

JEFFERSON HIGHWAY DECLARATION



Lotus Club, St. Joseph, Mo.



A Business Thoroughfare in Winnipeg



Jefferson Highway in Faribault, Minn.



Jefferson Highway in Harrison County, Texas



Asphaltic Concrete, out of St. Joseph



Building Jefferson Highway, Alexandria, La.



Canal at West End, New Orleans



Minnetaha Falls in Winter, Minneapolis



Nicollet Ave. Minneapolis

Good Roads First!

Safety and Prosperity Will Follow

Every community, road district and county should adopt "Good Roads First" as their slogan for 1916.



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Estimates Promptly Furnished on Portable or Stationary Crushing Plants.

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United Iron Works Co.
Manufacturers

Phone 113

JOPLIN, MO.

Texas Takes First Place

Franklin County, Texas, Won Its Bond Issue for Good Roads on the 17th of June and Makes the Last of the Ten Counties in Texas to Pass Bond Issues on the Line of the Jefferson Highway

TEXAS intends to be the first state to have its entire link in the Great Vacation Route hard surfaced. There are approximately 180 miles of the Jefferson Highway in Texas. Good towns, good country, energetic people, the Jefferson Highway and good roads will place this northeast corner of the Lone Star state in the front rank of the most progressive rural communities in the United States. There is nothing the matter with Texas.

Only seventy-six counties, or thereabouts, will be on the line of the Jefferson Highway between the Canadian border and New Orleans. Lopping off ten of these counties in one state alone spells progress. Over twenty-five counties of the seventy-six on the Jefferson Highway now either have passed bond issues for hard surfacing the line or already have hard surfacing. Does that not arouse your enthusiasm?

Texas has not only voted its bond issues, but there is no time being lost in starting the road construction work.

"At a joint meeting of the Commissioners' Court and the Road Supervisors Wednesday," says the Mount Pleasant *Journal* of Titus County, Texas, "contracts for the construction of hard surface roads in the Mr. Pleasant, Talco and Winfield precincts were awarded to the Smith Construction Company, of Crockett, Texas, theirs being the lowest bid, everything considered.

"The contracts cover something like 75 miles of road,—in the neighborhood of \$300,000. The construction is to begin at the earliest possible date."

In the latter part of April, a bond election was lost in Upshur County, Texas. Immediately, citizens interested in the Jefferson Highway and good roads, proceeded to change the district lines somewhat. Their last report follows:

"The election held in Upshur county last Thursday, for the issuance of \$100,000 road bonds for a shoestring district extending from the Camp county line to Big Sandy, resulted in a splendid majority for the bonds. The vote was 399 to 128. Franklin county votes today on a similar proposition, the bonds asked for being \$75,000."

The bond election in Franklin County referred to above, was passed on the 17th of June.

The people of the states traversed by the Jefferson Highway want good roads. There is no question about that. There is some difference of opinion as to the kind of material to be



Scene in Forest Park, Denison, Texas.



used for surfacing, but there is no difference of opinion that a 365 day road is wanted everywhere. It is the business of the Jefferson Highway Association to secure co-ordinate action in the counties crossed by the Highway and finally achieve the building of a continuous hard surfaced highway from Winnipeg to New Orleans. That is the object and the reason for the Jefferson Highway Association. The result of their work is that this proposal to have a great continuous national highway running through the various counties has aroused enthusiasm and means so much to these counties that it has been easy to secure bond issues for good roads where otherwise it would have been impossible to bring about such action. The connecting up of these county units into a continuous good road means more to each county than its short section of 365 day road. In other words, as General Manager J. D. Clarkson frequently says, the sum of these seventy-six pieces of good road in the seventy-six counties, when added together totals a great deal more than the seventy-six sections of good road. This is a case where two and two make more than four. The adding of the seventy-six units means a good road for the people of each local community and it means the bringing in of tourists from seventy-five other communities all along the route. It means opening up to each community an opportunity to visit other states and other sections of the United States and it means the bringing into each community of capital and ideas from outside.

The value of national highways to each community traversed and to the nation as a whole cannot be over-estimated. The Mexican "white-man's burden", which we are apparently about to assume, has already demonstrated the need of national highways in the United States. When General Pershing's expedition was first sent into Mexico, they had not a single motor truck for transportation of supplies. Now they have more than

500 and they are proceeding to build roads to run them on. The whole Jefferson Highway could be hard surfaced with concrete for a little over \$12,000,000. Numerous public projects in the United States have cost more than this and have meant a great deal less to the nation. The money spent in building these seventy-five sections of a continuous good road across the heart of the United States is, therefore, not an excessive expenditure.—F. J. W.



Section of Jefferson Highway, Harrison, Texas.

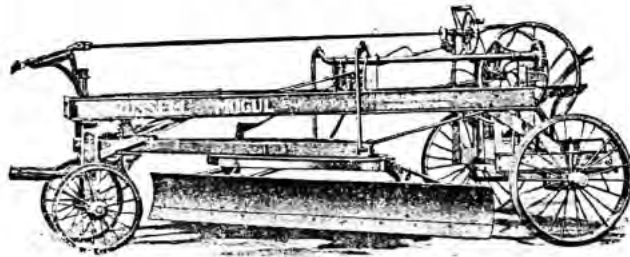


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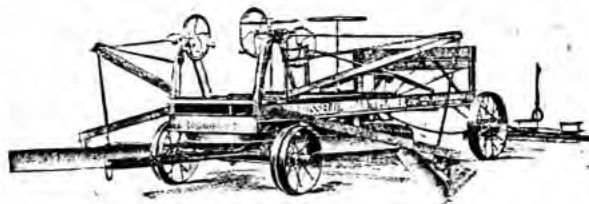
The Russell "Mogul"

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

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JEFFERSON HIGHWAY DECLARATION

Volume I  Number 6

JULY, 1916

Published Monthly by Jefferson Highway Association, Des Moines, Iowa



News and Progress Along the Route

General Manager's Travel Letters

BATON ROUGE

THE wires had been crossed and the Highway Man found he was expected to go through this city without stopping. This gave him a chance to catch up with some much needed work.

After doing the work he found there was an hour to spare before train time so he started on a stroll about town.

As he was walking along, paying little attention to his course or surroundings, thinking about what the Shreveport people call a "dream road" he suddenly awoke to the fact that he had inadvertently wandered into the back door of paradise. Across a lawn that looked like green velvet, shaded by oak trees that might have been contemporaries of Washington, stood an old fashioned southern home.

Its spacious double galleries were supported by plain white columns that looked as though they had been fed on a balanced ration to bring up to their present proportions.

On the upper gallery, just out of the April sunshine somewhat screened by a climbing rose bush of prolific habit sat a — But the home office has already advised the Highway Man that it costs dollars a page to print the Declaration, so he had better stop here, as any adequate description of what he saw would be quite lengthy. He will, however, take space to say to the flood of tourists who are ready to flow over the Jefferson Highway just as soon as it is open for traffic, that when they get to Baton Rouge, don't let the natives waste your time telling you about how many banks they have, the amount of capital and that they are a port of entry.

Just side step these things, strike out in any direction and in ten minutes time you will see things that will cause you to send back word to the garage that you won't want the car at two o'clock to make the run to New Orleans. You will want to see and hear how these things look and sound about sun down.

At that time you will be



A skyscraper business street in Kansas City, the halfway point on the Jefferson Highway.

so infatuated that you will want to see it by moonlight—but the moon doesn't rise 'till nine o'clock, so you might as well decide to stay all night.

What does that whistle mean? A boat? Yes, that is a steamboat on the old Mississippi. Not just the kind that Mark Twain snubbed around the sand bars in the upper river. This one is an old tub carrying cotton, but the Baton Rouge people say they will put on one of the ante-bellum kind to accommodate tourists on the Jefferson Highway so that the people on the plateaus of the middle west who have to work a pump handle or a faucet to get a look in on real water can send their cars through to New Orleans with the driver while they float down on the bosom of the old Mississippi.

The Highway Man has already told them it will require a big boat to carry the tourists who will arrive by the hundreds each day. Something like the old Robert E. Lee would be about the right size and style. And they have promised

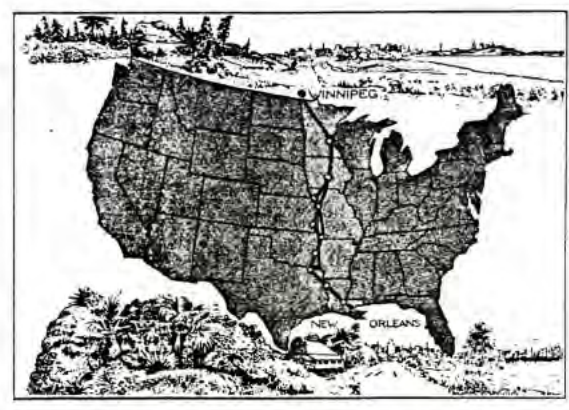
the Highway Man to cut out the electric head light, install some rosin flares, and have the darkey deck hands sing old plantation songs as they float down on the bosom of the mighty stream.

SHREVEPORT, LA.

This stirring city may well be termed the Kansas City of the south. If there is a latitude in the south below which pep does not thrive, Shreveport is undoubtedly north of that point.

Arriving at 5:30 a. m., the Jefferson Highway Man was hustled to the hotel in a "Tin Lizzie" then hustled around in the lobby of the hotel until ten o'clock before a room could be secured for him, notwithstanding the fact that the Youree Hotel is a splendid marble palace twice the size of many hotels found in slower cities of double the population.

The Jefferson Highway has



"From Pine to Palm"—"Vacation Route of America."

shown some action in the few months since it was organized, but it will have to speed up still more to be worthy of Shreveport.

Time is the essence of things in that city. They have a certain minute in which to do a thing, and so far as could be seen, these things are done in the minute allotted to them.

The subject of the Jefferson Highway was to be presented before the Rotary Club, at its noon luncheon. When the minute came, the Highway Man was turned loose. The presiding officer, pointing to the hands of the "Big Ben" that was ticking away the time on the table, said, "It is now five minutes to one, you can have until 1:15." Twenty minutes to tell about the Jefferson Highway! Twenty minutes to describe a movement that was going to produce a hard surfaced road from Winnipeg to New Orleans, through Shreveport! One would imagine from the nonchalance with which the announcement was made that Shreveport was in the habit of building highways two thousand miles long before breakfast each morning.

When in Rome, it is a good plan to do as the Romans do. If Shreveport was in the habit of doing things at 3,400 revolutions a minute, the only thing for the Highway Man to do was to speed up, even at the risk of bursting a fly wheel or melting out a bearing.

Twenty minutes! Men have speculated on what they would do if they knew they were going to be hung in twenty minutes, but here was no time for speculation, something had to be done. The Highway Man had prepared a written address full of long words and periods—but this was no time for that kind of effort, so he handed his manuscript to the reporters, and got out his gatling gun, tuned it to the tick-tock, tick-tock, tick-tock of "Big Ben" on the table and turned loose.

When the twenty minutes were up he had the satisfaction of seeing that Big Ben had disappeared from the table. The Jefferson Highway had won the decision against time; but being a magnanimous foe, refused to take more than the twenty minutes allotted and was rewarded for its magnanimity by being invited to return when "Big Ben" would be put to bed, other things would be forgotten and the Jefferson Highway would be made the pet of the evening.

A very pleasing incident and one fraught with much good for the Highway, occurred during the Rotary luncheon.

The second course had about been disposed of, when a little commotion was noticed at the door of the dining room and the presiding officer was informed that a committee of ladies, representing the Women's Clubs of the city, were asking admittance.

This was evidently unprecedented—no provisions had been made to entertain the ladies at a Rotary Club luncheon. But southern gentlemen can be trusted to solve any problem quickly, when the ladies are concerned, so this delegation was soon seated and served with dessert.

It developed that the ladies had heard of the contemplated visit of the Jefferson Highway Man.

Being intensely interested in good roads, and particularly in the Jefferson Highway, these ladies had come to get first hand knowledge of the subject and to tender all the aid in their power. They were made more than welcome by the Rotarians, and also by the Highway Man. They remained after the meeting was over, and showed conclusively the value of the training they had received and practiced in their Women's Clubs by going right into action with the unanimity and precision of veterans. No bunch of business men could have gotten down to effective action any quicker than these ladies did.

Shreveport may not have built any national highways before breakfast, but she has built, under the efficient management of J. T. Bullen, the engineer of Caddo Parish and the Jefferson Highway Director for that portion of Louisiana, a splendid local system of gravel oiled roads.

The Rotary Club over which J. McW. Ford presides, is called the cart of Shreveport. The Chamber of Commerce has just been reorganized, with a membership of over two hundred, with W. H. Booth as president. Both these men are so full of energy that one gets a shock when merely shaking hands with them. If the Highway Man goes to Shreveport very often, he will have to use rubber gloves.

As might be suspected in a city of this kind, the newspapers are up to the minute and are busily creating things as only live newspapers can.

On his return trip, the Highway Man found Shreveport pulling off a

May Festival six days long with "Something Different Every Day."

ANDREW COUNTY, MISSOURI

1914, motto, "We Can Do It." 1916, history, "We Have Done It."

The above is the motto and the history of the Willing Workers of Andrew county, Missouri. Their interesting story is told below.

While the work of the Declaration is to build the Jefferson Highway, its recreation is to tell of just such community work as this and commend the example of these people to other communities. The society was organized in January 1914, to promote neighborliness; and work together for those things which make for the common good.

One of the first things undertaken by the Club was to assist in repairing Fairview and Jimtown churches. In November of the same year, (1914), the work was started of raising funds to cut down Rucker hill, west of Avenue City on the road to the St. Joseph-Savannah inter-urban railway. \$239.50 was raised by bazaars, chicken pie suppers, etc. The county court duplicated this amount, and the bill was lowered.

Attention was next directed to the Rochester road, now a part of the great Jefferson Highway. The sum of \$776.00 was raised by the "Workers" but the court would only duplicate a part of this amount—giving \$400.00, and making a total of \$1,176 expended on the Highway to date. The sum of \$5.00 was recently subscribed by the club as a part of the assessment levied on this part of the road. The Club aided in procuring road scrapers in one district on the Highway, by advancing money for payment on them for immediate use.

Through the club, a traveling library has been placed in the neighborhood. Reading clubs have been established in three schools, by the Club, paying for magazines for the pupils use; and awarding a prize of something needed in the school to the room making the best report. It has also organized a Sunday School, which meets in a hall, there being no church at Avenue City.

We never measure our success from a financial standpoint, but by the spirit underlying and back of our work.

Our slogan is "Better roads and better schools," for one leads to the other.

Our motto is "We can do it!"

(Signed) Mrs. J. W. Danley, Secretary.

JEFFERSON HIGHWAY TO BE INSPECTED

Denison, Texas, June 13.—W. N. King, vice-president, Texas division of the Jefferson Highway Association; with E. C. Bracken, Greenville, National Director, and Julian C. Field, consulting engineer, Denison, will make a trip of inspection over the Texas Division of the Jefferson Highway between the Oklahoma State Line and Shreveport on June 26-27-28. The national board of directors has been called to meet at St. Joseph, Mo., on July 19th, to hear reports of progress in building the Highway from Winnipeg, Canada, to New Orleans, and the inspection in

Texas is to determine the physical condition in this state. County representatives will accompany the pathfinding party through their respective counties.

CONNECTING WITH JEFFERSON HIGHWAY

A large number of good roads boosters gathered in New Virginia on Monday evening and proceeded to form a permanent association to be known as the Red Star Good Roads Association. W. R. Mitchell was elected president; Fred T. Hagen secretary and W. Painter treasurer. Five directors were elected as follows: Joe Sholtey, Fred T. Hagen, M. A. Houlette, J. N. Stansell and S. A. Lane. Two committees were appointed to make arrangements for sign boards along

the road. The committee to work from St. Marys were, B. Lippold, Frank Gehringer and M. C. James. The ones to look after the south end of the road are W. N. Stansell, O. W. Woods and O. C. Russell.

A committee went before the board of supervisors Monday forenoon but were not promised any money toward the improvement of the road. All the supervisors would do was to agree to put in all cement culverts and bridges necessary. Supervisor Martens said he would put in all the culverts in his district and also use the county tractor.

(Continued on Page 8)



MR. C. F. ROEMER
Of Hampton, Iowa, one of the organizers of the Jefferson Highway Association at New Orleans.



City Hall and Hotel Bentley, Alexandria, La., on Jefferson Highway.

Nine Hundred Mile Talk

Relay Sociability Run Over Jefferson Highway—Directors Meeting at St. Joseph
—Planning to Form Junction with DuPont Party at Twin Cities

By J. D. CLARKSON

PROGRAM

Jefferson Highway Association, Directors Meeting at St. Joseph, Missouri

First Day, Wednesday, July 19, 1916

Register at Commerce Club which is the meeting place and headquarters.

- 10 a. m. Address of Welcome.
Response.
Organization and Appointment of Committees.
- 12:30 p. m. Luncheon at Robidoux Hotel tendered by Commerce and Automobile Clubs.
Afternoon Session.
2:00 p. m.

Upon the adjournment of the afternoon session, a twenty-four mile trip over the Jefferson Highway will be made to Dearborn where an old fashioned country dinner will be served. (It is said this dinner alone is worth a trip from Texas.) Guests of the St. Joseph Automobile and Commerce Clubs.

After dinner, a new fashioned road meeting will be held at Dearborn.

Second Day, Thursday, July 20, 1916

- 9 a. m. Meeting called to order.
12 m. Run to Country Club for luncheon by Automobile and Commerce Clubs.
2 p. m. Start Sociability Run to make Albany or Bethany for first night control.

St. Joseph is arranging to show the members of the Highway Family the time of their lives. St. Joseph is a regular hot bed of good roads sentiment and good roads building. There are men in St. Joseph that would break up a ball game to promote a good road. The people of St. Joseph are collecting money and sending it fifty and seventy-five miles from that city to help build good roads. Every one who can do so should go to St. Joseph and get tarred with the same stick.

PLANS are being made for a relay sociability run from St. Joseph to Winnipeg at the close of the Directors meeting of the Jefferson Highway Association which convenes July 19th and closes July 20th.

This promises to be one of the most interesting sociability runs ever undertaken. It is the first one over the Jefferson Highway and the officials are expecting to make it a record breaker, both for interest and the creating of good roads sentiment. To that end some very unique plans are being formed.

The run is to be pulled off in relays so that good time can be made and yet permit of road talks at each town on the route.

Three or four speakers are to be provided for each town for fifteen or twenty minutes talk each. The first speaker will open the meeting and as soon as thru will leave, with an escort of two automobiles, for the next town and open the meeting there. The second speaker will continue the proceedings for his allotted time and then leave for the next town with an escort of two automobiles to do his turn there. Upon his departure the third man takes his place and upon his arrival in the next town, the first speaker proceeds to the next appointment. At the close of the speaking in each town, every one taking part in the run proceeds on the way.

In this way, each town can be given a full hour or more and yet the main run will be halted only a few minutes at each place.

The General Coleman DuPont party, on a sociability run to the Yellowstone Park, will be in the Twin Cities the same week, and arrangements are on foot to have a junction of the two parties. If this is accomplished it will undoubtedly prove one of the most important good roads meets ever undertaken. After this junction has been formed, the Jefferson Highway party will proceed on its way through the wonderful country of Northern Minnesota to Winnipeg.

Night controls will be at Albany or Bethany in Missouri, the first night Thursday, July 20th; at Des Moines the second night Friday, July 21st; at Mason City the third night Saturday, July 22, and at the Twin Cities the fourth night Sunday, July 23rd.

The itinerary through Northern Minnesota and Manitoba will depend on the result of the contest for the Jefferson Highway to be determined first week in July and will be supplied later.

An exact time schedule giving the hour and minute of the arrival and departure for each town will be made up and sent to each place as soon as we have heard which towns wish to have us stop on our way through.

Follow the Flag

At each place visited, local cars are to fall in behind the car carrying large United States flag.

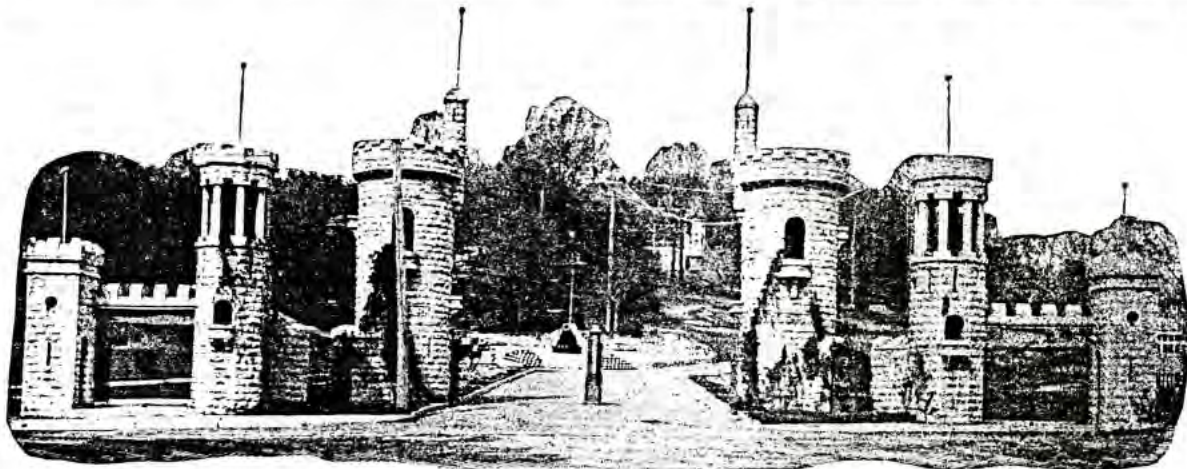
This United States flag is to be awarded to the town that lines up the greatest number of cars bearing pennants with the name of their town, according to population. Under this regulation the town of 1,000 population stands just as good a chance to win as a larger town. Cars carrying the town pennant will be counted regardless of where they come from, if they stay in line until the next town is reached.

No car will be counted that is in front of the flag. Cars will be counted that are in line behind the flag when the flag car is ready to start.

A Tank Car of Road Oil to be Given as Premium

In addition to the flag, there will be offered as a premium a tank car of road oil to the town having the largest number of automobiles in line, as outlined above, provided at least ten towns compete for the carload of oil.

This carload of oil was offered after the above arrangements about the flag had been made, and hence there will



Entrance to Krug Park, St. Joseph.

be a first and a second premium. The town that wins will have the choice of the flag or the oil, whichever it chooses, the other will go to the town having second largest number in line, as provided.

This tank car of oil is to be used on the Jefferson Highway after the road has been properly prepared for its application. If the town winning this oil is not familiar with the use of oil, expert advice will be rendered by the Jefferson Highway Association and it is altogether likely that the use of one of the latest improved pressure tanks, for its application, can be secured.

Regular run cars will have banner across top behind with number of position in line and drivers will be expected to retain that position and keep preceding number in sight. It is just as bad form to be out of place as it is to turn out on the wrong side of the road. It is desired that no delegations meet us on the road as that will interfere with running time. Local cars to fall in after speaking is over and

escort to the next town and as much farther as possible.

No local programs are desired except at night controls. The touring party will furnish program for each place. This plan must be carried out in order to make the time and give each town an hour's program altogether. Any deviation from these plans will compel us to cut the time at that town.

Many towns are going to decorate with flags and bunting, as their people feel that the Jefferson Highway is the biggest and most important *one thing* that ever came to them.

Fall in line and do your part in true Jefferson Highway spirit, and have the satisfaction of being in the biggest "Sociability Run" ever pulled off in the United States. If your town wins, which would you take, the flag or the tank of oil? When the minute comes we will be there, barring heavy storms and wash-outs.

Jefferson Highway Association.

E. T. MEREDITH, President.

By J. D. Clarkson, General Manager.

News and Progress Along the Route

(Continued from Page 6)

St. Charles, Iowa, June 8th, 1916.

Mr. E. T. Meredith, Des Moines, Iowa.

Dear Sir:

As the Red Star Line has organized a Good Road Club, at New Virginia, and has raised \$1500.00 by subscriptions to grade a strip of road of 20 miles by tractor grader, we would like to have a copy of the By-laws of the Jefferson Highway Club.

This road intersects with the Jefferson Highway on the south.

Yours truly,

(Signed) F. T. Hagen, Secretary.

DIRT ROADS IN CALIFORNIA

When the California Highway Commission decided to build the interior trunk line over what is known as the "Ridge" between Los Angeles and Bakersfield, critics said that the maintenance of such a road would be impossible. The elevation runs from 200 to 500 feet above sea level. Snow and rain over a distance of 28 miles of the road, would seem to spell failure where an open road was desired at all times. However, the surveys were made, plans prepared, contracts let, and in October, 1915, the road was opened for traffic.

The plans called for a road bed 21 feet wide, rolled to grade with a roller having a pressure of 350 pounds per lineal inch of bearing surface. The cost of this road per mile was very heavy. The largest cut was 110 feet deep and many side hill fills were 100 feet from shoulder to toe. The soil is partly clay and partly sandstone which has weathered. When the contractor had finished the work, the Commission erected an oil heating plant about five miles from the beginning of the first section. Here the oil was heated to an average temperature of 350 degrees, F. It was then run into large gravity oiling trucks and transported to the road. As soon as the oil was spread on the ground, a drag was run over it, covering the oil to a depth of one to two inches. This dragging was continued after the oiling was finished. Patrol stations have been established where maintenance crews are kept. These men see that all culverts are kept open, clear away from slips of earth from the new cuts, and keep the road surface dragged.

After heavy rains that washed out bridges and closed almost all the roads in southern California, this dirt road was open to traffic. Motorists coming over it say that it is the finest dirt road they have ever driven on, and that it is as smooth as pavement. The Cadillac eight, recently on a trial trip, starting in a driving rain from Los Angeles to Bakersfield, averaged 48 miles per hour, making the round trip in much less time than it takes the fast train on the Southern Pacific to go one way.

I have written this with a view to encouraging the people of the south and middle west in the construction of the 365 day roads advocated by Mr. Clarkson. This one I have described is the only dirt road built by the California Highway Commission in southern

California, and their success, I am sure, can be equaled by the engineers of the Jefferson Highway. (By) R. W. Clark, Engineer with the California Highway Commission, Los Angeles, California.

YOU!

We are one big Highway family, too big to come into personal contact and exchange personal views and experiences. Yet all are very much interested in what each is doing to advance the cause of all. Each locality is gaining experience that will be of value to other localities. Each locality is doing things that will be an inspiration to other localities. How are

we to get this information, experience and inspiration distributed all along the line?

The Jefferson Highway Declaration is what might be very appropriately termed, "our house organ" or "messenger boy", used to send communications from one point to all other points on the Highway.

Will you help get this information to us?

Either write it yourself, get someone else to do so, or better yet, get your local paper to publish it and send us the items cut out of the paper.

If you will do this, it will not only help out the general movement, but will directly benefit your own locality by making it familiar to all the other localities along the line, and creating a desire in the minds of each of the members of our big Highway family to visit your locality. You have

probably noticed that some places are getting much more publicity than others, in the Declaration.

There is a reason: They are Sending in Stories and Pictures.

Our Highway family does not appreciate yet the value of the Declaration to the enterprise. It is more important than any other one thing, and we urge you to do all in your power to increase its circulation and add to the interest of its pages for many reasons that we have not space to enumerate now, but will name a few.

First, it circulates from Winnipeg to New Orleans and is read, and contributed to, by the most intelligent and enterprising people in that territory.

If you are a merchant, it will bring our Highway family to your door to trade. If you are a farmer, it will not only move your farm closer to town, but it will bring your customer to your farm where you can sell your surplus without having to go to town to hunt up a customer and deliver the stuff. As our Highway family travels for business or pleasure up and down the road, they will see and hear of many things on the adjoining farms they will want to buy.

Hundreds of single day trips are now being made up and down the road by the farmer branch of our Highway family and hundreds of thousands of dollars are changing hands by reason of these trips for fine hogs, cattle, and horses. You should increase the circulation of

(Continued on Page 10)



A. C. Emmett, the road drag man of Winnipeg.



Country Club, St. Joseph, Missouri

Beauties of Minnesota Route

Jefferson Highway Will Lead Tourists to Wonderful Playground of North

By GOVERNOR J. A. A. BURNQUIST

THE state of Minnesota is greatly interested in the early completion of the Jefferson Highway. The highway will pass through some of the most beautiful spots in the state and will connect some of our most prosperous communities. It will furnish us a new thoroughfare over which to travel when we visit our sister states to the south or our friends in Canada, and we expect that it will bring many tourists to see our fertile farms, our thriving cities and our beautiful lakes, streams and forests.

Between the Iowa line and the Twin Cities, the Jefferson Highway passes through four of our most prosperous farming counties: Freeborn, Steele, Rice and Dakota. This part of the highway goes over a stretch of road that is already highly improved and in shape for travel every day in the year. The first city reached by the visitor from the south is Albert Lea, a railroad center and the county seat and metropolis of Freeborn county. It is the location of many industries and also of the state experimental creamery.

In Steele county the highway passes through Owatonna, another industrial city and railroad center. Here is located the state school for dependent and neglected children.

In Rice county the first city reached is Faribault, the home of the state schools for the deaf and dumb, for the blind and for the feeble minded. It is also the home of Shattuck military academy and other educational institutions. In the same county is Northfield, the "City of cows, colleges and contentment." Here are located Carleton and St. Olaf colleges. In Dakota county the Highway passes through Farmington, Rosemount and several other prosperous centers of farming communities.

In all of these counties, Minnesota farms of the highest type may be found. Large farm residences and substantial barns and granaries, surrounded by green groves, are seen at regular intervals. Diversified farming is the rule, dairying, stock raising and grain growing being the principal industries.

Crossing the line from Dakota county, the visitor enters, first, St. Paul, the capital city, and the next, Minneapolis, the metropolis of the state. Here the visitor finds much to interest him. The natural scenery, the rivers, the waterfalls, the high bluffs and the nearby lakes, are alone worth coming to see. But we have also in St. Paul the new capitol, considered by many, next to the congressional library, the most beautiful public building in America. In Minneapolis is the state university, among the largest in the country, and the flour mills, the largest in the world. Both cities have many other centers of art or industry that are worth visiting.

North of the Twin Cities the route of the Jefferson Highway has not been definitely located, but three general routes are being considered. The so-called-western route passes through a farming country all the way to the Canadian border. As tentatively laid out, it passes through Anoka, Elk River, St. Cloud, Sauk Center, Osakis, Alexandria, Henning, Perham, Detroit, Lake Park, Moorhead, Crookston, Warren, Stephen and Hallock. At Anoka and Elk River the visitor gets glimpses of the "potato country" which last year made Minnesota the greatest potato producing state in the Union. At St. Cloud may be seen the quarrying of some of the finest and best granite in the world. Here also are located the state reformatory and a state normal school. At Osakis, Alexandria, Detroit, and the other towns along the route to



HON. J. A. A. BURNQUIST
Governor of Minnesota

Moorhead, may be seen some of the lakes that make Minnesota famous as a summer camping and fishing place. At Moorhead the Dakota line is touched and from there north to the boundary the Highway goes through the Red River valley, whose fame as a wheat producing country is known throughout the nation.

The central route, as tentatively laid out, leaves the western route at St. Cloud, going north through Little Falls, Staples, Wadena, Park Rapids, Bemidji, Red Lake Falls and Thief River Falls. On this route the visitor gets a glimpse of the tall pines in what remains of the forests that once covered most of northeastern Minnesota. This route passes through Itasca state park, in which is found the source of the Mississippi River. Here the state is preserving some of the primeval forest and has opened the park as a public recreation ground. The state forestry school also is located here. All along the central route are lakes and summer resorts. West of Bemidji, towards Red Lake Falls and Thief River Falls, this route also enters the great wheat growing prairies of northwestern Minnesota.

On the eastern route is seen even more of the pine forests of Minnesota than on the central route, although the cut-over portions of the state are rapidly being cleared and converted into farms. This route leaves the other routes at Elk River, going north through Princeton, skirting the western shore of Mille Lacs lake, thence through Brainerd, Pine River, Walker and Cass Lake, and joining the central route at Bemidji. East of Brainerd the visitor may find the Cuyuna iron range, the newest of the three iron ranges in the state. The shipping of ore from the Cuyuna range was begun only recently, yet the range contributes a large part of the state's output, the total shipments from the state now being larger than the iron ore production of all the other states combined.

On the eastern route are two of the largest lakes in the state, Mille Lacs and Leech lake, but lakes teeming with fish and surrounded by ideal camping grounds are found in great numbers on all three of the proposed routes. Whichever route is selected, the Jefferson Highway will make more accessible a great number of the beautiful lakes for which Minnesota is so famous.

The North Star state welcomes the Jefferson Highway and the visitors it will bring.

A CALL TO CANADA

Mayor Waugh Appeals for Greater Interest in Jefferson Highway

Disappointment with the business men of Winnipeg and their evident failure to realize the importance of the Jefferson Highway from Winnipeg to New Orleans was expressed yesterday by Mayor Waugh, following the poor turnout at the meeting held on Monday. Invitations had been sent to nearly all the important business men in the city, but many failed to respond. They must be made to realize what the road means to Winnipeg, according to his worship.

"Why," said the mayor, "it means millions of dollars to the city of Winnipeg and the province of Manitoba to have the Jefferson Highway brought to our doors. It is like a big railway penetrating a community. It will bring thousands of tourists to this country who would probably never think of coming here were it not for the fact that they could hop into their automobile, knowing that the roads were perfect."



Big Pelican Lake, Detroit, Minn.

News and Progress Along the Route

(Continued from Page 8)

the Declaration just as rapidly as possible for the reason that just as soon as we get ten thousand paid circulation, the advertisers who want your trade will take the expense of publishing it off your hands and pay a profit on its circulation, every dollar of which goes directly to the production and maintenance of the Highway. There is not one cent of personal profit to any individual in the Declaration or any other activity of the Jefferson Highway Association.

Send in your news items. Send in your subscriptions. Send in your advertising, to your own magazine.

UNDER THE HODGE'S LAW

Way Made for a Kansas 40-Mile Stretch to be Hard Surfaced.

Girard, Kansas, June 9.—Forty miles of continuous, hard surfaced roadway on the Kansas Division of the Jefferson Highway is now provided, with the filing of the petition for an 11-mile stretch in Crawford county. This joins the road across Bourbon county, which was the first complete county unit provided in the state.

The petition for this stretch of road was completed by D. C. Flint and Fraser Cole, after working almost all night to complete the names. Considerable enthusiasm attended the filing of the petition with Charles Everitt, county clerk, the following morning.

The filing of the petition completes the preliminary work, an election not being required under the terms of the Hodge Law. The petition contains 50 percent of the acres and 60 percent of the land owners in the special district, which extends two miles on each side of the highway.

LINCOLN HIGHWAY ASSOCIATION ISSUES BEAUTIFUL NEW ROAD GUIDE

Detroit, Mich.—The 1916 edition of the Complete Official Road Guide of the Lincoln Highway is off the press and being delivered to prospective transcontinental tourists in all parts of the country.

The new book is complete and interesting in every detail. It is thought that every possible query by the traveling motorist has been anticipated and answered and although the book is not large, being of a handy pocket size, it contains all the information pertaining to the great cross country road from New York to San Francisco. It is leather bound and attractively arranged.

The demand for these guide books received at the headquarters of the Lincoln Highway Association has come from every part of the country and clearly indicates the heavy volume of traffic the road is going to carry during the year.

PLEDGING COMMUNITIES' CREDIT FOR GOOD ROADS

If it is the intention to call on the Association for any assistance in securing credit issues, either for the Highway itself, or for other roads in the county in addition to and including the Highway, it will be well to have us in on the preliminary arrangements, as it is our observation that many credit issue campaigns have failed because the preliminary arrangements and the introduction of the subject to the public was entirely wrong and had a tendency to arouse antagonism instead of securing support.

No fair and reasonable arrangements for the purpose of building 365 Day Roads should fail if the issues are properly placed before the people and their interests properly safeguarded.

All other issues should be kept out of the campaign and proper care and thought given to not only giving all the information required, on the subject, but extra care and thought should be given to see that the people

will get the good roads after the money has been raised and get the kind of roads they want at a price they can afford to pay. They should also know, before voting, what the price will be.

In other words, they should be able to buy good roads just as they buy other things that they want and are willing to pay for at reasonable prices.

The Association has some very definite ideas and some very definite experiences along these lines and is willing to assist in a campaign for pledging a community's credit for money to build roads, if the campaign is properly planned.

It will have to decline to take part in any campaign for credit issues that does not embody in its inception certain cardinal principles we regard as essential to success.

So if it is your intention to invite us in to any credit issue campaign at any stage, invite us in when you are making the original plans and before much has been published about it.

Under those circumstances, we will be very much pleased to give you the benefit of our experience for what it is worth. You will, of course, be

under no obligations to accept it or act on it unless it appeals to you as being the proper thing to do. JEFFERSON HIGHWAY ASSN.
By J. D. Clarkson, Gen. Mgr.

HIGHWAY MAN IN WINNIPEG

J. D. Clarkson, Official Representative of Jefferson Highway, on Long Tour.

There is a "Highway Man" in the city. In private life he is known as J. D. Clarkson, of Carthage, Missouri. He "blew" into Winnipeg last night from New Orleans. Mr. Clarkson is the official representative of the Jefferson Highway Association, which proposes to link Winnipeg and New Orleans together by a magnificent motor road just 1,800 miles long, as the stork flies.

At a meeting of the Manitoba Good Roads Association, attended

by Mayor Waugh and many other leading men of the city, held in April, the Jefferson Highway proposition was heartily endorsed and steps taken to have the Manitoba part of the situation fairly sized up before the arrival of the Highway Man.

The Highway will pass through eight states of the union and through the southern part of Manitoba. The states are Minnesota, Iowa, Missouri, Kansas, Oklahoma, Louisiana, Texas and Arkansas. Mr. Clarkson personally visited the 32 vice-presidents and directors located along the line and found the four southern states to be especially keen on extending the Highway to Winnipeg.

At a meeting where doubt was expressed as to the possibility of interesting a country at war in such a tame project as road building, Mr. Clarkson gave the assurance that Winnipeegers could take care of a war and their part of the Highway as well.

Continuity the Difficulty

Mr. Clarkson finds one of the chief difficulties of the situation to be not to arouse interest—because the people are "for the Highway"—but to get them to consider the system in its entirety; to relate the sections one with another and each with all.

In Minnesota there is a hot argument on three available routes from the Twin Cities to border. The commission expects to give eight days to going over the three routes and settling the controversy by means of a contest, in which 12 points are maximum award for each road.

In Louisiana, where there are over 6,000 club women, representatives of Women's Clubs turned out to every meeting. "We welcome the ladies not as an auxiliary but as principals in the movement," said Mr. Clarkson. "They are in it, not behind it, in the States."

Twenty-five Percent Done

Roads aggregating 25 percent of the length of the Highway are already in shape. When complete, or rather, whenever a cross road is reached

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Indians gathering wild rice on Mississippi River near Bemidji, Minn.

A MESSAGE FROM THE FOLKS ACROSS THE LINE

J. D. Clarkson, General Manager, Jefferson Highway Assn.,
Des Moines, Iowa, U. S. A.

Dear Sir:—I beg to advise that the following motion was passed by Council last evening, viz:—
That this Council desires to record its endorsement and approval of the proposed Jefferson Highway from Winnipeg to New Orleans and hereby appoints His Worship, the Mayor, Controller Wallace, Controller Astley and Alderman Milton as representatives of the City Council for the promotion of said Highway.

ft-t

Yours truly,
Signed---C. J. Brown, City Clerk.

City Clerk's Office, Winnipeg, Canada.

We will have to speed up a little or our neighbors across the border will get to the line with their portion of the Highway before we do. They have seven miles of concrete road already constructed.— Clarkson.

Mayor of St. Paul Discusses Good Roads

Road Building in Minnesota Aided by Natural Advantages

(Letter to Jefferson Highway Association from Mayor V. R. Irvin of St. Paul)

WE have been particularly fortunate in Minnesota, in the first place, in having good natural roads, and coupled with this a splendid supply of gravel for road making.

Two years ago, the writer drove from here to Illinois and back in his automobile. South of here we had a splendid gravel road that would be good no matter how much it rained, until we reached the state line.

Through Iowa we had very little gravel roads, but found splendid dirt roads, roads that were kept in splendid condition all the time, and would be good roads until it rained, but when we reached Illinois, the older state, where we had a right to expect something in the way of roads, we found miserable roads. We found the road full of ruts, we found bridges 6 or 8 inches above the road, or that many below,—in fact we found anything but good roads.

The year before this, the writer and a party motored over the western and northern part of this state, and most places in Minnesota the roads were good. There were little stretches of road that were bad, and one thing that impressed me was why these people did not take more pride in their part of the road and keep it up as their neighbors did.

Just a few days ago, I drove out in the country from St. Paul, a matter of 60 or 75 miles, and the road was very fine except just two or three places, possibly not one fourth of a mile all together in this 75 miles, and I just thought it was a shame to let two or three bad places that did not reach more than one fourth of a mile in 75 miles to exist. It would take so little time and trouble to fix places such as this.

That is one thing very much in favor of these highways. I think you arouse enthusiasm in the different counties, and each county takes pride in its highways and tries to keep them up.

I know about four years ago I drove from St. Paul to



HON. V. R. IRVIN
Mayor of St. Paul, Minn.

Helena, Montana, in a machine on an automobile tour, and I was very much surprised to find the work that had been done in these western states to make this trip a success. We found hundreds of miles of road that had been dragged and put in first class condition for us. We found new bridges, and we found a great interest in good roads practically all the way.

The farmers have only become interested in good roads in the last few years, since they began running automobiles and automobile trucks.

It occurred to me last Sunday in driving over some fine roads, and, noticing farmers with their automobile trucks, how different it was from years ago when I used to live in the country in Illinois when we had to put four horses on a wagon with very little in it.

A farmer and his team are worth at least \$4.00 or \$5.00 per day and with a good road he can haul two or three tons, and with that same team with a poor road he could probably only haul one-half ton, and with the amount of grain and stock he has to move in a year this would amount to a great deal, and it occurred to me that good roads will help the farmer more than anyone else, and he is beginning to see this. We certainly wish our Highway every success, and as mayor of the city of St. Paul, I can assure the tourists along the Jefferson Highway that it will be a pleasure to me to welcome you to the city of St. Paul.

We have here one of the most beautiful cities in the United States, with possibly more beautiful automobile drives than in any other city in this country.

You will have a nice permanent road from the time you reach the state of Minnesota until you reach St. Paul, and we can send you on a dozen drives out of the city where the roads are always good.

We can send you on dozens of beautiful drives around the city that you will enjoy very much.

St. Paul extends a welcome to you all.

Three Routes Contending for Jefferson Highway in Minnesota

General Manager Clarkson of the Jefferson Highway to Make the Inspection

A TRIP over all the proposed routes in Minnesota is to begin Sunday, June 25, and will continue until the routes are all visited. The Commission has quite a job on its hands as the routes reach from the Twin Cities to the Canadian border and there are three routes to be traveled and inspected. The Long Prairie route is considered as part of the "Central" route and is on that route which leads to Itasca Park and Bemidji.

If the "Central" route is chosen, the Commission will then decide whether in designating the Highway from St. Cloud to Wadena, it will select the route via Little Falls and Staples or via Sauk Center and Long Prairie.

The following is taken from the official statement about the route and the inspection trip:

St. Paul, Minn., June 3d, 1916.
Dear Sir:

We are now pleased to advise you that arrangements have been made for an inspection of these routes, commencing Sunday morn-

ing, June 25th. Each route is to have a representative in the official car to see for himself all that is shown Mr. Clarkson and will hear all that is said in favor of the particular route under inspection. Mr. Clarkson will be accompanied on his inspection trip by H. H. Orme, one of the Directors of the Jefferson Highway, from Minnesota, and president of the State Automobile Association, and possibly by some of the directors from other states.

It is the earnest desire of the Highway Commission, as well as the directors of the Jefferson Highway Association, that the route selected will be of the greatest value to the State and the traveling public, who will use this great North and South International Highway.

We respectfully suggest that each route select its official representative and have them at the St. Paul Hotel, Sunday morning, June 25th, for a preliminary conference, after which the start will be made. It will be



A business street in Lamar, Mo., on Jefferson Highway.

incumbent upon the Route No. 1, the so-called Western Route, to provide an automobile and driver to carry Mr. Clarkson, the three official representatives and at least one director; that will require a seven passenger car. Other machines containing other representatives of the various routes may accompany the party if they desire, but such other parties must make their own arrangements.

The arrangements for cars for the other routes will be made by the representatives, who will keep in touch with their own people. To assist in reaching a correct conclusion, each route will be scored upon a number of definite points, as per the following scoring:

1. Soil conditions for roads; 2. Available road surfacing materials; 3. Mileage now hard surfaced (15); 4. Present condition of road (10), Surface, Grades, Turns, Bridging, R. R. Crossing; 5. Contour of surface relating to road building purposes (10); 6. Total mileage between termini (5); 7.

Taxable wealth (10); 8. Population (5); 9. Scenic Values (10); 10. Hotels (5); 11. Garages (5); 12. Membership material and public interest in construction of Highway (10).

We desire to suggest once more that in the selection of the route, the greatest good to the greatest number will be considered. The Highway is not a Minnesota project and was not organized, as was recently stated, to promote the development of the state of Minnesota. The idea originated outside of the state of Minnesota and the people in the states from here to the Gulf are equally interested in the selection of the route through Minnesota, with the people of Minnesota, just as the people of Minnesota were interested in the designation of the route through Oklahoma and Texas. Local considerations, therefore, cannot wholly control.

Yours very truly,
J. D. CLARKSON, Vice-President of Minnesota.
HENRY H. ORME, Director.

News and Progress Along the Route

(Continued from Page 10)

the Highway will tap all roads on the continent.

Another giant roadway known as Lincoln Highway is in the making. It will span the continent from San Francisco to New York.

Mr. Clarkson believes that when the Jefferson Highway has taught its great lesson of cosmopolitanism, that it will form the strongest kind of antidote to such conditions as Canada is now suffering from. Not only that, but his further belief is that the many local problems which have been brought so glaringly into the limelight in the States, through the war, will find their solution through the extension of the community into the continent by means of these giant roadways. With the development of the motor and its entrance into transportation, the Highway will equal a railroad in value. Besides, for each mile of the Highway constructed, municipalities will construct 20 miles on their own initiative to connect with the trunk road.—*Free Press, Winnipeg.*

NORTHFIELD WANTS TO BE SHOWN

June 19, 1916.

E. T. Meredith, Des Moines, Iowa.
Dear Mr. Meredith:

Undoubtedly the discrimination is not intentional, but I have noticed in two issues of the Declaration that my home city of Northfield has been left off the map. Naturally, as a director of the association I must enter a protest.

For instance in the May issue just received, on page 21, Northfield should be listed immediately following St. Paul, in the list of cities now designated as cardinal points on the Jefferson Highway.

Kindly see that this matter is called to the attention of Mr. Clarkson, Mr. Wright or whoever has the detail work of the Declaration in charge.

Yours very truly,

HERMAN ROE.

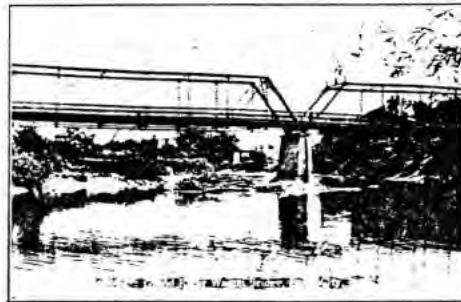
ASSOCIATION OF COMMERCE WILL WORK FOR HIGHWAY

The Highway Committee of the Association of Commerce will recommend to the Board of Directors that the organization lend its influence to building of the Jefferson Highway in Louisiana. This action was taken at a meeting of the committee held yesterday afternoon, presided over by W. E. Dermody.

The link of the Highway to be built in this state will join New Orleans, Baton Rouge, Alexandria and Shreveport. This will be the final stretch of the long road from Winnipeg, Canada, to New Orleans.

J. D. Clarkson, general manager of the Jefferson Highway, attended and told the committee of progress being made in other states.

It was decided to hold a public meeting this afternoon at 3 o'clock at the Association of Commerce.—*N. O. American, May 2, 1916.*



Grand River wagon bridge, Davis City, Iowa, on Jefferson Highway.

Jefferson Highway Declaration,
Des Moines, Iowa.
Gentlemen:

I have not received my Declaration for May, and as I think so much of it, I do not want to miss a number.

If you will send a few extra copies, I believe I shall be able to secure a few subscriptions from my neighbors.

Wishing you and the Jefferson Highway success, I am,

Yours respectfully,

(Signed) J. S. WAGNER, Eagleville, Missouri.

WINNIPEG-N. O. TO BE LINKED BY ROAD, SAYS CLARKSON

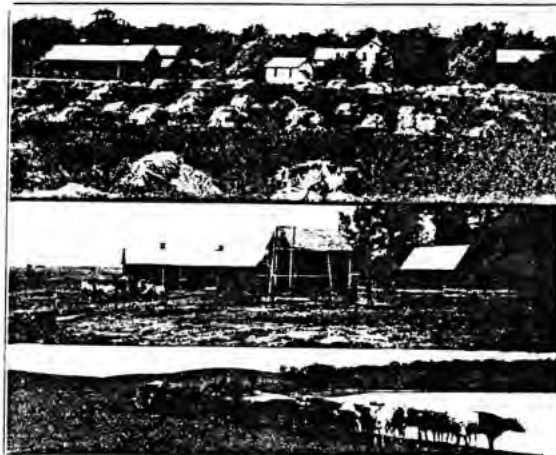
Head of Jefferson Highway Association Talks to Officials Here

Three years from now New Orleans and Winnipeg will be bound together by an excellent paved roadway over which automobiles may speed as fast as their engines can propel them, so General Manager J. D. Clarkson of the Jefferson Highway Association announced Saturday on his arrival in New Orleans. He came here to talk up the plans for a demonstration train of roadbuilding apparatus with New Orleans officers and members of the Highway association. Conferences late Saturday with Walter Parker, general manager of the Association of Commerce; Lucien E. Lyons, vice-president for Louisiana, of the Jefferson Highway association, and others, resulted in the arousing of enthusiastic support for the project.

"It is the intention of the Jefferson Highway association to put on the road a demonstration train of the latest improved road machinery to build a mile of sample road in each of the 75 counties the Highway will traverse," Mr. Clarkson said.

"This train will be in charge of a man who is authority on country road construction, particularly the cheaper type of road, like macadam. This train will be available in each county where desired, with no charge for the use of the machinery. The only expense to such county will be the cost of the

(Continued on Page 14)



A scene of plenty and happiness near Jefferson Highway in Minnesota (Near Lake Park)

June 21st, 1916.

Mr. Herman Roe, Director,
Jefferson Highway Association,
Northfield, Minnesota.

Dear Mr. Roe:

I have your memo, in reference to Northfield being left off the map, and will say that I noticed it before receiving your letter, and regret it very much. We shall have to make honorable amends in some way.

Unfortunately this error cannot be corrected until after the July number, by reason of the fact that that portion of the magazine is already printed.

Regretting this error, I remain,

Sincerely yours,

J. D. CLARKSON.

Eagleville, Mo., June 20th, 1916.

Winnipeg—City of Futures

Northern Terminal of Jefferson Highway a Wonder City, in Growth, in Wealth, in Strength, in Its Laying Out, in Its Opportunities and Surrounding Country

ON a peninsula, formed by the sharp windings of the Red River, is Elm Park, one of the chief beauty spots of Winnipeg's environs. Elm trees are not very common in this country, but in this natural tree growth that makes up Elm Park, there are some magnificent specimens of the elm. The whole peninsula is covered with a purely natural growth of tree and bush, which makes it a delightful spot for a summer outing, and as such Elm Park is used by thousands of people in the summer. A pontoon bridge spanning the river affords communication to Elm Park, and a summer Saturday afternoon or Sunday at this beautiful natural park is a thing not to be lightly estimated. Many of the wild flowers indigenous to the soil are found at Elm Park in their season, and hundreds of birds build their nests in its trees and shrubs.

In the river bank on the outskirts of the city, are beauty spots where the people go in summer to live in cottages or tents, or to spend their leisure hours in walking about the fields and woods that are here. In these environs of Winnipeg are found wild flowers in great profusion and of magnificent growth, owing to the richness of the soil and the alternating showers and sunshine that mark the spring season, and produce wonderfully luxuriant vegetable growth. Birds, too, of many kinds and in remarkable variety are here in the nesting season, many of them birds that winter in the far south, and are seldom or never seen by the people who live in the country that lies between the winter and summer homes of these songsters.

The history of the Manitoba Agricultural College at Winnipeg, reveals advancement not equalled by any similar institution in the world. So great was the success of efforts put forth that it was found necessary to add new buildings to the original buildings for the accommodation of the 135 farmers' sons who now form the various classes in the work of education of a higher standard of this most important industry to the province. The new residence to the southwest of the administration building is named "Robin Hall".

Two years ago, when the college began operations on the farm, only ten acres were cleared. The farm has now a total of 117 acres.

So productive is the soil about Winnipeg that last season ten acres of registered Banner oats yielded eight hundred and thirty-eight bushels. Other crops gave similar returns. The present staff hold the confidence of all the students and parents, and have thus laid the foundation of the Manitoba Agricultural College that will, in a few years, be numbered among the most powerful forces in Canadian agriculture.

Fair time in Winnipeg is Western Canada's holiday. Having the advantage of such complete transportation service, the Winnipeg Industrial Exhibition can offer a most varied and complete program of attractions annually.

It draws to Winnipeg multitudes of exhibitors and multitudes of spectators, and in the bringing together of these two classes, there originates an enormous amount of business, and in this way the Exhibition is playing an important part, not only from an immigration standpoint, but also assists in the industrial and commercial upbuilding of a vast country whose possibilities could not be better exploited than at this great annual event.

The Fair is held in July of each year, and continues for eight days.

On Kennedy street is the Court House, where the Court of Assizes and the Court of Appeals hold their sessions. The Assizes Court corresponds very closely to the Court of Common Pleas of the United States Court system, and the Court of Appeals takes the place of the Supreme Court of the

judiciary of some of the states. The Winnipeg home of the judiciary is in two sections, the old and the new, and the newer portion is a building of fine architectural effect. The Law Court buildings are set in the midst of a well-kept plot of land, with a fine lawn and shrubbery that adds very greatly to the general effect of buildings and grounds located on Broadway and Kennedy streets.

Just in the center of the city, directly at the back of the City Hall, is the public market place of Winnipeg. Here, inside the market building, are the stalls of dealers in meat and provisions, and outside, drawn up along the curb or backed up to it, stand the wagons or sleighs of farmers and dealers in all sorts of agricultural products, and in winter in fish of all the kinds that are caught in the great fresh water lakes. It is a unique sight to pass along the sides of this market building in the winter and see the sleds piled high with fish that are frozen so hard that they are stacked up like sticks of wood, with jack-fish two or three feet long stuck along the sides of the sled, like stakes to keep the other fish from falling out. Whole pigs, beef in quarters, and all sorts of garden vegetables are brought here, and for two or three weeks before Christmas a portion of the wide street

space that surrounds the market is given up to the storing of Christmas trees for sale, the trade in these amounting to as much as \$5,000.

Beyond the railroad tracks, Main street extends north for some two miles, the same dignified, broad thoroughfare, and asphalted across its center breadth of 100 feet or more. There are not so many big buildings here, but the city grows northward as well as south, and here the street car line extends to Selkirk, 24 miles north of Winnipeg, and the place which was at first selected for the sight of Winnipeg by the early settlers. The Selkirk line of road is being equipped with electricity, as a change from the steam road from Winnipeg city

limits, and cars will shortly be run by electric power, supplied from the street railway power plant on the Winnipeg River, sixty miles from the city, where the company develops some 20,000 horse power from falls in the river. At Point du Bois, the city of Winnipeg is building an electric power plant that will develop 50,000 horse power when finished, and will supply not only power for city lighting and heating, but will furnish cheap power under municipal ownership.

The Winnipeg park system includes some 316 acres of land devoted to parks, large and small, and a prominent feature of the system is the number of small parks that have been established in various parts of the city. Made bright with flower beds and blooming shrubs, and beautiful with alternating trees and stretches of green turf, these parks are ideal retreats for women and children during the heat of midsummer days and afford cool and quiet resting places for men returning from work in shop or office. To add to the restfulness and charm of summer evenings spent in these city parks of Winnipeg, the civic authorities provide free music, given in band concerts, the plan being to have the band that furnished music visit the small parks that are located in different sections of the city, in turn, so that as many of the people may be benefited as possible. This plan has been found to work well, and the free band concerts are well attended.

Far from being, in itself, a place of trees and forest, the soil about Winnipeg responds so generously to any effort to make it produce vegetable growth of any sort at all suited to the climate, that the trees and shrubs, natural and artificial, that are fostered by the care of the Park Board of Winnipeg, grow with gratifying luxuriance. Most of the trees are not tall, and in winter they look very small, and somewhat



Another view of the beginning of the mighty Mississippi. Jefferson Highway tourists will visit this interesting spot.

stunted, to the eye accustomed to look upon a land of forests and big trees, but nothing could be more surprising to one who first sees the trees of Winnipeg in the winter than to view them in their summer dress. One week they are bare and stretch slender branches towards the sky, and the next they are dressed in splendid green and make deeply shady the very ground upon which only a few days before their naked twigs and limbs made only fine tracery of black lines.

The Lake of the Woods will ever be the choice of many Winnipeg campers. The islands in the bays are mostly owned and occupied by prominent Winnipegers, and the cottages and boathouses that dot the shores are comfortably built and of the most artistic architecture.

Along the shady paths of these city parks, mothers wheel their babies at that season of the year when cool and shade mean much to both mothers and children. Here the older children play their games, and all the space available for such things is taken up in the long summer evenings by young men and young women playing at tennis, a game deservedly popular among the young people of Winnipeg. Here, too, gather the old and the weary of the city's people to sit and be glad for a place so pleasant and surroundings so beautiful in which to pass their leisure time or hours of needed rest. A city superintendent of parks and a corps of skilled workmen are employed in keeping things in trim about the parks, and everything looks neat and presentable at all times. Not the least beautiful of things about the parks of Winnipeg are the long, smooth roadways that have been made in some of the parks. Along these roads automobiles slip smoothly, and some of the finest private equipages in the world are driven here.

Some of the most beautiful of the public flower beds in Winnipeg are those about the City Hall. Planted with tulips and other hardy bulbs for spring flowering, these beds are radiant with color as soon as spring has fairly come, and after the early spring blossoms are gone the later blooming plants follow, and the beds are thus made beautiful and attractive the whole summer and until late in the fall, the quality of frost in these parts being of a sort to require a much lower degree for killing plant life than is the case where more

(This is the second and last installment of this article. The first appeared in the June issue.)

News and Progress Along the Route

(Continued from Page 12)

material, labor and fuel. The object is not only to show the proper method of construction, but also to show how cheaply good roads can be constructed.

"The expense of the management work of the association is to be met by an assessment of a few dollars per mile of the Highway, to be paid by the counties. The county first contributing this assessment is to receive the demonstrating train first, and thereafter the other counties will be visited in the order of the payment of their mileage assessments."

Since the organization of the Jefferson Highway association in New Orleans last November, much interest has been aroused in each state to be traversed. Kansas, Iowa, Oklahoma and Texas have begun construction of their respective links, and Arkansas roads advocates are beginning to stir up interest. Branches of the Association have been formed in each state, and county branches have been effected in most of the counties. A monthly journal is published by the directors for the dissemination of propaganda. Walter Parker is secretary and treasurer of the general organization.

Organization work in Louisiana is to be pushed while General Manager Clarkson is here—*N. O. Item, April 30, 1916.*

MISSOURI VOTING FOR ROCK ROADS

540 Votes More Than Two to One Were Cast for the Rock Road Bonds

The above official vote tells the story of Saturday's rock road bond election in Clay county better than any possible explanation. It shows that the favorable expression of the citizens all over the county was greater than even the most enthusiastic road boosters dared to expect. It was not a victory in any one locality, but practically all over the county.

To North Kansas City and our own dear Excelsior Springs, must be given the greatest credit for the success of the bond issue, but none should forget that in parts of the county where the hardest opposition had ap-

moisture is present in the atmosphere than is the case in Winnipeg and northwestern Canada generally.

Winnipeg is a city of trade, of business, and for the accommodation of this trade and business there have grown up large blocks and stores wherein there is carried on trade that each year grows larger, each year reaching out to take in new fields of activity. Only thirty-five years ago the trade of Winnipeg was carried on by barter with the Indian, and dog trains in winter, and the famous Red River carts in the summer served as the only means of transportation of goods to and fro, and served very well, being helped out to some extent by men who carried huge packs of furs on their backs and toted their camp dunnage in the same way. Now all the trains of four great railroad systems, the Canadian Pacific, the Canadian Northern, the Grand Trunk Pacific and the Great Northern, are not sufficient to carry the goods that make up the commerce of Winnipeg, and new firms are establishing themselves here every year to take part in the immense trade which has grown up in and about Winnipeg, and which constitutes an annual turnover of not less than \$90,000,000.

Few people realize that within forty miles of the city of Winnipeg we have a lake than ranks fifth in superficial area among the lakes of North America. Lake Winnipeg is 2,150 square miles larger than Lake Ontario. The magnificent Red River, which flows through the city down to the lake, will, by the completion of St. Andrew's locks in 1908, be open to navigation, thus adding an important new avenue to Winnipeg's already excellent transportation facilities. An excellent train service permits business men and others to make "The Beach" their camping grounds throughout the summer months.

Great has been the progress made by the Canadian Northwest during the past twenty-five years. The progress of the future bids fair to be far greater, and not only will Winnipeg develop into a mighty city of the size and importance of Chicago and New York, but other cities must grow out of the trade and commerce which will follow the putting under cultivation of the almost unlimited stretches of prairie land that still lay untouched by the plow, untraversed by reaper and binder.



Type of concrete bridges constructed on state highways in Louisiana.

peared, the vote against the bonds melted before the effective onslaught of arguments and facts presented by those who did the speaking and directed the campaign.

The Call will not attempt to name all those who materially aided this greatest of all movements for progress, but suffice it to say their number is legion and they will be revered in memory by both present and future generations as the pioneers of progress, growth and prosperity in Clay county.

Now let's BUILD the roads.

Excelsior Springs, Mo., June 27, 1916

E. T. Meredith,

Des Moines, Iowa.

Dear Sir:

As you doubtless have noticed, this county voted last Saturday on the proposition to issue \$1,250,000.00 in bonds for the purpose of building 202 miles of hard surfaced roads, and very much to our credit, it carried. I say our credit for the reason that Excelsior Springs had a big hand in helping to put it over. This means that we are going to be on the map from now on.

I am enclosing you the vote by precincts, so that you may see what part of the county had the biggest interest in this. We still believe down here that the Jefferson Highway should have been routed this way, as we think we have the greatest influence in getting the road extended on to the north, but as we lost this, we are going to have a road leading up to you, anyway, and trust that you people will find your way down to us. You know the old story of the man that could build a better mouse trap than his neighbors; well, that is what we are trying to do, and we believe a road will be made to our door.

I also enclose a map showing the locations of the various roads.

Yours very truly,

W. T. McROREY.

NEW ORLEANS ASSOCIATION OF COMMERCE

Proponents of good roads in Louisiana are keeping their eyes focused on the General Assembly now in session at Baton Rouge, the state capital.

(Continued on Page 10)

The Newest State Not To Be Last

Oklahoma Speeding Up—An Eyebrow Finish

The following copy of a letter received from Mr. Walter Parker, the treasurer of the Highway, indicates the intense interest taken in the project by the people of Oklahoma and also suggests a worthy spirit of emulation to be the first county to remit the mileage in that state.

As these telegrams were sent the same day, it will take the telegraph office record of the hour of receipt of each message to determine which was first.

It may develop that there is more in this race than appears on the surface.

When the train of demonstration road machinery reaches a state, if that state qualifies for its use not less than third on the list, the machinery will start in the county that first paid in its mileage assessment. The telegraph office has been called on for its record of time the messages were received.

New Orleans, La., June 10, 1916.

Mr. J. D. Clarkson, General Manager,
Jefferson Highway Association, Des Moines, Iowa.
Dear Mr. Clarkson:

I have received two telegrams, one from the Muskogee county Jefferson Highway Association, authorizing me to draw on them for \$243.00, and the other from the State National Bank, advising that they have credited Jefferson Highway Association for \$189.00 for the McIntosh county mileage assessment. I have made the necessary draft and money will be placed to the credit of the Association.

This for your information. Very truly yours,
WALTER PARKER, Secretary-Treasurer.

Muskogee, Okla., June 9, 1916.

Mr. E. T. Meredith, President,
Jefferson Highway Assn., Des Moines, Iowa.
Dear Mr. Meredith:

Muskogee county has the honor of being No. 1 in making remittance for her national dues of \$9.00 per mile, having done so yesterday by wire. The writer, with his family, left here last Friday and drove to Joplin, Missouri, in 5 minutes less than 7 hours, a distance of 149 miles, making three stops of about 10 minutes each, besides slow downs while passing through 15 towns. Thus, you will see that the Oklahoma roads are not so bad, after all. There certainly has been a marked improvement since the agitation of the Jefferson Highway. Nearly all of the counties have concrete culverts throughout the state. This county has been the last to begin its operations on this particular road, for the reason that they have been building a very important road east and west.

Our County Commissioner stated to me day before yesterday that they expect to be at work on this at once, and have already let the contract for concrete culverts. Our southern counties are doing splendid work.

About the only difficulty in the way now for a genuine ride throughout the entire state over the Jefferson Highway is the Canadian River bridge, and a very strenuous movement is on foot by the two adjoining counties for the purpose of voting bonds to build the bridge. You, of course, will understand that there are only a few miles of road throughout the state that have been rocked, yet it is the disposition of nearly all the counties to attempt to vote county bonds for the building of permanent roads in the near future. Our state realizes, more than any one on the outside can imagine, the importance of constructive road work that will enable us to get in the front ranks among states that are doing similar work. Our organization is active and effective; hence, we may expect important results.

Yours truly,
D. N. FINK, Vice-President.

Eufaula, Okla., June 8th, 1916.

Mr. E. T. Meredith, President,
Jefferson Highway Assn., Des Moines, Iowa.
Dear Sir:

Under date of May 4th, you wrote me letter in reference

to mileage assessment against McIntosh county and beg to advise you that we yesterday remitted to Mr. Walter Parker, Treasurer, New Orleans, \$189.00, same being the 21 miles through this county.

We want to put in claim for mile of demonstration road at the earliest possible time, as we think this will give the Highway a big boost in this county.

We are working right along on this Highway through this county, have the detail survey filed and approved by the State Highway Department and expect to push the work right along.

Will be very glad if you will send me a few copies of the next issue of the "Highway Declaration."

With very best wishes for the success of the Highway, I am,
Yours very truly,

R. S. SIMPSON, President McIntosh County Jefferson Highway Association.

Interested

Pryor, Okla., June 4th, 1916.

E. T. Meredith, Des Moines, Iowa.

My Dear Sir: I am very enthused over the proposed Jefferson Highway. Now, it passes by my place, and I am more than willing to donate work on the roads to put them in shape to allow "Pathfinder" to get over it easily.

I would like to know just when the "Pathfinding" tour is to be made.

Also, I would like to talk to the parties who establish the roads.

Please send me such information as you can, so that I may get help along the proposed route and do some work.

Very respectfully yours,
(Signed) L. N. KINDRICEE
Route No. 2, Pryor, Okla.

June 10th, 1916.

Mr. R. S. Simpson, Pres.,
McIntosh Co., J. H. Ass'n.,
Eufaula, Oklahoma.

Dear Mr. Simpson. We have your favor of June 8th, in reference to mileage assessment against McIntosh county for \$189.00 which was remitted to Mr. Walter Parker.

Please accept our thanks. Awaiting your further favors, and with best wishes, we beg to remain, Sincerely yours,

JEFFERSON HIGHWAY ASSOCIATION,
E. T. Meredith, President.

Open for Traffic

The Mayes county section of the Jefferson Highway is now in excellent condition and is open for traffic. The local and through tourist travel may now be routed through Oklahoma via the Jefferson Highway. Blue print showing the exact route through Mayes county, together with full information regarding garages, hotels, etc., will be furnished auto associations, garages, hotels, and individuals upon request. Address J. A. Quinn, State Director, Pryor, Oklahoma.

Jefferson Highway Notes

J. A. Quinn is running in the Pryor Creek Oklahoma Republican, a column headed Jefferson Highway notes.

This is not only a very commendable thing to do, but Mr.



It's a Rustic Bridge, but 18 inches of rock on Jefferson Highway, Atoka County, Okla.

Quinn does it in a very attractive manner. By the character of the items he puts in this column, he shows that he has a true appreciation of just what the Jefferson Highway is going to mean to that community.

He does not regard it as only a thing of dirt and gravel and rock, but takes it right into the family and records as a part of the Highway activities, what the boys and girls of the State Home are doing—gives the Pryor Band a word of

encouragement—notes many individual and community activities, and closes by opening the Highway, through Mayes county, to tourist traffic.

This is the proper view to take of the matter, and it is to be hoped many others will soon be granted the vision Mr. Quinn has had. The Jefferson Highway is to enter and be part of the school, the church, and the home.

News and Progress Along the Route

(Continued from Page 14)

A bill to appropriate the sum of \$15,000,000, to be devoted to the building of good roads, has been introduced at the request of the State Highway Department. The bill calls for an immense expenditure, comparatively speaking, but it has powerful support in both houses and will receive careful consideration.

Louisiana has but recently awakened to the need for good roads. Her people are now thoroughly alive to the necessity of employing the roads as transportation adjuncts, and will devote their time to evolving the best means of achieving the greatest results. In many respects it is a rather fortunate thing that Louisiana has been a bit tardy in good roads development. She can now begin at the bottom, and, aided by the experience of other commonwealths, avoid their mistakes, capitalize their helpful experience and arrive at the best possible plan.

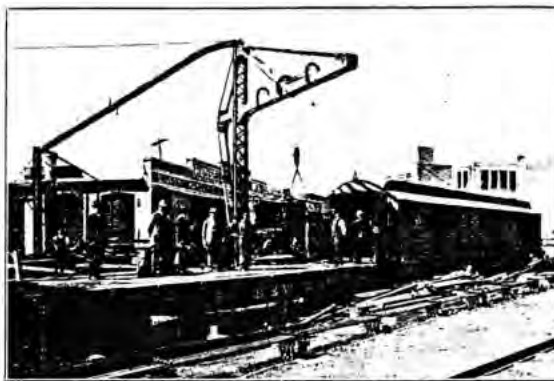
To the Jefferson Highway project must be given much of the credit for the fine spirit in favor of good roads now obtaining in Louisiana. To the stalwart Americans who conceived and are now carrying to a successful conclusion the splendid task of linking Canada with the Gulf of Mexico, is due the thanks of the people of Louisiana. The day has arrived for concerted action in building and bettering roads, and Louisiana may be expected to assume a foremost position as a good roads state.

Naturally, the people of New Orleans expect much good to come of the Jefferson Highway. Occupying as she does the southern extremity of the route, the metropolis looks forward to the completion of the Highway with great interest. It is expected to prove an additional means of attracting visitors to this section, and in enabling them to form an estimate of the possibilities and opportunities of Louisiana. The winter travel over the Jefferson Highway will be the means of adding much to New Orleans' reputation as the winter capital of America. It also will afford an excellent means of travel for New Orleans residents who journey north during the summer months.

The Louisiana Motor League is actively engaged in creating a good roads sentiment in this state. Its members are mostly people of influence, and they are overlooking nothing in their desire to have Louisiana assume a leading role in good roads work. New Orleans and vicinity boast of several excellent stretches of roadway already, but the dominant thought now is to link them with great trans-continental systems, thereby giving outlets north, east and west.

Running through the center of Louisiana to a point where it enters Texas, the Jefferson Highway can be made to serve every section of Louisiana. The 345 miles of road will serve approximately seventy percent of the population, and afford an inter-urban means of communication that cannot but help inure to better social and commercial relations. This much is apparent to the leading citizens of the several communities, and they are working hard to have the Louisiana end of the Jefferson Highway brought to a realization. The need of a definite, systematic plan of road building has become manifest, and the voters can be relied upon to demand it.

In the light of what has gone before, in consideration of the truly remarkable progress made by the people of Louisiana, in equipping the port of New Orleans with facilities designed to make it the most efficient in the United States, it requires little imagination to understand the spirit of progress possessed by the residents of this section. It cannot be disputed that a community without good roads is bereft of a great com-



Uncle Sam has been very dilatory about building roads while he had ample time and abundance of unemployed labor. Now he has to do it in a hurry and under fire. The above shows the loading of Russell road building machinery at Minneapolis in an express car for shipment to the Mexican border to build roads for war purposes. The Jefferson Highway, when completed, will be of great military value, and after this experience it should not be a difficult matter to have the federal government adopt it as a highway to be kept up at the expense of the government. File this picture away. It will make a splendid argument for federal aid for the Jefferson Highway.

mercial asset. Railroads and improved waterways can be rendered even more valuable by co-ordinating highways, and the economy of all three make for greater prosperity. With the steady influx of immigration, Louisiana will soon attain standing as one of the great agricultural states of the country, and the good roads advocate is urging better highways as an additional incentive for increased population.

With constructive treatment at the hands of the state legislature, the future of good roads in Louisiana is assured. No time has ever been more opportune than the present. Sentiment favoring highways is too great to be treated lightly, and the will of the people, as expressed by their commercial bodies and newspapers, must be obeyed. The attitude of the State Highway Department is in line with the unanimous wish of the people. The sum asked is far beyond anything that could have been mentioned five years ago,

and it can be accepted as an excellent criterion of what the people of Louisiana think of good roads.

Lamoni, Iowa., June 28, 1916.

Jefferson Highway Association,
Mr. F. J. Wright, Des Moines, Iowa.
Dear Mr. Wright:

I take pleasure in handing you a very interesting letter just received from Jas. C. Wright of Smithville, Missouri, together with a copy of my reply to him.

His letter tells about the bond issue of \$1,250,000.00 which carried by a majority of 200 in Clay county on June 24.

This means twenty-two miles of rock road on the Jefferson Highway from Kansas City, north, also rock road connecting with Excelsior Springs, Missouri which is located in Clay county.

Yours truly,
W. A. HOPKINS.

Smithville, Missouri, June 25th, 1916.

Mr. W. A. Hopkins, Lamoni, Iowa.

Dear Mr. Hopkins: We are certainly feeling good down in old Clay county today, the vote we took on issuing a \$1,250,000 bonds to build 202 miles of permanent roads carried yesterday, and we will begin to build as soon as we can get things in shape. That assures Clay county's part of the "Trail."

We are to have a regular network of roads, no farm will be over 2½ miles from a rock road. "The Trail" is to have 24 ft. roadway, 16 ft. in the center macadam, each side the road to be filled in with clay specially treated, oiled and rolled with a ten-ton roller. At Smithville, where the road crosses the river we are to have a \$12,000 iron bridge, 18 ft. roadway with a five foot walk on each side; Clay county will not lose out on her part of the Highway because of the condition of her roads. Clay is the first in this part of the state to vote county-wide system of rock roads; several have tried and failed, and the result of our election has been closely watched by our neighboring counties. Clinton, Platte and Ray have said if we were successful they would try for rock roads, too, so the chance of the "Trail" grows brighter. We "rock road boosters" are going to hold an old fashioned "barbecue" Wednesday, 28th, and shake hands with ourselves over the victory. Wish you could be with us. Hoping the rest of

(Continued on Page 20)



Park Inn, Jefferson Highway tourists' headquarters at Mason City, Iowa.

Capital of Louisiana Historical Center

Baton Rouge is Also Hub of Rapidly Growing Good Roads System

BATON Rouge, the capital city of Louisiana, is one of the most attractive points on the Jefferson Highway.

Located on literally the southernmost highland on the Mississippi River, the natural river bank being a bluff along most of the front of the city, Baton Rouge is on the dividing line of the uplands and alluvial soil. North, east and south-east of the city is undulating upland. South of the city and on the west side of the river is alluvial land.

This situation gives Baton Rouge all the advantages of gulf coast location, in that the 60 foot elevation of Baton Rouge enables it, both in winter and in summer, to have the modifying effects of the gulf breezes. At the same time it enjoys drainage advantages that are not to be found in the alluvial parts of the gulf coast.

The maximum depth in the improved channels at the mouth of the river is slightly less than the minimum depth of the river between the passes and a point some miles north of Baton Rouge. This makes Baton Rouge a natural deep water port. The Standard Oil Company appreciated these natural port advantages in combination with other special advantages connected with their business, and established just outside of the city limits on high land above the city a pipe line terminus and refining plant. It represents an investment of about five millions and refines the crude oil that is piped from Oklahoma and northwest Louisiana fields. The refined product is handled through the plant almost entirely by gravity and is shipped by rail to all parts of this country and by chartered steamers to all the continents in the world. The Standard Oil plant is at once the largest business asset of Baton Rouge as a community, both in regard to the size of the pay roll and the number of employees, and also the greatest single demonstration of the economic and industrial advantages afforded by the location, port opportunities and transportation distributive facilities of Baton Rouge.

The State University and A. & M. College is located on land formerly occupied by the United States, as an army post. It is of historical interest that the only battle of the American Revolution in what is now Louisiana was fought at Baton Rouge, resulting in the surrender of the British garrison under Col. Dickson to Governor Galvez and his American Colonial allies. The fort occupied by the British was located on what is now L. S. U. grounds. President Zachary Taylor was stationed at the Baton Rouge garrison at the time of his election to the presidency of the United States, and a further bit of interesting history lies in the fact that William Tecumseh Sherman was president of the then Louisiana Semi-

nary, now the State University, a part of the time between his resignation from the United States Army after the Mexican war and his return to the service during the Civil War. The Louisiana State University is the only southern institution of its kind whose walls are decorated with a life sized oil portrait of one of the Federal generals.

Cane and cotton, the two royal crops of traditional Louisiana, hold equal sway around Baton Rouge. The inroads of the boll weevil upon the cotton crop have resulted in relative diversification and in a pronounced development of the livestock industry. Baton Rouge is today the center of a section which has made more rapid progress in pure bred livestock than any other section of Louisiana, and it is also the center of a section which has more silos for the population than any other section of Louisiana.

The social life of Baton Rouge is solidly founded upon the very best customs and traditions of ante-bellum Louisiana, coupled with the powerful and always valuable influences that emanate from the State University as a strictly modern educational institution. The personnel of the faculty is of very high standard, constituting a pronounced and delightful phase of social life of the capital city as well as the educational uplift of the state at large.

Baton Rouge is the headquarters of the several federal lines of activity in Louisiana for agriculture and livestock betterment, in connection with scholastic education. Most of the federal agencies in the state have their headquarters in the university grounds. In this connection, a fact of particular interest is that the boys' pig clubs originated at L. S. U. and made such success that they were adopted as government policy in the south.

Baton Rouge is one of the most interesting of southern cities as a political unit. It has doubled its population since 1900, the present population of between twenty and twenty two thousand (Chamber of Commerce estimate) being almost a 50% increase over the United Census figures of 1910. The conservativeness of the Chamber of Commerce estimate is illustrated by the fact that the city directory people announce the population at 25,000, based on method of computing population used by them throughout the United States. The city directory estimate, however, is probably high and the Chamber of Commerce, in making allowance for difference between local conditions and average conditions used by R. L. Polk and Company, figure between twenty and twenty-two thousand as the probable present population. Baton Rouge was the first Louisiana city, and one of the



Section of Jefferson Highway on Baton Rouge—New Orleans division. This is a state highway and a recent product of Baton Rouge activity



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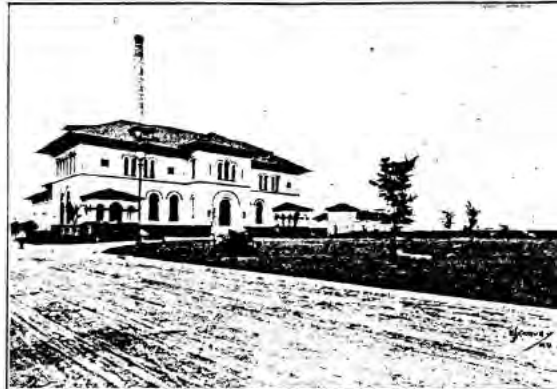
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first in the south to separate real estate and improvements in making assessments and is commonly admitted to have the closest approach to equalized assessments of any city in the state. It was the first city in Louisiana and one of the first in the south to establish a municipal slaughter house operated under federal supervision. Baton Rouge also owns its garbage burning plant and in the last five years has practically doubled its street paving and its convertible municipal assets.

The city is under commission form of government with each of the three commissioners having his own departments to handle. The three years that the commission has been in effect have been years of constructive policies.

One of the most notable achievements of Baton Rouge and surroundings has been the remarkable development of good roads sentiment. It required a good deal of diplomacy and persistence to get the first modern highway under construction. This was the Baton Rouge-Hope Villa section of the Baton Rouge-New Orleans State Highway. These four-



Purification Plant, New Orleans, La.

teen and a half miles of good roads were built with proceeds of a parish tax, proceeds of a road district tax, state aid and parish general surplus. The immediate enhancement of property values and the splendid object lesson that it afforded the rural population resulted very shortly in the creation of a second road district within a ward lying on the north and partly on the east of the Baton Rouge city limits. A special bond issue of \$180,000 by this ward has furnished thirty-six miles of thoroughly modern gravel roads with concrete culverts and bridges. All the work was let in one contract, and a movement is now on foot in the same ward for a second bond issue for an additional \$100,000.00.

All necessary preliminary steps have been taken, looking to the completion of continuous improved state highway between Baton Rouge and New Orleans on the east side of the Mississippi River and the near future will undoubtedly find present plans completed and the improved highway in use.

North and east of the Third Ward, roads already referred to are, for the most part, a superior character of dirt roads. Except in unusually severe weather, these roads afford a more than satisfactory means of auto communication between Baton Rouge and the southwest section of Mississippi and between Baton Rouge via the north shore of Lake Ponchartrain and the famous Mississippi Sound, the latter being the territory between Bay St. Louis and Ocean Springs, and constituting an important part of the Old Spanish Trail.

From Port Allen, immediately across the river from Baton Rouge, there are at the present time excellent gravel roads leading both north and south along the Mississippi River. The road leading south follows the river to Donaldsonville. This road is all gravelled or being gravelled, while from Donaldsonville there is a fine stretch of gravel road on one side of Bayou Lafourche giving improved communication from Baton Rouge toward the famous Teche country.

While the road situation around Baton Rouge is not yet anything like what good roads advocates desire, the improved highway system of which Baton Rouge is the hub is commonly admitted to be one of the best and most extensive in this part of the south. It is of a character which would have made Baton Rouge famous as a good roads center as recently as ten years ago. Today it serves to show that Baton Rouge and vicinity have placed themselves among the leaders in good road development work, and if the rapidly intensifying demand for good rural transportation facilities continues, there can be no doubt that the progress made by Baton Rouge and vicinity in the last few years will be continued at least proportionately for many years to come, and that the not very distant future will find this whole section as thoroughly supplied with the best type of gravel and concrete roads as the most ardent advocate could desire.

Lincoln Highway Beckons Tourist West

Transcontinental Route to be Main Avenue of Eastern Tourists in 1916

By ROY D. CHAPIN

Vice-President of the Lincoln Highway Association

AT this time, when all nature invites the motorist to tour far abroad in search of pleasure, health and diversion from the cares of business, it is appropriate that the advantages of the Lincoln Highway as a pleasure tour be brought out, and its present condition made clear to those thousands who are now contemplating a trip over all or portions of this popular route.

The majority of easterners who will drive the Lincoln Highway this year will be driving it for the first time, and the tremendous volume of correspondence received by the Association relative to the conditions of the road, the nature of the accommodations, the supposed dangers and possible hardships of such a trip, indicates that there is no very clear conception on the part of the general public of the possibilities or delights of a trans-continental motor jaunt.

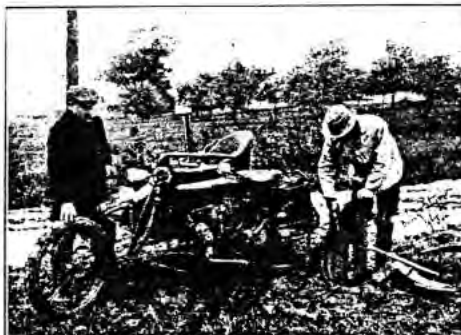
It is certain that the man whose touring experiences in the past have comprised the usual New England or eastern drives and possibly a tour through France, Switzerland, Italy, or England, has before him an entirely new experience in driving across the United States, and one which, to the lover of out-of-doors, will open up new avenues of pleasure and create new conceptions of the vastness and beauty of our country.

In 1912, it is probable that there had been less than a dozen through trans-continental trips by motor car actually completed under the car's own power. The development of the Lincoln Highway is shown in the fact that conservative estimates place the number of motorists who made the trans-continental drive last year at between fifteen and twenty thousand from the Mississippi River to the Pacific Coast. Instead of sixty or more days now being required to drive from the Atlantic to the Pacific, the ordinary unhurried progress of a pleasure party can make the trip in less than thirty days, provided, of course, the weather conditions are favorable.

If we assume that the tourist encounters perfect weather entirely across the country, absolutely no difficulties need be considered. Practically the only troubles at present attendant upon a trans-continental drive over the Lincoln Highway are the result of unfavorable weather conditions. This is due to the fact that so much of the route is as yet natural dirt highway, and while kept in perfect condition by the constant endeavor of the local communities in dry weather, a season of unusual rainfall inevitably makes driving difficult.

It is hard work, and can be considered nothing else, driving across Illinois, Iowa or Nebraska following heavy rain, yet the pleasure and beauty of a drive across these states in fair weather has been compared to a drive across southern France, and in dry weather, the roads are comparable with those of France.

A journey from the Atlantic to the Pacific Coast by motor car is still something of a sporting proposition. Any such accommodations and roads as the eastern tourist is accustomed to in his own locality or abroad must not be expected. He must cheerfully put up with some unpleasantness, as he would on a shooting trip into the Maine woods, for ex-



After the rain. Official car of the Albany Meeting, (Mo.) photographer stops to clean out the mud guards. An argument for hard surfacing.

terspersed with gravel and natural dirt road, make up the Lincoln Highway across Illinois.

In Iowa, the situation is peculiar, and is due entirely to a lack of a proper road law in that state which will enable counties to bond for road construction. The funds available for road work from taxation will naturally not allow of anything more than extensive grading, dragging, and maintenance, but the Lincoln Highway from the Mississippi at Clinton to the Missouri River at Omaha has been graded and

dragged until in dry weather it is a perfect dirt boulevard for nearly 400 miles. When dry, the tourist can easily drive across this state in two days, but should not attempt to drive at all if it rains.

The situation in Nebraska is much the same as in Iowa, with the exception that the drawback to permanent construction in this state is not legislative, but, on the contrary, is due entirely to lack of finances, as in fact is the case in Wyoming, Utah and Nevada. In all these western states, the population of the counties is so sparse and the proportionate mileage so tremendous that it is impossible for the people to build permanent roads of the type found in our eastern states. It

is, in fact, from the Missouri River west to the California line that the Lincoln Highway Association's chief efforts have been centered, and are being centered, in the securing of the necessary outside aid to enable the trans-state road in each state to be brought up to eastern standards. Yet the work on the Lincoln Highway in Nebraska has been enormous. Every county has exerted itself to the utmost, and, as in Iowa, the Lincoln Highway is graded, dragged, and in general maintained in excellent condition for dry weather driving.

(This is the first of two articles by Mr. Chapin on the Lincoln Highway. The second will appear in a later issue.)

THE PROJECTED HIGHWAY

From *The Free Press Evening Bulletin*

An excellent illustration of the growing need for a revision of the Good Roads policy which will enable the provincial government to specify certain main thoroughfares as falling outside the purely municipal scope in regard to construction and maintenance, is provided by the Jefferson Highway proposal. Here is a case in which the creation of a highway from Winnipeg south to the international boundary is being advocated, not alone for the usual utilitarian reasons—because its establishment will encourage business and social relations.



Jefferson Highway officials on one of the canals near New Orleans. President E. T. Meredith is fourth from left of picture, facing the camera.



Part of Jefferson Highway out of Girard, Kans.—

JEFFERSON HIGHWAY DECLARATION

Published Monthly by
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Managing Editor

F. J. WRIGHT
Associate Editor

Address Communications to Des Moines, Iowa

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.

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Volume I July, 1916 Number 6

MINNESOTA MAKES GOOD

A Large Proportion of the Space in the August Issue Will be Given to Minnesota.

Just as we are going to press, the General Manager returned from a seven day trip in Minnesota, where he has been scouring about thirteen hundred miles of road that was in contest for acceptance by the Jefferson Highway.

The story of the things that were done and the things that were seen on this trip, reads like a romance.

It is generally supposed that the days of miracles are over, and yet Minnesota has been doing some miraculous things, an account of which will occupy much space in the August number of the Jefferson Highway Declaration.

This will be done for two good reasons. Minnesota deserves it for the effort she has made to get the Jefferson Highway, and the knowledge of what she has done and what she has to show will be both a lesson and an inspiration to other localities not yet fully aroused to their possibilities, to go and do likewise.

Minnesota will be in the spotlight in the August Declaration. Which state will get into it for September?

News and Progress Along the Route

(Continued from page 16)

the counties on the "Trail" that have not hard-surfaced roads will follow our example I am,

Yours for good roads,

JAS. C. WRIGHT.

June 28th, 1916.

Mr. James C. Wright,
Smithville, Missouri.

My Dear Mr. Wright:

I am more than delighted upon receiving your letter of June 25th, advising that the bond issue of \$1,250,000.00 has carried in Clay county and that you are now assured of a network of hard surfaced roads throughout the county. I want to congratulate you personally on your success as I know you were the man that started the movement for the bond issue.

The road you described, that will become a part of the Interstate Trail and Jefferson Highway, will certainly be a credit to the Highway and Clay county has set an example which I trust will be followed by adjoining counties along the "Trail" until we can have a "365 Day Road" reaching from New Orleans to Winnipeg.

Work is progressing nicely all along the "Trail," much work of a permanent character being done this year. I notice the tourist travel is beginning and is much heavier than previous years.

I certainly would be pleased if it were possible for me to attend your barbecue today and shake hands with all my old friends in Clay county and help you to celebrate your victory. I am with kindest regards to yourself and inquiring friends,

Sincerely,

W. A. HOPKINS.

Ridgeway, Mo., June 30, 1916.

Mr. J. D. Clarkson, General Manager,
Jefferson Highway Association,
Des Moines, Iowa.

Dear Sir:

Ridgeway, a town of one thousand inhabitants, is located just four miles from the proposed Jefferson Highway and the Inter-State Trail and we are very anxious to get this Highway ourselves.

I understand that this Highway has been located on the Inter-State Trail throughout the entire route, and as it seems like we have been so unfortunate as to not be on the Inter-State Trail, we thought possible that if we could show you a much better road through Ridgeway, than you have on the Inter-State Trail, you could be induced to change the route. We have a prairie road practically all the way from Bethany through Ridgeway and Blythedale to Lamoni, Iowa, and only one mile farther. You will also note by the enclosed map that I am sending you that our road shows twenty-seven less turns than the other road, with one stretch of road through Ridgeway of seven miles without a turn. It would be impossible for me to tell you the difference in the grades unless you come up and inspect the road for yourself.

In going through Ridgeway and Blythedale, the Highway would pass through two towns of 1500 inhabitants and through a farming district that is richer and more thickly populated, which would no doubt be a great help in case a bond issue for rock roads would be put before the people.

A short time ago I made a special trip to St. Joseph to see Mr. McIninch in regard to this road and he referred me to you and he thought that you would no doubt come and look over the road. He also stated that as soon as he could see you he would go over the proposition with you.

We will pay all expenses if you will come up here and go over this road. We would like to take you and McIninch and Hopkins over this road and show you just what kind of a road we have, and in case that we are not fortunate enough to secure this Jefferson Highway, we feel that it will be much better for us to miss it just four miles than it would be for it to miss us a hundred miles and we can build a rock road to it.

Hoping to hear from you at your earliest convenience, I am,

Very truly yours,

J. L. CHAMBERS,

Secretary Commercial Club.

P. S. We also have a Commercial Club of 250 wide awake members.

Ankeny, Iowa, June 27, 1916

Mr. J. D. Clarkson,
Des Moines, Iowa.

Dear Sir:

As per your request I am enclosing you photos of our streets taken on June 23, 1916, just one year after the first application of oil, which shows them to be in fine condition. Our town is situated on very level land and we have a heavy black soil, commonly known as Iowa Gumbo, which in

wet weather gets very nigh impassable, and always takes lots of work and dragging to keep in shape. In June 1915 we bought 6000 gallons of No. 5 road oil of the Standard Oil Company. Before applying our oil we graded our streets with a nice crown so as to drain the water off in nice shape, which I might add is of the most importance in making a success of road oil.

With the 6000 gallons of oil at a cost of 3 cents per gallon f. o. b., our town, we oiled two blocks 80 feet wide and about five blocks 30 feet wide. On the one block 80 feet wide we sprinkled coarse sand on top of the oil, the other six blocks we did not sand, and while the sand I think helps, it is not necessary to get good results.

To place the oil on the road we purchased a thresher water tank, and bought a sprinkler attachment for it at a cost of about \$21.50. The total cost last year was as follows.

6000 gallons of oil at 3 cents.....	\$201.44
Tank, and Sprinkling Attachment.....	30.00
Sand for one block	25.00
Labor team on tank, etc.....	21.81

Total cost.....\$278.25

We have our equipment now so that we will save that much this year, although the oil will cost nearly 5 cents per gallon. But we are going to oil nearly as much again this year, as on the streets we oiled last year we have had no mud or dust although it rained nearly all last summer. Our streets never even broke up when the frost went out and are as smooth today as any pavement. We have never spent a cent on the oiled streets since oiling, for dragging or any other work.

For the benefit of other small towns whose funds are limited will say that the total cost was paid for by the citizens whose property was along the street oiled.

As is the case with every new venture, we had some that were very doubtful as to the use of road oil, but they are all converted now and if any one is doubtful as to the use of oil let them come see our streets or ask any of our citizens. Hoping that this may be of benefit to you, I am,

Very truly yours,
FRANK E. SPEIRS,
Vice-President.

IOWA STATE HIGHWAY COMMISSION

Mr. E. T. Meredith, President, Jefferson Highway Association,
Des Moines, Iowa.

Dear Mr. Meredith:

I wish to thank you for the assistance you gave in wiring our senators at Washington relative to the Federal Aid bill for rural post roads. I have just received the following letter from Mr. G. P. Coleman, Chairman of our Executive Committee of the American Association of State Highway Officials:

"I was in Washington on Wednesday and the Federal Aid Road Bill was taken up by the Senate without opposition, and I believe from conversations which I had with several parties, that the Bill will be passed without serious difficulty."

I would suggest that as you have time you write to members of Congress with whom you are in touch, urging them to take action on this Federal Aid measure during the present session. Iowa's share of such appropriation would not be a large amount, but I do not regard this as important as the stimulus that any sum, however small, would give to the matter of improved road building.

I presume you are not familiar with the details of the Hawkeye Highway improvement between Dyersville and Dubuque, a distance of nineteen miles, upon which we have been working for about two years. This project was started by an appropriation from the Federal Government, of \$30,000.00. Our total estimated cost for the entire project is now over \$160,000.00. The people in the city of Dubuque have raised at the present time over \$30,000.00 and are trying to bring this up to \$40,000.00, all from private subscriptions. In other words, the people in the city of Dubuque are subscribing more, voluntarily, than the entire amount of the Federal Aid. The remainder of the funds come from the county road funds and from appropriations made by the Illinois Central Railroad for eliminating railroad crossings.

The Federal appropriation has been increased by the local community to over five times the original amount. We believe that this will be the effect of other appropriations either from the State or National Treasury.

Yours very truly,
THOS. H. MAC DONALD.

LITTLE FALLS AUTOMOBILE CLUB

Little Falls, Minn., May 15, 1916.

Mr. H. H. Orme, St. Paul, Minn.

Dear Sir:

On the 10th of this month, the following counties in Central Minnesota sent representatives to Wadena: Sherburne, Stearns, Benton, Morrison, Todd, Wadena and Hubbard. We met to discuss the Jefferson Highway, that has been designated through our counties, and to take steps for the improvement of same under the direction of the state engineers.

The representatives formed a permanent organization and incorporated under the laws of Minnesota—a copy of these articles being enclosed. The following resolutions were unanimously adopted:

WHEREAS, the Jefferson Highway, as it is now laid out, passes through the Twin Cities, Anoka, Elk River, then to St. Cloud in Sherburne, Benton and Stearns Counties. Sauk Rapids and Rice, in Benton County.

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Royalton, Little Falls, Lincoln and Randall, in Morrison County; Staples in Todd County; Verndale, Wadena, Sebeka and Menahga in Wadena County; Park Rapids to Itasca State Park in Hubbard County.

AND WHEREAS, this route seems to afford the very best roads through this territory at all seasons, the most scenic route, the best hotel and garage accommodations, and includes not only a close following of the Mississippi River, but also passes through Itasca State Park to the source of said river, thus carrying out the original idea of the construction from the mouth of the Mississippi to its source, and it is the most satisfactory route from practically every standpoint.

BE IT RESOLVED, that it is the sense of this meeting that the State Highway Commission be complimented for their judgment used in their original designation, the Jefferson Highway as it is now laid out to be not changed, and that a copy of this resolution be sent to and laid before the Minnesota State Highway Commission with the request that they retain said Jefferson Highway as it is now designated so far as it affects the territory named.

(Signed) Committee.

Between two and three hundred were at the meeting, and if you could have been present, Mr. Orme, you would have been agreeably surprised and pleased at the enthusiasm and good feeling manifested for good roads in our good state of Minnesota.

We wish to keep the Jefferson Highway right where we believe it should remain, but if it is taken away from us, we will still feel glad that it will remain in Minnesota, and you will find this organization boosting for good roads whatever your decision may be.

Yours for the Jefferson Highway,
 (Signed) R. B. Millard.

CERTIFICATE OF INCORPORATION

We, the undersigned, L. H. Rice of Park Rapids, Minnesota, Alvah Eastman of St. Cloud, Minnesota, W. E. Verity of Wadena, Minnesota, R. B. Millard, Little Falls, Minnesota, all being citizens of the United States and residing in the state of Minnesota, hereby associate ourselves for the purpose of forming a Corporation under Chapter 58 of the 1913 General Laws of the State Laws of Minnesota, and certify as follows:

First: The name by which said Corporation shall be known is the Central Minnesota Jefferson Highway Association.

Second: The object of said Corporation shall be to promote the establishment, building and maintaining of highways in the State of Minnesota, and the meeting place and principal place of business of said Corporation shall be Wadena, Minnesota.

Third: Any person of good moral character residing in the counties of either Sherburne, Stearns, Benton, Morrison, Todd, Wadena or Hubbard, in the State of Minnesota, shall be eligible to membership and the dues shall be One Dollar per year for each member.

Fourth: The officers of said Corporation shall be: President, 1st Vice-president, 2nd Vice-president, and Secretary-Treasurer, and a Board of seven Trustees, one to be elected from each county named. Said Officers and Trustees shall be elected for a term of one year and shall be elected at the annual meeting of said Corporation to be held the first Wednesday in August of each year, beginning the first Wednesday of August, 1916.

L. H. RICE W. E. VERITY
 ALVAH EASTMAN R. B. MILLARD

State of Minnesota, County of Wadena, ss.

L. H. Rice, Alvah Eastman, W. E. Verity and R. B. Millard, each appearing personally before me and being duly sworn, upon his oath deposes and says he is the person who signed the foregoing certificate and that he executed same as his free act and deed.

W. J. BROWNE,

Notary Public, Wadena County, Minnesota.
 My Commission Expires October 12, 1922.

[Seal]

TODD COUNTY BIDS FOR HIGHWAY ROUTE

State Commission Gets Petition Signed by 2,443 Residents

Members of the Minnesota State Highway Commission have been deluged with petitions from residents of Stearns and Todd counties to route the Jefferson Highway through their borders and through Wadena, Hubbard and Beltrami counties as well, by way of St. Cloud and Sauk Center.

The latest petition, signed by 2,433 persons, is sent in by the Sauk Center Commercial club, accompanied by a letter signed by J. F. Cooper, president, and V. F. Conklin, secretary, as well as by a committee consisting of L. W. Gingery, J. A. Du Bois, John McGibbon, F. J. Borgman and C. D. Manhall.

Claims From Todd

The Todd county signers advance as arguments for their route the following claims:

The road would pass through Itasca state park over easy grades on an oil road best adapted for a solid roadbed, with good road materials accessible; it has the best roads already and the best hotel and garage facilities; it passes through a more densely settled portion and would serve more taxpayers; it would pass through the central parts of the counties, and counties would be more readily justified in spending funds on it than if skirted the edges of the counties; it would pass through a wealthy and populous section and more financial aid could be expected; the highly cultivated state of the land would give the traveler a good impression of



H. H. Orme
President

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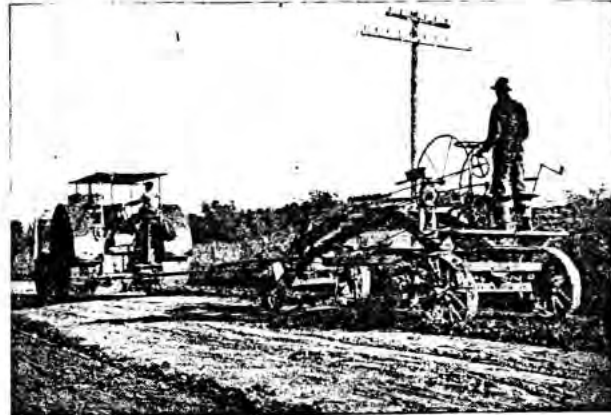
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Des Moines, Iowa

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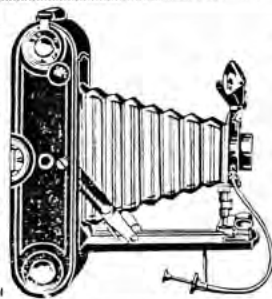
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the state; the route is near hundreds of the finest lakes in the state, where there already are large investments in summer resorts.

Route Asked For

The route asked for in the Todd county petition follows:

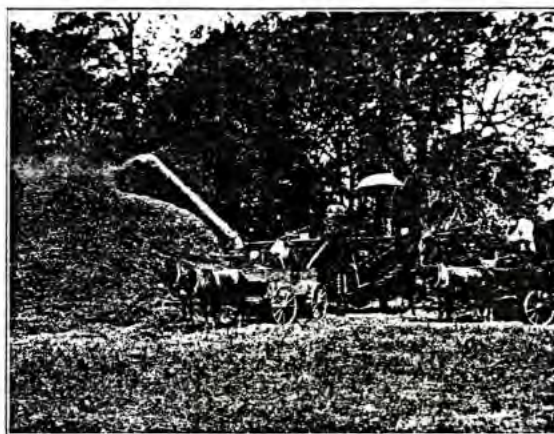
From St. Cloud west and north through Stearns, Todd, Wadena, Hubbard and Beltrami counties, through St. Joseph, Collegeville, Avon, Albany, Freeport, Melrose, Sauk Center, Little Sauk, Round Prairie, Long Prairie, Browerville, Clarissa, Eagle Bend, Bertha, Hewitt, Wadena, Leaf River, Sebeka, Menasha, Hubbard, Park Rapids, Arago, Itasca State Park, Yola to Bemidji.

Would Have Two Ways

It has been suggested to the commission that two routes be designated. The road would lead from the Twin Cities through Anoka to Elk River, and then branch off, one route going by way of Princeton, Mille Lacs, Walker, Bemidji, Thief River Falls and St. Vincent, and the other from Elk River through Clear Lake, St. Cloud, Sauk Center, Alexandria, Detroit, Hawley, Crookston and St. Vincent.—*St. Paul Dispatch*.

JEFFERSON HIGHWAY INFLUENCE

The organization of the Jefferson Highway Association and the enthusiasm for better roads and the appreciation of the value and importance of well marked and improved national highways, all of which were the outcome of the meeting at New Orleans, November 15-16, 1915, have done more for the cause of good roads in the central part of the United States than any one event that has taken place in recent years. About 300 representatives of the towns along a strip about one hundred miles wide and extending from New Orleans to Winnipeg assembled at the southern



Farm scene along the Jefferson Highway near Alexandria, La.

city on the above date at the suggestion of Mr. E. T. Meredith, of Des Moines, publisher of *Successful Farming*, for the purpose of organizing this association and designating in a general way the route of the highway. The rivalry for the route was keen and the various delegations from towns and states were so ambitious to win the official route that they were proud to boast of any rock or hard surfaced roads all ready built and were ready to guarantee that all of the road would be permanently improved immediately after it had been designated the official Jefferson Highway. There was a general demand for 365-day roads and all the delegates became fully convinced that ordinary dirt roads were no longer considered as sufficient for any great national highway. It was an example and an education for permanent roads. Every delegate returned home a strong advocate of 365-day roads.

Those representatives of towns which were unfortunate in not securing the official route at once set about promoting other inter-state highways that would give their people connection with not only the Jefferson Highway but with many other established or proposed highways. In this respect the meeting was a great force in the movement for big highways. While at the meeting and on their return home several important routes were named and plans made for their official organizations and campaigns outlined for the building of the same.

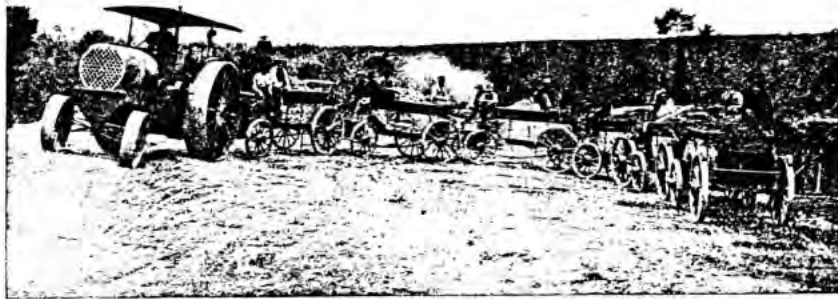
Within the next two years the people of the central part of the United States and along the route of the Jefferson Highway will see more real road building than has been done in the same territory in the past ten years. It has had a wonderful effect on the general movement for permanent roads and for inter-state highways.

J. FRANK SMITH.

PETITIONS FILED FOR ELEVEN MILES OF JEFFERSON HIGHWAY

Kansas Road Boosters Victorious After Several Months of Hard Work and a Hard Road is Provided for From Girard to Bourbon County Line

The first link of the great Jefferson Highway through Crawford county Kansas, has been provided for and the petitions calling for over eleven



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

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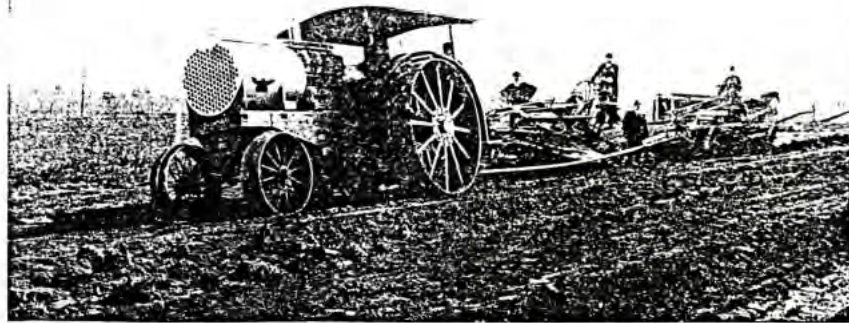
All have four or six cylinder vertical motors.

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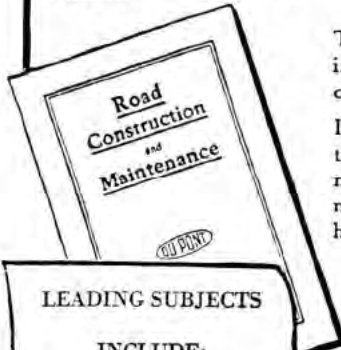
Minneapolis, Minn.



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.

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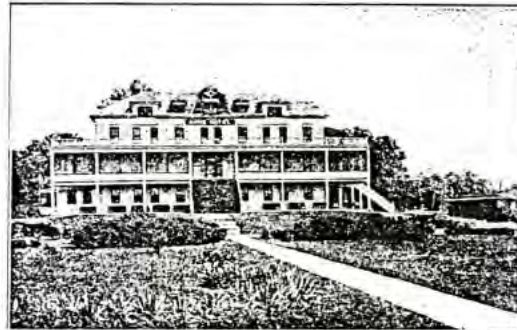
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miles of hard surface road was filed with County Clerk Charles Everett Thursday afternoon at 2:30 o'clock.

J. T. Leonard, President of the First National Bank of Gary, Hon. B. S. Gaitskill, attorney for the local road boosters; A. Martin, President of the Farlington State Bank, and W. E. Simon, trustee of Sherman township, presented the petition to the board.

The work, which has taken several months of strenuous labor, was completed about 5 o'clock Thursday morning. D. C. Flint and H. Cole working most of the night Wednesday to get the final names to complete the petition.

The work is to be done under the Hodges road law and 50 percent of the land in the district along the route must be obtained and 60 percent of the land owners.

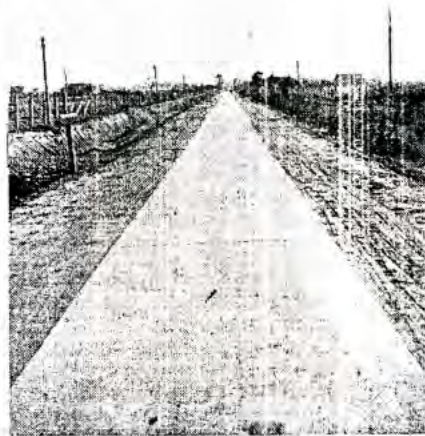
The road men have had the necessary amount of land for some time, but the names were the stumbling block. However, the petition is filed and there is great joy in the camp of the road boosters, for this puts Crawford county far up in the race for this great highway that is coming. It means that the north end of Crawford is second in the filing of petitions along this route in Kansas. Bourbon county is first, that county having the road completed or petitions calling for road from the north to the south boundary line. They will connect up with our road, which means over 40 miles of continuous road.

The route of this highway runs directly north, through Farmington to the county line.

Owing to lack of time The Enterprise cannot go into details regarding this road this week, but will have more to say next week.—Farmington County Enterprise.

MANITOBA GOOD ROADS ASSOCIATION

By unanimous resolution passed at a meeting of the Manitoba Good Roads Association, hearty endorsement was accorded the Jefferson Highway project, providing an international "palm to pine" road, with New Orleans as its southern and Winnipeg as its northern terminus. This road



Type of concrete construction in new Baton Rouge general roads system.

is a distinct undertaking from the meridian highway from Garyton to Winnipeg, though it is probable both roads will follow the same route through Canadian territory from Emerson to Winnipeg.

The resolution endorsing the Jefferson Highway project was moved by Hon. T. H. Johnson, Minister of Public Works, and seconded by Mayor Waugh, after the scheme had been explained to the gathering by the mayor.

The Jefferson Highway, his worship explained, would intersect the Lincoln highway at Des Moines, Iowa, so that persons travelling on the Lincoln highway could branch off and enter Canada if they wished to do so, when the Jefferson Highway was completed. The new road would be a splendid advertisement for Manitoba and would attract from the United States not only people who were seeking fresh travelling grounds, but also those who contemplated taking up land. A convention was being organized by the promoters of the road and would be held during the coming summer either at the northern or the southern end, and Mayor Waugh thought it would be quite possible to arrange for the holding of that convention in Winnipeg. The mayor declared himself enthusiastically in favor of the Jefferson Highway.

It was intimated that J. D. Clarkston, manager of the Jefferson Highway, would start from New Orleans in an automobile this month, and would arrive in Winnipeg on May 19th, this being the first official journey over the route. Arrangements will be made to give him a fitting reception when he reaches Winnipeg, and it was suggested that in the meantime A. C. Emmett, of the Winnipeg Automobile Association, interview the heads of the municipalities between Winnipeg and Emerson with a view to getting their practical support for the scheme.

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