefferson Highway Association.

The proposed monument will be a bronze statue mounted upon a granite pedestal. The statue will be life sized.

It will be erected upon the little hill at the south end of the Seventh street viaduct. The Jefferson Highway comes into Des Moines by way of Indianola avenue, which lies at the foot of the hill and connects with the viaduct.

Would Face City

The plan is to have the statue face northward, toward the city, where it will greet everyone crossing the viaduct. The property upon which the monument will be erected is owned by F. M. Hubbell.

Just how the money for the monument will be raised has not been fully determined as yet, but a general subscription policy probably will be adopted. All the prominent democrats in the city will be asked to donate and others who would like to help will not be turned down.

Because of the heavy expense the Highway Association has been put to in fixing up the road, it probably will not be able to help in raising the fund.

Promoters to Hold Meeting

A meeting probably will be called soon by some of the democrats to organize or select a committee to promote the campaign for funds.

F. T. Meredith, C. L. Herring, Nate Coffin and Leo Stevens are some of the democrats which are behind this movement to perpetuate the memory of Thomas Jefferson and democracy in Des Moines.—Des Moines Register-Tribune.

MINNESOTA BRANCH ORGANIZED

Note the paragraph which states that a check for \$540 to cover Kittson county's mileage was "personally delivered" by Mr. Engelbert at this meeting. Then look at the map of Minnesota and note that Kittson is at the extreme north and doesn't compare in population with the counties "on the Jefferson Highway" further south. Hats off to Kittson and the good roads boosters there!

Yours for the Jefferson Highway,
HERMAN ROE,
Secretary-Treasurer, Northfield.

The Minnesota branch of the Jefferson Highway Association was organized at an enthusiastic meeting of good roads delegates at the Saint Paul Hotel in St. Paul, Friday, November 24.

There were eighty delegates present. All but three of the twenty-

one counties in Minnesota through which the Jefferson Highway passes were represented. These were Dakota, Anoka and Marshall counties.

Mayor Irvin welcomed the delegates to St. Paul and promised the active support of St. Paul and Ramsey county in the movement.

J. H. Beek, St. Paul, vice-president for Minnesota in the parent organization, presided. He sketched briefly the remarkable progress made by the movement, which started a year ago at a meeting in New Orleans.

Few Weak Links

Mr. Beek said the Highway through Minnesota from Albert Lea through St. Paul and Minneapolis to Emerson on the Canadian boundary is already in fairly good condition with exception of a few weak links. Mr. Beek's statement was more than borne out by reports made by delegates as to the work done or planned for next year in their respective counties.

J. Peterson, county attorney, Freeborn county, said that county next year will expend \$46,000 on one stretch of road sixteen and one-half miles long as part of the Jefferson Highway. Half of this amount will come from Federal appropriation. Other counties reported expenditures of from \$10,000 to \$60,000 on good roads, largely part of the Jefferson Highway, for this year and next.

R. B. Millard, Little Falls, was chosen temporary secretary. Among the speakers was Henry Orme, St. Paul; T. E. Cashman, Owatonna, and Herman Roe, Northfield, present Minnesota directors in the parent organization; Alvah Eastman, St. Cloud; Daniel Shaw, Thief River Falls; J. McDowell, Sauk Rapids and Howard Strong, secretary, Minneapolis Civic & Commerce Association.

Assessment Paid

The parent organization's assessment of \$9 per mile of the Highway has been paid by all Minnesota counties, Mr. Beek reported, except Ramsey, Dakota, Hennepin, Marshall, Kittson and Anoka. He explained that Ramsey county's assessment has been more than paid by a donation of \$1,000 by Henry Orme, St. Paul, and \$1,500 from the St. Paul Association of Commerce. P. Engelbert, Kittson county, reported he had with him a check for \$540 to pay the county's assessment.

HIGHWAY CALLED NEARLY PERFECT

An idea of the impression tourists get from a drive through Morrison county from the southern to the northern boundaries may be obtained from an article by G. Roy Hill, secretary of the Minnesota State Automobile Association and editor of Sparks, the official organ of the Association, in the November issue of the magazine. He is lavish in his praise of the Jefferson Highway from St. Paul to Little Falls and of the state road north from Little Falls.

Following is an extract from the article in Sparks:
"Roads—we never even dreamed that such roads were being built through our northern cut-over empire. We left at 7 P. M., not out of choice, but timely mishaps so ordained, and bundled up in accord with the prevailing weather and one sandwich each in hand we started

(Continued on Page 14)



Jefferson Highway in Morrison County, Minnesota, along the old Mississippi River

Those of the Jefferson Highway Neighbors who visited Muskogee for the first time to attend the Directors' meeting were surprised at many things in that little city that has sprung from the grass of the old Indian Territory.

Not the least among these was being entertained at the Severs Hotel, a splendid nine story building with service to match.

As arrangements were consummated at this meeting for a bridge across the Canadian river it will not be long till many neighbors will be touring through Oklahoma. Muskogee and the Severs Hotel will make a good place for night control.

Hats Off to Kittson County

Good Roads' Boosters Pay Assessment for Longest Mileage of Any County in Minnesota

BELOW is a fac-simile of the check handed to J. H. Beek by E. M. Engelbert, President of the Kittson County, Jefferson Highway Association, in payment of the assessment of \$9.00 per mile, levied upon all counties through which the Jefferson Highway passes from New Orleans, Louisiana, to Winnipeg, Manitoba.

Kittson county has sixty miles of the Jefferson Highway,—the longest mileage of any county in Minnesota.

bert, secretary, Bronson; O. P. Becker, treasurer, Halma; R. V. Blethen, Hallock; M. E. Bosworth, Northcote; R. E. Vincent, St. Vincent, directors.

Then local organizations were organized in each town and memberships were solicited at \$5.00. Practically every automobile owner in each town took a membership. In the town of Bronson, \$100 was raised almost over-night. Halma and Karlstad did equally well and Hallock, the county seat, raised \$185. Every

HALMA STATE BANK, 75-1005
 HALMA, MINN., Nov 22nd 1916
 No. 4122
 PAY TO THE ORDER OF *Jefferson Highway assoc* \$540.⁰⁰
 FIVE HUNDRED FORTY DOLLARS DOLLARS
 TO PEOPLES BANK OF ST. PAUL,
 22-9 ST. PAUL, MINN. *E. M. Engelbert*
 Cashier

Fac-simile of the check presented J. H. Beek by E. M. Engelbert, President Kittson County, Jefferson Highway Association for mileage assessment

This contribution represents an interest in good roads that reflects great credit upon the county and is indicative of the growing sentiment of the people of Minnesota, for good roads.

The eastern portion of Kittson county, through which the Highway passes, is sparsely settled. The towns are small, but the people are wide awake and energetic. They were quick to appreciate the great value of the Jefferson Highway and went after it vigorously the moment the Highway was routed via St. Paul, Minneapolis and Bemidji. A county organization was formed promptly with E. M. Engelbert, president, Bronson; C. J. Forsberg, vice-president, Karlstad; J. H. Engel-

member was furnished a small emblem to put on the radiator of his car, distinguishing those who did their share towards helping the Jefferson Highway from those who did not. Right there is a bully suggestion for other counties to follow.

But the Jefferson Highway boosters were not content with raising a fund to pay their assessments and a surplus for emergencies, but they went to work and marked the Highway properly the entire distance, so that no one would have any trouble in following it from the time it entered the county until it left it at the Canadian border.

HATS OFF TO KITTSON COUNTY

Rivalry in Central Louisiana

Central Louisiana Wide-a-wake and Doing Her Part of Construction on Jefferson Highway

By A. T. FELT, General Secretary, Alexandria Chamber of Commerce

DURING the past year or since the Jefferson Highway project was first launched Louisiana has been thinking of doing her part of Jefferson Highway construction continually. People from various sections of the state immediately got busy, others along the proposed route did not get the enthusiasm so quickly, but when J. D. Clarkson, S. Wolstencroft and Earl Cardoff hit Colfax, a point thirty-three miles above Alexandria in Central Louisiana they started something. They put some pep into some of those fellows that has resulted today, just three weeks after their arrival, of a red hot contest practically all the way from Colfax to New Orleans.

Rapides Parish was the first county on the entire route to vote money for organization funds. It was also one of the first sections to completely provide hard surfaced roads for the official route of the Highway. After this was completed the local Jefferson Highway Committee of the Chamber of Commerce proceeded to interest sections north and to the south of

Alexandria. Then Clarkson came along and today the all absorbing topic in Louisiana is the Jefferson Highway. In fact they are talking so much about it that every automobile in the state is going to be in Shreveport at the state fair on November 2nd to give the movement the biggest impulse Louisiana has ever given to anything. The Good Roads Association of Louisiana also meets there during this week, and the Jefferson Highway, the Pine to Palm route coming to Louisiana is the cause of it all, and the Louisiana people are just showing a little of their appreciation in the above manner.

When General Manager Clarkson and party reached Alexandria some time ago they were met by a delegation of citizens of the city, and were entertained that night at a dinner at Hotel Bentley. Mr. Clarkson on his entrance to Alexandria came over a route from Colfax east of Red River which is being boosted by that town. The town of Boyce, twenty-two miles from

(Concluded on Page 24)

News and Progress Along the Route

(Continued from Page 12)

for Little Falls on the first leg of our journey, over the Jefferson Highway. There is little use telling of the excellent condition of the route between the cities and St. Cloud at that time, as anyone who is at all familiar with the stretch knows that it is nearly perfect for the entire distance, with a few miles of holey going and very few rough spots. At St. Cloud we finished our belated dinner and left for Little Falls over the Jefferson Highway. When we left we were pretty sure of a road to St. Cloud and felt as though we might be willing to tie our hopes on perhaps two ruts for the major portion of the way between St. Cloud and Brainerd, but we were doomed to disappointment. The Jefferson Highway from St. Cloud to Little Falls is nearly a perfect road, wide and well graded and only needs gravel in spots to make it a beautiful Highway.

We left Little Falls early, or as early as we wished, and expected to hit the old two-rut sand road of two years ago with its recurring water or mud-filled sinks, but in this we were again disappointed. Instead we found one of the prettiest pieces of well-graded sand road it has ever been our good fortune to travel over, and, we didn't count the number, but there were several road drags at work along the Highway keeping it in condition. We found little or no gravel but the road was as smooth as a floor for nearly every foot of the way and cushioned as only a well kept natural sand-loam road can be.—Little Falls Daily Transcript.

FOURTH GOOD ROADS DAY

The Jasper Commercial Club held their fourth good roads day for this year last Wednesday, December 6, and the work was a continuation of the work of graveling on the first mile south of town.

When time was called in the morning fifteen teams and thirty-five men had responded to the call. The weather was good and everybody went to work with enthusiasm. At noon the men went to H. G. Griffin's home where the ladies of the M. E. Church served a good old-fashioned Methodist dinner which was enjoyed by all.

When five o'clock came around 162 loads of gravel had been spread on the Highway, and about two more such days' work will complete the rock road from Jasper to the baseline. Figuring the teams at \$3.50 a day and the single hands at \$1.50, the day's work was worth \$83.25.

The following furnished teams: C. L. Hayzlett, F. & M. Bank, Friend of Good Roads, C. E. Davis & Rue Webb, D. M. Johnson McCune and Tallman, First National Bank, Dr. Houser, Earl Loudenslager, F. F. Follmer, H. G. Griffin, Roy Carter, J. W. Brown, J. S. Gresham, R. H. Wolfe, Merle White, J. O. Buster. The following contributed single hands: D. W. Teeter, T. B. Hardaway, Farmers El. Co., A. F. Drake, Clint Rand, Frank Miller, Leo Bowers, C. S. Ward, W. H. Ward, J. H. Harris, L. V. Nunnally, Dr. W. H. Woods, Laughhead Lbr. Co., Ed. Owen, Burgner-B Lbr. Co., Wm. Greenwood, Robt. Horton, W. T. Simmons, Wheat & Ward, C. F. Rex, and T. H. Hammond.

VOTE TEN MILES OF ROADS

Contracts Totaling Thirty Miles a Kansas County's Record

The Board of County Commissioners of Fort Scott, Kansas, let the contract December 20th for the building of twenty miles more of rock roads in the county, making a total of thirty miles this year, to be constructed under the Hodges Law. A part of the roads for which contracts were let will serve as the Jefferson Highway through the county. Petitions are already on file for about ten miles of additional rock road.

THE NEW HIGHWAY DISTANCE GUIDE

Secretary Laird of the Commercial Club has furnished the Jefferson Highway Association and the State Automobile Association with a list of the towns on the Jefferson Highway from Winnipeg to the Twin Cities, together with the mileage between the different places. This information has also been sent to the publishers of the "Blue Book," one of the leading automobile guides in the country.

With the increased touring that will appear in the Northwest during the coming season, the following data will be greatly appreciated by all owners of autos. This information appearing in outside publications will do much toward advertising Thief River Falls.

Jefferson Highway Mileage and Towns from Winnipeg to the Twin Cities: Winnipeg—Morris, 41.1; Emerson, 30.9; Hallock, 24.1; Bronson, 16.4; Karlstad, 16.5; Thief River Falls, 43.7; St. Hilaire, 9.0; Red Lake Falls, 12.0; Brooks, 16.5; Trail, 18.5; Gully, 4.0; Gonvick, 9.0; Clearbrook, 6.8; Bagley, 13.6; Bemidji, 31.4; Itasca State Park, 35.4; Park Rapids, 33.5; Menahga, 14.0; Sebeka, 9.4; Wadena, 15.3; Verndale, 8.6; Staples, 11.9; Lincoln, 15.0; Cushing, 9.0; Randell, 6.1; Little Falls, 12.0; Royalton, 13.1; Sauk Rapids, 13.3; St. Cloud, 2.4; Clear Lake, 12.8; Becker, 7.2; Big Lake, 8.2; Elk River, 7.5; Anoka, 21.9; Osseo, 6.2; Minneapolis, 8.0.—Thief River Falls, Times.

MILE OF SAMPLE ROAD PROPOSED

Jefferson Highway Commissioners Will Hard-Surface Such Stretch in all Counties

"This Jefferson Highway agitation will prove the greatest stimulus to good road construction of any thing that has taken place in this country since trunk highways were first considered a possibility," said Daniel Shaw of Thief River Falls upon his return from a trip to the South. "People everywhere are talking good roads, and where they already have this kind of highway they want them still better. In Minnesota, for instance, the establishment of the Jefferson road has had the result of making the Scenic Highway an assured fact. So far regarding this last enterprise as in any manner interfering with the plans of the people having the Jefferson road in charge, the meeting at St. Paul last week passed resolutions commending the spirit back of the Minnesota Scenic Highway.

Minnesota is Top Notcher

Mr. Shaw states that while the meeting at St. Paul was in progress a check arrived from the Jefferson boosters of Kittson county inclosing their share of the general assessment, amounting to \$540. This is the largest sum paid in by any Minnesota county and leaves but three yet to hear from. One of these is Hennepin and there is no doubt but that its quota will be forthcoming when needed.

Will Feature Check

The check sent in by Kittson county will be lithographed and used as an example by the commission. The most northern county through which the road passes will be this means get a great deal of very valuable advertising.

Will Build Sample Mile

Mr. Shaw states that it is the intention of the Association to build one sample mile in every county along the line of the Highway. This means that one section of this length—preferably a bad one—will be hard surfaced and put in shape for all-year traffic. This piece will serve the purpose of an example and will relieve the county or community from just that much road construction. The latest machinery will be employed in this work and the people will themselves thus have an opportunity to see just how cheaply and well a road can be built when the proper outfit is at hand.

Much Work Accomplished

"The Jefferson Highway is now the second largest road undertaking in the United States," says Mr. Shaw, "being only exceeded in this respect by the Lincoln, which runs across the entire country from east to west. The last named road will cross the Jefferson Highway near Des Moines, thus giving the tourist an ample choice of routes in any direction."

The South Enthusiastic

It was the intention of the Minnesota delegation to make a trip to the southern terminus of the Highway at New Orleans, but the roads southward from Muskogee, Oklahoma, were found to be in such condition that this idea was abandoned. Just to prove what is being done to boost the Highway in that section Mr. Shaw was informed that those in charge of the undertaking had raised \$125,000 in half

(Continued on Page 16)



Jefferson Highway, four miles from Nevada, Iowa

The Perspective of a Problem

Address of J. D. Clarkson Before Meeting of Jefferson Highway Association at Muskogee, Oklahoma

LET us take counsel of Yesterday and take thought of Tomorrow. Let us harness the experience of the past to the tasks of today. Let us make plans for Big Things, and then work out the details. Let us be architects, as well as laborers and mechanics, in the construction of our edifice.

Let us realize, fully, that we live in the most wonderful age ever known in the history of mankind; that the memory of the oldest one here, spans the space of nearly all the great achievements of humanity; that even the memory of the youngest one here, can recall the inception and trace the progress of three-quarters of the constructive thought along religious, intellectual, mechanical and commercial lines, and that, stupendous as this progress has been, the oldest of us may live to see it doubled and trebled. Let us realize that we are not only living in such an age, but also engaged in a task fully equal to the importance of the age. Before attending to details, let us take a look at the perspective of our problem.

Immediately in front of us, may be the dirt and gravel and rock out of which we are to construct our physical Highway; physical difficulties to be overcome; instead of physical pleasure to be enjoyed.

Confronting us, are the petty jealousies, intense but small rivalries and short sighted policies of ourselves and others. Many of them not any larger than a forty acre patch; some of them as large as a section; some as large as a township and a few the size of a county with occasionally, but rarely, one the size of a state,—human differences to be compromised instead of human achievements to be enjoyed. Indeed, our daily task lies here; but being our daily task let's not give too much attention to these details in this our annual meeting.

For the time being, let us forget the petty details in the foreground and pay attention to the perspective. Our physical Highway must be built out of dirt and gravel and sand; out of cement and water and oil; none of these things very attractive in themselves, but our real Jefferson Highway does not consist of these things.

Our real Jefferson Highway will be made of men and women and children. It will be the way to the shop, the field and the store; the way to the church, the school and home. The real Jefferson Highway must be built first in the hearts and minds and desires of men.

Our physical Highway must be built on the ground, foot by foot, rod by rod, mile by mile, but our real Jefferson Highway must be built in the air of such solid continuous co-operative thought that it will cast a hard shadow on the ground from the lakes to the gulf. Individual thought welded into community thought, community thought welded into inter-state thought and inter-state thought welded into international thought; fused in the furnace of our intense desire for the advantages to be secured in commercial, family and community life.

Then in this our first annual meeting, let us lay aside all purely personal plans; think and act in terms nation size. Let us deal with the great principles that move mankind. Let the people be our problem instead of materials.

If we do this, and do it well, by our next annual

meeting the Jefferson Highway Association instead of being considered a construction company will be regarded, and will really be a great university of modern thought and action.

Do this and do it as we can, and we will hasten the production of the hard surfaced Highway on the ground.

Do this and do it as we can, and we will have produced not only a red streak of monetary value on each side of our Highway from Winnipeg to New Orleans like unto the monetary values along either side of the main avenues of our towns and cities, and mental community values beyond compare.

Do this and do it as we can, and by the third annual meeting committees and delegations from other parts of the country will visit our Highway to study the community consideration that has produced such desirable results. Do this and do it as we can, and by the time

we have produced the hard surfaced road on the ground, and our work as a construction company would cease, we will begin to realize that our work has but begun. We will then have secured only the place and structure to do business. Our real enterprise is before us and not in retrospect.

Do this and do it as we can, will our fifth annual meeting see us without reward?

Will the six million people whom this great university serves sit silent? Ask the university man about his alma mater. He who engages in this work with singleness of purpose may fend off old age and add longevity as a

personal possession in spite of heredity. Let us put the people in our problem, merge personal plans in larger conceptions, contribute our share of thought and action to the community welfare and take our certain reward from the increased stock of community possessions created thereby.

Although we are but one year old, already evidences begin to appear of this larger thought and action. I will only mention a few of many examples in each state.

In Minnesota, thirteen towns, that twelve months ago were bitter rivals, are now joined together in a co-operative organization to exploit their advantages. One little city of thirteen hundred people, through which only one mile of the Highway passes, recognizing that the assessment of that one mile did not represent its obligation to other communities of the Highway, voluntarily and unsolicited subscribed to a \$1,000 membership, to be used wherever it was needed.

In Iowa, last summer, two larger towns surrendered their privilege of competing for a \$500 prize and assisted a smaller town to win the prize.

In Missouri, one city offered to pay the mileage assessment of a sister city, to secure the Highway, but this was not permitted and the money is to be returned, as the latter city found they could pay it themselves.

One city in Missouri is sending money, seventy-five and a hundred miles from its borders, to assist in building roads, and a wealthy county in Missouri is donating road material to be used in other counties and sending its skilled road builders, with its improved road machinery, across two counties to assist the third county to construct the Highway in a difficult situation.

(Concluded on Page 30)



Recent cut made in hill on the Bethany and New Hampton, Missouri road.—
A section of Jefferson Highway

News and Progress Along the Route

(Continued from Page 14)

an hour for the purpose of building a concrete bridge across the Canadian River. There will be about 200 miles of the Highway in the State of Texas, 160 miles of which is already hard surfaced.

Everywhere the party went they were enthusiastically greeted and assured that there would be no lagging in the work as far as the South is concerned. Everyone is convinced that the construction of the Highway will make for a better understanding and a closer relationship between the North and South as well as provide the people of both sections with a means for the most pleasant and healthful recreation. Although the inability of the delegates to reach New Orleans on this trip was a source of much disappointment, nevertheless the journey was much enjoyed and served to impress all with the magnitude and value of the undertaking as well as with the enthusiasm with which it is being received everywhere.—Thief River Falls News-Press.

TO INVESTIGATE FEDERAL GOOD ROADS COUNTY AID

Dan Shaw, C. L. Hansen and Scott Laird were named by President Johnson of the Commercial Club as a committee of three to investigate what chance Pennington county has of receiving a portion of the Federal aid for good roads that is to be apportioned among the counties of Minnesota at the meeting of the State Highway Commission on Friday.

Voted Millions

Congress recently voted to spend \$75,000,000 for good roads in the United States, \$5,000,000 to be spent in 1917 and an increasing like amount each year for the next five years. Of the sum available next year \$142,000 was allotted to Minnesota and Secretary Laird on learning this fact, at once set the wheels in motion to have the Commercial Club get such aid for Pennington county or adjacent county as is possible.

The committee was instructed to prepare a resolution to present to the state commission setting forth the various reasons why this county should receive a portion of the Federal aid; the committee was also empowered to give such aid as it thought best to Marshall and Clearwater counties, and also to send a representative to St. Paul to appear before the commission if deemed advisable.

Freeborn Asks

Freeborn county is asking for \$53,000, in aid of the Jefferson Highway; Pine and Chisago counties are after \$80,000 and \$25,000 respectively for the Twin City-Duluth Highway; Carver county for \$15,000 for the Yellowstone Trail; and other counties for small amounts. But so far Freeborn county is the only county along the Jefferson Highway in the state that has sought funds.—Thief River Falls News-Press, Minnesota.

REASONS WHY THE JEFFERSON HIGHWAY WILL BE CONSTRUCTED

Our first reason is because it is one of the most meritorious of all highway construction.

This undertaking is of such momentous magnitude, with such unlimited benefits to the country through which it traverses that every wideawake, progressive citizen on the route between the pines of Canada and the palms of Louisiana should do everything possible towards its early completion. The Jefferson Highway is one of, if not the greatest public Highway undertakings ever attempted in America. It is creating more interest among public highway enthusiasts than any of the many great public highways under construction throughout the country today.

Does Eastern Oklahoma know, does Muskogee appreciate, what it means for their citizen and fellow-townsmen to be chosen to the head of this big undertaking?

As the writer sees it, the selection of Mr. Fink as President of the Jefferson Highway, is one of the greatest publicity mediums Eastern Oklahoma, especially Muskogee, has ever procured. And as we see it, too, no one, except Mr. Fink is particularly entitled to the credit and he thought his public-spiritedness and indomitable energy.

As it now stands, it remains the duty of every good Oklahoman to see to it, that there is a first-class hard surfaced—nothing less—highway from the Kansas state line to Red River over the Jefferson Highway Route. Cost?—certainly it will cost into the millions—but then if properly constructed and the money properly expended it will be the best investment the taxpayers of Eastern Oklahoma ever made.

GOOD ROADS FOR MUSKOGEE COUNTY

A meeting has been called for the purpose of organizing a Muskogee County Good Road Association. Every taxpayer and

voter in Muskogee county is being urged by the Greater Muskogee Association to meet in Muskogee December 14th to devise ways and means for providing good roads in Muskogee county. This is not a Jefferson Highway meeting, but a meeting preparatory to submitting a vote to the taxpayers of Muskogee county for one million dollars or an amount sufficient to construct hard surfaced roads between all the important towns throughout the county.

This is a move in the right direction; few counties in Eastern Oklahoma need good roads as badly as does Muskogee county. The results of this meeting should be watched by every good road advocate in Oklahoma, for in our opinion, the Muskogee county people are going at this proposition right and they may be a good criterion for other counties, wanting good roads, to copy after.—Inter-State Farmer.

REAL SPORT SCHEDULED FOR ST. PAUL CAR-NIVAL

When the outdoor sports carnival at St. Paul opens on January 27th for a seven day pageant, more winter sports, championship events and cold weather romps will be started than were ever before held within the confines of a single municipality. Skating, skiing, hockey contests, international curling games and tobogganing will form the principle events on the program. An invitation is extended to the Jefferson Highway tourists from the southern terminus to visit this pageant of winter sports.

GOOD ROADS IN HOPKINS COUNTY

Work on the \$400,000 system of improved highways in the vicinity of Sulphur Springs, Texas, is progressing satisfactorily. Up to the present time 80 per cent. of the grading has been completed, and much of the concrete bridge and culvert concrete work has been built. In connection with fifty odd miles of road work leading up to the city limits the contract calls for approximately six and one-half miles of street paving within the city limits, which is also under construction.—Dallas News.

The Jefferson Highway Association desires to extend their thanks and appreciation for the publicity recently given the Highway in the Bunkie Record published December 2nd in the Jefferson Highway, Immigration and Development Edition. The articles written therein are interesting and instructive. Through the Declaration let us congratulate you and wish the Bunkie Record and The Big Little City of Bunkie, Louisiana, continued success and prosperity.

TOWNS ON HIGHWAY IN MINNESOTA

A list of all the towns on the Jefferson Highway in Minnesota is published below for the convenience of motorists and for those who are frequently questioned by the motorists going through on the Highway. The 52 towns are given in consecutive order, beginning at the southern boundary line and reading north to the Canadian line. Glenville, Albert Lea, Geneva, Owatonna, Medford, Faribault, Dundas, Northfield, Castle Rock, Farmington, Rosemount, St. Paul, Minneapolis, Osseo, Anoka, Elk River, Big Lake, Becker, Clear Lake, St. Cloud, Sauk Rapids, Rice, Royalton, Little Falls, Randahl, Cushing, Lincoln, Staples, Verndale, Wadena, Sebeka, Menahga, Park Rapids, Itasca Park, Bemidji, Solway, Shoevin, Bagley, Clear Brook, Gonvick, Gullely, Trail, Oklee, Red Lake Falls, St. Hiliare.—Pioneer Press.

Note:—The above list is printed in order that Big Lake be included on the list which was omitted in our November issue by oversight.

WORK TOGETHER FOR FEDERAL AID

Clearwater county will receive \$10,000 Federal aid with which to improve the stretch of the Jefferson Highway between Clearbrook and Bagley according to Fred L. Farley, who in company with V. M. Higinbotham of this city and A. P. Toupin of Oklee, returned Sunday from St. Paul where they had been to attend a meeting of the Minnesota Jefferson Highway Association, and to appear before the State Highway Commission.

The Commercial Clubs of Red Lake Falls and Bemidji realizing that the part of the road that needed immediate attention the most in this part of the state was the stretch through Clearwater county which has the fewest people of any, public spirited laid any claims to Federal aid for their own counties this fall and concentrated their efforts to getting Federal aid for the stretch between Clearbrook and Bagley.

Because of the large amount of Federal aid which went toward the Duluth-Twin Cities Highway, \$80,000 (and nobody begrudges that

(Continued on Page 18)

Revised Constitution and By-Laws of the Jefferson Highway Association

"We your Committee on Constitution and By-Laws, beg to make the following report:"

ARTICLE I

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

Section 2. The permanent organization of the Jefferson Highway Association from each State shall consist of State Vice-president and three State Directors. These four shall be known as the State Board of Directors for each State.

Section 3. The General Officers, with the Vice-president and the three Directors from each State, shall form the Board of Directors of the Jefferson Highway Association.

ARTICLE II—METHOD OF PERMANENT ORGANIZATION

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

It shall be the duty of the Directors of the Jefferson Highway Association in each State to settle all contests within their respective States, and in the event that the Directors of said State cannot agree, it shall be the duty of the Directors of the Jefferson Highway Association to settle the contest. In the event that the decision of the State Directors is not satisfactory to the contestants either party shall have the right of appeal to the Directors of the Jefferson Highway Association, whose decision shall be final; however, no appeal may be taken unless the contesting parties deposit a sufficient sum to cover all expenses incurred in the settlement of the contest.

ARTICLE III—BY-LAWS

Section 1.—NAME AND SEAL.—The name of this Association shall be known as the JEFFERSON HIGHWAY ASSOCIATION.

Section 2.—OBJECT.—The purpose of this Association is to encourage and promote the building and maintenance and adorning 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 any place that the Board of Directors of the Jefferson Highway may designate.

ARTICLE IV—MEMBERSHIPS TO BE DIVIDED INTO NINE CLASSES

1. Annual Memberships \$5.00 each, payable on the first of January.
2. Touring Memberships \$10.00 each, payable on the first of January.
3. National Memberships of \$25.00 each, to be paid in five equal installments, annually.
4. International Memberships of \$50.00 each, to be paid in five annual installments.
5. Supporting Memberships of \$100.00 each to be paid in five equal annual installments.
6. Life Memberships of \$250.00 each, to be paid in five annual equal installments.
7. Counselor's Memberships of \$500.00 each, to be paid in five equal annual installments.
8. Founders Memberships of \$1,000.00 each, to be paid in five equal annual installments.
9. Endowment Memberships of \$10,000.00 each, to be paid in five equal annual installments.

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—four State Directors—of which one shall be the State Vice-president 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 meetings. The entire vote shall be cast for each State by the Directors present, unless there be a division, and in the event there is only one director present he shall cast the entire vote of his State. In the event there are two present and they disagree, the vote shall be two for and two against. In the event there are three present and they disagree, two shall vote two and two-thirds vote and one shall vote one and one-third vote. Proxy Directors shall only be represented by proxy by citizens of their respective States.

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 meetings 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, and in the event of the absence of the Secretary, the Executive Committee shall have the power to appoint a Secretary pro tem to keep the minutes of the said meeting.

ARTICLE VIII—ELECTION

The election of the President, Vice-president, Secretary and Treasurer shall be made by the Board of Directors at their annual meetings 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. The 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 con-

sidering 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 from their number 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 the 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 shall issue a call for a State Convention to be held during the month of August of each year, and in said call shall be designated the time and place of said meeting, and in the event the Vice-president fails to make the call such call shall be made by the Directors of the State. The State Convention shall be composed of the delegates elected from each County Convention and the State Board of Directors. Each County delegate shall have one vote in the election of the State Vice-president and three Directors 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 Directors. These four officials shall constitute the State Executive Committee of which the Vice-president shall be Chairman.

The members of the State Board of Directors are to be members of the Board of Directors of the Jefferson Highway 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 is empowered to employ a Secretary and Engineer and such other employes as may be required in their judgment, and to fix their salaries and define their duties.

All Ex-Presidents of the Jefferson Highway shall be ex-officio members of the Board of Directors.

ARTICLE XIII—SPECIAL MEETING

Special Meetings of the Board of Directors may be held at the call of the President or if 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.

No business can be transacted at any special meeting except such as is specifically stated in the call of said 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 \$200.00 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 the 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, and in the absence of the Secretary the Board of Directors shall elect a Secretary pro tem who shall perform the duties of the Secretary for said meeting.

TREASURER

The Treasurer shall have full 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 or by the Vice-president.

ARTICLE XV—VACANCIES

Vacancies in the Board of Directors shall be filled by the State Board of Directors in the State from which the vacancy occurred, subject to the approval of the Board of Directors of the Jefferson Highway Association.

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 any regular meeting of the Board or a special meeting called for that purpose by a majority vote of the Directors present at such meeting.

JAS. S. HARVEY,
Secretary.

JNO. M. MALANG,
Chairman.

News and Progress Along the Route

(Continued from Page 16)

amount for that highway which needs it the worst), there was not a great amount of Federal aid left for the rest of the state this year and Red Lake, Pennington, Beltrami and Clearwater counties could not all expect to get a large amount so all concentrated on Clearwater. Next year the other counties will go after some.

The Clearwater County Commissioners appropriated \$10,000 two weeks ago to fix up the stretch between Clearbrook and Bagley, and together with the \$10,000 Federal aid there is enough to build a first class highway, over this worst stretch of road between Winnipeg and the Twin Cities. As long as the various counties along the route do their share toward keeping the Jefferson Highway up there can be no excuse or reason for changing the route, and the co-operation shown by the various commercial clubs in this part of the state along the route has insured the permanency of the route.

Daniel Shaw of Thief River Falls was elected a director in the Minnesota State Jefferson Highway Association and also a director in the National Association. J. K. Martin of Little Falls was also elected a director of both. This makes two directors of the National Association for the county north of the Twin Cities. The Association is to be congratulated upon choosing two such good men who will work zealously for the interests of all of us along the route—Red Lake Falls Gazette.

It was also pointed out by Mr. Mullen that in order to secure this Federal aid the small section which is under consideration will have to be a part of a continuous improved Highway. The fact that the Jefferson road westward from Bemidji to the Clearwater county line has not been properly improved as yet was cited by Mr. Mullen, but he was informed that Beltrami county has authorized this improvement and that it will be made during the coming year. With these two pieces of the Jefferson Highway completed, a perfect road from Thief River Falls to the Twin Cities will be established.

The delegation waiting upon the State Highway Commission was composed of Daniel Shaw and Scott Laird of Thief River Falls, Al Kaiser of Bagley, V. M. Higinbotham of Red Lake Falls and J. H. Beck of St. Paul.

THE TOURISTS DELIGHT

The completion of the big free bridge over Grand River opposite

Salina means the opening up of a new and direct East and West Highway from Siloam Springs to Tulsa, Oklahoma. This route as projected should prove very popular with the local and through motor travel from a road bed, short line and scenic standpoint. The route that so far seems the most measible extends from Siloam Springs through the town of Kansas in southern Delaware county entering Mayes county one mile east of the town of Rose, then angling northwest following the old Salina-Rose trail through the Chimney Rock country to Salina the "Gate-way of the Spavinaws." From Salina the new state road will be used to Pryor where connections will be made with the Jefferson Highway the big North and South trunk line. From Pryor the state road will again be followed to Claremore the home of "Radium Water" with final extensions to Collinsville, the smelter town, and Tulsa, the state metropolis. J. A. Quinn of this place who is promoting this Highway says he expects to have maps, tourist guides and general information in regard to the route in circulation by the time the "Gateway bridge" at Salina is opened for traffic.

The Salina route, Siloam Springs, Arkansas, to Tulsa, Oklahoma. The short route—the scenic route.

Important towns on this route: Siloam Springs, Ark., Flint, Okla., Kansas, Okla., Leach, Okla., Rose, Okla., Salina, Okla., Pryor, Okla., Claremore, Okla., Collinsville, Okla., Tulsa, Okla.

Active town and community organizations will be immediately perfected all along the line.

Tourist guides and general information for the traveler will be ready for distribution by the time the new Salina bridge is formally opened for travel.

All persons living on this route, or bordering territory, should immediately get busy and boost this project and otherwise get interested to the extent that the very best and most practical route may be selected for this important short line.

THE GROSSE TETE ROAD

The people of Baton Rouge as well as the citizens of the west side have cause to feel satisfaction over the progress that has been made in making a model highway of the road from Port Allen to

[The following was the greeting to the Jefferson Highway Directors on the occasion of the recent meeting in Muskogee printed on one-half page space of the *Daily-Phoenix*.]

To Jefferson Highway Builders

From the Pines to the Palms. We are with you 40,000 strong. To the Oklahoma division we pledge our support to a man. We believe the Jefferson Highway and its collateral road development will be the greatest stride in the development in the country and the towns of Oklahoma that has been made during the past five years.

Count us in. We are so keen on better roads that we are buying this space to tell you about it. We want the Jefferson Highway. We want to see actual construction begun at the earliest possible moment. We want it as an example of a great system of permanent highways that will draw the farmer, the merchant, the business man, the tourist, together in closer communication and closer friendship. Our vision is clear as to the great benefits that will accrue, not only to Oklahoma and Muskogee from this Highway.

If there is anything you want Muskogee to do, name it. And if you don't give us something to do we will be disappointed. We want a part in building the Jefferson Highway. We want to feel that in part, at least, it is OUR Highway.

Muskogee has been in the fight to put this Highway across ever since the inception of the plan. Muskogee is going to stay until the last ditch is dug. Take from us the message to other states that Muskogee went to New Orleans to get the Jefferson Highway and is willing to go to Winnipeg to nail it down. In the meantime we are anxious to get to work actually building our own section of the road.

In the meantime, take a good look at Muskogee. With the Jefferson Highway, and other things we now have in mind, it will be a different and greater city the next time you see it. And greater still will be the wonderful development of the farm lands and the smaller towns touched by the Highway.

The Greater Muskogee Association

The Retailers' Association
The Manufacturers' Association

The Muskogee Traffic Bureau
and all Citizens of Muskogee

THE PROGRESS OF A NATION

(Continued from Page 7)

city in the world; it has erected there a monument to the man who probably did more in a material way for human rights and for human freedom than has any man who ever lived.

In the field of theoretical and practical statesmanship Thomas Jefferson is probably without a peer in our history. Along with Washington he is entitled to the gratitude of all the people in the world.

The European War has brought very vividly to the minds of all thoughtful Americans the value of the achievements of the men who fought out as well as of the men who thought out the American Revolution, the Declaration of Independence and the foundation of our government on Democratic ideals. It is an inestimable privilege for any man to be associated in any capacity however modest with a work that is sufficiently great and sufficiently dignified to be considered a fitting memorial to Thomas Jefferson.

When we think of all that he did not only for this nation, but for all mankind and all times, we must realize that our best efforts put into the making of the best and most important highway in America constitute only a very modest tribute from this generation to a man whose foresight and statesmanship gave Louisiana and the states of the Louisiana Purchase to the Union.

So it is fitting that this roadway should traverse the states of the Louisiana Purchase and the great country west of the Mississippi River. It is necessary that those sections which have asked the right to participate in the honor of creating a memorial to Jefferson should all be asked to do a better work than they have ever done before. Here in Louisiana it is the hope of all of us who are interested in this project that, when the time comes to dedicate it, our link in the chain will not prove unworthy by comparison with the splendid work which is being done by earnest and enthusiastic men elsewhere, and that it will prove a proper memorial to the American statesman whose life was so full of great deeds that even his Purchase of Louisiana and dedication of this state to the nation might be considered one of his incidental achievements.

News and Progress Along the Route

Melville. As explained to Mr. Clarkson and his party, who made a trip over this route, 30 per cent. of this road already has been graveled, and bond issues have been voted which will increase this to 70 per cent. within a year. The matter of bringing the remaining few miles up to standard requirements is only a question of a short time.

The completion of this Highway will open up to Baton Rouge the rich and beautiful Grosse Tete, Maringouin and Fardoche sections. Up until this time, the people of Melville, for instance, have been forced to go to Plaquemine, or around by Simsport and Torras to reach the capital. The new route will cut the distance of such a journey in half, the distance from Port Allen to Melville over the improved Highway being 44.6 miles by actual measurement. The freedom of intercourse that the new route will allow cannot but cement and increase the existing pleasant business and social relations of the two sections, and result in substantial benefit to each.—Baton Rouge States-Times.

MISSOURI WIDE-A-WAKE

The following excerpts are taken from a few of the very interesting letters Geo. E. McNinch of St. Joseph Mo., Director of the Jefferson Highway Association recently received and has so kindly forwarded to the editor for publication, which tell of the progress of the Highway in the different localities on the Jefferson Highway.

"In reply to yours of the 5th will say we have applied six hundred dollars of volunteer work on the Jefferson Highway in a distance of three miles in Woodlawn school district and one mile in Pleasant Prairie district, four miles in all.

Cash donations collected.....\$ 26.00
 Cash donations not collected..... 45.00
 Check from Geo. E. McNinch..... 100.00
 Volunteer work 600.00

Cold weather is all that prevents us from doing more work at present. We have widened the road so that it is possible but not entirely finished.

(Signed) F. H. SQUIRE, Savannah, Mo.
 December 11, 1916."

"I will say there has been eight concrete culverts put in. As to the grading done, it has been estimated it will cost at least \$2,000

(Continued on Page 22)

HOTEL BUCKMAN

LITTLE FALLS, MINNESOTA

Hot and Cold Water
 in all Rooms

Best of Service
 Given to Patrons

R. L. PALMER, Proprietor

When at STAPLES, MINNESOTA Stop at the

St. Charles European Hotel

on the Jefferson Highway

Tourist Headquarters

Cafe in Connection

C. L. CORPENING, Proprietor

The Commercial Hotel

ROYALTON, MINNESOTA

Best Accommodation

Good Service

Electric Light

Hot Water Heat

M. NEWMAN, Prop.

When in RED LAKE FALLS, MINN., Stop at

THE GRAND VIEW HOTEL

Leading Hotel in City—Best Attention to Tourists' Requirements

W. H. KRUGER, Proprietor

YOUR HOTEL

Should be chosen with thought of its safety, comfort and character. These are always evidenced at the beautiful Saint Paul. It is fire-proof; every room has private bath; and the management aims at the high ideals that prelude your private home.

Rooms from \$2 single and \$3 double
 Excellent restaurants serve the choicest food of the world



THE SAINT PAUL
 In Saint Paul

JEFFERSON HIGHWAY DECLARATION

Published Monthly by
JEFFERSON HIGHWAY ASSOCIATION

E. T. MEREDITH, Des Moines, Iowa
Past President and Life Member Board of Directors

D. N. FINK, Muskogee, Oklahoma
President

W. A. HOPKINS, Lamoni, Iowa
Vice-President

WALTER PARKER, New Orleans, Louisiana
Secretary

F. J. WRIGHT, Des Moines, Iowa
Treasurer

J. D. CLARKSON, Des Moines, Iowa
General Manager

Address Communications to Des Moines, Iowa

J. D. CLARKSON
Editor

Subscription price 50 cents per year.
Advertising Rates—\$40 per page; \$22 per half page; \$12 per quarter page.

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.

Forms close the 20th of month preceding date of issue.
Sample copies free on request. Commercial organizations will be quoted terms on bulk orders for subscriptions.

J. H. Welch Ptg. Co., 1313-1315 Locust St., Des Moines

STATE OFFICIALS

LOUISIANA

Vice-President—P. M. Milner, New Orleans.

Directors—W. E. Atkinson, New Orleans; Mrs. John T. Kimbell, Shreveport; Alex Grouchy, Jr., Baton Rouge.

TEXAS

Vice-President—W. N. King, Denison.

Directors—J. F. Reynolds, Pittsburg; Fred Hartman, Greenville; B. K. Coghlan, College Station.

OKLAHOMA

Vice-President—Dr. Oliver Bagby, Vinita.

Directors—H. H. Ogden, Muskogee; R. W. Dick, McAlester; W. F. Dodd, Caddo.

KANSAS

Vice-President—R. S. Tiernan, Ft. Scott.

Directors—A. H. Shafer, Pittsburg; Marion Coulter, Girard; Paul Russell, Paola.

MISSOURI

Vice-President—John M. Malang, Joplin.

Directors—E. J. Kling, Nevada; Geo. E. McIninch, St. Joseph; W. B. Scruggs, Harrisonville.

IOWA

Vice-President—H. H. Polk, Des Moines.

Directors—James H. Harvey, Leon; H. H. Shepard, Mason City; E. C. Harlan, Indianola.

MINNESOTA

Vice-President—J. H. Beek, St. Paul.

Directors—Herman Roe, Northfield; Daniel Shaw, Thief River Falls; Thos. E. Cashman, Owatonna; J. K. Martin, Little Falls.

Volume I

January, 1917

Number 12

Please address all general mail and make all checks payable to Jefferson Highway Association—not to individuals who may be absent.

Our First President

There has been a time honored custom, to hang garlands and place flowers in commemoration of acts performed during life.

Many customs are changing. Why not change this? In place of waiting till a man has passed beyond the dark river, which separates us from the future, may we not give him that honor that is due him, while on this side of the mysterious river?

In future years, when reminiscences of the Jefferson Highway are in order, the name of our first President, E. T. Meredith will have a large place in them. His name will always stand at the head of the column in

the most honored position, and as the Jefferson Highway has established, in its first year, a record for doing things different from other organizations of similar character, all will recognize that our first President had much to do with bringing about many of these advancements, in a broad and efficient way. As he advances from the Presidency, to a life membership in the Board of Directors of the Jefferson Highway Association, there goes with him that high mead of praise, from his associates, in this great work as they acknowledge in him the founder of the Jefferson Highway and note with pleasure that during the year he presided over its affairs, large masses of organized men have been brought into an efficient organization and are inspired to press forward with additional vigor, by the encouragement of this wonderful success.

Our New President

The securing of David N. Fink, of Muskogee, to act as head of the Association for the coming year, is indeed fortunate.

He possesses a forceful character coupled with such a likeable disposition that strong men gladly follow his lead, wherever he is known, in all matters pertaining to community development.

Accepting the position under protest he expressed in a few words the policy for the incoming year.

At the board meeting in commenting on a contest which had become somewhat acrimonious, he said, "Do you know how I would kill an opponent, if it became necessary to remove him from my path? I would just LOVE him to death."

So the policy for the incoming year, will only be a broadening of the policy of the past year and is found in the sentiment expressed by our new President, "We will kill off all opposition by loving it to death."

Our Board of Directors

The Jefferson Highway has made wonderful progress in the last year. Many regard this as phenomenal; but there is a reason.

The Board of Directors is composed of men, not only of ripe experience and forceful action, but men of public spirit.

They are giving to the affairs of the Association valuable and constructive thought, which could not be bought with money, and are giving it freely and gladly.

They leave their homes and business, traveling hundreds and sometimes thousands of miles to attend meetings of the Association for no other compensation than the knowledge of duty performed. Not only this, but they pay their own expenses.

Naturally interested in their own locality, yet never in a single case, where the acid test has been applied, has a single man held out for the advantages of his own locality against the advantages of the entire Highway. Controlled by men of such high motives the affairs of the Highway can but make great headway the coming year.

NOTICE

STENCILS AND MARKING INSTRUCTIONS CAN BE OBTAINED FROM THE HOME OFFICE AT DES MOINES, IOWA, OR STATE DIRECTORS AND VICE-PRESIDENTS.

Good Boosters

The Big Lake Minnesota boys are certainly good boosters and workers when it comes to securing subscriptions to the Jefferson Highway Declaration. Thirty subscriptions have just arrived from that city, through the untiring work of Albert J. Johnson.

That city has paid in their entire mileage, painted every fifth telephone pole, along the Highway, through the town and have made a large Jefferson Highway sign which is hung across the Highway in that city to welcome the tourists as they enter the city. This splendid work has all been done through the aid of Mr. Johnson and the gentlemen of that city. They have also collected money enough to give each party who helped raise the sum to do all this work, a subscription to the Jefferson Highway Declaration for one year.

Now, what do you think of that for good work? There are others we know, who could also do some of this splendid work if they would try, and perhaps even better.

Why not let us hear from YOU?

The following letter was read at the meeting of County Delegates, held in the City of St. Paul, Minnesota, November 24, 1916.

Jefferson Highway Association

Winnipeg Branch,
Care City Clerk's Office,
November 20, 1916.

J. H. Beek, Esq.,
Vice-Pres. for Minnesota of the
Jefferson Highway Association,
St. Paul, Minn.

Dear Sir: His Worship, Mayor Waugh is out of town and will not be back for a few days and in order that you may receive a reply to your letter of the 17th inst., relative to the progress of the Jefferson Highway in Manitoba, for your meeting of November 24, 1916, I am taking the liberty of answering same.

Manitoba is organized and has three branches, one at Winnipeg, one at Morris and one at Emerson and the three branches have appointed a vice-president and three directors to represent Manitoba in the parent body.

The distance of the Jefferson Highway in Manitoba, namely, from Winnipeg to Emerson is sixty-eight miles and as you are no doubt aware some ten miles of same, viz:—from Winnipeg to the village of St. Norbert is already asphalted and the most of the remaining distance is graded and drained.

A deputation composed of members of the three branches of the Jefferson Highway in Manitoba waited on the Manitoba government recently to ascertain what it would do financially towards this great Highway. The members of the government were most sympathetic and promised to get its engineers to report on what was necessary to complete grading and draining that part of the Highway requiring this work, this of course is a preliminary step and one in the right direction. When information is to hand stating what is necessary to (1) grade and drain the portions of the Highway requiring this work, (2) placing some material on to hard-surface the Highway, (3) the estimated cost of same, some presume steps will be taken to decide as to who will bear the cost, i. e. the government or the government and the municipalities through which the Highway passes, jointly, and in what proportion. The government realizes the importance of this road and the Minister of Public Works stated that when the

Canadian portion is built he wants to see it equal to any part south of the line.

You will understand, I am sure, that in these troublous times of war a large expenditure such as this proposed work entails, is somewhat hard to finance, meantime the Highway has the support of the government, the city council of Winnipeg, the Manitoba Good Roads Association and the Winnipeg automobile interests and everything will be done that can be done at present in connection with improving this great Highway.

I can assure on behalf of his worship that he is intensely interested in this Highway and the completion of same, whenever that may be, will be most gratifying to him.

Trusting your meeting will be successful and well attended,
Yours very truly,
(Signed) G. F. BENTLEY, Sec'y.

THE CENTRAL GARAGE

14 So. NATIONAL AVE.
Fort Scott - Kansas
ACCESSORIES—TIRES—REPAIRS—STORAGE
MOTTO: EFFICIENT SERVICE
PHONE 349

Jefferson Highway Garage

408-410 NORTH LOCUST
PITTSBURG, KANSAS
Stock Quaker Tires French Auto Oils
ACCESSORIES—EXPERT REPAIRING
Both Phones 823 Our Motto—"Service"

DU PONT

**RED CROSS
LOW FREEZING
EXPLOSIVES**

For
**ROAD
MAKING**

A PRACTICAL knowledge of the use of explosives combined with the employment of modern road-building machinery simplifies construction, increases the mileage and makes a material reduction in cost per mile.

**Free Booklet
Tells How**

to use DU PONT Red Cross Low Freezing Explosives safely and efficiently in connection with modern road-building machinery. Get a copy. Learn the new ways to make highways. Send for FREE BOOKLET "Road Construction and Maintenance."

E. I. du Pont de Nemours & Co.

Powder Makers Since 1802

WILMINGTON,

DELAWARE

"Oklahoma"

I WILL SELL

The XL Ranch

consisting of twenty-seven hundred acres of land of FEE SIMPLE TITLE, with two thousand acres of cheap leased lands; 80 per cent. of the Title land is productive, tillable land, balance fine pasture. At present there is about five hundred acres in cultivation, fenced and cross fenced with woven wire. There are three fair sets of improvements, two four and one three room dwelling houses, three barns, and large hay barn, ranch well watered by two stream and earthen ponds; distance nine miles from the thriving town of Kiowa, Oklahoma, which is on "The Jefferson Highway." Price of Title land, twenty dollars per acre; half cash; balance terms to suit.

WALTER A. EVANS, Kiowa, Oklahoma

FOR SALE

30 acres 1/2 mile City McAlester. Population 15000; 1/2 mile from street car; 15 acres strictly first class dry bottom land; 10 acres cultivation; no rock; no overflow; balance rough but good pasture. Soil dark sandy loam. Raise much corn or wheat per acre as average bottom land of Missouri or Iowa. Fine for vegetables or poultry. Bought Government sale which accounts for low price \$45 per acre. Terms.

SOUTHERN REALTY CO.
McAlester, Oklahoma

Locke Bros.' Garage

ATOKA, OKLAHOMA

DEALERS IN

Automobiles, Oils, Supplies, Storage

EFFICIENT WORKMANSHIP

PROMPT SERVICE

CALL PHONE 96

Brotherton's Garage

Muskogee Cab & Baggage Co.

4th & Court Street

MUSKOGEE, OKLAHOMA

*First-Class Service—Expert Repairing—Agency for Mitchell Cars
Storage—Phone 23*

Phone 799

Muskogee Tire Repair Co.

231 North Fourth Street

MUSKOGEE, OKLAHOMA

VULCANIZING AND TIRE REPAIR WORK OF ALL KINDS

All Work Guaranteed

Agency for Quaker Tires—Best Ever

Headquarters For Buicks

IDEAL GARAGE

Canadian and Scrapper Streets

VINITA, OKLAHOMA

ACCESSORIES, STORAGE, SUPPLIES

EXPERT REPAIR SERVICE

*Goodyear and Kelly Springfield Tire Service Station
Phone 137 J. H. TRESLER, Proprietor*

WHEN IN PRYOR, OKLAHOMA

Stop at the

MAYOR HOTEL

Hot and Cold Water in Each Room

Only First Class Hotel in Town

Rates \$2.00 J. H. MAYOR, Prop. Phone 115

SMOOTHING THE ROUGH PLACES

(Continued from Page 9)

of the road between Winnipeg and New Orleans, would enable us to take the run over it in June and maintain a sociable spirit. How about it Jefferson Highway neighbors? Is your neighborhood going to be taken care of properly?

It was a great satisfaction to ride over the four miles of road east of Welch, Oklahoma. It has been dragged since the last rain and was as smooth as a concrete pavement. Sorry we cannot say as much about the next mile or two; but as we neared Miami, we ran into better conditions. Caught a man red handed with four horses and a drag smoothing out the road.

We were so pleased by the improved conditions that although we were short on time and the road to Winnipeg was long, we stopped and gave him some taffy. We also learned the name of the man who should have dragged the section of road midway between Welch and Miami, but we are not going to tell what it is—this time.

The conditions of the road from Miami north we will cover with a mantle of charity. A community that will permit such conditions as these to prevail needs more study than we have yet been able to give it. We were told that the trouble was in the nature of the soil and we are going to hunt for it elsewhere.

News and Progress Along the Route

(Continued from Page 19)

and that probably will not do it as \$500 will not, I know, do the work from Rochester bridge to the end of our road district and that is only one and three-quarter mile.

(Signed)

WM. LILLIBRIDGE, Savannah, Mo."

"We have spent \$5,000 and moved 25,000 yards of dirt, and have \$5,000 now subscribed for further improvement and grading, most of which will not be spent this fall.

In addition to this, have spent \$8,000 in grading and improving S. W. Trail and Coal Valley Trail. This of course is not on the Jefferson Highway. During the past year, the Jefferson Highway was paved through our city. The main inducement for the paving being the Jefferson Highway. The paving of the Jefferson Highway through the city this year cost \$21,546.13 making the total spent and to be spent on the Jefferson Highway amounting to \$31,546.13. The Highway is now almost paved through the entire city.

(Signed)

GILBERT BARLOW, Bethany, Mo."

"The actual amount of money raised by the town, exclusive of the organization between here and Bethany, was \$1,000.02. This was divided on the Highway each way. The large hill on the west of town was reduced to a 7 per cent. grade and we also have the promise of the railroad company of a new concrete bridge over the creek at the edge of town. The work east of town has not been completed on account of having to wait on the county court to get us a new steel bridge with concrete top. The bridge is here now and work will be started as soon as weather permits.

(Signed)

F. M. Magee, New Hampton, Mo."

"In regard to making the report of progress in the last year will state that we raised about \$250 here at Dearborn in cash to apply on the section between here and Edgerton, Missouri.

We have cut the hills and widened the roads half way to Edgerton and Edgerton has met us half way. While the road is not yet what we propose to make it, will report, that the money has not yet been spent and that in the spring we propose to make our section of road a boulevard.

(Signed)

W. H. GABBERT, Dearborn, Mo."

"There was about \$700 raised to work the road between Edgerton and Dearborn, the work has not been quite completed as yet, some smoothing to be done, but the money is in the bank to do it. This \$700 was not all paid in cash, part was donation work, but over \$400 was cash, the farmers did about \$300 work. The road has been graded and ditches opened all the way between the two towns, the Dearborn end needs some smoothing up that will be done they say, right away. One thing that was never done before as often as it should have been was dragging, but that is now being done after the rains.

(Signed)

EDWIN THATCHER, Edgerton, Mo."

THE BRIDGE BUILDER

(Compliments Virginia Bridge & Iron Co.)

An old man, going a lone highway,
 Came at the evening, cold and gray,
 To a chasm vast and deep and wide.
 The old man crossed in the twilight dim,
 The sullen stream had no fear for him;
 But he turned when safe on the other side
 And built a bridge to span the tide.

"Old man," said a fellow pilgrim near,
 "You are wasting your strength with building here;
 Your journey will end with the ending day,
 You never again will pass this way;
 You've crossed the chasm deep and wide:
 Why build you this bridge at eventide?"

The builder lifted his old gray head—
 "Good friend, in the path I have come," he said,
 "There followeth after me to-day,
 A youth whose fect must pass this way.
 This chasm that has been as naught to me,
 To that fair-haired youth may a pitfall be;
 He, too, must cross in the twilight dim—
 Good friend, I am building this bridge for him!"

HIGHWAY BRANCH IS FORMED AT ST. PAUL

The Minnesota branch of the Jefferson Highway Association was organized at an enthusiastic meeting of good roads delegates at the Saint Paul Hotel in St. Paul, Friday, November 24.

There were eighty delegates present. All but three of the twenty-one counties in Minnesota, through which the Jefferson Highway passes, were represented. These were Dakota, Anoka and Marshall counties.

Mayor Irvin welcomed the delegates to St. Paul and promised the active support of St. Paul and Ramsey county in the movement.

J. H. Beek, St. Paul, vice-president for Minnesota in the parent organization, presided. He sketched briefly the remarkable progress made by the movement, which started a year ago at a meeting in New Orleans.

R. J. Millard, Little Falls, was chosen temporary secretary. Among the speakers was Henry Orme, St. Paul; T. E. Cashman, Owatonna, and Herman Roe, Northfield, present Minnesota directors in the parent organization; Alvah Eastman, St. Cloud; Daniel Shaw, Thief River Falls; J. McDowell, Sauk Rapids, and Howard Strong, secretary, Minneapolis Civic and Commerce Association.—Sauk Rapids Sentinel, (Minn.)

THANKS TO MUSKOGEE FROM HIGHWAY DIRECTORS

Well done Muskogee. Your citizens and merchants have certainly treated us splendidly and we want you to know that we appreciate you thoughtfulness and generosity to the fullest extent.

From the moment that our first delegates arrived to the time of departure of the last one you have considered how you could best add to our comfort and pleasure by making us feel at home.

Most of us came amongst you for the first time. We had all heard about your city. Some came just to attend a convention, thinking little about you. Some came in a critical frame of mind, while others were on the lookout for opportunities.

But we came, we saw and were conquered. You won our hearts and we are going home with happy thoughts and pleasant recollections of our stay with you.

You said if there was anything we wanted you to do to name it. We took you at your word and asked you for a president. You immediately gave us one of your best and ablest citizens, D. N. Fink. We thank you.

By giving us a president you place Muskogee in the spotlight. People from Canada to the gulf will look to Muskogee. But if the actions of the past week are an evidence of what you can do, we know you will measure up to our expectations and under such leadership and example the Jefferson Highway will move rapidly forward.

We asked you to provide a way to bring our thousands of visitors over the Canadian river and in twelve minutes you had solved the problem and we are sure you will accomplish the task, big as it may be. Your press has done splendidly. None could do better. Every courtesy that could be shown has been shown and we desire to especially express our gratitude to the editors, reporters, compositors, and pressmen for their unstinted co-operation. We are going home

(Continued on Page 24)

NEVADA HOTEL NEVADA, IOWA

A Modern Hotel with Sleeping Porches Screened in
 Surrounded by Large Grounds Situated on Jefferson Highway
 American Plan Rates, \$2.25 per day Excellent Garage Accommodations
 JOHN F. BEBBE, PROPRIETOR

Hotel Muehlebach
 BALTIMORE AVENUE AND TWELFTH STREET
 Kansas City, Mo.



500
 New Fireproof Rooms
 Rate from \$2.00
 The House of
 Utility—Service—Elegance
 Operated By
 Whitmore Hotel Co
 Under the Personal Direction of
 S. J. Whitmore and Joseph Reichl

GO TO
STANDLEY & BELL
 PATTONSBURG, MO.
 For Expert Auto and Machine Repairing
 GASOLINE—OILS—ACCESSORIES—SUPPLIES
 FIRESTONE TIRES Phone 137

Agents Chevrolet Michelin Tires
Burton & Bowen Garage
 Gas Oils Greases
 Wholesale—Retail
 Free Air
 Expert Mechanics All Night Service
 BETHANY, MISSOURI

GORDON'S GARAGE
 AUTO LIVERY—ELECTRIC and AUTO SUPPLIES—ACCESSORIES—OILS
 ONE BLOCK NORTH OF MITCHELL HOTEL
 NEVADA, MISSOURI PHONE 555

AT BUTLER, MO.
Call Henry's Garage
 For High Class Repairing, Accessories, Oils, Etc.
 PHONE 395 W. W. HENRY, Proprietor

Hotel Douree

In the Heart of the Business District

EUROPEAN PLAN, PRIVATE DINING ROOMS

"Modern Fire Proof"

250 Rooms

150 With Bath

THE SHREVEPORT HOTEL CO.

H. B. MABSON, Pres.

SHREVEPORT, LOUISIANA

AUTOMOBILES, ACCESSORIES, STORAGE

Foster's Garage

HARRISONVILLE, MISSOURI

F. W. FOSTER, PROPRIETOR

EXPERT REPAIRING

PROMPT SERVICE

IN CONNECTION WITH HARRISONVILLE HOTEL

PUBLIC GARAGE

Opposite Fraternal Inn—BUTLER, MO.

Battery Service—Expert Repairing—Full Line of
Accessories—Ford Agency

NORFLEET & REAM, Proprietors PHONE 35

Best Equipped Garage in Southwest

Connor Hotel



250 Rooms

Joplin, Missouri

EUROPEAN—ABSOLUTELY FIREPROOF

Southwestern Missouri's Leading Hotel

Operated by Connor Hotel Company

ST. ANTHONY HOTEL

San Antonio, Texas

UNDER SAME MANAGEMENT

T. B. BAKER, Managing Director

RIVALRY IN CENTRAL LOUISIANA

(Continued from Page 13)

Alexandria and between it and Colfax did not just like the idea of the Highway going the eastern route so they decided when Mr. Clarkson returned there he should see their route west of the river, and on which roads have already been built or have bond issues voted for construction. Consequently when on October 24th Mr. Clarkson arrived at Alexandria on his return from New Orleans he was met by every business man in Boyce, in twenty-six automobiles, who escorted him and party over the western route and to one of the finest spreads ever put out in the hustling little city on the Red.

During the meal, the claims of the Boyce route were duly presented by Boyce citizens who told of having voted bonds for the twenty-two miles between that town and Alexandria, and how they had voted bonds to build a steel bridge across Red River there and thus connect with Colfax. Mr. Clarkson and Mr. Wolstencroft replied in appropriate terms, and told them what it meant to sell highways to tourists, and when he called for the Boyce people to qualify there was an immediate response.

Yes sir, things are red hot in Central Louisiana, there being no less than four different routes proposed for the Highway from Colfax through Rapides Parish to the Avoyelles Parish line. We know what it means now to sell highways to the tourist, keep it and sell it to the next one, and we are going to have it too. Everybody in this section is eagerly looking forward to the completion of the Pine to Palm route through Rapides Parish, and we can proudly boast of sixty miles of it too, and all of which is now graveled, or money provided for the construction.

The town of Boyce, Louisiana, near Alexandria has a contest on to get the official route of the Jefferson Highway. When General Manager, J. D. Clarkson and party visited the citizens of this hustling little place on October 24th there were just eighty-one property voters at the dinner to greet him, and there are a total of eighty-one property voters in the town.

One hundred per cent. in Boyce wants the Jefferson Highway?

Isn't that some merit and spirit?

What place can beat it?

News and Progress Along the Route

(Continued from Page 23)

to tell the neighbors, your neighbors, along the 2,000 miles of the Jefferson Highway that Muskogee is all right.

Yours for progress.

JEFFERSON HIGHWAY ASSOCIATION.

WILL HELP BUILD CANADIAN BRIDGE ON HIGHWAY ROUTE

Advance Guard of Delegates to Jefferson Highway Meeting Arrive

The bridging of the Canadian River at Eufaula will be one of the principal problems to be solved at the meeting of the delegates and directors of the International Jefferson Highway Association to be held in this city next Tuesday and Wednesday, November 28 and 29.

Several suggestions have been made as to the kind of structure needed, but the general sentiment of delegates and directors who have already arrived, is for a permanent bridge which will be above the flood mark of the river and which will stand the ravages of time. Such a structure will cost, it is estimated, between \$125,000 and \$150,000.

The bridge will connect Muskogee and Pittsburg counties near Eufaula, and while these counties will be expected to contribute liberally to its construction, because each will get many local benefits of travel and transportation, the entire Jefferson Highway Association will do its part toward building of the bridge.

At present there is no bridge of any kind across the river at Eufaula and the only mode of crossing is a ferry.

"Muskogee is going to be surprised at the great value of the Highway. Easily there will be an average of 200 foreign cars passing through this city every day, with an average of three and a half people to the car, making 1,000 strangers visiting Muskogee daily. All these people will be well-to-do and will leave money in your city.

"Last year, although the Highway had only been marked through that state four months, we took 10,000 foreign cars through Minnesota. In the town of Rosemount, Minn., 1036 machines passed along the Highway in one day."

Mr. Wolstencroft stated he had already received over 500 inquiries

Progressive Shreveport, La.

“The most attractive city in the South-west”

Why

Because it is the Detroit of the South, known for its cleanliness, its health record and its energetic wide awake people. Its citizens are all public spirited, doing team work and making great progress.

The City of Shreveport attracts the winter tourists, because it is situated on the main traveled roads from all directions and on account of the ideal winter climate, the sun shining the year round, flowers in bloom and vegetables green all winter.

The million dollar hotel can house the most epicure, the country club with its golf course can entertain them and the many miles of paved streets and boulevards and country roads affords them plenty of motoring.

Caddo Parish, of which Shreveport is the county seat is famed for its splendid hard surfaced roads.

The Jefferson Highway Passes Through Shreveport.

Why

IS IT ATTRACTIVE TO INDUSTRIES? Because of its cheap gas. The Gas Fields right at our door are producing millions of feet of gas every day. The price of this FUEL FOR MANUFACTURING PLANTS IS FROM TWO TO SEVEN CENTS PER THOUSAND CUBIC FEET. The City of Shreveport has a gas well of its own with an extremely high pressure. It is very easy for large industries to have their own gas wells.

The transportation facilities are unsurpassed.

Rail-roads

Eight Railroad Lines Running in all Directions.

Low freight rates recently put into operation to all points, competent and skilled labor at fair wages can easily be obtained. The bank deposits in Shreveport are over \$21,000,000.00 and are in a position to offer ANY KIND OF REASONABLE INDUCEMENT TO INDUSTRIES.

Why

IS IT ATTRACTIVE TO THE PROSPECTIVE LAND BUYERS? Because of the agricultural economic and civic conditions and advantages offered in the Shreveport section of Northwest Louisiana. Here thousands of acres of high class farming lands can be bought for a nominal price. Schools and churches are already built and organized. The country does not suffer from extreme heat or cold, the mean temperature for January is 54.9 and for July 82.5, and AN ANNUAL RAINFALL OF 47 INCHES is distributed through every month of the year.

The Water for Domestic Purposes is Pure, Healthy and Plentiful.

The Shreveport Chamber of Commerce would like for every prospective land buyer to investigate the fertile lands around this city before purchasing. He would see the value in Truck Growing, Stock Raising, Fruits and Berries, Dairy and Poultry as well as GENERAL FARMING. The skilled and progressive farmer is invited to get the full information of the facilities and advantages of this section and will be given every inducement to see these values and locate here.

FOR DETAILED INFORMATION WRITE

Secretary Shreveport Chamber of Commerce

News and Progress Along the Route

(Continued from Page 24)

from persons in the north who wish to go south during the coming winter and desire to make the trip by automobile over the Jefferson Highway.

"We are highly pleased with the interest the people of Oklahoma are taking in this great enterprise," continued Mr. Wolstencroft. "From Muskogee south after we left here we found the people alive to its value and enthusiastic and ready to do their part in every way. At Atoka every business house in the town closed for two hours while we explained the benefits of the big road and how it is being organized. Across the line over in Texas the enthusiastic citizens of Pittsburg named the midway of their annual fair the 'Jefferson Highway,' and down at Shreveport, where the state fair of Louisiana is located, a special day was designated as Jefferson Highway and over 6,000 persons attended a great meeting held in the interest of the Highway on the grounds."—Muskogee Daily Phoenix.

GOOD ROADS INSTEAD OF RAILS

A Railway Journal Indorses Use of Motors in Place of Branch Lines

In quite a considerable number of annual reports of railroad presidents in the last two years mention has been made of inroads which motor cars are making on railroad passenger business. There is another aspect, however, of the development of the motor car and motor truck which may turn out to be of considerable advantage to railroad development.

The use of the motor car and the motor truck is acting as a preventive of branch line railroad building, thus conserving capital for betterments to existing lines. A good road is built by the state or county and this road, with the development of the motor truck, acts as a feeder for the railroads which it crosses and, moreover, a feeder built with the public's capital and not the railroad company's capital.

Unprofitable branch line mileage has been the old man of the sea on the back of many a railroad in this country. A good state or county road crossing a railroad will be a feeder to it for forty

to fifty miles on either side of the track. At the present time there are many rural communities which are sending freight and passengers over forty miles or more of good road to the nearest railroad by motor—as much traffic as the railroad could hope to get over a branch line, the interest charges on which would be great enough to eat up nearly all the profit on the line haul.—Railway Age Gazette.

ERNEST LEE JAHNCKE, Pres. WALTER PARKER, Gen'l Mgr.

New Orleans Association of Commerce

NEW ORLEANS,
(Second Port, U. S. A.)
December 16, 1916.

Mr. J. D. Clarkson, General Manager,
Jefferson Highway Association,
Gruncwald Hotel, City.

Dear Mr. Clarkson: Evidence in proof of the fact that the Jefferson Highway has developed into a great community building enterprise is accumulating in my office at a very rapid rate.

Yesterday representatives of the contesting routes in Louisiana said to me: "We have both been treated fairly, and we feel satisfied we will get a square deal from the Jefferson Highway, no matter which route gets the Highway marks. The losing route will build its paved highway anyway."

All along the 2000 miles of the New Orleans-Winnipeg road, men are discovering that concert of action, good organization, and intelligent determination can be made to give them even so great an asset as the Jefferson Highway, with comparatively little difficulty. And they are saying to themselves: "If this be true, the same elements applied can be made to give us better school houses, better local government, etc." Thus the spirit of successful community endeavor is being engendered.

It is quite clear the Jefferson Highway is proving a big asset to all in many directions. Very truly,

WALTER PARKER,
General Manager.

"Southern Terminus—Jefferson Highway"

Schools Should Help Build the Jefferson Highway

The Jefferson Highway Association

invites the School Children to help build
the Jefferson Highway

HOW?—By securing subscriptions to the Association's Official Organ

The Jefferson Highway Declaration

Valuable Premiums offered both for the students and to the school as a whole. These premium offers are open also to everyone who desires to have a patriotic part in promoting the Jefferson Highway.

WRITE FOR COMPLETE INFORMATION

JEFFERSON HIGHWAY ASSOCIATION, DES MOINES, IOWA

C. L. SLOAN

M. R. SLOAN

**Sloan Motor
Company**

*Overland and Hudson
Motor Cars*

Accessories and Supplies

Alexandria, La.

Our Motto, "Service"

Phone 670

**Portland Cement
Northwestern Brand**

"Concrete for permanence"



**The Reliable
Portland Cement**

MASON CITY, IOWA

CHANDLER

DODGE

MAXWELL

The Service Garage

Natchitoches, La.

Carries a full line of Tires, Tubes, Oils and Accessories of all kinds. J and M and Pyreen Fire Extinguishers. **Firestone and Goodyear Tires.** Heavy Tourists Tubes. Supplies for all makes of cars. Road information and tourists accommodations a specialty. Expert repairs. Open twenty-four hours every day.

PHONE 124

Props., Brazeale-Hyams & Brazeale

Our Motto: "Service"

NEVER CLOSES



**Henderson's
Garage**

Shreveport, La.

**Largest
in the
U. S. A.**



These six wagons are less than half a load for this Twin City "25" used by the Taxpayers' Association of Hazelton, Penn.

Twin City Tractors Are Ideal Road Builders

More than 60 of these machines are now being used by counties in Iowa for road building.—Many more are used in Minnesota, Missouri and other states. The Twin City "40" ordinarily handles two 12 foot graders.

TWIN CITY TRACTORS DO THE WORK BETTER AND CHEAPER

Twin City Tractors are manufactured in four sizes:

Twin City "60"
Twin City "40"
Twin City "25"
Twin City "15"

All sizes burn kerosene and distillate as well as gasoline under steady load.

All have four or six cylinder vertical motors.

Write for catalog

MANUFACTURED AND SOLD BY

MINNEAPOLIS STEEL AND MACHINERY COMPANY

Minneapolis,

Minn.



The Twin City "40" purchased by Mitchell County, Iowa, over two years ago is still working satisfactorily in its third season and this county has recently purchased a second machine

LOUISIANA

MR. FARMER: Are you making good where you are? Plain Dealing Colony invites you to consider its superior points of merit. You ask what they are? Answering this question, will say that the climate is suited to the growth of all animals and plants raised in the temperate zone. It's never very hot in summer nor subject to blizzards in winter. Stock and people are immune from most diseases and are practically free from pests. There's rich, deep soil, underlaid with clay. Rain every month of the year; no drowth-stricken years or destructive hail. The way crops of all kinds grow here is a revelation to the northern farmer. Just think of what you can do if you have a fertile soil, plenty of sun heat and moisture in rich quantity at the right time! Plant life must respond admirably to such a combination. Again, the growing season is twice as long here. You can grow two crops as readily as one where you are. Besides, there are a lot of crops grown with us you cannot grow at all. Very little fuel is needed. There's abundance of oil just over in Caddo Parish (county), and in fact it is more than likely oil will be found under the lands about Plain Dealing, and then there is plenty of standing timber to last for many years, so that cost of fuel can only be a very small matter. The cost of lumber for building will surprise you; it's grown and made right here, so the heavy freight and dealers' profit is cut out. Stock require only slight protection. The great outstanding fact is that you can get stuff for people and animals for a fraction of their cost where you are. Hence, as a place to make money, it's a grand one; besides, you don't have to endure the long, cold winters. To the man who wants a pleasant and permanent home, where he can make the most money with the least amount of work, this locality should appeal. We want to get in touch with earnest home-seekers, for we have a proposition to make that will not be duplicated anywhere. The prices of our lands range from \$12 to \$20 per acre. As an evidence of good faith we require some cash and balance to suit. But you should get our illustrated folder, which tells you all in a most interesting way; it's free. Request it now and you will have it by return mail.

WRITE TO LAND DEPARTMENT

S. H. BOLINGER & CO.

Lumbermen

Shreveport, Louisiana

"Real Owners of the Lands We Sell"

NABORS' GARAGE

MANSFIELD, LOUISIANA

Official Ford Service

Accessories, Storage, Supplies

Every Convenience for the Tourists

Expert Repairing—Phone 178

HOTEL BRINKER

Colfax, La.

(On the Jefferson Highway)

All Outside Rooms—Electric Lighted

Two Good Garages—One Block from Hotel

BEST SMALL TOWN HOTEL IN BEST SMALL TOWN IN LOUISIANA

Rates \$2.00 Per Day

A. Buford, Mgr.

OUR MOTTO—SERVICE

SHEPPARD HOTEL

A MODERN AMERICAN PLAN HOTEL BUILT FOR THE COMFORT OF THE GUEST

Located Convenient to Business Houses, Banks, Postoffice and Theatres

Rates According to Style and Location of Rooms

\$2.00, \$2.50, \$3.00

H. J. SHEPPARD, Manager

Mansfield, Louisiana

The Town of Marksville in Avoyelles Parish, La.

Location Is situated in one of the richest sections of Alluvial Soil Belts in the South. The City and Rural population are amongst the most progressive in the country and are ranked amongst the best citizens, courteous, kindly, business-like and hospitable.

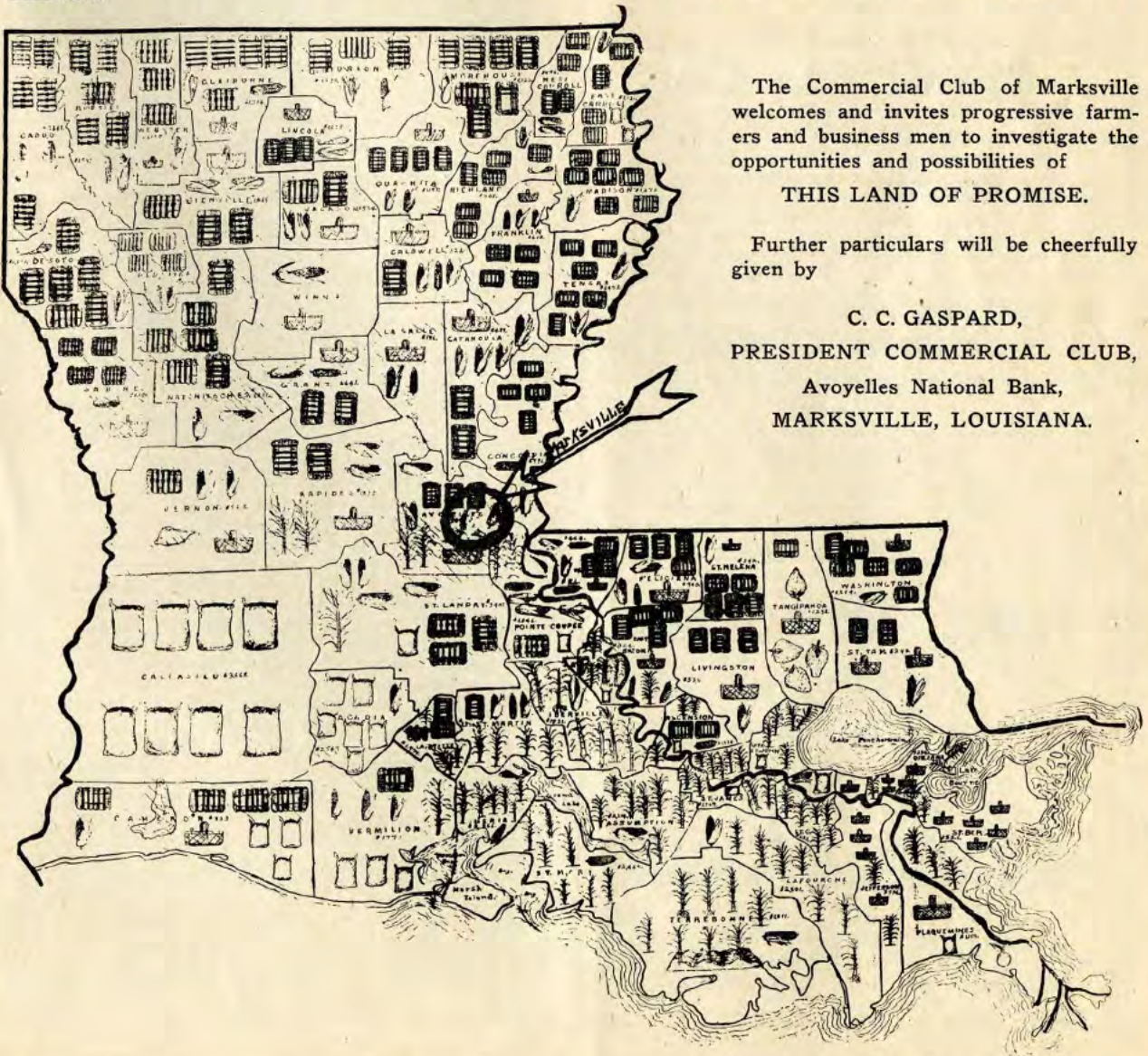
Land and Live Stock Farm lands are the most productive, every crop on the agricultural calendar can be grown successfully while vegetables of every variety are raised and find a ready market. Corn, Wheat, Oats, Alfalfa, Cotton, Sugar grows abundantly and crops are large. The State Board of Engineers are putting in one of the greatest drainage systems in the South to re-claim 150,000 acres of richest Alluvial land in the Mississippi Valley. These lands are near the town and can be purchased at nominal prices in large or small tracts. No place is better adapted for the raising of live stock as the cattle feed in the open pasture all the year round.

Hotels There are two Hotels where the accommodation is excellent. The State Board of Health has listed both as A-1.

Schools There are three grade and one high school. The best training and teaching that can be obtained is secured. The education of the children is recognized to be of vital importance. Church and social life is also well represented.

Sports The lakes and streams in the neighborhood abound in fish, duck and quail are plentiful, make an ideal winter shooting and sport.

Roads and Railway Facilities The roads in and around the town are good 365 day roads. Mansura, a town four miles South is being connected by a hard surfaced road with a view to incorporating the two towns into one for the quicker and better development of the Parish. These towns can be reached by the Louisville & Nashville & Texas & Pacific Railroads. **THE JEFFERSON HIGHWAY PASSES THROUGH AVOYELLES PARISH.**



The Commercial Club of Marksville welcomes and invites progressive farmers and business men to investigate the opportunities and possibilities of
THIS LAND OF PROMISE.

Further particulars will be cheerfully given by

C. C. GASPARD,
PRESIDENT COMMERCIAL CLUB,
Avoyelles National Bank,
MARKSVILLE, LOUISIANA.

Tourists Headquarters

The Garrison

Sulphur Springs, Texas

Electric Lighted Throughout *All Outside Rooms*
Every Room in Excellent Condition

W. L. KLINE, Proprietor

Wilson's Garage

Sulphur Springs, Texas

Offers to Tourists the Best in

Accessories—Oils—Tubes—Storage

Expert Workmanship *Efficient Service Our Aim*
Satisfied Patrons

Pittsburg Motor Co. Incorporated

Main Street, Opposite Court House

PITTSBURG, TEXAS

Service station for Hudson and Hupmobile cars. Carburetor and electrical work a specialty. Special price and attention to Jefferson Highway associates. Accessories, storage, courteous service, efficient workmanship.

PHONE 6

Motor Inn Co.

Jefferson Highway Garage

GILMER, TEXAS

Accessories—Oils—Tubes—Tires

Expert Auto Repair Work

RAWLINS & ASKEW, Props. PHONE 118

Courteous Attention to Tourists
We Never Sleep

A. S. Mitchell Land Co.

MT. PLEASANT, TEXAS

HAS FOR SALE

Improved and Unimproved Farm Land

FROM \$35.00 PER ACRE

Write us stating your requirements. We can help you.

Pearce Auto Company

112-120 S. Burnett Ave.

DENISON, TEXAS

DISTRIBUTORS OF

Buick—Ford—Hudson

Automobiles, Supplies, Storage

Old Phone 60

New Phone 153

Morrison County, Minnesota

Seeing the Value of the Jefferson Highway Morrison County Has Done Some Splendid Work to Secure and Keep it the Past Year

By R. B. MILLARD

Morrison county has done a large amount of work on the Jefferson Highway during the past season. Before the route was definitely established our county commissioner decided that everything possible should be done to help secure this splendid Highway.

Some six or seven miles on the proposed route had not been opened in a wild virgin, of hills, valleys and lakes fringed with pines. A road through this strip of county gives the tourist from the south his first glimpse of the pines on the north end of the Highway.

The road as now built winds in and out, up and down—at one moment the tourist is looking from the



Winter on Jefferson Highway near Owatonna, Minnesota

crest of a long grade over miles of country—the next, winding along a valley shut in on all sides by hills.

We have thirty-five miles of the Highway, and during the coming season we are planning on putting gravel on about eighteen miles of it.

Our county has the best board of commissioners that could be wished for. Alive, and up-to-date, and looking forward to the best interest of the county and our good roads system. The securing of the Highway was due largely to their progressiveness and push.

Tourists find here a welcome that is hearty and sincere; an invitation to our good neighbors on the south to come and visit us—bring the family—the latch string is out for you. Plan to spend a few weeks among our beautiful lakes, fishing and enjoying yourselves during the coming season.

R. B. MILLARD,

Sec'y Central Minnesota, Jefferson Highway Ass'n.

THE PERSPECTIVE OF A PROBLEM

(Continued from Page 15)

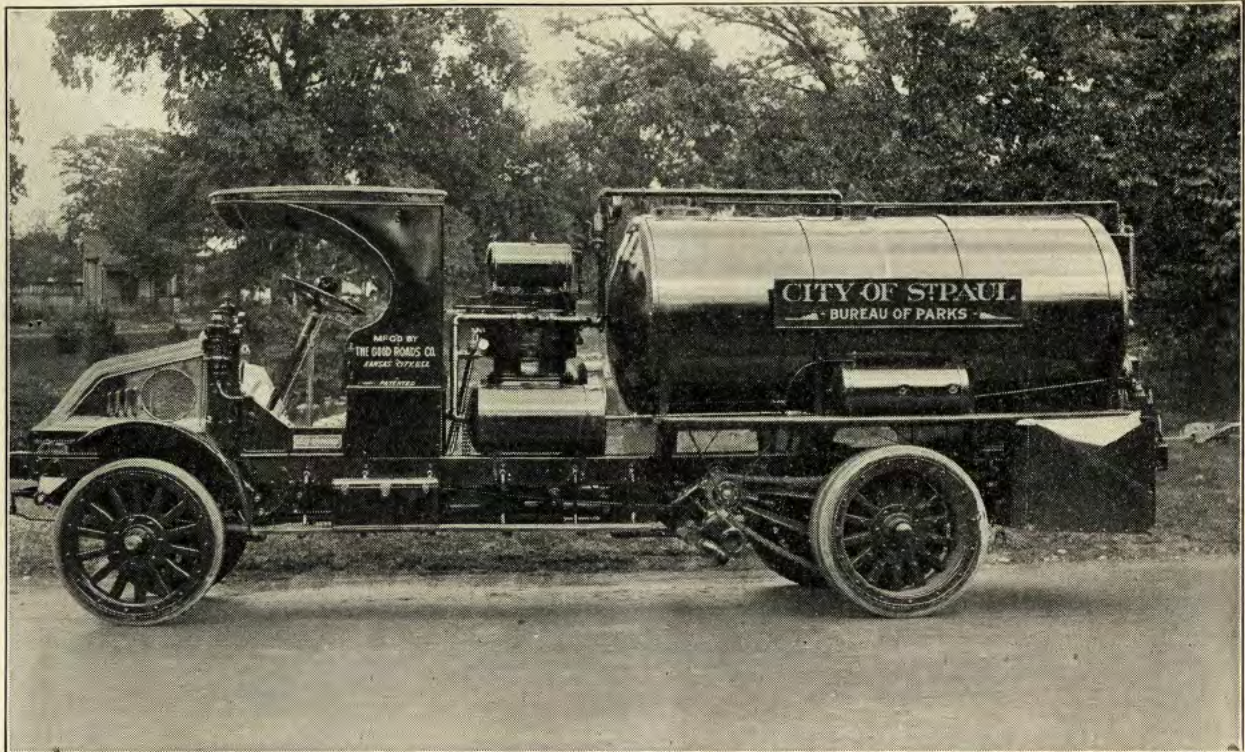
In Kansas, in one day, representatives from four counties gathered in a fifth county, in a successful missionary effort to secure the Highway.

In Oklahoma, a little town of five hundred people assumed nearly half the mileage assessment of the county, in which it is located, to encourage a much larger town to start on the good work; also in Oklahoma, the building of a bridge across the Canadian River is now being recognized, as being not the sole obligation of the two counties which are separated by the stream and aid is being tendered by other counties.

In Texas, more favored localities on the Highway have sent missionaries into less favored localities and aroused hopes of better things, to such an extent that of the two hundred and sixty miles of the Highway in Texas, over two hundred miles are now provided for by bond issues; the result of a six months campaign.

In Louisiana, where a road district has voted its limit for the building of the Highway, and construction of a bridge and lacked \$40,000 of the necessary amount, a parish has loaned its credit to the road district for this sum.

Last, but not least, the City of Winnipeg and the City of New Orleans, heretofore strangers, have formed ties of close friendship, promising much for the near future.



St. Paul, Minn., Sept. 11, 1916.

The Good Roads Co., Kansas City, Mo.,

Gentlemen: We are through with the season's oiling and used only one-half of the amount of oil compared with what we used in former years, including 4½ miles of new road in addition to the mileage of last year. There was never the least bit of trouble and the work done by the oiler is satisfactory to all concerned. *We saved 40 per cent of cost compared with team work in former years and made \$450.00 by doing work for the Street Department. I will say that I am glad we purchased the road oiler from you, because I know it is the most economical machine on the market today.*

Yours truly,

(Signed)

FRED NUSSBAUMER,
Supt. of Parks.



The Commercial Club of Kansas City

October 4, 1916.

Good Roads Manufacturing Company,
Massachusetts Building, Kansas City, Mo.

Gentlemen: I have observed the work in Kansas City of your machine both for cleaning the streets and for oiling, and no machine has come under my observation that is in my judgment equal to it.

The demonstration which I witnessed a short time ago at Swope Park in oiling the boulevards was a revelation to me not only with reference to the speed maintained and the area covered, but also on the uniform distribution of the oil and the regulation of the amount used. The protection to the curbing and the grass and flowers which may be along the sidewalk parking is an important feature of your machine, and a great improvement in my judgment over the laborious methods heretofore used.

I have spent the greater part of my business life handling machinery—gasoline engines—compressors—and pressure tanks, and my judgment on the mechanism of your machine is that it is simple, workable, and effective beyond anything that I have seen on the market.

A machine that can force oil into a road surface at a high pressure and can be regulated at the will of the operator as to the quantity of oil used per square yard, can instantly shut off in going over crossings, without changing the speed of travel represents about the last word in oiling devices both in the efficiency of spreading and in the economy of material.

In my judgment you have something that will be in general use not only in Kansas City and Jackson County, but throughout the Country, in a very short time.

Yours very truly,

(Signed)

G. H. FORSEE,
Industrial Commissioner.

Photographs, blue prints, specifications and full information regarding oil distributors, power flushers, street sprinklers or combination machines furnished on request.

The Good Roads Company

1401 to 1441 Chestnut St.

Kansas City, U. S. A.

H J
051
5359
P.1
12-12



One of the fleet of GMC Busses operating in the rich agricultural region surrounding Cambridge, Md., connecting scores of towns and villages and furnishing dependable transportation facilities to a trainless—trolleyless section.



ONE year ago representative citizens of Cambridge formed the Cambridge Rapid Transit Co. and put into operation a fleet of GMC busses.

The busses make regular schedule trips into the outlying districts, carry freight, merchandise, and as well, between 1500 and 1800 passengers weekly.

The bus line has solved the transportation problem—has brought people into the towns—has helped develop the outlying districts and in addition nets the owners a substantial profit.

The fleet comprises one 1½ ton GMC, and three of the ¾ ton size. During the year there has not been an accident nor a serious delay, operating costs have been most reasonable and maintenance cost unusually low.

What Cambridge has done, any other community can do. If better transportation would help your section, write Truck Headquarters.

GENERAL MOTORS TRUCK CO
PONTIAC, MICH.

Write for imprint of magazine article telling in detail what the people of Cambridge have done.