

# JEFFERSON HIGHWAY DECLARATION



Little Pelican Lake, Detroit, Minn.



Gravel Road, Northwood, Ia.



Herefords at St. Joseph Interstate Fair



Broadway, Albert Lea Minn. On Jefferson Highway



Winnipeg Street Scene



Ready for the Portage between lakes in North



Jefferson Hy. in Caddo Parish, La.



From Rod & Gun Club Lake, Denison, Tex.



A Float in Mardi Gras at New Orleans

# Good Roads First!

*Safety and Prosperity Will Follow*

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



A "United" Portable Plant in Operation Crushing Material for Good Roads in Southwest Missouri.

Send for our "GOOD ROADS MACHINERY POSTER." Every Good Roads Booster will want one hanging in his office.

*Estimates Promptly Furnished on Portable or Stationary Crushing Plants.*

*Write Us Today.*

**United Iron Works Co.**  
Manufacturers

Phone 113

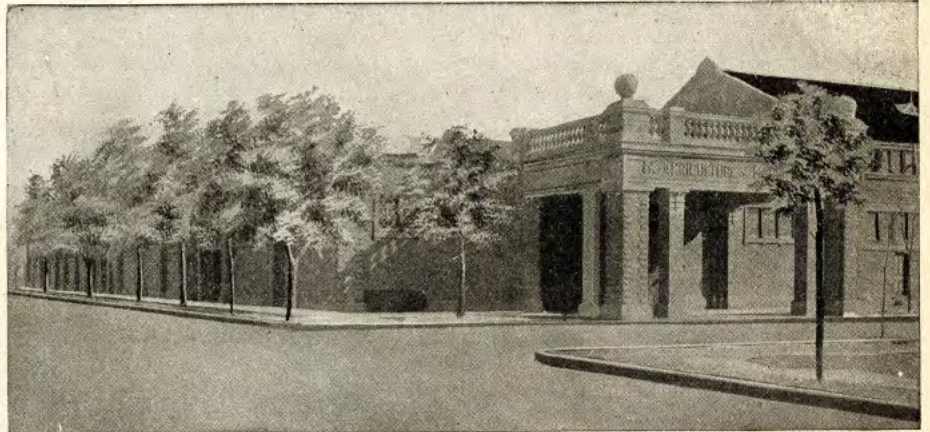
JOPLIN, MO.



MAIN PLAZA

# THE STATE FAIR OF TEXAS

“Its whole influence is for the good of Texas and the Southwest — it has been a potent factor in the development of this amazing country.”




A CORNER OF THE MANUFACTURES BUILDING



EXPOSITION BUILDING  
STATE FAIR + DALLAS, TEXAS  
NIGHT SCENE

THE SOUTH'S FOREMOST "TEMPLE OF AMUSEMENT"

1916  
Oct. 14-29

The  
Agricultural Event  
of the Year   
in the Southwest

R. E. L. KNIGHT

President

R. L. FERRIS

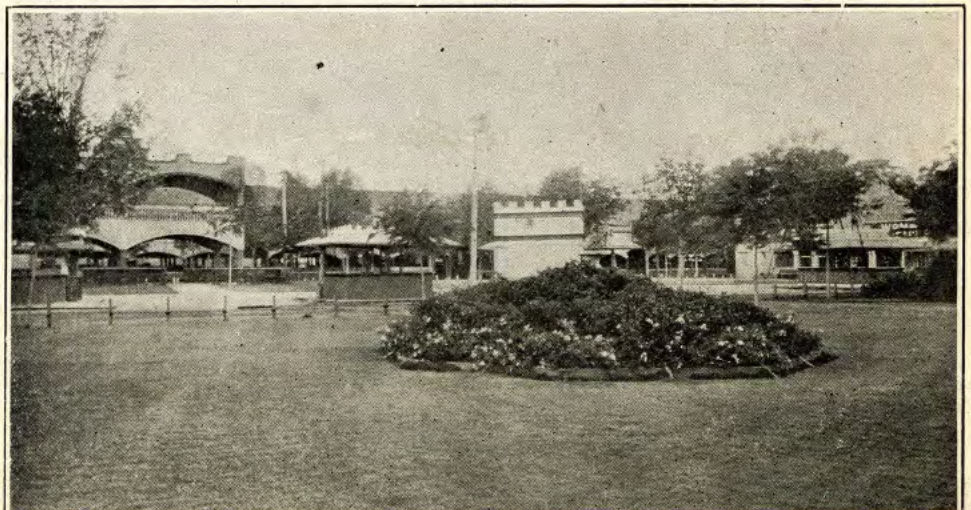
Vice President

J. B. ADOUE

Treasurer

W. H. STRATTON

Secretary

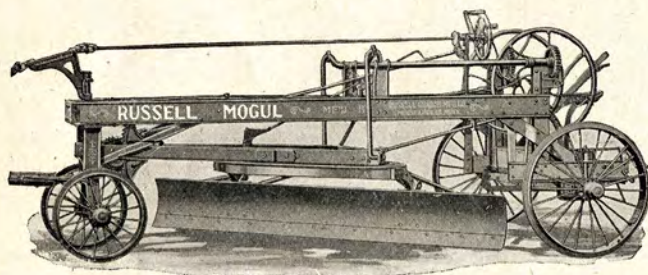


# RUSSELL ROAD MACHINES

## Are Making the Best Roads All Over the Country

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

### These Two Russell Machines Do Big Work Most Economically



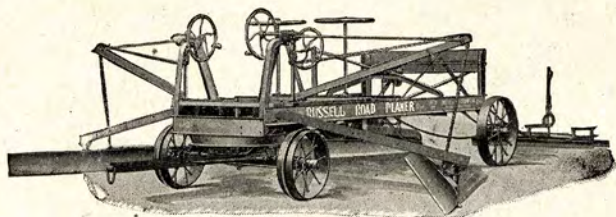
#### The Russell "Mogul"

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

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

#### The Russell "Planers"

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



### The Russell line is complete—consisting of the following machines

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

### Write for Catalog and Free Trial Offer

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

## RUSSELL GRADER MANUFACTURING CO.

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

Representatives in All Principal Cities

# JEFFERSON HIGHWAY DECLARATION

Volume I  Number 5

JUNE, 1916

Published Monthly by Jefferson Highway Association



## News and Progress Along the Route

### General Manager's Travel Letters, Numbers 4, 5 and 6

#### NEW ORLEANS

ONE notes with interest the keen, hard fisted business being carried on in the South, but all with a velvet touch of courtesy very refreshing, and that might be emulated with profit by some other localities which use the sledge hammer variety.

While the main chance is not allowed to get far from the snubbing post the careless freedom with which it is permitted to use its allotted freedom at the end of the tether is well worthy of the serious study of many other communities which keep the golden calf tied to a stake in the front yard with a short rope.

After allowing due time for amenities, the New Orleans people got down to business with a vim.

Owing to the illness of Lucien E. Lyons, Jr., the Vice President for Louisiana, Walter Parker, the Association's secretary called a meeting of the good roads committee of the New Orleans Association of Commerce.

A brisk conference was had with the Highway Man and

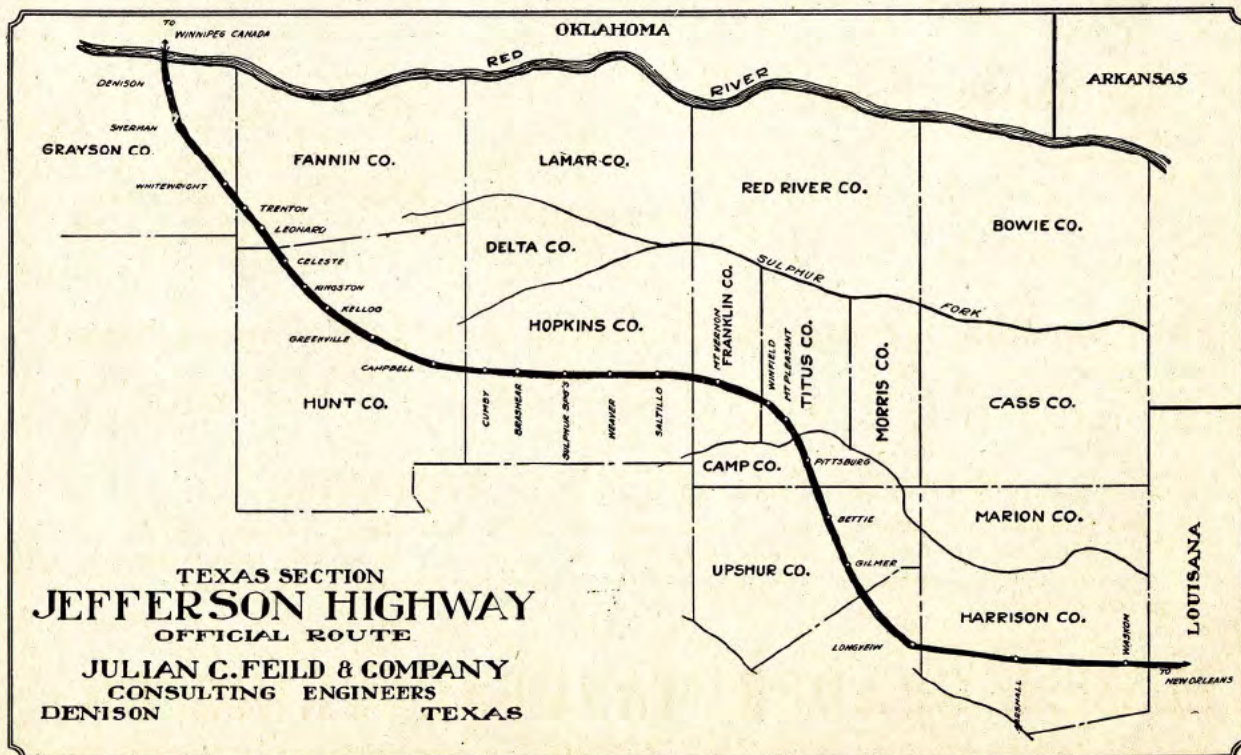
another meeting was called for the following day.

At the second meeting not only the business interests of New Orleans were well represented, but also the civic, educational and social interests. The mayor being out of the city sent an accredited representative who tendered hearty co-operation and assurances that the city authorities would do all in their power to advance the interests of the Jefferson Highway.

The women's clubs of the city were represented by some twenty-five lady delegates headed by Mrs. E. J. Graham, President of the City Federation of Women's Clubs; the Housewives League by Mrs. H. B. Meyers, its President, and the newspapers by Mrs. W. W. Van Meter of the Times-Picayune, and Miss Ethel Hutson of the New Orleans Item.

The Good Roads Club of the state of Louisiana was represented by its president Purnell M. Milner, and the Jefferson Highway by W. E. Atkinson, Highway Commissioner of Louisiana. Mr. Lyons was also able to be present before the close of the session.

After a short preliminary statement, by the Highway Man,



The official route across Texas, on which over \$3,500,000 in road bonds have already been issued. This section of the Great Highway will probably be the first to complete hard surfacing.

of the objects and purposes of the Jefferson Highway Association in general, a few questions from the audience soon brought the discussion down to details and it was shown that it was incumbent on New Orleans to take the lead (unless Shreveport beats her to it) in organizing the State along the lines provided in the plan of the Jefferson Highway Association. Each parish should be organized and all the parishes joined in a State organization which becomes a part of the governing body of the Jefferson Highway Association.

The reward that New Orleans and Louisiana will receive for doing this will come from the flood of tourists that will pour over the Jefferson Highway as soon as it is completed, spending their money lavishly for the great values that Louisiana can give in return.

But this will be the smallest part of the benefit to be derived.

Louisiana has untold, undeveloped resources in land and many other things that possess attractions for men who own land values in the North that mount up to two hundred and three hundred dollars per acre.

She also has climate conditions that possess great interest to men who live in fur overcoats four months in the year and hand feed their stock six months in the year.

The far famed valley of the Nile does not possess such rich lands as the Mississippi Delta. Hundreds of thousands of people in Europe are making a comfortable living from land terraced on the mountain sides and Holland fights the ocean with sea walls while the rich lands of the Mississippi deltas lay unseen and unknown like the heterogeneous stock of country merchants.

Merchants nowadays know that goods must be shown in order to sell them, and are building double and triple show windows for that purpose.

The rich lands of Louisiana are now hidden from the view of possible purchasers by bad road conditions.

Put them in show windows along a system of 365 Day Roads, and crowds will come to see them and purchase and improve them.

The outcome of the meeting was a determination to organize the state at once along the lines provided by the Jefferson Highway Association.

A plan was also formed for a tour over the entire highway through the state in June when the Highway Man returns on his second trip to the South.

It is planned for New Orleans to send a number of auto loads of people to Shreveport where they will be joined by the Shreveport people on the return trip holding meetings at each town as they return. At Baton Rouge the delegation will visit the general assembly which will be in session and discuss the good roads propaganda looking to a statewide road improvement plan.

The Highway Man predicts that when the returns are all in, the state of Louisiana will not be the last one in the Jefferson Highway procession.

#### ARKANSAS

Before leaving headquarters the Highway Man had gone through all the records and according to his analysis of the proceedings Arkansas has received a semi-recognition for a scenic division of the Jefferson Highway. This action was taken the last few minutes of the session at the Kansas City meeting.

In view of this semi-recognition, the Highway Man's itinerary was made up covering a trip through that state and he came back from New Orleans by way of Ft. Smith and Fayetteville.

At Ft. Smith, Director George Single was interviewed and reported road interests active, particularly between Ft. Smith and Greenwood.

On this stretch of road, Ft. Smith has played the big brother act and appropriated \$50,000 toward the construction of the road.

At Fayetteville, Vice President J. R. Putman was found, also R. H. Whitlow of Rogers who was there to represent Director Geo. D. Locke.

The Arkansas people claim they have matters well in hand and are going right ahead building the scenic division. When completed, if it is not accepted by the Jefferson Highway Association, they will turn it over to some other Highway.

They were assured by the Highway Man that the action of the directors at the Kansas City meeting undoubtedly meant just what it said.

Western Arkansas is certainly a fine locality for the construction of a scenic road.

At Ft. Smith, Miss Chloe Mattison of the Three Arts Club of Kansas City, was enlisted as a worker for the Jefferson Highway and promised to use her good offices to enlist the interest of the ladies of Kansas City in the cause.

#### NEVADA, MISSOURI

When the Highway Man reached Nevada, a beautiful little city of ten thousand people, he found road construction in an active state.

A few of the faithful were soon gotten together and a Jefferson Highway Association formed for Vernon County as follows:

F. H. Glenn, President, Nevada, Mo., President First National Bank.

James Caugherty, Vice President, Arthur, Mo., E. E. Levens, Secretary, Nevada, Mo., Secretary Farm and Home Savings and Loan Association, Fred Finch, Sheldon, Mo., Elmer Deatley, Horton, Mo., W. A. McGovney, Milo, Mo.

Among those present at the meeting were:

Glenn Symms, Loans; J. P. Myers, Cashier, Bank of Nevada; Prof. S. A. Weltman, Pres. Weltmer Institute; Emmet Kling, Contractor.

Nevada and Vernon County are now ready to proceed with the construction of the Jefferson Highway across Vernon County, and connect up with Bates County on the north and Barton County on the south.

Nevada possesses an individuality that will be quite attractive to tourists over the Jefferson Highway which there is not space to mention now.

At a later visit, the Highway Man hopes to go into these more in detail, as they are well worth attention.

A peculiar development at Nevada of the good roads work was the forming of a company made up of the business men of the town to furnish the money to buy the latest improved road-making machinery.

This machinery has been bought and is now at work on the roads of Vernon County.

Instead of donating the use of machinery, for use by the county officials, the Road Club retains the machinery and take a contract from the road officials for road construction at such a price as will represent the cost of operations and the up-keep of the machinery.

In this way the county is getting roads and getting them at a price that is mighty satisfactory over the usual cost.

#### BUTLER, MISSOURI

The Highway Man had just fairly settled himself for a Sunday of rest at his home at Carthage, Mo., when the phone rang and he was advised that a delegation of six from Butler was at the depot at Carthage and wanted conference in regard to the highway in Bates County.

The delegation consisted of W. F. Duvall, J. B. Walton, A. H. Culver, H. H. Holladay, F. C. Ream, and C. C. Allen.

Although it was Sunday and the Highway Man had been away from home for months, the interest manifested by these men in going nearly one hundred miles to discuss Jefferson Highway matters won his attention, resulting in an hour's conference and an invitation for the Highway Man to stop at Butler and take up road matters in detail.

Afterwards, the Butler delegation viewed the Carthage roads and the road machinery that produced the results they saw surrounding Carthage, and near Jasper, Mo.

They were so encouraged by what they saw, they went home fully determined to organize and buy improved power machinery to build roads in Bates County.

In compliance with the invitation, the Highway Man visited Butler and explained the way to build "365 Day Roads." Bates County will be actively constructing roads just as soon as machinery can be purchased.

#### HARRISONVILLE, MISSOURI

Quite a company of road boosters of Cass County met with the Highway Man at Harrisonville, and soon effected a Cass County Jefferson Highway Association with W. B. Scruggs of Harrisonville, Mo., President; Geo. A. Bond of Pleasant Hill, Mo., Vice President; Geo. M. Dallas of Pleasant Hill, Mo., Secretary; A. L. Burney, of Harrisonville, Mo., Treasurer; W. L. Patton, of Harrisonville, Mo., Director; E. M. Houston, of Archie, Mo., Director.

Others present were: R. W. Adams, Geo. A. Dunn, R. S. Wooldridge, C. W. Hight, R. R. Deacon, A. S. Deacon, J. A. Davis, Lee Spicer, Chas. Bird, V. J. Willett, M. E. Halcomb, F. Armstrong, Jas. Duro, Henry Foust, all of Harrisonville, Mo., and C. W. Dobbins of Pleasant Hill, Mo.

Cass County is considering a county wide road improvement district which will include the Jefferson Highway.

They are going about this in a well thought out plan which includes a somewhat extended educational campaign to show the tax payers that it is really an investment instead of an expense that is proposed.

In order to get the very best results out of the money and divest it of any possible chance for undue profit or graft in its expenditure, a committee of well known and well thought of citizens has been appointed to consult with those who have the official expending of the money to be voted for good roads.

This move has created a feeling of confidence among the tax payers.

A delegation of Harrisonville people went down to Butler to attend the meeting at the point in the afternoon.

#### ST. JOSEPH

While in St. Joseph the Highway Man was the guest of George McIninch at the regular weekly luncheon of the Commerce Club.

(Continued on Page 8)



HON. MARTIN BEHRMAN  
Mayor of New Orleans

# Big Oklahoma Bridge Project

## State Wide Subscription Fund Raised for Half Mile Jefferson Highway Structure

By E. D. BEVITT

Secretary-Treasurer Oklahoma Jefferson Highway Association

I AM appending to this article a clipping from the Muskogee Daily Phoenix with reference to a Bill introduced by Senator Owen, in the Senate, and our Congressman W. W. Hastings, in the House, appropriating \$25,000.00 for a statue of Jefferson to be erected in a park at the north end of the Jefferson Memorial Bridge.

This bridge is planned to carry the Jefferson Highway over the Canadian river at a point about three miles south of Eufaula, Oklahoma.

The Canadian river is a notoriously hard stream to bridge. Our site is one of the most favorable on the river and will involve a bridge 3000 feet long and about 40 feet high.

The idea of a Memorial Bridge, built by public subscription, grew out of an effort to relieve the two counties bordering on the stream of this extra expense, in addition to the cost of building the Highway. The plan is a modified chain letter system. I enclose herewith one of the letters which will explain itself. This is what I am sending to parties along the Highway. I am preparing a little booklet describing the Highway and the Bridge project, which will be sent out with letters going to parties out of the state. Every person giving

a dollar to the bridge will have his name preserved in durable book form in a "Lodge or keep" in the Bridge Park, thereby making it a monument to himself as well as to the immortal Jefferson. If it is so desired the record will show the donor's parents and children, for the purpose of identification. In addition, suitable memorials such as tablets, etc., will be arranged for those who give sums of \$100 and upwards.

It is realized, of course, that the conventional bridge would not be a suitable memorial to Thomas Jefferson. The bridge must be one of the most ornate structures in the country, and this our plans contemplate. We are in correspondence with the foremost bridge engineers and architects in the country and we figure on a structure costing from \$200,000 to \$300,000. We feel that by this arrangement we are not only getting the Highway over the Canadian river, but are establishing on the highway a distinct attraction.

The publicity necessary to get subscriptions would advocate the highway and cause it to be used a great deal more the first few years than would otherwise be the case, all to the profit of the towns through which it runs. Certainly, every automobile owner in the North who gives a dollar to the bridge will plan a trip over the highway at his earliest convenience, and the men in the South will doubtless take their summer vacations the same way. We believe that the picture of a man's grandson fifty or seventy-five years hence driving up to the Park lodge in his car, going to the office to register and then opening the old record book and pointing out to his children where his grandfather helped build this famous structure, will make quite an appeal to citizens even though they live in towns not on a highway.

I trust that, from this somewhat rambling description of our project you will be able to frame up a suitable article for the Jefferson Highway Declaration. Any publicity that you can give this project will, of course, be greatly appreciated.

The matter was fully explained to Mr. Clarkson at the McAlester meeting of the State Directors sometime ago. While the idea of



E. D. BEVITT  
Secretary-Treasurer Oklahoma State Jefferson  
Highway Association.

building the Jefferson Memorial Bridge by private subscription grew out of an effort to relieve the adjoining counties of this extra expense and thereby make it possible to carry a bond election, it was not adopted for that reason. The controlling reason was the additional attraction it would create on the highway along with the park and statue erected by the National Government. This statue project gives the affair a national standing.

The first letters were sent out last week and the returns are coming in grandly.

I might add that the Memorial Bridge was my own suggestion and, when submitted to the Board of Directors of the Oklahoma State Association, they appointed me custodian of the Memorial Bridge Fund with full power to raise it.

### Letter Sent to parties in Oklahoma from Lists Obtained from Directors

Dear Sir: I am writing at the suggestion of Mr. ——. As you doubtless know, it is the intention to carry the Jefferson Highway over the Canadian River by a Jefferson Memorial Bridge, built by private subscription.

As soon as any substantial amount is raised in Oklahoma, these subscriptions will be taken throughout the United States. The success of the campaign to raise this money is assured, as the matter has been sounded out and with satisfactory results.

It is proposed to make this one of the great bridges of the country and in connection with a park at one end of the bridge, a distinct feature of the highway.

Senator Owen, in the Senate, and Congressman Hastings, in the House, have both introduced Bills appropriating \$25,000.00 for a statue of Thomas Jefferson to be erected at the Park end of the bridge.

Will you, therefore, kindly fill out the attached check and return same to me, together with the names of three of your friends you think might subscribe a dollar to this fund. We prefer that two of these names shall be men living outside of the State of Oklahoma.

If, for any reason, you do not care to give a dollar to this project, please return the enclosed check to me in order that the chain may not be broken.

### Subsequent Letters

Dear Sir and Friend:

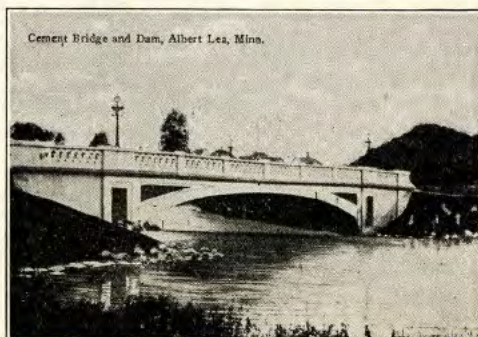
I have been asked by a friend of mine to contribute one dollar to the Jefferson Memorial Bridge Fund and to request three of my friends to do the same. Accordingly, having sent

in my check for one dollar, I now request you to address the attached letters to three of your friends, sign them and mail with your check for one dollar to Mr. E. D. Bevitt (for deposit to the credit of the Jefferson Memorial Bridge Fund), Muskogee, Oklahoma. For information concerning the Jefferson Memorial Bridge, I refer you to the enclosed literature.

If you have already made a contribution, or for any reason do not care to make one, please return this letter to Mr. Bevitt, so that the chain may not be broken.

### Ask \$25,000 for Statue at Jefferson Bridge

E. D. Bevitt, secretary of the Oklahoma Jefferson Highway



The Jefferson Highway crosses this bridge at the outlet of Fountain Lake, north from Albert Lea. The beautiful bridge to be built across the Canadian River in Oklahoma will have to be a half mile long.

association and originator of the plan to build a Thomas Jefferson memorial bridge over the Canadian river on the Jefferson Highway, received a copy yesterday of the bill introduced in the house of representatives by Congressman W. W. Hastings, providing for the appropriation of \$25,000 for a statue of Thomas Jefferson to be located at the north end of the bridge.

The congressional records show that the bill was introduced in the senate by Senator Robert L. Owen on April 24 and in the house by Congressman Hastings on April 25. Secretary Bevitt asked them to request an appropriation of only \$15,000 but they voluntarily raised the amount to \$25,000 in their bills.

The bill in the house has been referred to the library committee.

The bills set forth that whereas the Oklahoma State Jefferson Highway association is about to expend between \$200,000 and \$300,000 for the bridge, it is fitting that some personal likeness of the father of democracy be established at the north entrance to the bridge on land to be donated by the people of McIntosh county.

(We suggest that readers of the Declaration send \$1.00 each to this bridge fund, help the cause and have their names included in the list of contributors to be scanned over by posterity.—Editor.)

## News and Progress Along the Route

(Continued from Page 6)

It is customary for this club to provide a speaker some time in advance for the thirty minutes devoted to speech making and the speaker provided for this particular occasion was Mr. Whitten of Trenton, Mo., who discussed the subject "That Neighbor of Yours."

It seems that Trenton has started a new industry; some locations are specializing on corn culture, some on alfalfa culture and some on soil culture but it seems that Trenton is specializing on neighbor culture.

They have gone into the business of manufacturing neighbors. It has proven a wonderfully profitable industry because the entire output of the neighbor factory is made from heretofore waste material.

The capital used in the business is also secured from waste material.

All that a man has to do to go into the business is just to smile instead of frown—just look at a man instead of the ground.

The most favorable site yet found for a factory of this kind is across the back fence, in some other man's store, or up the road in a rival town.

Mr. Whitten handled his subject in such an interesting and masterly manner that St. Joseph people are going to start a branch factory.

It will not be very hard for them to get into the business of manufacturing neighbors from the fact that they have been running a "Big Brother" factory there for some time as many of the smaller towns around St. Joseph will take pleasure in testifying.

At this meeting a Big Brother excursion was announced for the next day when fifty car loads of St. Joseph business men were to go to Albany some 58 miles away to participate in a big road meeting.

It is something quite unusual for a city the size of St. Joseph to take such an active interest in the affairs of a smaller place like Albany.

It is the custom of the Commerce Club to introduce guests by having them stand up when their names are called so the members can see them. When the Jefferson Highway man was called to his feet he was greeted with quite an ovation but he was not vain enough to accept this as a personal compliment. It was the name Jefferson Highway that started the applause and it was the sight of George McIninch at his side that kept it going. It was a home tribute by home people to St. Joseph's biggest of Big Brothers, George Mc. For miles around St. Joseph George McIninch and the big hearted, broad minded men behind him are known. These men give freely, liberally and cheerfully, not only of their money and time but of kindly thought—thought of a kind and quality that multiplies many fold the value of the money and time.

Seventy-five and even a hundred miles from St. Joseph, in the school houses, in the churches, in the stores and in the homes, many St. Joseph men are known by their given names.

This gratifying condition has been brought about by the fact that St. Joseph business men long ago recognized the obligation resting on them as a large business center to help the smaller communities perform their community function of building roads.

The St. Joseph business men under the leadership of George McIninch not only had the wit to recognize this fundamental principle but also had the wisdom to discharge this obligation in such a pleasant manner that the obligation has now been shifted from St. Joseph to the smaller communities and they are paying in kind.

If Mr. So and So, a traveling man from St. Louis, or Kansas City, gets into this territory he doesn't understand why he cannot do more business. But the reason is not far off.

Mr. Storekeeper is saving his order for George, Wesley, Lewis, Walter, Bill, Jim, Percy, or Frank; business men of St. Joe with whom they had gotten acquainted at a big road meeting at Bethany or Pattensburg or Albany.

St. Joe not only sent real money seventy-five and a hundred miles from St. Joe to help build roads but she does it in the same spirit and in much the same way that mother used to send a plate of fresh doughnuts to the neighbor down the road and, of all the plates of doughnuts that the Highway Man saw go down the road, when he was a boy, he does not remember a single case in which a platter of cookies or a pie did not find its way back over the same route.

Mother was not dispensing charity when she sent the doughnuts down the road. Neither is St. Joseph dispensing charity when she sent this money to the country neighbors to help them build roads. Three cheers for St. Joseph.

### ALBANY, MISSOURI

When Bethany, on the tenth of April, showed what she could do, by community action, the people of Albany participated in the event as guests of Bethany, and returned home filled with a generous desire to emulate the action of Bethany.

Arrangements were immediately commenced to give Bethany a run for her laurels, and the eleventh of May was the day set on which to pull off the affair. It so happened that this was the day upon which the Highway Man was to reach north Missouri on his way back from the South, and long before he reached Albany he heard rumors of the coming event.

The comparative wealth, population and Bethany may possibly be a mooted question between them, but the quality of their sporting blood is conceded to be par. No handicap was asked by either.

The trophy to be contended for was the fair fame of being the biggest little town on the Jefferson Highway between New Orleans and Winnipeg.

St. Joseph, fifty-eight miles away, heard the rumor also and arrangements were made to take fifty auto loads of people up the road to see what Albany could do on her warming up heat.

When they arrived, they found the town profusely decorated in the Jefferson Highway colors, white and blue, to which was added the third color of our National flag—the red glow of health and happiness, as friend greeted friend and neighborly relations were formed over a territory more than one hundred miles in extent. Not only the people of St. Joseph, fifty-eight miles to the southwest, but also the people of Lamoni, Iowa, forty-eight miles to the northeast, and those of all the towns and villages between, were guests of Albany that night.

JH monograms were all over town, and in order that no one might miss the place, a blue and white Jefferson Highway trail was painted on the side walk leading from the public square to the banquet hall two blocks away.

They commenced feeding the people at six o'clock and at 10:23 when the Highway Man was starting on his journey north, the last words he heard was the announcement, "The tables are now

(Continued on Page 12)



HERMAN ROE  
Publisher The Northfield News, Northfield,  
Minn.—Sec. Minn. Editorial Ass'n. Director  
of the Jefferson Highway in the General Ass'n.



Between the Lakes near Detroit, Minn.



# Federal Aid for Rural Highways

By THOMAS H. MacDONALD  
Chief Engineer, Iowa Highway Commission

**F**EDERAL aid for the building of rural highways is now all but an assured fact. There remains but the adjustment of the difference between the measure passed by the House and that passed by the Senate, to make available a fund of \$75,000,000.00 for this purpose, presuming that the President will endorse a principle which has already been endorsed by overwhelming majorities of both branches of the present Congress.

The basis of this legislation is a carefully considered plan for Federal and State co-operation in road improvement, proposed by the American Association of State Highway officials. Forty-three of the forty-eight states have highway departments of some character, and most of these departments hold membership in the American Association. The plan of Federal Aid as proposed by this Association has, therefore, the co-operation and endorsement of practically all the state departments, east, west and south. Many organizations interested in road improvement have endorsed the present plan, and unless it is materially changed by the Congressional Conference Committee, the policy of Government participation in the work of road building will be inaugurated under most favorable circumstances.

It is not the purpose of this article to deal further with the history of the movement for Federal Aid, but to present the pertinent facts.

Federal Aid was first made possible by an act of Congress passed April 30th, 1802, which admitted Ohio as a State and provided that five percent of the net proceeds of the public lands lying within the state, sold by Congress, should be applied to laying out and making public roads, which should lead from navigable waters emptying into the Atlantic westward to the Ohio River.

The act of April 19th, 1816, providing for the admission of Indiana, the act of April 18th, 1818, providing for the admission of Illinois, and the act of March 6th, 1820 for the admission of Missouri, each provided for the extension of the Ohio plan.

On December 19th, 1805, a committee of Congress recommended that the funds derived from the sale of these lands be expended in constructing a road from Cumberland, Maryland, to a point on the Ohio River opposite the City of Steubenville, Ohio. Following the report of the Committee, an act was approved by President Jefferson on March 29th, 1806, providing for the construction of the road, which became known as the Cumberland or National Highway. The first appropriation of \$30,000.00 was followed by thirty-three other appropriations aggregating \$6,824,919.00. On April 21, 1805, Congress passed an act authorizing the extension of the road from a point near Cincinnati, by way of Vincennes, to the Mississippi River near St. Louis. As a matter of fact, this road was not extended beyond Vandalia, Illinois, on account of the rapid growth in the construction of railroads at about this time. The first stage coach bearing the United States mail from Cumberland to Wheeling was driven over this road on August 1, 1818. From Cumberland to Columbus, Ohio, the road was surfaced, but beyond Columbus it was surfaced only in spots.

After a full century this road is still paying dividends in public service, as it is now one of the most traveled roads in the states through which it passes. The appropriations were expended under expert supervision with the result that modern surfaces are now being placed over the foundations built so long ago, and the stone bridges built at that time are still in an excellent state of preservation, and are splendid



Dubuque Post Road, a Federal Aid experiment.

examples of the finest class of highway construction.

One of the most extensive single pieces of highway construction undertaken in 1914, was the building of twenty-six miles of concrete surfacing over the highway out of Columbus, Ohio, eastward. The combination of old and new highway construction over which the traveler passes with delight and satisfaction, is indicative of the cycle through which transportation has passed in the United States. From the stage coach days of 1818 to those of the modern truck, completes the remarkable cycle of transportation stages in this country. The accompanying photograph was taken of a

heavily loaded motor truck traveling at probably fifteen miles per hour on the old National Road near Columbus, Ohio, in the month of April, this year.

No further aid in highway building was undertaken by the Federal Government after 1838 until 1893, when the Office of Road Inquiry was established with an initial appropriation of \$10,000.00 per year. The Office of Public Roads since that time has developed into a large organization under the Department of Agriculture. The work of this department has been advisory in character and much valuable information has been gathered and distributed on road building, irrigation, drainage, and farm architecture. Competent highway engineers have been sent into every state to assist in working out general and specific road problems.

In 1913, a special appropriation was included in the budget of the Post Office Department, amounting to \$500,000.00, for the improvement of post roads under the joint administration of the Secretary of Agriculture and the Postmaster General. This appropriation was made upon the condition that the states or localities receiving any portion of the Federal funds should expend double the amount obtained from this fund, making in all about \$1,500,000.00 available. With this fund as a nucleus, there have been built under the direction of the Office of Public Roads 465 miles of first-class roads in seven-

teen different projects. The following states and counties have participated in the fund which was appropriated: Alabama, Lauderdale County; Iowa, Boone and Story counties and Dubuque County; Kentucky, Bath and Montgomery County; Mississippi, LeFlore County; North Carolina, McDowell County and Forsythe, Davie and Ire-dell Counties, two projects; Ohio, Licking and Muskegum Counties; Oregon, Jackson County; South Carolina, Aiken County; Tennessee, Montgomery County and Loudon County, two projects; Texas, Bexar, Guadalupe, Hays, Comal and Travis Counties; Virginia, Fairfax County and Spottsylvania, Hanover and Caroline Counties.

The final reports have not been issued on these projects, but the work done in Iowa is indicative of the value of Federal Aid in promoting road building by the various states and counties.

In 1913 Boone and Story Counties made application for \$10,000.00 from this fund, and agreed to appropriate \$20,000.00, making a total available of \$30,000.00 for the building of a fifty mile stretch of model earth road through the two counties. This project was completed early in 1914, and the entire length is now a portion of the Lincoln Highway. It has been brought to a permanent grade, fairly drained, and all culverts and bridges have been built permanently.

The total cost of the entire project, including bridges and culverts, is not available, but since there are two bridges which alone cost over \$12,000.00, it is estimated that a minimum of \$60,000.00 has been spent on this fifty miles of road; that is, for each one dollar of Federal Aid, local communities have



Boone-Story Post Road, another Federal Aid experiment, now part of Lincoln Highway

appropriated five dollars for model road construction. This road carries too much traffic now for the earth surface, and it should be further improved with a gravel surface.

In 1913, Dubuque County also applied for a portion of the Federal appropriation, but the funds did not become available until 1914, after a number of other states had failed to take up their prorated shares of the original appropriation. After an inspection of the road proposed to be improved in Dubuque County, an appropriation of \$30,000.00 was made from the Federal fund, contingent upon the appropriation of double the amount by Dubuque County for the improvement of the road, exclusive of the bridges and culverts required.

Plans and specifications were carefully worked out for model gravel road construction, with permanent bridges and culverts and for the elimination of grade crossings. The length of the road is nineteen miles, extending from Dubuque to Dyersville and a portion is through as rough topography as we have in the State of Iowa. When the final plans were made for the completion of the road, it was found that the total project would cost at least \$160,000.00. Every available source was canvassed to secure the additional amount needed to complete the entire road in accordance with the plans. Through the efforts of the Dubuque County Board of Supervisors and the Dubuque Industrial Corporation, the money is all provided and the completion of the entire road assured. The total amount will come from the following sources: Federal appropriation, \$30,000.00; County appropriation for road work, \$60,000.00; County appropriation for bridges and grade crossing elimination, \$20,000.00; Illinois Central Railway for grade crossing elimination, \$20,600.00; Private citizens of Dubuque, \$30,000.00.

It will be noted in this instance that Federal aid has meant the expenditure of four dollars of local funds to every dollar of Federal funds, and that an amount equal to the Federal appropriation has been contributed by voluntary subscriptions from citizens interested in the building of this road.

Federal Aid has meant more to Iowa. It has meant that in the building of the Hawkeye Highway through Dubuque County, the State of Iowa has its first example of any extensive road construction that in any way adequately expresses in road building Iowa's wealth and resources, and the possibilities of road construction by the local communities, when aroused to activity.

Federal Aid, judging from the only two instances in which such funds have been appropriated by the Federal Government for road work in the state, has been an inducement for self-help by the communities. Federal Aid has provided a nucleus around which the local funds have been collected for the building of meritorious projects. If the measure now under consideration escapes any radical change from the Senate bill, it will provide for an expenditure of the Federal Aid funds in the same manner as the funds have been expended on the Story-Boone County work and the Hawkeye Highway.

Under the proposed plan, the distribution of funds will be to the states rather than to any smaller units. The basis of apportionment is on the triple consideration of area, population, and miles of post roads over which the rural free delivery of mail is maintained. Each of these factors is given equal weight, so that one-third of the appropriation will be based on the ratio that the area of each state bears to the area of all the states, one-third on the ratio that the population of each state bears to the total population, and one-third on the ratio that the number of miles of rural delivery and star routes bears to the total mileage of such routes. On the basis of this method of appropriation, the following are the percentages that the several states through which the Jefferson Highway passes, will obtain from the total apportionment:

Iowa,	3.014 per cent of total
Kansas,	2.975 per cent of total
Minnesota,	2.921 per cent of total
Missouri,	3.511 per cent of total
Oklahoma,	2.365 per cent of total
Texas,	6.021 per cent of total
Louisiana,	1.359 per cent of total

The plan proposed is progressive in that the first apportionment of \$5,000,000 available during the fiscal year 1916-1917 will be increased each year by \$5,000,000 until for the year ending June 30th, 1921, the sum of \$25,000,000 will be available, thus making it possible to develop an efficient admin-

istration of the fund by beginning with small amounts for each of the states. The distribution of the apportionment for each state within the state will be through the state highway departments, and under this plan the establishment and maintenance of a state highway department is essential. Each state highway department will be authorized to receive applications from the local communities. In Iowa the plans would be made for the permanent improvement of the roads and bridges, and would be submitted to the State Highway Commission for approval, the same as under the present plan of organization in this State. These plans would then be submitted to the Secretary of Agriculture for final approval. Participation on the application for Federal Aid is entirely voluntary on the part of each state, and, within the state, on the part of any community. The amount that is set aside to be paid from the Federal funds is limited to fifty per cent of the total cost.

The states which accept Federal Aid must agree to keep in repair the roads constructed with these funds, and provision is made that any state, to continue to receive the Federal Aid funds, must continue to maintain the roads in good condition. Under the provision of the present measure, Iowa would receive for the fiscal year 1916-1917, \$150,100.00. For the year 1917-1918, \$301,400.00; for the fiscal year 1918-1919, \$452,100.00; for the fiscal year 1919-1920, \$602,800.00; for the fiscal year 1920-1921, \$763,500.00.

It has been apparent for some time that the Federal Government would sooner or later participate in the building of rural highways, and the present plans seem to be as reasonable as could be devised until further experience is had. It may not be without interest in this connection to note the fact that practically all of the other great nations are either building national roads or aiding financially in the building of state and departmental roads.

Austria-Hungary has a system of more than 15000 miles built by the Government. England and Wales grant aid in three different ways; by the assignment of national revenues, by loans to local boards, and by free grants. France has a national system of 23,756 miles built and maintained by the national government, and in 1910 the appropriation for such highways was \$9,720,000.00. Italy has 5159 miles of national road. Norway aids to the extent of two-thirds or three-fourths of the cost in the main system of 6570 miles; Russia has a national system built entirely by the government of 8326 miles, and built partially by the government of 2928 miles. Spain has a system of 33872 miles of state and provincial roads built by the general government; Sweden provides two-

thirds of the cost of building 11850 miles, and Switzerland aids those cantons whose roads are of international importance. It may be remarked for the benefit of those who fear paternalism, that Germany is the single instance of the great nations of the world, excepting the United States, which up to this time has taken no part in the building of the roads throughout the nation. In Germany each state pursues its own policy in this regard.

The policy of the national government in improvements of other character has been established for some time. For rivers and harbors there has been appropriated from 1862 to 1916 the sum of \$817,109,582.00. For the building of the Panama Canal including the fiscal year 1915, \$383,513,832.00. For the Reclamation Service to June 30th, 1915, \$116,000,000.00; for Alaska Railroad Construction including the 1917 estimates, \$1,227,000.00; for the Phillipine Island purchase, relief, and incidental appropriations \$23,451,925.00.

No criticism is urged of these appropriations. An adequate policy of improvements in our insular possessions is the only one consistent with a great nation. Yet there is an inland Empire which needs, more than any other one thing, better roads for its development; an Empire which needs higher standards of construction, better supervision and enforced maintenance. These, Federal Aid will help to enforce in the future expenditures for all road improvement. This, perhaps, is its greatest mission.

Partly as a matter of sentiment since President Jefferson in 1806 approved the first act providing for the construction of a great highway, and partly for the benefit to be derived, the Jefferson Highway builders should be active in meeting the conditions necessary to obtain this aid as soon as the plan becomes effective.



Motor Truck on Cumberland or National Highway near Columbus, Ohio. Traveling fifteen miles an hour in month of April.

# Winnipeg—City of Futures

Building on a Solid Foundation for One of Great Cities of America

**W**ITHOUT exaggeration, it may be said that Winnipeg, the northern terminal of the Jefferson Highway, is a truly remarkable city. The last census, taken in April 1913, puts the population at 235,000 souls within the city limits. In 1870, Winnipeg had a population of 215, and was a frontier trading post of the Hudson's Bay Company. Thus in 43 years the place has grown at a rate that was perhaps never surpassed by any city of such substantial character as this Gateway City of the Canadian Northwest.

There have been mining camps that grew up in a few days or weeks, and cities that have been marked by mushroom development have lapsed into stagnation and business decay. On the contrary, Winnipeg stands at the very opening of its career, and remarkable as has been its progress and growth from the tiny trading post to the full grown and well equipped city, yet greater things lay before it and show clearly on the near horizon of Winnipeg's future.

The reason for this lies in the fact that the wonderful Winnipeg, which has grown up on the Manitoba prairie, has for the basis of its growth, the solid foundation of agricultural resources beyond the dreams of agricultural avarice. Millions of acres of wheat land, which produce the highest average crop of any in the world, and of quality unsurpassed; other millions of acres of excellent grazing land, to which are added, in the case of nearby Ontario and the more distant British Columbia, other sources of trade and wealth in minerals, timber and fruit-producing lands, make the trade and manufacturing possibilities of Winnipeg things not possible to be computed by cold calculation separated from the quality of the seer of things to come, but which can no more fail of being great than can the seed time and harvest fail of being.

Upon the sure foundation of these substantial elements the present City of Winnipeg has been built and the traveler who visits it for the first time sees not only the "substance of things hoped for," but also "the evidence of things not seen."

Having made the trip to Winnipeg, naturally the first thing that a large proportion of automobilists will see of the city is the Canadian Pacific Railroad Station, into which thousands of travelers and immigrants come each year from all parts of the world and crowd the train-shed platform. Architecturally beautiful, and finely equipped for the comfort of the people who gather there, this structure is one of the great centers in a vastly interesting city. Day or night, winter, summer, spring or fall, there are always crowds of men, women and children in the waiting rooms; and here one may see the millionaire and the poor man, the lady in richest garb and the peasant woman wrapped in her shawl and carrying her worldly goods on her back.

Just across the street stands one of the many fine hotels erected and carried on by the Big C. P. R. Company for the accommodation of guests that travel over their road, or for any others who choose to patronize the best hotel in the place. This is the Royal Alexandra Hotel, a magnificent structure, containing 400 rooms, 275 of which have private baths and furnishings of the most sumptuous kind throughout, one suite of rooms being especially fitted up for the entertainment of the guests of unusual importance, and called the vice-regal suite because the representatives of the British Crown are among those who occupy this suite when business calls them to Winnipeg. The Royal Alexandra Hotel is conducted on the European plan, and the particularly fine rotunda is one of the largest in the continent.

Passing along Higgins Avenue to the west end of the Royal



Looking down Broadway, Winnipeg, Manitoba, Canada.

Alexandra Hotel, the autoist comes upon the principal thoroughfare of Winnipeg, Main Street and the very sight of this magnificent thoroughfare thrills his heart and clinches the conviction that here is a city of manifest destiny. Of this street, a writer thus impressed, recently set forth his impression as follows: "Main Street, Winnipeg! Is there in all the world another street like it? There are longer streets in Chicago; streets more crowded by vehicles and pedestrians in London; straighter streets in Philadelphia; and streets more beautiful in Edinburgh; the streets in New York have taller buildings, and many an old world city street takes the palm from Winnipeg's broad thoroughfare for quaintness; but where is there another street so new, so magnificently wide, so cosmopolitan in the character of the people who daily pass to and fro over its pavements, so strikingly characteristic of the spirit of modern progress?"

Here the people of the earth assemble; here they pass to and fro and from here they disperse to cover the broad prairie, to people this new world in city, town, or open plain, and to make a new nation the beginning and foundation of which can be seen any day or any evening on this broad pathway of the capital city of Northwest Canada."

On the right of Main Street, going south from the C. P. R. Station, and sitting back from the street, is to be seen the City Hall of Winnipeg, built in 1855. Public sentiment in Winnipeg is strongly in favor of municipal ownership of public utilities, and the city already owns, besides the water resources, a civic plant for putting down asphalt pavements, another for granolithic walks and a city stone quarry; work is also in progress for the building of a municipal electric power plant, which will furnish when completed 40,000 h. p. to consumers at a very low cost.

Beyond the City Hall is Winnipeg's banking district. Eighteen banks are located along Main Street. These eighteen banks have 40 branches throughout the city, and the total number of branch banks in Western Canada number 472.

It is the pride of the Winnipeg bankers that they have never yet failed to perform successfully the task of financing the great wheat crop of the country, and the failure of a bank in Winnipeg is a thing unknown.

Portage Avenue, just west of Main Street, the principal business street of the city, is a magnificent thoroughfare. Asphalted across the entire width of more than one hundred feet of roadway, Portage Avenue is flanked on either side by broad granolithic walks faced on their inner side by fine stores and business blocks. This street follows the route of the old Indian trail that led from Fort Garry to the West, but it bears little semblance now to the narrow pathway along which the red man dragged his laden tepee poles or walked, if his business made it necessary, in single file after the fashion of his kind. Where the Indian ponies loped along, swift electric cars, swifter automobiles and carriages of all sorts, both private and public, make their rapid way, the level, smooth pavements affording the best of surfaces for speedy and easy locomotion.

Not all of the streets of Winnipeg are given up to business, however. There are many miles of residential streets, where along asphalt pavements in the middle are stretched long reaches of boulevards, long rows of trees that are delightfully cool and refreshing to look upon in summer time, when they are clothed in foliage that no soil save that of the tropics produces in such luxuriance as does the soil of Manitoba. One



Royal Alexandra Hotel, Winnipeg.

of the most beautiful of these thoroughfares is Broadway, well and truly named, with double tracks for the electric cars, trees and grass on each side of the car tracks, a double roadway for wagons and carriages, and yet other strips and rows of trees before the granolithic walks that form the limit of private property that lies along this truly magnificent street.

Here is what the City of Winnipeg sprung from: A stone and mortar fort and trading post on Red River, walls loop-holed for rifle fire, and bastions at the corners from which a good view of all the country around could be seen and where cannon were mounted in the early days when it was necessary to provide defence against the Indians. Those days were not so early, either, and the part called Old, or Upper Fort Garry, is not more than sixty or seventy years old. When it was built by the Hudson's Bay Company, there was need of defensive measures—twice within 39 years there have been rebellions of the half-breeds in Manitoba—but now the Red River flows peacefully past the fort, hearing nothing more hostile than canoeists in search of pleasure.

When the old Fort was in the heyday of youth, those who had occasion to cross the river had to make their way over in canoes, and when the river was swollen by spring floods this was often no easy task. Now there are ferries run by gasoline engines, and in some places by the very current that was then so obstructive of travel. These are beyond the city limits, where travel is not frequent to warrant the building of a bridge. But in Winnipeg, where the travel demands it, there are bridges both wide and substantial, like the Norwood Bridge. Crowds gather on this bridge each spring, when "the ice goes out." The river at this season of the year, choked with floating ice and swollen by the spring freshets, is a wonderful, and often awesome, sight, and to look upon it thousands of people gather while the flood time lasts, seldom more than a few days and often not more than a few hours.

Taking warning from the failure of other cities to pay sufficient attention to the esthetic in laying out of streets and avenues, Winnipeg has made far greater progress toward the city beautiful than have many of the other cities which have been deterred by the necessity of tearing up old things to make way for new and better order. By the laying out of such streets as Welling Crescent, Winnipeg has saved itself a deal of future trouble and has earned the hearty thanks of all who

appreciate the value of beauty of everyday life. Laid out in graceful curves and bordered by estates wherein the owners have striven to preserve and enhance the beauties of natural surroundings, rather than to destroy them in favor of the finely artificial, Welling Crescent is a beauty spot in summer and does not lose its attractiveness in winter.

Neither is the country about Winnipeg the treeless waste so often pictured in the minds of those who do not know it. Long stretches there are without trees and flat to the point of monotony to those who fail to see the dignity that attaches to all things large and apparently boundless—like the ocean, the prairie and mountains—but there are stretches of wooded country, too, and rolling bits that, clothed with "bush" as all woods and timber are called here, make charmingly cool and shady spots for summer outings. A particular instance of this sort of place near Winnipeg is Elm Park, located on a peninsula formed by the winding course of the Red river. Here are lofty elm trees and a beautifully wooded spot of many acres in extent, which

forms an ideal place for a park and one highly appreciated by the people of Winnipeg.

Winnipeg has grown faster than the proverbial weed during the last few years, but there is nothing else like the weed about the city except its wonderful growing qualities. The great push of people into the Gateway City of the Canadian Northwest has caused Winnipeg to grow and to expand so that there are miles of streets leading through these wooded stretches, following close upon the course of other streets that were new and unfinished only a year or two ago, and are now lined along both sides with unbroken rows of fine houses. These new streets will soon be built up and instead of the rounded dirt, there will be smooth asphalted pavement flanked along either side by rows of beautiful trees and grass boulevards.

Money has been made so rapidly during the past fifteen or twenty years that many of the people who have been in business here during that period are in circumstances that make it possible for them to have grounds surrounding their homes that are extensive and parklike in their nature; as a result of this there are many estates where spacious lawns and land given up to trees and shrubbery surround the houses and skirt the streets with grounds that are too attractive to become sacrificed to the demand for smaller holdings of real estate

(A Second Installment of this Article Will Appear in July)



View showing the big water falls on the Winnipeg River, 77 miles from city of Winnipeg, Manitoba, Canada

## News and Progress Along the Route

(Continued from Page 8)

ready for another contingent of eaters." Those in charge of the banquet hall and those in charge of the speaking at the Opera House, pulled off a splendid exhibition of team work.

After a contingent had been filled with food, they were turned over to the speakers at the Opera House and filled with Jefferson Highway talk until all admitted they had a "sufficiency" of both food and talk.

Albany has written her name high on the tablets of fame. Higher than any other? Who shall say?

The contest has not yet closed. The decision has not yet been rendered. Final victory, like the pot of gold, rests at the end of the rainbow, just one day's journey ahead.

To the people of Albany, who, by a magnificent burst of speed, now have the favor of public approval for a worthy achievement, it is suggested that the speed of the hare did not secure safety. There may be a tortoise toiling diligently down the line. Do not let it pass while you are in right control. The task of tomorrow and not the achievement of today, is the American's heritage. The Jefferson Highway is not yet constructed. Will tomorrow's rising sun find us on the job?



Corner of Rainey Lake, rock bound and island studded, one of the wildest play grounds in Minnesota.

### LAMONI, IOWA

Lamoni is the birthplace of the Inter-State Trail which now forms a very important part of the Jefferson Highway.

Notwithstanding the change of name, the highway is still a home institution in Lamoni, its representatives are regarded as a member of the family.

The story of the birth of the Inter-State Trail which will always be a part of the pedigree of the Jefferson Highway, forms an intensely interesting story. It possesses all the ingredients of a first class drama. In some of its

details it suggests tragedy, then passes to the comic, interspersed with humor and pathos and a happy ending.

The story has never been made public but was told to the Highway Man on the occasion of his visit to Lamoni. Some day he is going to take a day off and tell the story in the Declaration to the Highway Family. It is a part of the highway history they should know, and will be recalled with pleasure on more than one occasion after the Jefferson Highway Association has become an institution.

### THE END OF THE JOURNEY

After forty days continuous travel, the Highway Man reached the end of the trail (Continued on Page 14)

# Caddo Parish and the Highway

By J. T. BULLEN

Director Jefferson Highway Association

**N**OTWITHSTANDING that Caddo Parish has all of the Jefferson Highway completed within her limits, some thirty miles, and over sixty miles of hard surfaced roads in addition to that of the Jefferson Highway, she has paid her mileage assessment of nine dollars per mile and is now busy building the connection necessary to complete the Scenic Division of the Highway through Arkansas, over twenty miles of which is completed and ten under way and the balance surveyed.

We expect to complete two hard surfaced roads to the Arkansas Line by the end of 1918, touching the line about eight miles apart and at a distance of forty miles from this city so that travelers over the Scenic Division may take their choice of two routes through this Parish, one through the wonderfully productive oil fields of the hill section and the other through the rich Red River Valley lands.

The Shreveport Chamber of Commerce has recently established a special Bureau of Good Roads which will take a special interest in the Jefferson Highway, believing that nothing in the road line is of more importance.

Caddo Parish is building roads under a five mill tax and at the expiration of that tax a few months ago, the people voted



One of the Interesting Roads out of Shreveport, La., on the Jefferson Highway. This road leads into the rich Red River plantation district.

another tax of five mills for another five years to continue the work, and voted it by an overwhelming majority. This tax will bring in about one million dollars in the next five years which, added to our expenditures in the past four years, will give us a total of one and three quarter millions in good roads.

I am mailing you some photographs herewith; one shows a scene sixteen miles from the courthouse at Shreveport, a small dairy, and there are several others in this neighborhood which ship their products from the little town of Greenwood, one mile away.

Another photo is of one of our small bridges on the Jefferson Highway—this is a thirty foot span of concrete and steel with roadway sixteen feet wide and typical of our small bridges.

The third picture was taken at a point about seven miles south of Shreveport on one of the gravel roads leading through the rich Red River lands. This is a typical Bayou scene. Along most of these river valley roads the pecan trees are very much in evidence, the soil and climate here being especially suited to them. Pecan trees are found growing wild in the woods all through the Red river lands.

## Alexandria, Louisiana

### On the Jefferson Highway

By A. T. FELT

General Secretary, Alexandria Chamber of Commerce

**A**LLEXANDRIA, LOUISIANA, is on the Jefferson Highway. It is proud of the fact, too. It is showing its appreciation by boosting the Highway, and adding good roads just as fast as possible. It is the first parish of Louisiana to contribute towards giving the highway the proper publicity. It is the home of one of the best good roads boosters in the United States. The man thinks good roads, boosts good roads, dreams in sleep of good roads and there is no doubt in our minds but what if became necessary he would eat a few good roads.

This man is not alone in Alexandria, in harboring such sentiments. The city is fairly alive with good road enthusiasts. Whenever you mention good roads, the Jefferson Highway becomes the all absorbing topic of conversation, and Alexandria is anxiously looking forward to the time when she will be connected to her sister states to the north by this grand highway.

The Chamber of Commerce is backing the highway, every one of its members are for it, and they never lose a chance to talk for it, and work for it. The Board of Directors two years ago decided that just about the best thing this organization could do to further the civic, industrial and commercial growth of this city, would be to get out and get some good roads. Straightway they got on the job, and twenty-eight miles of standard gravel hard surface roads have been built since

that time. Every road leading to the City of Alexandria is gravelled. What has been the result? People living further back in the county have travelled these roads, they have had brought to them very forcibly the difference between good roads and indifferent or bad roads; they have "got the spirit." They have decided they must have the same good roads also. They have called an election for a bond issue to be held next week, and it will carry. This will add something like thirty-three more miles in this immediate section, eighteen of which will be on the Jefferson Highway.

By this it will be seen that Alexandria does appreciate being on the Jefferson Highway. It is very much there, too. To the traveler who will traverse the highway this city offers many attractions. First, it boasts of excellent hotel facilities. There being eight modern brick hotels in the city, and with a city of 20,000 population that is going some. Ask anybody who knows how about the hotels in Alexandria, and you will find that it is the hotel city. Then again, this is a city of homes, of hospitable people, of modern municipal advantages. A city where the climate is never extremely cold or too hot to enjoy.

The country surrounding offers that varied change which is welcome to the heart of the motorist. You will travel some of the richest farming country of the United States, and you will pass through



J. T. BULLEN  
Shreveport La., Parish Engineer for  
Caddo Parish, Director of the Jefferson  
Highway in the General Ass'n.

delightful woodland, over beautiful streams, through historic battle grounds of the war between the states. One can idle away a few days with something different to do and see each day. One can leave the snowy bounds of the north in December or January, and find the sun shining brightly in Alexandria. If the traveler is a lover of sports, the best of hunting abounds during the winter months, and just now, during the southern spring, the fish are anxious to have some one to feed them. The oat crop of the country is just about ready to harvest, the corn is from one to three feet high, and the picture one finds along this part of the Jefferson Highway is so entrancing that it takes nerve to stay at work and away from the ride on good roads.

Alexandria sends this message to other cities and towns along the route. Remember that in having the Jefferson Highway at your door you have an opportunity opening up to you as you have never had before, as you will never have again. Take full measure of your opportunity, and appreciate what you have. See that your people know what this highway means to you and your community, and do as Alexandria is doing—keep everlastingly at it. Let your motto be, "Get our share of the Jefferson Highway built just as soon as possible." Then keep to work until you get it. That is what we are doing here and we will soon have our section completed.

## News and Progress Along the Route

(Continued from Page 12)

in this beautiful bustling city of Winnipeg.

That the war zone had been penetrated, was soon manifested. Recruiting officers were on every hand and the streets were full of red coated Tommies. The pomp and glory of war was in evidence, also the tragedy of it. The gay color of the soldiers coats showed in strong contrast against the gloomy black garments of the mourning widows and orphans.

It seemed almost a sacrifice to come here, at this time, under these circumstances, to attract the attention of the people of Winnipeg and Manitoba to the construction of the Jefferson Highway, but they were prepared to take up the subject and it was not the preparation of the stoic, but the courageous acceptance of a duty they owe the morrow. Their share of the war burden has been accepted as an addition to their daily task and every day affairs move on much as usual.

A luncheon was arranged at the St. Charles Hotel, for one o'clock. When the hour arrived, the following gentlemen were in attendance for conference:

Mayor R. D. Waugh, A. McGillivray, Highway Commissioner; J. F. C. Cox, Commercial Trav. Assn., W. F. Tallman, Street Commissioner of City of Winnipeg; S. R. Henderson, Pres. Manitoba Good Roads Assn.; Alderman Wallace, City of Winnipeg; H. A. Bowman, Deputy Minister Public Work; F. E. H. Luke, President Winnipeg Auto Club; T. R. Deacon, Member Provincial Good Roads Board; A. C. Emmett, Sec'y. Manitoba Motor League & Winnipeg Auto Club; G. Wade, Western Municipal News.

After luncheon, four of the party took the Highway Man over the route to be traversed by the Jefferson Highway in entering Winnipeg. From the heart of the City, and for seven miles outside the city limits, this route is provided with an asphalt concrete paving. That portion inside the city is, of course, the width of the streets, and the seven miles outside the city, passing through the municipality of Fort Garry, is twenty feet wide.

With the northern end of the Jefferson Highway terminating on the magnificent paved way of Winnipeg and the southern end connecting with the famous Shell Road of New Orleans, the middle stretches have their pace set for them if they are going to be worthy of their terminals.

It was not necessary to go into the question of the value and importance of the Jefferson Highway. This had already been attended to by a preliminary meeting in April.

What was being done elsewhere and what it was necessary for them to do to produce the highway were the vital questions asked. The necessity of co-operation and co-ordination was conceded.

A brief statement by the Highway Man outlining the local organization to be formed in each municipality, how these joined in a provincial organization and how the provincial organization connected up with the Inter-National organization, was followed by the quiet assurance that all these things would be done in the near future and that the Manitoba part of the highway would be constructed on the ground without undue delay. The Highway Man left Winnipeg feeling that he can assure the people of the States that when they reach the Border



W. B. SCRUGGS  
Harrisonville, Mo., Director Jefferson Highway  
in the General Association, Manager of the  
Star Oil Co.

with the Jefferson Highway, Manitoba and Winnipeg will be found waiting with their portion of the road. To this assurance, he wishes to add a caution. Don't let's keep them waiting too long.

When the Jefferson Highway joins the historic battle field at New Orleans where British and Americans last contended in warfare, over a hundred years ago, with the Dominion of Canada at our northern Border, may we not express the hope, that no other guards may ever be necessary at that Border than the stone monuments that have stood silent sentry for a century.

### MASON CITY, IOWA

Here again the Highway Man was destined to experience a very delightful and profitable experience.

Until he reached Pleasanton, Kansas, on his forty day's trip over the Jefferson Highway, no women had appeared at the road meetings. Two women attended the meeting there, and showed an intelligent interest in the proceedings.

At Shreveport, La., four women came to the Rotary Club luncheon where the Jefferson Highway was to be discussed and showed such a lively and intelligent interest in the highway matters, the Highway Man felt a new element had entered the work which meant much for the

good of the cause.

At New Orleans, twenty-five women representatives of the Women's Clubs of that city participated in the meeting. The action of the women at Shreveport and New Orleans placed six thousand club women of the State of Louisiana, squarely in the movement.

At Mason City, Iowa, Hugh Shepard, the Highway Director for Northern Iowa, responding with generous sympathy to the suggestion that the women would be welcomed as a part of the Jefferson Highway movement, had arranged for an afternoon meeting exclusively for the women.

Notwithstanding that a lively and courageous Suffrage campaign was being waged in the city, and that the Women's Clubs had adjourned for the summer, a goodly number of women gathered at the club room to hear about the Jefferson Highway.

It is possible that they expected to hear something about dirt, and gravel,

and rock; about concrete and brick and asphalt; about cuts and fills and grades; about money and credits and bonds; and very essential things in road building, but it requires more than these things to build roads. These things are in abundance on every hand, and have been for some time, impotent to produce the desired results until there is added to them another element. That element is the intelligent constructive thought of combined community properly organized and co-ordinated.

This is the powerful patent force which can take these material things and build of them whatever we desire. It must have been a thrilling moment when Wright first felt he had succeeded in getting his air ship off the ground. And what must have been Marconi's experi-

(Continued on Page 16)



U. S. Marines Escorting Rex Through the City of New Orleans

# Oklahoma Making Dirt Fly

By W. F. DODD

Director Jefferson Highway Association

**N**O better bunch of road boosters could be found in the entire country than we have in Bryan County, Oklahoma. Among the most enthusiastic are our County Commissioners. They are doing every thing in their power to promote the Jefferson Highway. They now have a large force of State convicts building Jefferson Highway in this county, working seven teams with plows, scrapers and wheelers, and in addition to that a large gas tractor pulling two graders and a plow at the same time. It is interesting to watch this machine grade road. With it alone the Commissioners have been able to grade one and one-half miles per day at a cost of about ten dollars. This work is all being done under the supervision of the County Engineer, and when the grading is completed we are ready to vote bonds to hard surface the road.

We feel confident of having our road completed well within the time limit, as the enthusiasm for the Jefferson Highway through this State is something wonderful. The entire country seems to have the good road fever, and it must be contagious. We in the southern part of the State evidently caught it from Texas, since Texas is at this time wide awake to the necessity of good roads and boasts of now having under construction and contemplation more roads than any other State in the union. Our State is quite young; being only nine years old, but in that short time we have made more rapid progress in the way of public improvements than any other State twice our age. Our attention was first given to County and State Institutions, and in those we are surpassed by few States in the union. We are now turning our attention to road building, and in ten years we expect to be equal to the best.

With the building of roads land values increase, and the



W. F. DODD  
Director in the general Jefferson Highway Association.

fine black land that can now be bought in this country for \$40.00 per acre, we expect to see advance to \$100.00.

This has been the history of all countries that have been so fortunate as to possess the fine land, and her people had the energy to build good roads. Our people are waking up to the fact that good roads cost no more in the end than the mud roads over which they have always traveled. It takes only a few miles of good road in any community to convince "even the most skeptical that they are worth all they cost."

We expect to do a great deal of road building with State convicts. We are working them under the trusty system, and have a State law which permits us to work them on the State roads, the cost to the Counties where they work being only the difference in maintenance on the road and in the Penitentiary, which is only a few cents per day.

This will eliminate the necessity of voting millions of dollars worth of bonds, which we would otherwise be compelled to vote before we could start to build roads.

Oklahoma is exceedingly fortunate. Not only in her fine agricultural lands, but she ranks second in the oil industry, and the gross production tax on the oil produced will assist very materially in the building of our roads.

Again Oklahoma is fortunate in having an abundance of fine roads material, easily accessible to the railroads on which it can be transported to the various points on the many highways. Especially is this true of the Jefferson Highway. We have an abundance of material in almost every county through which this road will pass, and where we do not have the material, it can be easily transported by rail at a small cost. This fact, in connection with our perfect organization, will enable us to complete it in a very short time.

## The Texas Spirit

By W. N. KING

Vice President, Texas Division, Jefferson Highway Association, Denison

**W**ITH the voting of \$80,000 road bonds by the Leonard district in Fannin county, Texas, on May 6, by a majority of five to one, to build sixteen miles of hard surface roads on the Jefferson Highway, another stretch of dirt road is to be eliminated in the "Lone Star State". But this is not all. Approximately 220 miles is traversed by the Jefferson Highway in Texas, and 167 miles of hard surface roads are already assured. Eight of the ten counties in Texas have voted road bonds to the amount of \$3,995,000, and bond elections have either been ordered or are being considered to construct the remaining 53 miles.

Grayson county in which Denison, Sherman, and Whitewright are located leads in mileage, having already built and under construction 356 miles of macadam and gravel roads that cost \$1,550,000.

Hunt county in the Greenville district on the Jefferson Highway is completing a \$400,000 system of concrete and gravel roads, and this county is also considering a million dollar road bond issue to construct a complete county system of roads.



Post Office, St. Joseph, Mo., city in which next Directors Meeting will be held, July 19th.

Hopkins county in the Sulphur Springs and Cumby districts have under construction \$450,000 worth of hard surface roads from bonds voted since Texas secured the Jefferson Highway.

Titus county in the Mount Pleasant district recently voted \$200,000 road bonds which will provide hard surface roads clear across that county, and the construction of these roads will start at once.

Camp county, in which the progressive little city of Pittsburg is located, recently voted bonds to build the Jefferson Highway from county line to county line by the largest majority yet recorded—nine to one.

Gregg county with Longview the principal city in the county is finishing a system of hard surface roads which will provide for the Jefferson Highway across Gregg county.

Harrison county in which the city of Marshall is located already has good roads on the entire 40 miles traversed by the Jefferson Highway.

While there is marked activity in the way of road development in Texas all along the route of the Jefferson Highway, the building of permanent roads by voting bonds is general

throughout the state. This is made possible through the operation of very advantageous road laws which permits a county as a whole to vote bonds to improve highways within the county or communities in a county to carve out a district regardless of township or precinct lines and vote road bonds. The amount

of the annual property tax may be fixed by the district, which of course governs the amount of the issue since sufficient revenue must be provided to pay the interest and create a sinking fund to retire the bonds. States in need of more liberal road laws might do well to investigate the Texas statutes.

## News and Progress Along the Route

(Continued from Page 14)

ence when the first faint intelligible sound came to him out of the responsive ocean of air? But when the Highway Man looked into the faces in that audience, he felt that here was an opportunity to lift his subject off the ground and every woman in the room responded with intelligent sympathetic interest that gave the speaker a hint of what Wright and Marconi might have felt when the air ship leaped into the liquid air and the audible message sprang from the silent atmosphere.

The men who conceived the thought of constructing the Jefferson Highway and who are now engaged in actively bringing about that much desired result, planned more than the physical construction of a hard surfaced road from New Orleans to Winnipeg. The hard surfaced road was to be only a means to an end.

Owing to the busy lives being led by all the others interested in the highway, the duty has devolved largely on the Highway Man to attract attention to the dual purpose of the Jefferson Highway Association. With this end in view, the Highway Man has for months been preaching the doctrine and trying to inculcate the thought that when the Jefferson Highway has been hard surfaced, on the ground, from New Orleans to Winnipeg, it will have been done in such a way and such methods will have been employed in doing it, that the hard surfaced highway itself will be the smallest part of the achievement, that while the physical construction of the highway, on the ground, is being pushed to completion, there will be proceeding a propaganda that will build over and around the highway a structure of such advanced thought and method relating to the community problems which are now pressing for solution, that the wonderful commercial value of the highway will sink into insignificance in comparison with these other values that will have been produced.

Within the last ten years, a little physical giant has been developed that is destined to rebuild every great city in the next ten years. It will also change the entire face of the country district. This little physical giant is the motor car. Co-incident with the development of the little physical giant, there has been developing a mental and moral giant that is already changing the character of our civilization and that will exert in the next ten years a wonderfully potent influence for good on our entire civilization.

This little giant is the new vigorous trained thought of the womanhood of our country, and when injected with authority into our human affairs, will bring about an equilibrium heretofore sadly missed. This authority will come about by suffrage, and this suffrage when expressed by strong, vigorous informed minds, will not be deterred from taking an advanced position by reason of old worn out precedents.

The New Orleans women asked if they were to qualify as auxiliaries or be a part of the Jefferson Highway movement.

The time for auxiliary action is past. There is real work to be done. They who join in the work are entitled to join in the councils. They who are competent to council, are qualified for authority. By all means, let the women come in as joint tenants with the men of the entire Jefferson Highway structure.

### JEFFERSON HIGHWAY SPEEDING UP

J. A. Quinn, Director, Pryor, Okla., writes:

The Jefferson Highway is speeding up. Paul Nesbitt, Oklahoma President of the big pike, who was making a tour of the State, stopped off in Pryor Thursday, and while here conferred with the County Commissioners, County Engineer, and the people in general with reference to the big highway, and good roads everywhere. Mr. Nesbitt informed the writer that General Manager Clarkson was going to inspect the entire route from Winnipeg to New Orleans, and would probably reach Mayes County about June 1st in

his special road car. The State officers are extremely anxious to make as good a showing as possible by that date and at the same time get Mr. Clarkson through the state in safe and creditable manner.

Considering the wet spring and the general backward condition of the crops an excellent showing has been made on the various Mayes county prospective routes and bordering territory.

All we can ask for is a continuance of the work as far as possible with a view of making the very best showing we can for our respective routes by that time. Mr. Clarkson is an experienced road man and is the recognized active head of this big project. While this trip may not finally decide the various contending routes, Mr. Clarkson's report and judgment will no doubt have considerable bearing on the final outcome.

We would like for as many of the citizens of Mayes and adjoining counties to meet Mr. Clarkson and party as possible. We will advise you through the press just what day he will reach the county and what arrangements, if any, have been made for his entertainment.—*Chateau Herald.*



C. C. COVERT  
President Albany Commercial Club, Albany,  
Missouri, chairman Gentry Co Jefferson  
Highway Association.

### JEFFERSON HIGHWAY GRAVEL ROAD BONDS VOTED

At the election held on Tuesday last, the voters of the Jefferson Highway Road District voted by a large majority in favor of the issue of \$250,000 worth of bonds, that provides for the construction of that great thoroughfare through the parish of DeSoto. The vote was about 405 in favor of the proposition to 92 against it, as to numbers, and on property valuation the affirmative majority was about ten to one.—*Mansfield (La.) Enterprise.*

### THIS MUST HAVE BEEN A ROAD HOG

Pattonburg fed 700 Jefferson Highway boosters at their recent good roads banquet. A striking feature of the feast was a roast hog—a big one—donated by a live farmer of Daviess county.

### MEETING AT ALEXANDRIA, LOUISIANA

#### For the Purpose of Taking Steps to Hold a Jefferson Highway Dedication

A special meeting of the board of directors of the Alexandria Chamber of Commerce was held recently in the office of the secretary, A. T. Felt, for the purpose of taking steps to hold a Jefferson Highway dedication and to provide means for erecting guide posts and otherwise marking the Jefferson Highway along its entire route through Rapides parish.

The meeting was called to give Hon. Wm. Polk an opportunity to address the directors and enlist their co-operation in this laudable undertaking. Mr. Polk exhibited a stencil and drawing that is used along the route in the northern states for designating the highway. The stencil is a monogram "JH" which is stenciled on telephone and other posts, fences, or any other object along the highway at intervals of every few hundred yards. Above and below the monogram, "JH", is a heavy blue line painted.

After considerable discussion of the subject the idea was endorsed, and a committee appointed to look into the plan of providing for guide posts as per plan, and to talk over the feasibility of holding a dedication celebration. The committee is composed of J. L. Pitts, S. W. Harris and Wm. Polk.

### OWATONNA IS ON THE BIG HIGHWAY Good Roads Day

In accordance with the sense of the legislature as expressed by resolution, Governor Burnquist has designated Tues-  
(Continued on Page 18)



Fishing near Detroit, Minnesota



# The Albany Monster Meeting

## A Road Convention That Aroused Missouri

By ETHELBERT M. CLAYPOOL

Good Roads Editor, St. Joseph Gazette

NO other event in recent years has been so important to the good roads propaganda in general and for Jefferson Highway in particular, as the Jefferson Highway meeting at Albany, Gentry county, Friday night, May 12. At the suggestion of George E. McIninch, Missouri director in the Jefferson Highway association, St. Joseph merchants, business and professional men made the occasion one for a sociability tour along the highway from this city to the place of meeting.

The Commerce club, Retail Merchants' Association and Automobile Club combined to make the trip one of vast moment. Before it was concluded it was a historical event. Wesley Connett, chairman of the Commerce club good roads committee and vice-president of the Pikes Peak Ocean to Ocean Highway was in charge of the run, and was in the pilot car. Fred Neuforff, president of the Retail Merchants, as well as other men prominent in political, professional and mercantile life joined the outing party.

More than 150 advocates of good roads were in the thirty cars which left St. Joseph at 1 o'clock that afternoon. Fully as many as that were left behind for lack of room in the cars. A band was taken and at each of the towns along the route talks for good roads were made by W. E. Spratt, ex-mayor of St. Joseph, and J. R. Clay, a live member of the Automobile Club.

Including stops at Avenue City, Rochester, Union Star, King City, Ford City, Darling and Stanberry the trip of 58 miles was made in a few minutes less than four hours. This record tells the story of the condition of the dirt roads. Along the highway every mile had been dragged. From Union Star north, the road was in tip-top shape. Between the Buchanan county line and Rochester considerable grading and cutting has been going on, and there were places along here that made travel slow. North of Rochester, however, and especially in and out of King City the drag had been consistently used.

A word for the meeting, which was graced by the presence of J. D. Clarkson, general manager of the highway, W. A. Hopkins, of Lamoni, Iowa, a director in the association, as well as George E. McIninch of St. Joseph, also director. It was the largest good roads meeting of its kind ever held. Albany is a little city of some 2,500 inhabitants. There were more than 500 automobiles from outside the city, parked in and about the courthouse square. Delegations coming from towns within a radius of fifty miles were present. By actual count 1310 persons were served at the big free banquet in the First Christian church preceding the meeting in the Rigney theater.

Bethany, the live little county seat of Harrison county, sent seventy-five cars loaded with enthusiastic boosters for Jefferson



Jefferson Highway Officers and Boosters at Albany, Mo., meeting. Left to right—James E. Combs, St. Joseph, Mo., Oscar Anderson, Lamoni, Iowa, Geo. E. McIninch, St. Joseph, Mo., W. A. Hopkins, Lamoni, W. H. Blair, Lamoni, General Mgr. Clarkson, Charles E. Blair, Lamoni, J. T. Wagers, King City, Mo.

Highway. St. Joseph was second in numbers. King City, Forest City, Ford City, Darlington, Stanberry, Union Star, Rochester, Ridgeway, Clydesdale, Helena, Whiteville, McFall, Gentry, New Hampton and Denver were all well represented, and there were hundreds of farmers and others, who came independent of any organization. It was estimated that there were no less than 2,000 visitors in attendance.

It was a spirited and good natured crowd. Every one was happy. Everyone was a booster for good roads. Every one was interested in Jefferson Highway. Albany greeted the crowds with a city decorated in Jefferson Highway colors, and the "JH" pole marking stencil had been universally adopted on placards and program.

Mr. Clarkson was the principal speaker. Those who have heard the Jefferson Highway man tell about good roads and the future of Jefferson Highway know that he made a stirring practical talk to men who came to be instructed in road building. An overflow meeting was held in the courthouse, but the largest crowd heard the principal talks in the Rigney theater.

An address of welcome was made by J. W. Peery, prominent Gentry county attorney. E. H. Frisby, the man who put Bethany on the good roads map and who helped officers of the Inter-State trail to have it designated as a section of Jefferson Highway, responded. J. T. Wagers of King City, Herman Roeleke of Bethany, Rev. H. E. Bicksler of New Hampton, R. E. Shelby of Darlington, and P. T. Quisenberry of Ford City made short talks. W. A. Hopkins as director, and George E. McIninch as director both expressed pleasure at the great interest being shown, and urged the need of good hard work to make the route hard surfaced by 1919. E. L. Platt,

president of the Commerce Club of St. Joseph and W. E. Spratt, ex-mayor of St. Joseph represented the "City Worth While."

In the afternoon, preceding the night meeting, the county organization for Jefferson Highway was completed. Both Mr. Hopkins and Mr. McIninch were present, as was Mr. Clarkson. Dr. C. C. Covert, president of the Albany Commercial Club, which organization was responsible for the big meeting, was elected chairman. Other officers are: W. L. Cole of King City, vice-chairman; J. A. Tipton, Albany, secretary; J. T. Wagers, King City, treasurer; and other members of the committee: Dr. A. L. Willis of Darlington; Claude Cliffman, Albany; and I. N. Garten, acting for Ford City.

There were many forceful arguments for good roads. There were plenty of instances cited, showing the value of better highways. There were all these, but it remained for the Unseen Powers to climax the whole affair, with one undeniable argument, one uncontradicted demonstration of the



St. Joseph party at Avenue City on sociability run to Albany Jefferson Highway meeting, May 12th.



St. Joseph Boosters at Union Star, enroute to Jefferson Highway meeting at Albany, May, 12th.

need for hard surface roads. Commencing with streaks of lightning early in the night, the heavens became threatening. Wise, or they thought they were wise, motorists started home early. As the St. Joseph crowd had farther to go than any other, motor cars began to leave Albany southbound at 7:30 o'clock. The heaviest deluge of the season arrived too soon however, and rain which amounted to almost 4 inches in less than 12 hours, made slimy, slippery, treacherous, impassable mud roads and holes out of the finely dragged dirt roads over which the boosters had come.

Automobiles were strung along the road between Albany and St. Joseph. Some went into ditches, others had no chains and could not negotiate at all, others were run into barns and garages along the route, while the occupants slept in every conceivable spot known to the most experienced "Weary Willie." Hay lofts, hay-stacks, farm houses, hotels, private homes, and even the cars themselves were turned into sleeping compartments for bedraggled motorists. Only three of the twenty-

six cars which left St. Joseph made the journey back that night. The last one arrived the next day at 1:30 o'clock P. M. Most of the automobiles were deserted, and most of the boosters arrived by train at noon, safe and sound, though somewhat the worse for severe drenching, lack of sleep and experiences with cars which were hopelessly mired in the mud.

The result has been that instead of being discouraged, displeased and grouchy about sociability tours, and good roads, St. Joseph has been awakened to the good roads propaganda in a manner incomparable to any other awakening.

As for other towns and cities along the trail, there is but one word to be said, and that is that every community is deeply interested, not only in good roads, but in the Jefferson Highway. Between New Hampton and Bethany, hills are being cut with a subscription fund of \$4,000, as a starter. For three miles between Avenue City and Rochester farmers have been working on the roads.



An Indian family in unsettled district of Canada near northern border of Minnesota.

## News and Progress Along the Route

(Continued from Page 16)

day, June 20th, as Good Roads Day. The fact is of especial interest to us of Steele County, since we are embarking upon the most determined and active effort for good roads in the history of the county.

What are we going to do about it?

This is the question for the leaders of our road-boosting organizations to consider and settle.

One thing, however, may not be amiss as a suggestion: Why not have our 365 Day Road Club membership increased to the one hundred mark by that day. Then we'll have something to celebrate as well as something to work with in whatever form of public recognition we may decide to give Good Roads Day.—Owatonna Minn., *Journal-Chronicle*.

### ROAD LESSON RIGHT AT HAND

#### Road Conditions Getting Even Worse—Evident That Our Road Foundations Are Wrong

The wet weather of the past week has greatly aggravated the condition of the roads of the county. A number of cars have been stalled on roads hitherto regarded as first-rate. This is particularly true of the Havana state road, and the Maple Creek road to the Mineral Springs. The cause of this is easy to learn from a study of J. D. Clarkson's valuable road address last week. None of our roads has a proper foundation that will repel water creeping up into it, and so these foundations have been dynamited by frost. Then the crust-bridge of surfacing, softened by rains, breaks down into the pulverized slush of the dynamited foundation. Probably every stretch of state road built in the state will ultimately show the same results. The reason our Medford state road is bad while the rest of the Jefferson Highway north is still good, is that the Medford road is several years older and the frost dynamite has had time to get in its work while the crust-bridge of surfacing has become worn to the breaking point.

It is an expensive way to build roads, making them depend upon a continuous bridge of expensive surfacing which cannot support the load over a weakened foundation more than just about so long.—Owatonna, Minn., *Journal-Chronicle*.

### GOOD ROADS MEETING FOR WOMEN

Keen interest was shown by the women of Mason City at the Good Roads meeting which was held at the Public Library, Tuesday afternoon. Mr. J. D. Clarkson of Carthage, Mo., General Manager of the Jefferson Highway told the audience what the highway stands for from a commercial, social, religious, educational and various other standpoints. Women everywhere are becoming informed and interested in the good roads movement. They are quick to realize what good roads mean for the women and children in both city and country.

This was the first time Mr. Clarkson had addressed an audience composed entirely of women and he was more than gratified with the interest shown by Mason City women.—Mason City, Iowa, *Times*.

### JOPLIN'S ROCK CRUSHERS

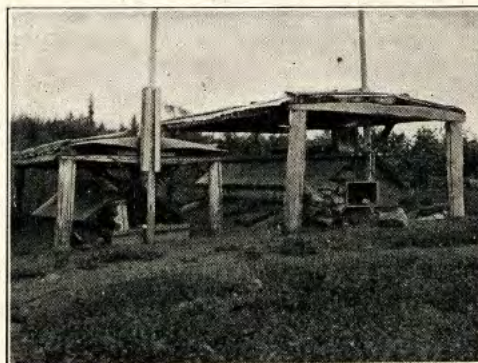
On another page in an advertisement is an illustration which shows a rock crusher the Joplin Special Road District is operating on a road east of Diamond, Missouri, in a country where there is no gravel convenient to surface the roads.

This crusher is a valuable machine and every community along the Jefferson Highway, where loose rock is available, should own one. It is very simple—easy to keep up and, after a little experience, anyone can operate it.

The special advantage lies in the fact that it makes the best possible material to surface a road. It is within the means of every community to use it at certain times each year and the investment is not large. It is not necessary to own a traction engine—they can be had for the time wanted from someone in the neighborhood who has a threshing engine. Any steam tractor 18 H. P. or up will furnish power with ease.

It will be seen that the machine is portable and moves along the road, placing the rock thereon as you proceed. The rock can be hauled from the fields at any time during the year, when convenient, and placed along the road as seen in the cut. This not only gives you a permanent rock road, but helps the looks of communities by clearing the rock from the fields. In other words, it increases the value of the land by having a good road and by clearing the land from loose stone. The capacity of the crusher used, as shown, is from 50 to 60 yards per day, so you see a considerable amount of road can be made in a short time.

This machine was built by the United Iron Works of Joplin, Missouri, and is no longer an experiment. The Joplin Special Road District manager will be pleased to advise with anyone who contemplates the use of such crusher.



Native Graves in Indian country in Ontario, north of Minnesota.

### JUNIOR JEFFERSON HIGHWAY ASSOCIATION

We are in receipt of the following letter from a Jasper, Mo. lad: "Gentlemen: We organized a Junior Good Roads Club here recently to help boost the good roads work along. We are to beautify our lawns and road-ways with flowers. We are to keep the fences fronting the road, in good repair and painted, to clean our school lawns, set out trees where needed and all join in trying to make the Jefferson Highway, the most beautiful highway in the country and especially in our county.

Sincerely yours, (Signed) Paul Edwards."

This is a good idea. The Jefferson Highway should be brought before the schools of the various towns and communities through which it passes. When the teachers and school children become interested in the project, it will receive a real impetus in every community. These new boosters will

(Continued on Page 22)

# Highways: Their Value

Some Ancient and Recent History Regarding Public Highways

By HARRY W. GRAHAM

Secretary, Chillicothe Chamber of Commerce

**T**HE history of trails and highways ranges from the narrow path made by the savage down to the turn-pike. It is both interesting and instructive. This history covers a period of several hundred years B. C., down to the present time. Their relations to the activities of a Chamber of Commerce or Commercial Club in any community are fundamental, the basis of all transportation and commerce.

We have but to refer back in the '40's, when we have record of the first manufacture of the agricultural machinery, to see their importance and connection with commerce. When machinery began to be manufactured at Walnut Grove, Va., great difficulty was experienced in procuring some of the materials which had to be brought from a distance. The same difficulty was experienced, after the machines were manufactured, to get them to market. Sickles were made 40 miles away, but as there were no railroads and but few highways fit for wagons, the blades, 6 feet long, had to be carried on horseback. It was soon realized that while reapers were luxuries in Virginia and the East, they were a necessity in the western states. When it was discovered that the West was the natural market for these machines, the next and most difficult question was that of getting them there. The question was finally solved by shipping the first consignment, in 1844, by wagon trains from Walnut Grove to Scottsville, Va., then down the canal to Richmond, thence by water down the James River in to the Atlantic and around Florida into the Gulf of Mexico, thence by way of New Orleans up the Mississippi and Ohio rivers to Cincinnati, Ohio.

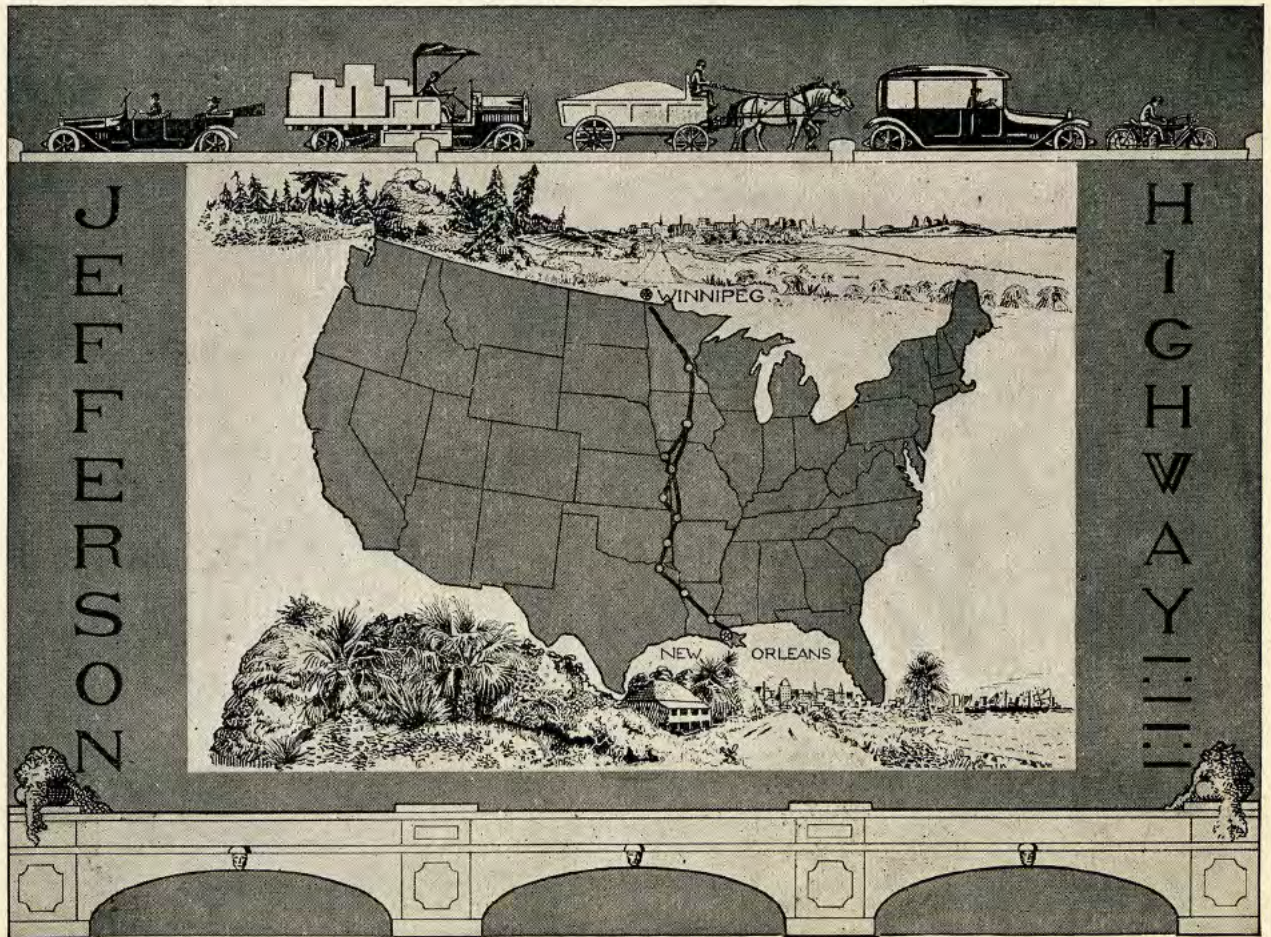
Had these goods been perishable, it would have been an utter impossibility to have reached this market, the first haul

by wagon would have been a loss of the entire consignment. We may think we are in an advanced state of rural transportation today, but we are not. We have very few roads today that will permit of the truck-grower taking advantage of the cheaper lands out from our county-seat towns, a distance of ten miles. His products would be a total loss before he reached the half-way point. There is therefore a great work for every commercial club—an educational campaign throughout the country for permanent roads.

Let us compare our professed enlightened energies in this country to some other countries in road building and see how we measure up with them.

We are told the Athenians bestowed much care upon their highways. The Carthaginians were good road builders; the Incas of Peru built lasting highways, the remains of which attest their magnificence and advanced civilization; one of which was 2,000 miles long, 20 feet wide and paved with stones 10 feet square. Running streams of crystal water, and shade trees on each side added to its magnificence. The great highway leading from Babylon to ancient Memphis was paved at an early date, and along this road were constructed the cities of Nineveh, Tyre, Damascus and Antioch.

The Appian Way, started by Appius Claudius B. C., 313, is the world's most famous road. It is known as the "Queen of Highways." Its construction was 15 to 18 feet wide and 3 feet deep with four layers of materials, the first of large flat rock set in lime mortar, two thicknesses deep. The second was composed of broken stone mixed with one-third their quantity of lime. The third, a mixture of broken brick, tiles, gravel and lime and the top pavement was a layer of regularly shaped



A Highway through the heart of the greatest nation on earth—a monument to the man who purchased for the young Republic all the country traversed by this Highway and west of it to the Pacific Ocean, (with northern and southern boundaries established at the time.)

stones about 6 inches thick, closely joined and fitted to a perfect smoothness. It was eminently durable. It lead direct from the gates of Rome in a southern direction through Italy for a distance of over 360 miles.

The greatest of the Caesars, the princely Julius, traversed this "queen of highways," as did Caesar Augustus and the war-lord Trajan, also Marcus Brutus and the golden-lipped Cicero; the fascinating Cleopatra and the soldier-orator Marc Antony, and the greatest man of the ancient world, St. Paul himself, traveled with bare feet along this same Appian Way when he visited the wonderful city of the Caesars.

Today this wonderful road, long after the death of the blue-blooded Claudius, is in good repair, and now our swift and noiseless American made motor cars glide gracefully over its dustless surface, pressing the same stones that felt the martial tread of great Pompey's legions more than 20 centuries ago.

The history of the American road differs. The first we have history of is the "old York Road"—New York to Philadelphia—laid out in 1711. The next was Braddock's road, in 1755. It was called "Washington, or Braddock's Road" and Nemacolin's Path was a road blazed through the forests between the Potomac and Monongahela. Under authority granted by George Washington, it was widened for army use. Later, Gen. Braddock used it to transport his troops in campaigning against the French.

The "Old National, or Cumberland Road" comes next in American history. It was inaugurated at the instigation of Thomas Jefferson in 1802, then President of the United States. Every citizen of the country, old and young, knew that the projecting of this road meant a great national highway to the country. It was to run from Cumberland, Maryland, to a point near St. Louis. It was authorized by Congress, fostered and financed by it, and regarded as a national necessity, first to the Ohio river and its extension to the Mississippi River became the "paramount" issue in the campaign of 1824. The Senate passed it almost unanimously, but President Monroe vetoed the bill. He afterwards reversed himself on this same question, and the road was surveyed to the Mississippi River, graded to Vandalia, Ill., and hard-surfaced to Indianapolis.

Next came Boone's Lick Road, joining the Cumberland Road at the Mississippi.

From this point the "Trail" extended westward as the "Santa Fe" trail to the city of Santa Fe—then in Mexico; afterwards, New Mexico. From Santa Fe the trail pushed south to El Paso, Texas, and from there west, through what is now Arizona, via Douglass, Phoenix, and Yuma, to San Diego and Los Angeles in California.

The Santa Fe Trail, now known as the National Old Trails Road running from the Atlantic to the Pacific, was started at Old Franklin when, in 1822, Wm. Beckness with a party of about thirty men made the first trading trip to Santa Fe, Mexico. The road was about 1,100 miles long. For half a century it was traveled high and dry, and was passable at all times. The road was an important artery of commerce connecting civilization with the distant southwest. It was laid out and surveyed under the direction of a commission appointed by the United States Government and headed by Thomas Benton, of Missouri. At Council Grove and McPherson, Kansas, treaties were made by this commission with the Indians for a right-of-way forever for the Santa Fe Trail. Benton at one time advocated that the Government build a highway two hundred feet wide from Kansas City to the Pacific Coast over this trail.

The movement to commemorate and perpetuate these "Old Trails" in America, by building a modern highway along them from Ocean

to Ocean received its first impetus from the National Society of Daughters of the American Revolution. They planted "markers" along the route, consisting of large granite set in cement foundations on which is inscribed,

"Santa Fe Trail, 1822-1872.

Marked by the Daughters of the American Revolution, 1906."

It remained for the Missouri Old Trails Road Association, through the special efforts of Dean of Journalism Walter Williams, University of Missouri, Columbia, Mo., to take the initiative in the perpetuation of an organization of National repute, when, at its State meeting held in Kansas City, Mo., Dec. 19, 1911, resolutions were unanimously accepted for the formation of a Transcontinental Highway Association, extending from Washington and Baltimore over the Cumberland Road to St. Louis, thence west over the Boone's Lick and Santa Fe trails to California. It was further resolved that the Governors of all

the states through which the road shall run be requested to select delegates from Commercial Organizations and Good Roads Organizations along the line of road, to meet in Kansas City, April 17-18, 1912 for the purpose of perfecting a National Organization. (There is where the Commercial Clubs got the habit of building roads on paper).

The call resulted in a convention of more than five hundred people from nine states. Much good was accomplished and a permanent organization was perfected to carry on the work. The honor of being the first President was tendered to Dean Williams; but in a touching address, he absolutely refused to be "drafted" and suggested the name of Judge J. M. Lowe in his place. Mr. Lowe was elected. Afterwards, as a token of appreciation and in order to keep Dean Williams in close touch with the work, the office of Advisory Vice President was created, and he was elected to fill it.

Since the way has been opened for Commercial Clubs to cooperate in the work of this great trail and national highways—it is suggestive of the value of good roads everywhere and that Commercial clubs and chambers of commerce have a great work of primary importance to all commerce—reducing the high cost of hauling from the producer to the consumer, for the producer to the shipping point or the market. The cost of haul over the average dirt road today is as high as it was a hundred years ago; all other transportation has been reduced.

The expense of a ton haul on dirt roads is \$1.00 for approximately four and a half miles, 9 miles on rock roads, 125 miles on railroads, 300 to 700 miles on inland waterways and 3,300 miles on the open seas. The building of the Jefferson Highway, Winnipeg to New Orleans, will do much to relieve the high cost of hauling all farm products to the local markets along its route.

### ROAD BUILDING TRAIN COMING

#### To Have a Demonstration Train On the Highway Soon

At a big road meeting held in New Orleans last week, Mr. Clarkson, the Jefferson Highway Man, was the chief speaker and told them of the interest and real work being done all along the route. Among other things he said:

"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.

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



One of the contesting roads for the Jefferson Highway near Lamoni, Iowa.



Widening the Jefferson Highway near Lamoni, Iowa



A stretch of the Jefferson Highway near Lamoni, Iowa

# The 365 Day Road

What Is Meant by a Road Usable Every Day in the Year

From *The Road Maker*

**R**ECENT developments in the means of transportation have given a new and expanded meaning to the word "road," but we have not yet adopted a term that conveys this new and enlarged type of construction and function.

Many persons use the term "hard roads" as expressive of what they want, but many hard roads are anything but desirable and any name which embodies the special type of surfacing used falls under disfavor as soon as it gets out of repair, but the name clings to it.

When steam transportation was developed the road upon which it traveled was called a railroad or railway in contradistinction to the wagon road or highway.

We are now busily developing an auto traffic supplementary to the railroad. We say supplementary advisedly, because no one expects the auto transportation to supplant that of the railroad.

What it at first takes away from the railroad in volume of passengers and freight traffic will be returned later by the new travel and better business conditions created by the auto. The railroads will be forced into economics and betterment of service by the auto, similar to those imposed on the express companies by the parcel post system.

The railroad was a toll road, and transportation of persons or goods thereon was subject to direct charges and restrictions more or less unjust, unsatisfactory and irritating to the general public.

The wagon road was supposed to be a free road except in rare cases, but it also had its restrictions; was seldom satisfactory and levied a toll so heavy that the tariff made by the worst railroad monopoly in the United States is but a mere bagatelle in comparison to it. Had any railroad company attempted to impose upon the public one-fourth the restrictions, irritations and tolls that the ordinary public road imposes, it would have resulted in riot and bloodshed.

In the development of the railroad, the track laying found little difficulty in keeping pace with the motive power and rolling stock because they were both supplied by initiative



Beautiful farm scene near Lake Park, Minnesota. Wheatfields and lakes—beauty and utility

spurred on by promise of profit to a restricted class; but in the development of this new means of transportation, the motive power and rolling stock is increasing by leaps and bounds, while the construction of proper roads for its use is progressing at a snail's pace. The reason for this disproportion of activity in an auto and road building is not far away.

Excess profits to a few, combined with the attractive idea of possessing a vehicle that does not have to run by a time card, accounts for the liberal supply of automobiles and for the vociferous demand for roads fit for use.

In the use of the automobile we combine the speed of the railway train and the freedom of the public highway. Must we, in order to get roads fit for the use of these automobiles, surrender some of this freedom and build toll roads?

We can get the roads quickly, much more quickly than we secured the railroads, if we will permit private capital to build them and collect toll for their use. But we must expect the toll gate and many other irritating restrictions.

No one is ready to think of the toll road for a minute. There is but one other alternative and that is for the public to build them and make them free roads. But in order for the public to build them it must quit dividing up on different types of road, and unite on a general term that shall meet all requirements; a term that shall embody all known types of construction and some that have not yet been discovered.

This term should also express the function of this new kind of road. When this new kind of road is built, it should mean as much or more to every town and city securing one, as a new railroad line.

Is not the term "365-Day Road" broad enough to include all types of construction, and intensive enough to mean as much as railroad? It is a name, a definition and a function. No one ever saw a bad "365-Day Road." The name slips off as soon as the function fails. Why not all join for the free "365-Day Road"? Free from all restrictions of names, mud-holes or tolls. Its function to be daily service.

## A Nation of Builders

Monuments to Enterprise and Constructive Dreams Will Cover a Continent

By FRED WRIGHT

**A**NATION seems to express its civilization through its building operations. The civilization of the Egyptians and of the Babylonians and the Romans and the Incas is indicated by the great construction works each accomplished.

America is and has been a nation of builders. Whoever heard of a great public highway over three thousand miles long until the Lincoln Highway was planned by Americans? Whoever heard of a great public highway nearly two thousand miles long hard surfaced from end to end within three years from the date of its inception, until the Jefferson Highway was proposed?

The Babylonians left the ruins of Babylon which attest to the constructive and architectural ability of those ancient people. The Egyptians left the pyramids which still stand in practically as good condition as ever. Some few

relics of the buildings of the ancient cities of Greece still remain. Evidences of the Appian Way and of the Great Viaduct and of the public buildings of Rome serve as an attraction to tourists in this age.

America is a continent third in size on the earth and it is being covered from end to end with the architectural evidences of American civilization. Rome was hundreds of years in the building. But in a half century America has completed all

manner of great public works built of apparently everlasting material which are changing the very face of a continent. Americans have erected buildings that are taller and larger than anything in the history of the world; they have built bridges that are the highest and longest in the world; a canal which is the most stupendous undertaking of its kind in the history of mankind; monuments, dams, highways and public

### TEXAS COMPLETES BOND ISSUES

#### Western Union Telegram

Denison, Texas, 1050A, June 17

E. T. Meredith,

Pres. Jefferson Highway, Des Moines, Iowa  
With the voting of roads bonds in Upshur and Franklin counties, the past week, hard surface roads on the Jefferson Highway through every one of the ten counties in Texas are assured. You will have to give it to Texas. She was the first to deliver the goods.

W. M. KING, Vice Pres. for Texas

buildings in every section of the great continent, which would testify for untold ages to the genius and the building instincts of this people, if some great catastrophe should suddenly remove them all from the scene of their creations.

American building has usefulness as a characteristic. Almost every great public undertaking is for utility purposes. None of our great building operations are carried on by slaves, none of them are for the entertainment and exclusive service of kings and princes. Every great building of a public character is for the benefit of the whole people, rich and poor.

Just now America is starting on an era of highway building. During the next ten or fifteen years, this era of road building will reach such momentum as will soon cover that part of the continent within the United States and Canada with lines of permanent, useable, hard surfaced highways touching almost every community in this limitless land more than three thousand miles wide and more than three thousand miles north and south including Canada.

The Jefferson Highway is one of the greatest of these public highway movements and has served a great additional purpose in stimulating the building of roads throughout the states covered by this eighteen hundred mile highway from Winnipeg to New Orleans.

The spirit and determination to build great public highways all over the United States comes because of the need of all the people for such highways. While it is a manifestation of the building spirit of America and an expression of the civilization of this nation, like all our other buildings, the highways

are being constructed for their usefulness. They will make communication general and popular between all the people in all sections of the nation. The advent of the motor car and rapid individual transportation has created a greater usefulness in public highways than ever existed before in the history of the world. With their motor cars, the people of America can individually travel back and forth all over this immense continent with ease and speed and pleasure and great profit.

There is every reason why America should be a nation of builders. We commenced with a raw continent and we have molded it into the greatest nation in the world. There ought to be an association of dreamers in every city now who would plan and agitate new public improvements needed by all cities from time to time. The building of great works is a matter first of conceiving them in men's minds, second of planning them in men's minds, and third, of erecting them by the labor of men and machinery subject to the control of men. There is nothing that cannot be done when we dream it, and plan it and then do it. The American idea of usefulness and public good in all building enterprises makes it certain that the more public highways that are builded, the more bridges constructed, the more schools and libraries and streets and office buildings and public buildings and irrigation dams and canals and great public works of all kinds that are constructed, the better off will all the people of the nation find themselves. Let us never cease to be a nation of builders, here and in other lands, and grow in this characteristic as our financial abilities develop.

## News and Progress Along the Route

(Continued from Page 18)

be of especial value in beautifying the highway after the hard surfacing work has been completed. Also in protecting our signs and markings.

### ST. JOSEPH'S GUIDE BOOK

The Automobile Club of St. Joseph Mo., has issued a pamphlet of information for tourists regarding trails leading out of St. Joseph.

This not only includes the Jefferson Highway, but also various other trails centering at St. Joseph and every one expecting to travel that way will do well to write for a copy, addressed to the Automobile Club, No. 113 5th Street, St. Joseph, Mo.

### CLAY COUNTY, MISSOURI BOND ISSUE

A bond issue for \$1,250,000.00 to hard surface 199 miles in Clay County, Missouri is being promoted. The voting will take place along about the first of July and it is confidently expected that the bond issue will carry. Included in the 199 miles will be 22 miles on the Jefferson Highway.

This is only another instance that the Jefferson Highway is serving a great purpose in the counties and states through which it passes by creating good roads sentiment and promoting the building of roads on lateral lines in all sections of the counties on the Jefferson Highway. This is the proper idea. The Jefferson Highway can only have its greatest value by having good lateral roads in every community traversed.

### MILEAGE ASSESSMENTS COMING IN

The Jefferson Highway has made remarkable progress as has been pointed out before in the Declaration and it has made a great deal of this progress without the expenditure of much money on the part of the General Association.

At this stage, however, funds are required to meet

expenses in various directions and these funds are now coming in by payment of the mileage assessments provided for at the Directors' meeting in Kansas City on February third.

This mileage assessment was levied at \$9.00 per mile along the route and is raised by county units. This fund is expected to finance the Association up to July first, 1917. The Declaration has incurred considerable expense during its first few issues but it is now receiving advertising revenue and it is thought that it will be self-supporting within the next ninety days.

A central organization is necessary for the promotion of any great project. We do not believe any highway association has ever received better support than ours. The organizers of the Jefferson Highway are all

serving without pay. They are giving time and money to the Association constantly. Only those whose whole time has been secured are being paid for their services.

### COMFORT

There is always a pleasant experience awaiting any of the Highway Family who stop at the Muehleback Hotel in Kansas City.

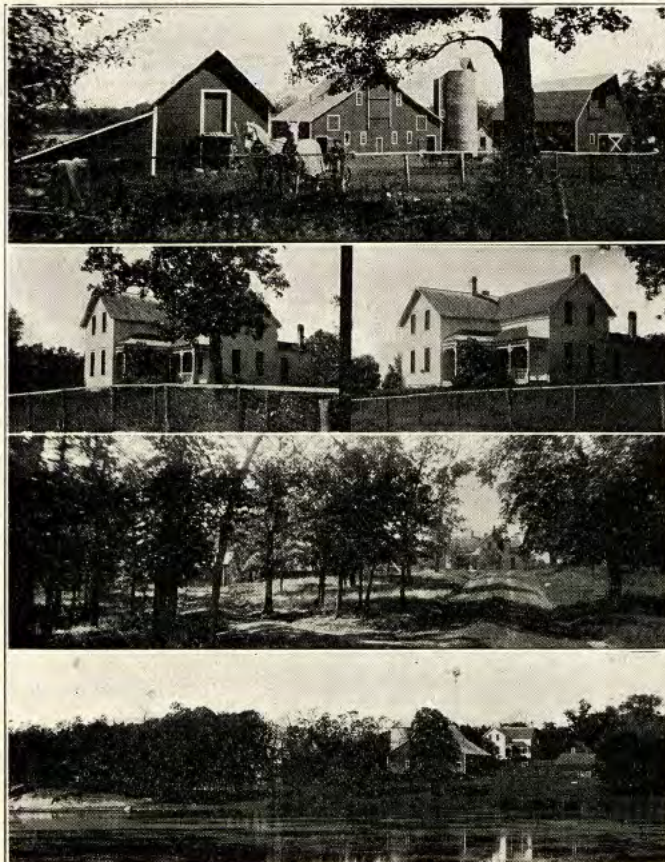
The Highway Man got there the other day and found Teddy in full blast but the regular comfort supplying routine of the hotel was not disturbed in the least. On the contrary the presence of the Rough Rider gave an added interest.

### BORROW MONEY FOR ROAD

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

So much interest in good roads has been shown in this section that the Chamber of Commerce, recently reorganized, has made "Good Roads" one of the special bureaus and I have been honored with the chairmanship of the Bureau.

We feel in this community that a hard surfaced road from even Kansas City to New Orleans would be equal in value to our best railroad.



Another beautiful farm and private lake near Lake Park, Minn.

As a further illustration of how highly the people value hard surfaced roads the various citizens living beyond the terminus of our road work for this year have petitioned the Parish Road Committee to let the contracts for ten miles more of road at \$6000.00 per mile and they will arrange to borrow the money necessary and pay the interest out of their own pockets rather than wait until the five mill tax can be collected and the work done in its regular order. In other words this means that the individual citizens are willing to pay about \$2400 in interest to get ten miles of road one year ahead of time.

If any community wants a tangible value shown them, here are a people after four years experience with hard-surfaced roads willing to put up \$240.00 per mile per year besides their regular road tax.

Yours truly,  
J. T. BULLEN, Director for Louisiana.

#### NO CULVERTS IN FRANCE

Editor Jefferson Declaration:

Last summer I traveled much in Europe and acquired a new admiration for the European highways. I traveled altogether by automobile. In my travels thru France, I had plenty of time to watch the roadways and roadbeds. I rode in an automobile with two men who spoke Spanish and one man who spoke French. I could not speak either one of these languages. For that reason I could not engage in any conversation. This gave me an



On the wonderful northern lakes. In back of boat is Charles E. Lynde, business manager of Successful Farming, Des Moines, Iowa. The reflection in the water is almost as good as the original.

opportunity to devote my entire attention to the fine system of roads over which we were traveling. I began to watch for culverts and I was surprised to discover that they do not have culverts in France. They have deep ditches at the sides of the road. The water is conducted down the hills until a place is found where the water can be run away from the road without running under it. I was amazed to discover that culverts are a perfectly useless expense. They are not needed along the line of the Jefferson Highway. They are not needed in Iowa or Missouri or Louisiana. Sometimes the water would have to run somewhat farther down the trench or ditch before a place was reached where the water could be run away from the road without running under the road. I do not know how much money there is invested in culverts. The sum must be large. I recommend to every man who travels by automobile to keep his eyes open on this culvert question and he will discover that ninety-five percent of the culverts are wholly unnecessary. In Europe the ditch for carrying the water away is deeper than the average ditch in this country. The European ditch is made to carry the water away rapidly and the roadway does not slope gradually over to the ditch. The ditch is dug straight up and down. Its banks are precipitous.

If the culvert can be dispensed with, millions of money can be saved.  
Respectfully,  
LAFAYETTE YOUNG.

#### TO SETTLE MINNESOTA ROUTE

State Association Sent Out Following Letter

St. Paul, Minn., May 18th, 1916.

Dear Sir:

In regard to the routing of the Jefferson Highway from St. Paul to Winnipeg, we are directed to issue the following statement:

Mr. J. D. Clarkson, General Manager of the Jefferson Highway Association reached St. Paul today, enroute to Winnipeg. Mr. Clarkson, during the past month, has visited the principal towns on the Jefferson Highway from New Orleans to St. Paul. The local directors of the Jefferson Highway Association have been awaiting the arrival of Mr. Clarkson for a conference with him relative to the routing of this highway northwesterly from St. Paul to the Canadian Boundary.

At a conference held today in the office of the Highway Commission, participated in by Geo. E. Cooley, Chief Engineer, and J. H. Mullen, Assistant Engineer of the State Highway Commission, J. D. Clarkson, General Manager of the Jefferson Highway, Henry H. Orme and J. H.

### LOOK FOR THE Joplin Tire Service Company JOPLIN, MO.

Phone 299—Day or Night—For Free Road Service  
TIRES - TUBES - VULCANIZING  
J. O. DODSON, Mgr. 124 East 4th St.

### GARAGE *Tourists Look For* SERVICE **BEALS & WALTON GARAGE**

One Block West of Commercial Hotel  
Half Block North of Jefferson Highway  
**KING CITY, MO.** *A Real Live Town*  
BEALS & WALTON, Prop. PHONE 162

Phone Main 3414W

Prompt Attention Given to  
Tourists' Requirements

### V. E. DOUGHTY

Vulcanizing and Tire Repairs

1621 Frederick Avenue ST. JOSEPH, MO.  
ON THE JEFFERSON HIGHWAY

Automobiles Accessories Storage

### ALBANY GARAGE, Albany, Mo.

W. COX, Proprietor

A. KARRER, Mechanician

EXPERT REPAIRING PROMPT SERVICE

Phone 269—Close to Hotel—On Jefferson Highway

FORDS STOP AT BUICKS

### BROWN'S MOTOR CO.'S GARAGE

FOR

REPAIRS—SUPPLIES—STORAGE

Special Attention Given to Tourists

Jefferson Highway Call Phone 231 Bethany, Mo.

### GORDON'S GARAGE

AUTO LIVERY—ELECTRIC and AUTO SUPPLIES  
ACCESSORIES—OILS

ONE BLOCK NORTH OF MITCHELL HOTEL.

NEVADA, MISSOURI :-: PHONE 555

### For Kodaks and Supplies Call at FISHER'S STUDIO, Lamar, Mo.

OPPOSITE PACIFIC GARAGE

Portraiture, Amateur Finishing—Eastman's Films, Etc.  
Courteous Attention Given to Tourists.

### EVERYTHING FOR AUTOMOBILES AT W. C. BRYANT'S GARAGE

MAIN STREET: CARTHAGE, MO.

FIRE PROOF STORAGE FOR 125 CARS.  
PHONE 540

## TOURISTS LOOK FOR THE PACIFIC GARAGE

On The Jefferson Highway  
LAMAR, MISSOURI

Accessories, Supplies, Storage, Repairs.  
Prompt Attention Given to all Tourists'  
Requirements.

E. H. RATHJE, PROP. PHONE 19  
OPEN DAY and NIGHT

## Waller & Williams CITY GARAGE

SMITHVILLE :- : MISSOURI  
PHONE 85

Automobiles, Supplies, Storage  
Accessories, Oils, Expert Repairing.

## PUBLIC GARAGE

Opposite Fraternal Inn. BUTLER, MO.

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

Best Equipped Garage in Southwest.

NORFLEET & REAM, PROP. PHONE 35

## TOURISTS LOOK FOR COOK'S CAMERA SHOP

Just Off the Jefferson Highway ST. JOSEPH, MO.

10th and Frederick Avenue and Jule Sts.

Anso Cameras—Anso Films  
KODAK FINISHING PHONE MAIN 2897

Headquarters for Tourists Strictly Modern

## NEW ALBANY HOTEL

ALBANY, MO.

C. B. COOPER, Prop. Rates \$2.00 Per Day  
Only Hotel in Town on Jefferson Highway. Close to Garage.

Headquarters for Tourists Open 'Till Midnight  
BEST MEALS IN THE CITY

## DAIRY LUNCH CAFE

119 East Cherry St. NEVADA, MO.

We Study to Please Phone 310

Beek, Directors of the Jefferson Highway Association, the following proposed routes were considered:

1. A route embracing the following towns, hereafter referred to as the Western Route: St. Paul, Minneapolis, Anoka, Elk River, St. Cloud, Melrose, Osakis, Alexandria, Henning, Perham, Detroit, Lake Park, Moorehead, Crookston, Warren, Steven, Hallock, Boundary Line.

2. Another route embracing the following towns, hereafter called the Central Route: St. Paul, Minneapolis, Elk River, St. Cloud, Little Falls,



The "King" of Dixie. Gilmer, Upshur Co. Texas.

Staples, Wadena, Park Rapids, Itasca Park, Bemidji, Bagley, Red Lake Falls, Thief River Falls, thence to the Boundary Line at St. Vincent.

3. A route embracing the following towns, hereafter to be called the Eastern Route: St. Paul, Minneapolis, Anoka, Elk River, Princeton, Mille Lacs Lake, skirting the westerly shore of Mille Lacs Lake to Garrison, thence westerly to Brainerd, Pine River, Walker, Cass Lake, Bemidji, thence the same as the Central Route northwesterly to the Boundary Line.

It was arranged for Mr. Clarkson to make a personal tour of inspection over each of the three proposed routes at some date in the near future, the date to be definitely announced within a few days.

In order that each proposed route may know that it has had absolutely fair treatment, it is proposed that an official representative of each of the three routes accompany Mr. Clarkson on his inspection trip; the representatives of the contesting routes to be guests of the representative of the particular route under inspection. In this way the representative of each route will 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, a director of the Jefferson Highway Association and President of the State Automobile Association, and possibly other directors will arrange to accompany him.

The order in which the three routes will be inspected is to be determined by lot cast by the three official representatives of the contesting routes.

The representatives of the three routes will be required to agree in writing that they will accept the decision, when rendered, as final and binding upon them and the routes they represent.

It is the earnest desire of the Highway Commission, as well as the Directors of the Jefferson Highway, that the route selected will be of the greatest value to the State and to the traveling public who will use this great north and south international highway and they desire to make the selection in such a way that there will be no ground to question the judgment and fairness of those responsible for the selection and to this end the greatest possible publicity will be given to the inspection trip and the utmost opportunity afforded the advocates of each route to present their advantages.

To assist in reaching a correct conclusion, each route will be scored upon the number of definite points, among which will be:

1. Wealth and population of the territory traversed by the Highway,
2. Hotel and garage accommodations.
3. Present condition of roads, whether improved or unimproved.
4. Total mileage of each route.
5. Soil conditions as affecting road construction; topography of the country as affecting grades and availability of road building material suitable for construction of 365 day roads.
6. Scenic advantages and points of especial interest.

The officers and directors of the Jefferson Highway feel that the Association is in a sense responsible to the tourists which the Highway attracts, and in the discharge of their duty in adopting a route, they must not be influenced wholly by local considerations, but they must keep in mind the greatest good to the greatest number. Even what may be best for the State of Minnesota, is not altogether controlling, since all of the states upon the Highway have an interest in the selection of the route in each of the other states, in order that the entire highway, from New Orleans to Winnipeg, may be the very best possible.

We suggest that those interested put their respective routes in the best possible shape. As Minnesota Directors, we are extremely anxious that each route make the best showing possible.



# Better Roads For Bigger Loads

ROAD MAKING is easier, cheaper and quicker when modern methods are employed. The combination of road machinery and explosives is the new way to make better roads for bigger loads.

## Our FREE Book Tells How

road making is simplified, money saved, and highways made by the practical use of DU PONT EXPLOSIVES and modern road-building machinery. Contractors, supervisors, municipal engineers, road officials, and anyone desirous of improving the highways will find reliable information in this book applicable to road construction. Write for road-making book today—it's FREE.

**E. I. du Pont de Nemours & Co.**

Powder Makers Since 1802  
WILMINGTON, DELAWARE



# Northwestern Brand Portland Cement



## THE RELIABLE PORTLAND CEMENT

MASON CITY, IOWA

## THE FARMER AUTO SUPPLY CO.

13th & Frederick Avenue

ST. JOSEPH, Mo.

Everything for the Motorist

**FIRESTONE TIRES**

The Jefferson Highway passes our door

Agents Chevrolet

Michelin Tires

### BURTON & BOWEN GARAGE

Gas Oils Greases

Wholesale Retail

Free Air

Expert Mechanics All Night Service

BETHANY, Mo.

AUTOMOBILES, ACCESSORIES, STORAGE

### FOSTER'S GARAGE, HARRISONVILLE, MISSOURI

F. W. FOSTER, PROPRIETOR

EXPERT REPAIRING—PROMPT SERVICE.  
IN CONNECTION WITH HARRISONVILLE HOTEL.

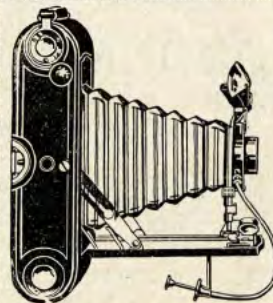
ALL OUTSIDE ROOMS  
RATES:  
\$2.25 AND \$2.50

RUNNING HOT  
AND  
COLD WATER

## THE FRATERNAL INN BUTLER, MISSOURI

PUBLIC GARAGE IN CONNECTION.

M. L. and LEE GREEN, PROPRIETORS.



### One Day Service

Your pictures finished in one day

Everything for Kodakery

At Our Store

KILLMER DRUG CO.

17 N Federal Avenue

Mason, City

Iowa

Eastman Agency

### At Butler, Mo.

Call HENRY'S GARAGE For

High Class Repairing, Accessories, Oils, Etc.

PHONE 395

W. W. HENRY, Prop.



**A Modern Hotel**  
**European Plan**  
 125 Rooms Newly Furnished  
 Mason City, Iowa  
**Mason City Auto Co., Connected**  
 Conducted on modern lines to suit your convenience  
**S. S. FOSTER, Manager**

Tourists Passing Through  
**KING CITY, Mo.**

Stop At **THE COMMERCIAL HOTEL**

Mesdames Snow & Frederick, Proprietors

Courteous Attention to Patrons

Rates \$2.00 per day :: :: :: Garage in Connection

Tourists Stop At

**HOTEL ALBERT**  
 EUROPEAN PLAN 160 ROOMS MEALS 50c  
**THE MOTOR INN GARAGE**  
 IN CONNECTION 20,000 FEET FLOOR SPACE  
 TIRES VEEDOL OILS VULCANIZING, ETC.  
 PHONE TRI STATE 586  
**ALBERT LEA, MINN.**

**FORDS DODGE BROS' REO**  
**MASON CITY AUTO CO.**  
 18 So. Washington St. Phone 753  
**Havoline Oils Firestone Accessories**  
 Connection With Cerro Gordo Hotel

R. W. TODD

J. F. CARROLL

**TODD-CARROLL CORPORATION**

formerly

British-American Land & Inv. Co.

Wholesalers and Retailers

MONTANA LANDS

Merchants Bank Bldg., St. Paul, Minn.

Tourists go to

**THE MOTOR INN**  
 FOR YOUR AUTO AND TIRE TROUBLE  
 SERVICE OUR MOTTO

J. O. ELDER, Prop. Phones N W 430  
 Tri State 55

**NORTHFIELD, MINN.**

**MUTUAL AUTO CO.**  
**FARIBAULT, MINN.**

Distributors of

**FORD BUICK CADILLAC**  
 Supplies Accessories Storage

EXPERT REPAIRING—COURTEOUS TREATMENT

PROMPT SERVICE

**KUMMER & DANDELET, Props. Phone 377**

We suggest also that each route elect its official representative who will accompany Mr. Clarkson over all three routes, and send his name and address to the undersigned. It should not be understood that the attendance will be limited to the one representative. The one elected will be the official representative, and he will ride with Mr. Clarkson and the representatives of the other routes. A dozen others may go along if they wish, but they must provide their own cars, and look out for their own accommodations.

We believe this plan of disposing of the present contests is absolutely fair and ought to prove satisfactory to all.

Yours very truly,

J. H. BEEK, Vice-President for Minnesota.

HENRY H. ORME, Director.

#### WOMEN'S CLUBS JOINING MOVEMENT

##### Will Interest Themselves in Beautifying Jefferson Highway

The Women's Clubs of New Orleans, Shreveport, Des Moines, and other places are becoming interested in the Jefferson Highway and will take an active part in beautifying the road side scenery along the great route.

The Women's Clubs will be of great value when the time arrives for the erection of city monuments by cities and states at different points along the Vacation Route of America. Monuments must certainly be erected at some time in the honor of Thomas Jefferson, purchaser of the great territory through which the Jefferson Highway runs, another to Henry Wadsworth Longfellow, whose poetic works entitled "Evangeline" and "Hiawatha" have woven an immortal charm around the prairies and villages of southern Louisiana and an historic fascination to the lakes and water falls and forests in Minnesota—the Land of the Dakotas.

As General Manager Clarkson told the Automobile Dealers Association in New Orleans, even the schools and churches and other social organizations must be interested in giving an individuality and even a personality to the Jefferson Highway. The great route will tie together all communities north and south which it touches and will develop communities and civic building in a way which no other project could possibly do for the states traversed by the Jefferson Highway.

#### WILL RUSH WORK ON MINNESOTA ROADS

Counties Prepare to Spend \$7,000,000 for Improvements When Weather Will Permit

If the warm and dry weather returns, next week will see a general resumption of road work in Minnesota, according to John H. Mullen, deputy engineer of the Minnesota Highway Commission in charge of roads. Already the machinery of counties is being overhauled.

This year will see the greatest amount of road work ever attempted in Minnesota, with an expenditure of more than \$7,000,000 to pay for 2,000 miles of grading and 1,000 miles of graveling. About \$4,000,000 of this will be spent under the supervision of engineers of the highway commission.—St Paul Dispatch.

#### MORE TELEGRAMS

Alexandria, La., May 17.

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

Jefferson Highway bond issue carried unanimously in this parish. Construction will begin in sixty days.—WM. POLK.

#### A GOOD LETTER

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

Dear Sir:

I thank you for your letter of May 17th, and beg to advise that a cut of the county map, size 6x9, will suit us exactly, as we intend this cut to cover practically the entire back of a letter head.

We are boosting the Jefferson Highway continually, and are going to keep it up. We believe it is one of the best things this town has before it, and we are not going to stop working until we get it.

As stated in our letter of the 10th inst., the proposed bond election for 35 miles more of graveled roads in this ward, was carried overwhelmingly on the 16th inst., so these roads are an assured fact, and practically all of it will be on the Jefferson Highway.

We are now making arrangements to order another election for roads to connect Alexandria to a county 20 miles north, which will be a very important part of the Highway as it goes through a very rich county, and to the famous Louisiana Hot Well, which gives promise of being one of the biggest health resorts in the country.

With very best wishes, I remain, Yours very truly,

ALEXANDRIA CHAMBER OF COMMERCE,

(Signed) A. T. Felt, Gen. Sec'y.

#### INCORPORATED

While in New Orleans, early in May, the General Manager arranged to have the Jefferson Highway Association incorporated under the laws of the State of Louisiana.

This required considerable investigation and legal work, but it was all done free for the Association by Mr. Edmund B. Glenny, attorney at law and notary, whose office is in the Canal Bank Building in New Orleans.

All of the Highway Family are certainly under obligations to Mr. Glenny for doing this work for them.



H. H. Orme  
President

## Reed Motor Supply Co.

Northwestern  
Distributors for

## United States Tire Co.

Weed Anti-Skid Chains, Klaxon Horns, Hand and Electric Panhard & Harris Oils and Grease, Williams Drop Forged Wrenches.

Leak Proof Piston Rings, Lynite Pistons for Fords, Raybestos Brake Lining, Pyrene Fire Extinguisher.

Everything For  
the Auto

## Reed Motor Supply Co.

78-80 West Seventh Street  
St. Paul Minn.



E. A. Reed  
Sec'y & Treas.

### Tourist can get expert service and prompt attention at **O. C. BERG & CO.'S GARAGE**

Northwood, Iowa  
(On the Jefferson Highway)

Supplies, Storage, Repairs, Oils, Etc.

Studebaker Car Phone 125

This business for sale or trade, for Northwestern land, on account of ill health. Building three stories, fire proof. 15,000 ft. floor space. Elevator service. For particulars apply to O. C. Berg, Northwood, Iowa.

### The Rexall Store **BELL & PAINTER**

Drugs :: :: Soda :: :: Cigars  
Anso Cameras and Supplies  
Leon, Iowa

### Tourists will get courteous treatment and **GOOD FOOD** at **THE SUPREME CAFE** HARRISONVILLE, MO.

SHORT ORDERS A SPECIALTY

It pleases us to please you—Give us a call  
J. T. NOWELS, Prop.

### **STOP AT THE** **ARLINGTON HOTEL, Carthage, Mo.**

G. W. JOHNSON, Proprietor

Every Convenience  
For Tourists

American Plan  
Rates \$1.50 up

## The Flour City Road Tractor



**The Flour City tractor and a careful operator is a combination that insures good roads at a low cost.**

One of the features of this tractor is the power guide—which relieves the operator where much turning is necessary.

When so ordered, the controlling lever can be installed on either side of the cab, thus permitting the tractor to be operated from either side as may be necessary in operating various types of graders.

### Get New Catalog Free

It is a handsome book illustrating our tractor in details of construction as well as road work, and will be sent free to all interested readers of this advertisement. Ask for Catalog No. 21. It has twenty-eight interesting pages with twenty-five actual photographs. Address inquiries to

**KINNARD-HAINES CO.**

878 44th Avenue North

Minneapolis, Minn.

### **FORD OVERLAND**

**TOURISTS will receive prompt ATTENTION at**  
**BATES' GARAGE**

(On the Jefferson Highway)

### **NORTHFIELD, MINN.**

Expert Repairing, Vulcanizing, Accessories, Storage

**LADIES' REST ROOM**

One Block from Hotels

Both Phones

## **Majestic Hotel**

L. E. Tingley, Prop.

European Hotel

Tourist Comforts

Close to Garages

All Outside Rooms

Albert Lea, Minn.

## **Hotel Harrisonville**

R. R. ROBERTS, Proprietor

Only Modern Hotel in the City

Rates \$2.00 per day

Harrisonville, Mo.

### **Jefferson Highway Declaration** 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.

Sample copies free on request. Commercial organizations will be quoted terms on bulk orders for subscriptions.

H-8  
051  
5357

v. 1  
no 5

# What this Truck Mark Stands For



First and foremost it is the symbol of "Truck Headquarters" — the source of the most complete line of *worm* and *chain* drive trucks in the country.

It stands for motor trucks whose construction measures up to the most exacting requirements of critical buyers who know how motor trucks must be built to be profitable to the user.

It stands for the finished product of practical and experienced men working in shoulder to shoulder cooperation throughout every department of the great GMC factory.

—a line of trucks *built in worm and chain drive* to meet the varied demands of city and country work—"a truck to fit your business."

It stands for commercial vehicles that operate at a minimum cost for upkeep, with a record for low cost per ton mile per year in either the light duty or heavy haulage class.

It stands for motor trucks of greatest pulling power—trucks that can pull up hills and out of holes impossible for other two-wheel driven trucks—a strong statement, but one proved by trucks in active service.

It stands for a line of trucks unsurpassed in quality, simplicity of construction, ease of care or operation—yet priced lower than other high grade trucks—decidedly a line you should investigate *before* you invest.

*Send for our new human interest truck story—"Old Sam's Experience."*

## GENERAL MOTORS TRUCK COMPANY

*One of the Units of General Motor Company*

PONTIAC, MICHIGAN

Direct Factory Branches: New York, Boston, Chicago, Philadelphia, St. Louis