

# JEFFERSON HIGHWAY DECLARATION

50 Cents a Year  
\$1.00 Three Years

Published Monthly by  
JEFFERSON HIGHWAY ASSOCIATION

JANUARY, 1918



It is always summer somewhere on the Jefferson Highway.



## —are you one of those who put off ordering?

A month ago we took this space in the Jefferson Declaration to give warning. Some took advantage; others waited—our costs are steadily advancing; if you need any road machines, don't wait; order now.

We will repeat the warning in slightly different form.

The question is not whether prices will be higher—you may rest assured they will not be lower for several years, no matter how soon peace comes. The real question is whether the steel mills will deliver material for Graders and Earth Handling Machines in time to keep up with the demand for More Good Roads.

Even now are practically shut down several factories making road machines—good, serviceable machines, too—(you would hardly expect us to say they were as good as Russell Machines—but somewhat in our class.)

These factories are practically out of material—they would be busy as we are—

if they had done as we did—bought our present supply of steel a year ahead.

When the war in Europe started, we had bought our 1915 steel. In 1915 we bought our 1916 steel; in 1916 we bought for 1917—but we cannot be sure of our 1918 supply—the U. S. Government may even commandeer our own factory production.

If this happens, we shall face the situation with a determination to do our best to support the Government—of course.

But how will this affect you? If you need Road Machinery, other makers will be in the same position, all working for Uncle Sam or out of raw material.



### A Russell Grader doing its bit

permitting traction engine to pack center of roadbed while blade has unpacked ground to work in. The control is from steering wheel on rear platform. Two or more graders may be worked from one tractor, each grader traveling on line parallel with tractor, but as far out on side as preferred. Twenty-four foot plow steel cable goes with each pole. With this pole and cable the grader may be guided 16 feet off center of draft.

This Russell Patented Adjustable Engine Pole will cut 20 feet outside of path of tractor.

Pole may be set at any angle—on either side—

## Russell Grader Mfg. Co.

### MINNEAPOLIS, MINN.

(On the Jefferson Highway)

Representatives in All Principal Cities



# JEFFERSON HIGHWAY DECLARATION

Volume II



Number 12

JANUARY, 1918

Published Monthly by Jefferson Highway Association, St. Joseph, Mo.

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## International Director's Meeting

Minutes of Second Annual Meeting Held at  
Denison, Texas, November 22 and 23, 1917.

Meeting called to order at 11 o'clock a. m. by D. N. Fink, President, and presided over by him.

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

1. Thomas H. Johnson, Winnipeg, Canada.
2. Daniel Shaw, Thief River Falls, Minn.
3. J. H. Beek, St. Paul, Minn.
4. Jas. F. Harvey, Leon, Iowa.
5. W. A. Hopkins, Lamoni, Iowa.
6. Johnson Richards, Osceola, Iowa. (By proxy) for Paul Beer.
7. Ezra H. Frisby, Bethany, Missouri.
8. Jno. M. Malang, Joplin, Mo.
9. Geo. E. McIninch, St. Joseph, Missouri.
10. J. E. Combs, St. Joseph, Missouri.
11. A. H. Shafer, Pittsburg, Kansas.
12. Hon. Robt. Barr, Fort Scott, Kansas. (By proxy) for R. S. Tiernan.
13. D. N. Fink, Muskogee, Oklahoma.
14. W. F. Dodd, Caddo, Oklahoma.
15. Paul Nesbitt, McAllister, Oklahoma.
16. W. N. King, Denison, Texas.
17. Walter Parker, New Orleans, La.
18. Chas. E. Blair, Lamoni, Iowa. (By proxy) for H. H. Shepard.
19. J. D. Clarkson, Jefferson Highway, General Manager.

The question of inviting the public to attend the meeting was brought up by Mr. Clarkson. Motion was made by Mr. Johnson to welcome the citizens of Denison to the meeting, especially the ladies, the association being anxious to arouse interest in the people at large in the work they are undertaking. Motion duly seconded and carried.

Upon motion which was duly seconded and carried that the different committees be appointed by the chair, appointments resulted as follows:

**Auditing Committee:** W. A. Hopkins, Lamoni, Ia.; Geo. E. McIninch, St. Joseph, Mo.; Jas. F. Harvey, Leon, Ia.

**Committee to amend Constitution and By-laws:** J. H. Beek, St. Paul, Minn.; J. D. Clarkson, General Manager; Jno. M. Malang, Joplin, Mo.

**MR. MALANG:** Since the committee for the nomination of officers and the selection of the time and place for holding the next meeting have double service to perform, I move that one member from each state be placed on that committee. Motion duly seconded and carried.

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

Paul Nesbitt, Oklahoma. J. E. Combs, Missouri.  
Johnson Richards, Iowa. E. H. Frisby, Missouri.  
Thomas Johnson, Canada. A. H. Shafer, Kansas.  
Daniel Shaw, Minn. W. N. King, Texas.  
Fred Horton, Greenville, Texas.

**THE CHAIR:** I will let the Louisiana appointment on this committee stand open until the Louisiana delegation arrives.

### The Declaration

The chair designated the advisory committee to handle the declaration. That committee being a standing committee is as follows:  
The President, Vice-President, George E. McIninch, Jas. E. Combs and J. D. Clarkson, General Manager.

### Invited to Joplin

**MR. MALANG:** I wish to extend an invitation to the directors. The Joplin Chamber of Commerce, the citizens of Joplin and myself extend an invitation to this board of directors to meet in Joplin for your next meeting. This invitation was received with applause and asked to be given due consideration by the committee for that purpose.

A number of questions were brought before the meeting relative to amending the constitution and by-laws, among them vacancies, whether an office could be declared vacant for non-attendance, non-interest, resulting in lengthy discussion from the directors present. All matters being finally referred to the committee to be included in their report.

Mr. Clarkson made a short talk on settling contests, bringing out the advantages to be derived from contests and the interest and enthusiasm to be kept among the people by encouraging such contests, closing his remarks by reading the letter from Louisiana (published in December Declaration).

**MR. MALANG:** I move the president of the association be authorized and instructed to wire President Wilson pledging our heartiest support in this hour of strife. Motion seconded by Mr. Blair and carried unanimously with applause.

The following message was sent:

To The President of The United States:

The second annual meeting of the International Board of Directors of the Jefferson Highway Association, representing territory covering from Winnipeg, Canada, to New Orleans, La., extend to you greetings, and pledge our hearty support and co-operation in the great work that you are accomplishing in bringing to a successful conclusion the terrible conflict we are now engaged in.  
D. N. FINK, President.



**AFTERNOON SESSION NOVEMBER 22, 1917**

Meeting called to order by D. N. Fink, president, 2 o'clock p. m.

The following telegrams were read in open meeting by Mr. King of Denison:

"Greetings; I wish you great success.  
MRS. J. L. KIMBALL."

"Sorry, on account of District Court session, am unable to come to meeting. H. B. CAMPBELL."

Letters were received also from Directors J. K. Martin, of Little Falls, Minn.; and H. H. Shepard of Mason City, Ia.; expressing regret at inability to attend, and assurances of continued interest in the work of the association.

**Manager's Report**

It was then announced that the general manager would make his report covering the activities of the association since the June meeting of the directors at St. Paul, adopting a little different plan than formerly.

The plan was for the general manager to start the report at St. Paul, proceed up the Highway to Winnipeg, and return down the Highway to New Orleans, covering incidents of interest at each point and as he reached the locality of each of the director or officer present to call on them for individual reports on their locality and state.

The general manager was proceeding along this line, when it was determined to omit all details of what had been accomplished, and proceed with other matters for the present.

A report was then made of minor publicity plans under consideration, such as plates to be printed on menu cards for the hotels, restaurants and cafes along the Jefferson Highway, samples of which were exhibited to the directors; also maps of the Jefferson Highway in the form of three-way folders with one side left blank to be used for printing community advertisements, these to be sold to the hotel men, Commercial clubs and the Chambers of Commerce in the towns on the Jefferson Highway. Mr. Clarkson submitted prices on these and stated that 5,000 had already been sold, and that an order had been issued for 100,000, subject to the adoption of the Board of Directors. He next spoke of the number of magazines that advertise the Jefferson Highway and of the advisability of having it advertised in others. All these points brought out lengthy discussion by the members of the Association present, but were finally adopted as recommended. Mr. Clarkson reviewed in brief the work done in the past in regard to signs, etc., having been placed along the Highway so that 85 per cent of the road now is a marked and signed road, and spoke of a sociability run taken by a number of the directors in company with himself and asked for a report from every Director present; that they tell what they found along the Highway and, give a full report of the work done in their respective states, progress, outlook for a completed road, etc. The following responded:

Mr. Thomas H. Johnson of Winnipeg, Canada.  
Mr. J. H. Beek, Minnesota.  
Mr. McIninch, St. Joseph, Mo.  
Mr. Johnson, Richards, Iowa.  
Mr. J. F. Harvey, Iowa.  
Mr. Hopkins, Iowa.  
Mr. Malang, Missouri.  
Mr. Frisby, Missouri.  
Mr. Combs, Missouri.  
Mr. Barr, Kansas.  
Mr. Shafer, Kansas.  
Mr. Nesbitt, Oklahoma.  
Mr. Dodd, Oklahoma.  
Mr. Fink, Oklahoma.  
Mr. King, Texas.  
Mr. Parker, Louisiana.  
Mr. Shaw, Minnesota.

Motion to adjourn until 10 o'clock Friday morning, November 23rd, duly seconded and carried.

**MORNING SESSION NOVEMBER 23, 1917**

Meeting called to order by D. N. Fink, president, at 10 o'clock a. m.

Motion was made and seconded to dispense with the reading of the minutes of the last meeting. Motion carried.

The chair now called for the report of the auditing committee:

Mr. Hopkins, Chairman, gave the report as follows:

**FINANCIAL STATEMENT**

Jefferson Highway Association,  
February 29, 1916, to August 10, 1917

**Receipts**

Subscriptions .....		\$ 1,786.65	
Advertising .....		3,729.39	
Mileage .....		17,895.00	
Memberships .....		1,135.00	
General .....		470.55	
<b>Total .....</b>			<b>\$25,016.59</b>
Recd. from W. Parker	5-29-1916	\$565.79	
	6-19-1916	658.40	
	7-3-1916	536.94	
	8-31-1916	580.31	
	8-31-1916	475.00	2,816.64
<b>Total Receipts .....</b>			<b>\$27,833.23</b>

**Disbursements**

Declaration .....		\$7,481.56	
Salaries .....		4,872.25	
Traveling Expenses .....		5,083.01	
Office Expenses .....		2,899.05	
General .....		3,229.28	
<b>Total .....</b>			<b>\$23,565.15</b>
Balance turned in to Jas. E. Combs, Tr.	8-10-1917	1,093.88	
	11-6-1917	723.90	1,817.78
Amt. transferred to W. Parker		\$ 153.33	
		1,637.25	
		238.70	
		13.80	
		360.00	2,403.08
Amount unaccounted for .....			47.22
<b>Total Disbursements .....</b>			<b>\$27,833.23</b>

We, your auditing committee, submit the above report and recommend its adoption.

Dated this 23rd day of November, 1917, at Denison, Texas.

W. A. HOPKINS,  
JAS. F. HARVEY,  
GEO. E. McININCH.

**FINANCIAL STATEMENT**

Jefferson Highway Association  
August 10, 1917 to November 19, 1917

**Receipts**

Balance turned over to Jas E. Combs, Tr.	8-10-1917	\$1,093.88	
	11-6-1917	723.90	\$ 1,817.78
Subscriptions .....		238.02	
Advertising .....		542.75	
Memberships .....		30.00	
Mileage .....		1,554.00	
<b>Total Receipts .....</b>			<b>\$4,182.55</b>

**Disbursements**

Declaration .....		\$ 981.18	
Salaries .....		1,068.68	
Traveling Expenses .....		1,150.83	
Office Expenses .....		141.68	
General .....		303.36	
<b>Total Disbursements .....</b>			<b>\$3,645.73</b>
Balance on hand .....			536.82
<b>Total .....</b>			<b>\$4,182.55</b>

We, your auditing committee, submit the above report, and recommend its adoption.

Dated this 23rd day of November, 1917, at Denison, Texas.

W. A. HOPKINS,  
JAS. F. HARVEY,  
GEO. E. McININCH.



Motion made and duly seconded that the report be received and adopted. Motion carried.

The Constitution and By-laws committee reported they had some recommendations to make which would bring up discussion, and for that reason they could not make their final report at this time.

It was agreed that the committee on the Declaration would not be called until the new president was elected.

The amendments of the constitution and by-laws outlined on yesterday were brought before the meeting by the committee for discussion, resulting in their being referred to the committee for action and reported.

#### REFUSING ENDORSEMENT

Mr. Clarkson read a letter, at the conclusion of which he stated that frauds had been practiced upon the association in matters of this kind, and for that reason he recommended that nothing of any character be endorsed in the Jefferson Highway Association's name, either by himself or any officer thereof, unless it be of sufficient importance to be brought up before the association and acted upon by the board in session. These recommendations were unanimously endorsed by the directors present.

Mr. Clarkson then read an article published in the Declaration of October, extending an invitation to offer medals of honor, and the response from the Russell Grader Company of Minneapolis, Minn. (Particulars on Page 12 of this issue.)

Mr. Clarkson then explained that he gave publicity to this suggestion, hoping it would find lodgment in some mind and heart, but that he had not dared to hope for such a prompt and generous response as it had received.

In the spirited and appreciative discussion that followed it was developed that the donors of the medal proposed to expend about \$500.00 for the medals, instead of the \$100.00 suggested, and submitted three designs for consideration.

After these had been examined and admired by the directors, Mr. Malang made a motion that the president and general manager be authorized to accept the proposition, select the medal and work out a plan for the distribution of the medals, which was duly seconded and carried.

A cut of this medal was exhibited to the directors, and Mr. Malang made a motion that the president and general manager be authorized to select the medal and to accept the proposition made by the manufacturing company and to work out a plan for the distribution of the medals. This motion was duly seconded and carried.

Mr. Parker of New Orleans moved that an expression of appreciation and thanks be given the Russell-Grader Mfg. Co., for this liberal offer. Motion was duly seconded and carried.

#### Bonham Contest

At this time a delegation from Bonham, Texas, presented a contest to the association, through Mr. H. L. Rodgers, asking that the Jefferson Highway be detoured from Bells, Texas, and go through Bonham. Mr. Rodgers read a letter from the Fannin County auditor expressing the sentiments of the delegation, and he stated that the Bonham people were ready to do anything the association asked to get the Highway; that they meant business, and were ready to meet any demands asked, and would give a guarantee to that effect.

Dr. J. A. Thompson, of Trenton, Texas, presented a protest on behalf of the people of his city to have the Jefferson Highway take its routed course through Trenton, stating they were going to meet the demands of the association and build their part of the road; that they were anxious for it and had already issued bonds.

Dr. Gray in the interest of the Bonham delegation stated that it was not what the people were going to do, but what they had already done, and that Bonham had already met the demands and if there was anything else to do, they would do that.

The chair called for the report of the committee on nominations, and time and place of holding meeting.

Mr. Richards presented the report published in December Declaration and moved the report be adopted. Motion duly seconded and carried.

Mr. W. A. Hopkins of Iowa, was elected president, and asked in a most charming and complimentary man-

ner by Mr. Fink to take the chair. He in like manner responded, and asked that the retiring president conduct the meeting to its close. Mr. Fink acquiesced.

#### APPRECIATION—PRESIDENT FINK

Mr. Barr presented the following resolution:

**"By Their Fruits Ye Shall Know Them"**

This scriptural quotation is applicable to a great many men, but on this occasion it is more particularly a fitting tribute to one who has devoted his time, his energy, and his money to a most worthy and righteous cause, a man, who when devoted to a cause, and whose heart is in the game, gets results; a man whose foresight and business ability, has successfully guided the destinies of the Jefferson Highway Association for the past year. He has manifested, demonstrated and proved when "a man's a man." He has had a man's job, and he has measured up in full to the task before him. He has never been found in the mood of "raring to go," but rather has followed the motto of "There he goes." His activities in the Jefferson Highway cause will be a lasting pleasntry in the memories of those who have associated with him in this work.

I refer to our retiring president, the Honorable D. N. Fink. I move you, Mr. President, that we tender him a unanimous vote of thanks by rising to our feet.

Motion for its adoption duly seconded and carried.

Mr. Barr then offered a resolution concerning "Safety First" treating of grade railroad crossings, signal devices and preponderance of responsibility.

This caused extensive discussion, and was amended and adopted as printed in the December Declaration.

Mr. Curtis Hancock, chairman of the State Highway Commission, made an address to the meeting in substance as follows:

(This address is published elsewhere in this issue of the Declaration).

M. Fauntleroy, Government engineer, addressed the meeting in substance as follows:

(This address may be found elsewhere in this issue of the Declaration).

MR. HOPKINS: I move that we tender a vote of thanks to Mr. Hancock representing the State Highway Commission of Texas, and to Mr. Fauntleroy, representing the National Government of the United States, for their splendid instruction and advice and offer of co-operation in the building of the Jefferson Highway. Motion duly seconded and carried.

MR. HANCOCK: I want to say as a guarantee to the Jefferson Highway Association, that the Highway Commission will stand by what it has promised you here today; that those are guarantees; that it is a guarantee from Thomas R. McLain, who lives at Mt. Pleasant, and is a member of the Jefferson Highway Association, and is also a member of the State Highway Commission.

Motion to adjourn until 1:30 o'clock duly seconded and carried.

#### AFTERNOON SESSION NOVEMBER 23, 1917

Meeting called to order at 2 o'clock by D. N. Fink, president.

Mr. M. L. Cunningham of Oklahoma City, State Highway Engineer, addressed the meeting in substance as follows:

(Published Elsewhere)

MR. KING: I move a vote of thanks be tendered Mr. Cunningham for his splendid address and advice. Motion duly seconded and unanimously carried.

MR. KING: I also move we give these people from Bonham three minutes time in the interest of the contest for the road to Bonham. I make that motion on behalf of Texas. Motion duly second and carried.

Dr. Joseph Becton, Vice-President of the Hunt County Jefferson Highway Association made a three-minute talk in behalf of the road to Bonham, as also Mr. G. R. Green, of Wolfe City.

#### Amendments

The chair then called for the report of the committee on the Constitution and By-laws.

Mr. Beek, chairman of the committee, reported as follows:

We suggest an amendment of Article I to be section IV as follows:



The board of directors shall meet semi-annually. One meeting shall be held in the month of January, at which time the annual election of officers shall be held; the other meeting shall be held in the month of July, and any business of the association may be transacted at such meeting, except the annual election of officers. This section shall not be in force and effect until after January, 1918.

MR. BEEK: We ask that the amendment as read be adopted.

MR. MALANG: I move we adopt the amendment, not only to this section, but to all sections as the report is read, unless objection is raised. Motion duly seconded and carried.

MR. NESBITT: I suppose the Advisory Committee will settle the date of the meetings.

MR. KING: I move that the Advisory Committee shall set the dates of the meetings at least 30 days in advance of the meetings. Motion duly seconded and carried.

MR. BEEK: Article II amended as follows: Where it reads "no appeal may be taken, unless the contesting parties" et seq. Amended to read "no appeal may be taken to the International Board, unless the contesting parties" et seq. And at the bottom of Article II we add the following as an amendment:

The Board of Directors of each state may delegate to the general manager the power to make investigation of all conditions involved in such contests and to conduct hearings of contestants by giving notice to all parties interested, naming the time and place of hearing and making his recommendations to the State Board of Directors.

MR. NESBITT: I move that the report be adopted as read. Motion duly seconded and carried.

MR. BEEK: Article XI amended as follows: The article now reads: "The State Vice-President shall issue a call for a State Convention to be held during the month of August" et seq. Amendment to read: "The State Vice-President shall issue a call for a State Convention to be held prior to the annual meeting of the International Association of each year" et seq.

MR. BEEK: We also recommend the amendment of Article XI by inserting the following in the same clause where it reads: "The State Vice-President shall issue a call for a State Convention to be held prior to the annual meeting of the International Association of each year and in said call shall be designated the time and place of said meeting, and in the event the Vice-President fails to make the call, such call shall be made by the directors of the state. The State Convention shall be composed" et seq. When amendment to read: "The State Vice-President shall issue a call for a State Convention to be held prior to the annual meeting of the International Association of each year and in said call shall be designated the time and place of said meeting. In the event the Vice-President fails to make the call, such call shall be made by the directors of the state. Whenever a state organization or a state Vice-President or State Director fail to perform their full duty or duties to the Jefferson Highway Association, the general manager, with the approval of the President may re-organize such state organization and report such re-organization to the next annual meeting of the board of directors. When members of the board of directors fail to attend two consecutive meetings without a sufficient excuse, the board of directors may, in its discretion, declare his or her office vacant and fill such vacancy for the unexpired term. The State Convention shall be composed of the delegates elected from each County Convention" et seq.

MR. COMBS: I would like to offer an amendment to that part of the amendment referring to the vacancies on the board, and I offer this amendment to that amendment: "That the International Board of Directors of the Jefferson Highway Association may declare any Directorship vacant for cause and fill the vacancy."

Motion was made and duly seconded that the amendment to the amendment be adopted, which resulted in a rising vote. Eight voting for the adoption and six against.

Article XI with the amendment and the amendment to the amendment will read as follows:

#### STATE CONVENTION

The State Vice-President shall issue a call for a State Convention to be held prior to the annual meeting of the International Association of each year and in said call shall be designated the time and place of said meeting. In the event the Vice-President fails to make the call, such call shall be made by the Directors of the State. Whenever a state organization or a state Vice-President or state director shall fail to perform their full duty or duties to the Jefferson Highway Association, the general manager, with the approval of the President, may re-organize such state organization and report such re-organization to the next annual meeting of the board of directors. The International Board of Directors of the Jefferson Highway Association may declare any directorship vacant for cause and fill the vacancy. The State Convention shall be composed of the delegates elected from each County Convention and the State Board of Directors. Each county delegate shall have one vote in the election of the State Vice-President and three directors and on other matters coming before the State Convention.

Motion was made and duly seconded that the amendment to Article XI and the amendment to the amendment as above written be adopted. Motion carried.

MR. BEEK: In Article XII, paragraph 1, line 3 we offer amendment by striking out the word "Annual" and substituting the word "Semi-Annual." It will then read as follows: "The President or Secretary of the Jefferson Highway Association shall notify each member of the board of directors by letter or wire at his registered address at least ten days prior to the semi-annual meeting," et seq.

MR. NESBITT: We offer an amendment in lieu of the amendment just offered and offer it as section 4 of Article XII and is as follows:

"The Board of Directors shall meet semi-annually; one meeting shall be held in the month of January, at which time the annual election of officers shall be held, the other meeting shall be held in the month of July and any business of the Association may be transacted at such meeting except the annual election of officers. This section shall not be in full force and effect until after January, 1918.

MR. BEEK: With the consent of Mr. Nesbitt, we offer the amendment he has just read as a substitute for the one we offered, and ask that it be adopted.

Motion made and duly seconded that the substitute amendment be adopted. Motion carried.

#### MEMBERSHIP VOTES

MR. BEEK: There was one other matter we did not attempt to deal with because we simply have not had time. Article IV deals with the question of membership. At the first meeting we had yesterday at which Mr. Clarkson was present, Mr. Clarkson made a suggestion with reference to Article IV that involves a pretty large question because it involves a very fundamental change of policy and we did not feel that we wanted to go into it until the committee itself had time to thrash it out among themselves and then make recommendations. They feel they could support a resolution to the directors that if any such change is to be made it should not be made during the hurried hours of the closing of the rather hurried convention. If we are going into that I think the committee should have been appointed a good while ago with a good deal of time to have thought about it and possibly have met. It was submitted by a director that this matter be turned over to the advisory board or committee.

MR. BEEK: I would be perfectly willing to do that, but I don't see how we could delegate to the advisory committee the changing of the fundamental law of the constitution. The board of directors have to make that change. The advisory committee can make recommendations to the board of directors which probably they would adopt.

MR. SHAFER: I recommend that every director take a membership and that a man shall not be elected a director unless he is a member of the state organization and that only members of the Jefferson Highway organization shall be permitted to vote at county elections for the election of delegates to elect the state directors as the constitution now indicates it shall be.

MR. FRISBY: I want to make a motion that we



refer this,—these two sections to the advisory committee with instructions to report a new section or sections to the next meeting of the body.

Motion duly seconded.

MR. BEEK: Would it be better to refer those to the advisory committee and let them recommend by mail to the directors of the board?

MR. FRISBY: I accept that amendment to the motion.

MR. CLARKSON: We came with the idea that there would be no more semi-annual meetings. Now provisions have been made for semi-annual meetings and one to be held next July. I believe we can finance the proposition until that meeting unless something very extraordinary arises. In the meanwhile the advisory committee will have time to consider this matter and give it their best thought, therefore I would suggest that this matter be made a definite order of business for the July meeting, and that the directors will then understand that it will be presented there even to the extent of urging a radical change in the constitution.

MR. BEEK: That is Mr. Frisby's motion, and I seconded his motion.

THE CHAIR: It has been moved and seconded that the matter of membership and things pertaining to financing the Jefferson Highway Association shall be referred to the advisory committee and the advisory committee will make a report after they get together and go into this thing in detail which will come up before our July next meeting in Joplin, and that it be made a special order of business at the July meeting. Motion carried.

#### OKLAHOMA'S NEW OFFICERS

MR. NESBITT: I wish to move as one of the directors of the State of Oklahoma that Mr. H. B. Campbell of Welch, Okla., be made a director of Oklahoma. Motion duly seconded and carried.

MR. FRISBY: I want to nominate Mr. Paul Nesbitt for our Vice-President of the association of the State of Oklahoma. Nomination duly seconded and carried.

MR. MALANG: I move that when we adjourn, we adjourn to meet in Joplin next July. Motion duly seconded and carried.

#### FANNIN FELICITATES

MR. DICKSON: On behalf of Bonham and Fannin County, we wish to offer your distinguished body, the officers and directors of the great Jefferson Highway Association our sincere thanks for all courtesies and considerations given us. May the Jefferson Highway Association live a thousand years. May Bonham live a thousand years less a day, for Bonham would not care to be on the map should the Jefferson Highway go some other way.

#### RESOLUTIONS

Mr. Barr then offered various resolutions, and moved their adoption.

(All these resolutions were passed, and are or have been published elsewhere)

MR. MALANG: There is one who has stood the knocks and who has given his undivided time and attention to this work and who has directed it in such a way as to bring results. I refer to our general manager and move that we give him a vote of thanks for his untiring energy in working out great results for the betterment of our association.

MR. FINK: I want to add to that, his better-half, and that this meeting now, by rising to their feet, give him a vote of confidence and tell him to go on. Motion duly seconded and unanimously carried.

The chair next called for the general manager's general report.

MR. CLARKSON: It is now nearing the hour of final adjournment; it would require much more time than is at our disposal now, for me to make any general report. The Kansas directors have a subject which they wish to present; they have waited patiently for an opportunity.

I will occupy, therefore, but a very few minutes, and give way to the Kansas directors.

I would have liked very much to have had the opportunity to present, for the consideration of the directors, the co-operative publicity plan which is tentative until a minimum of thirty communities join it. Twenty-five have already signed on the dotted lines. Five more could make it a go. The Declaration is the medium through which it was to be put into effect.

It would require, at least, an hour or more to present the plan in sufficient detail to be understood so that will have to be passed.

#### ST. JOSEPH HEADQUARTERS

At the St. Paul meeting in June the general manager was instructed to move the headquarters of the association to a more central point on the Highway. Complying with these instructions the headquarters of the association, and the domicile of the Declaration have been changed to St. Joseph, Mo. I will ask Mr. McIninch to make a statement at this point.

MR. McININCH: On behalf of St. Joseph, I will say that we are very proud of the fact that our city has been selected as headquarters for the Jefferson Highway. Our people are so elated over it that we have provided three memberships in the association for \$1,000.00 each, the funds to be available, \$1,000 at once and the balance in one and two years thereafter.

MR. CLARKSON: Briefly, I will say that with the funds now in the treasury, the unpaid mileage due from Minnesota, Kansas and Texas, together with such amounts as should be collectable from memberships it seems possible and practical to finance the Highway affairs 'till the July meeting at Joplin at which time plans for the finances of the future can be definitely considered.

MR. MALANG: I move his report to be received and that he carry out these plans he has in view with and by the consent of the advisory board. In other words, he take it up with them and let them do the work with him, and provide a way for the next six months. Motion duly seconded and carried.

Mr. Nesbitt made an address relative to the state roads of Oklahoma, going over the ways and means of securing good roads, State and Federal aid, maintenance, etc., discussing at length the good road projects in the state of Oklahoma.

#### CHANGE MAP

MR. BARR: On behalf of the State of Kansas, I want to offer this motion: That in all future publications of this catalog, the Declaration, in anything on this page showing map of route of the highway or in any other in the Declaration or in any map where it says Kansas City division, that it be changed via Kansas City to Joplin, through Kansas, through Missouri, or through Missouri through Kansas, whichever might be best, and that they be carried in parallel from Kansas City to Joplin, and then taken up at other sub-headings and that also in the St. Joseph and Bethany Junction division; when that point is reached it reads from Bethany to Kansas City, then in parallel conjoined through whatever town you wish to down there to Kansas City through St. Joseph to Kansas City and also whenever there are any other parallel lines. I think that would only be doing justice both to Missouri and to Kansas.

MR. MALANG: I wish to second that motion and I believe I voice the sentiment of every member from Missouri. I move that wherever there is a division of the highway that goes around two different routes one shall be shown as distinctly and shown as plainly as the other.

MR. BARR: As an extenuation: As a printer, I know that this space has to be filled up and it might be when the printer made that up he did it for that reason. We are perfectly willing to leave that to the general manager.

Motion duly seconded and carried.

#### A Fuller Vision

MR. KING: In view of the resolution offered this morning thanking the citizens of Denison and having some special reference to myself, I want to say to you that I considered the coming of this International Board of Directors to Denison to hold their meeting at this time, a very fortunate thing for us, not only do I consider it the most important gathering of the most distinguished people that has met in our city for many a day, but



I also consider it of great value to this community on account of your connection with the Jefferson Highway. Our people have from time to time said "we have got a long streak of luck" to me as executor of the Chamber of Commerce to handle and take care of everything in connection with the highway, and I have always felt, and I have told them time and again and recently at a meeting of our Rotary club that I was sure they did not fully appreciate the greatness of this Jefferson High-

way or the people who were backing it. And I say again I am very glad indeed for them to have the opportunity of meeting you gentlemen here in town and attending the dinner last night which gives them a fuller vision of what this great undertaking is destined to be. I am glad I have an opportunity to say this, and wish I had said it before a few of the directors went away. I thank you.

Motion to adjourn duly seconded and carried.

## Address of Curtis Hancock

Chairman Texas State Highway Commission before the Second Annual Meeting of the Jefferson Highway Directors held at Denison, Texas, November 22 and 23, 1917.



Shakespeare once said, "Brevity is the soul of wit; tell your business and git." That is our motto at the State Highway Department; we do business in a hurry because we have laid the work out and know what we are doing, we think, and we get through with it rapidly. I haven't any particular message to deliver to you this morning about any of your duties as members of the Jefferson Highway Association, because it seems you have performed those duties so well that I want to congratulate you.

I want to say this: That the State Highway Department of Texas concedes its real aim to be the good roads organizations over the State of Texas and those National organizations that have part of their work to do in Texas, and we are anxious to get in touch with them and to crowd into the good roads organizations their enthusiasm. We find that the good roads associations in Texas have been of inestimable value to us; they have gone over the entire state, in every hamlet, in every county, along the lines of every proposed highway, and have so well organized a system of highways in the state that it was a very easy matter for us to designate 10,000 miles of highway, which we have done.

We want to say to you who compose the Jefferson Highway Association that we are with you and we are up here today to get in touch with you so that you will find out what we are doing and help us so that our work will go side by side. We are not your masters; we are only your servants; we are doing the things you want us to do and we are anxious to know what you want us to do. The organization of the High-

way Department has been made along that line; it is to find out what the people want us to do; we are here to aid the people; we are not going around boosting the commissioner's courts. We are trying to protect them in distributing the aid, and especially are we anxious to find out your definitely decided route through Texas so that we may get in touch with their county Commissioners' Courts and tell them to get their applications in to the Highway Department so that we may be able to know where they want us to build this road in a high class manner.

We are not making good roads speeches in Texas today; we quit that long ago; we are making better road speeches. We know that whenever you build a road the better you built it the less your maintenance is. Every road in a sense is a permanent road, and yet in another sense there is no such thing as a permanent road. A permanent road in the words of our Highway Engineers is a road that is permanently maintained, and I think that is about as good definition as can possibly be given. We have some difficulty in defining maintenance, but we conclude that maintenance is the keeping up a road to the standard to which it was originally built, and we are trying to adhere to that standard, always having in mind a desire to increase and enhance rather than decrease the standard.

When you lay out a road the first thing you do is to locate it; that is permanent; that is to last for all time to come; and when we lay out a permanent road, we ought to lay it out with an eye towards the future, because if we happen to lay out a road that winds in and out of divers places, going out to Mr. A's a mile or so to accommodate a politician maybe, we have lessened the interest in good roads instead of increasing it. We are eliminating not only grade crossings, but we are eliminating political roads in Texas. \* \* \* We have cut down our force in the Department, but are doing work with such rapidity that it is taking the breath of the people of Texas to know how it is done. We get a mere pittance you might say, but the glory of duty well performed and the things that we have to do if we do them well will be our compensation and our wages, but we realize our arms are empty; we are without funds to do those things unless the people themselves aid us.

We find delegations here today from different places of North Texas to meet us, begging us to go to Fannin County, to Bonham, to Cook County, to Trenton, to places around here except across the river. We have been out to the river and we told the engineer for this county that if he would get his application in there to put a hard surface road from here to the river on the Jefferson Highway we would go him fifty-fifty. We want this road definitely designated by you people and we will adhere to that designation. \* \* \* We are building the road as you lay it out and we want you to appoint a committee from the Jefferson Highway Association today to see to it that every county along the line of the Jefferson Highway in Texas gets an application in down there to the Highway Commission at our next meeting and we will begin to build this road substantially and a high class road.



# Address of F. D. Fauntleroy

Federal District Engineer for Oklahoma and Texas before  
the Second Annual Meeting of the Jefferson Highway Di-  
rectors Held at Denison, Texas, November 22 and  
23, 1917.

I just want to give you a few words on the object of the Government in this road building business. You all know that about 25 years ago our roads all over the United States were in a most wretched condition; they reached such a low ebb that a public road movement started from the Lakes down to the Gulf; that dates back to the bicycle club; they really started the good roads movement in the United States. That caused automatically the getting of State aid, because the state of New Jersey reasoned that the road of a whole state should not be regarded as the property of an individual township or county.

Between two cities you may have a road that crosses two counties. If you regard the road purely as a local affair you will never have state aid. The state of New Jersey recognized this and said we will give aid to the counties to build roads; we will give more aid to the poorer counties than the richer ones, and that system of state aid has done wonders; it has spread from one state to another, further and further, until a few years ago all the states in the Union had some system of State aid, except probably six.

Following this movement the United States came into the game and gives, according to the states, aid to build their roads. So in like manner the Federal Government aids the states as the states aid the counties.

I don't think any law has been passed which in so few words provides such an elastic system of aid as the present Federal Aid Act. It is all really embraced in the first paragraph of the law. "To aid the States in improving their highways so much money is appropriated." You are not limited to the kind of road you want to build, only limited to \$10,000.00 a mile of government money. That means you can build a road costing \$20,000.00 a mile and you can expect the government to pay half of that. You can build a road that would probably cost one-tenth of that. You can take any sort of road that you want to build and get it recommended by the State Highway Commission and build that particular road. You may say \$20,000.00 a mile is rather high, but as a matter of fact in the states of Arkansas and Louisiana we are building roads that are costing more than that.

At the present time in Texas we are building a road that costs in the neighborhood of \$10,000.00 a mile. That is in Wichita County. We are also aiding in building a road in West Texas where gravel is which will not cost probably more than \$1,000.00 a mile. You may pick your own pike or road as long as you get a substantial road. The government is not spending money on building roads of any kind which are not substantial.

No matter how careful your road is built, you are not getting a permanent road in the black and sandy land unless it is mixed with gravel or something to give it a hard surface. You have to put something on a sandy road to hold the sand and something to harden the mud. So we cannot pass judgment on any road project without making an inspection of the road.

Now coming back to the principle of the law. It is based on the idea of co-operation all the way through. We don't ask you to build any national system of highways. The law stands to aid the states in building highways. The National Government doesn't at the present time recognize any National road. It is up to

the State Highway Department to select the road. We recognize the principle of the local interest and to get co-operation you have to have system to extend organizations this way.

Several states didn't have Highway Commissions when this National Act went into effect, but the first result of this law was the creation of Highway Commissions in all those states that didn't have them, and the amendment of the laws in the other states so as to co-operate with the law of the United States. There should be in every state some competent authority to whom the local officials can go to get aid. When you stop and think of the millions and millions of dollars spent on the roads in the United States, in some cases where poor results have been accomplished, I think you will agree with me that there should be some authority to apply to and the one object of this law is to see that you get it.

It is not our intention to approve any account for any work that has been done until we are thoroughly satisfied that a dollar's worth of work has been done for the dollar spent. I can show you a number that have spent a hundred and fifty thousand dollars on roads and still have nothing to show for it, and the people who have contributed to the building of the road of that kind are dissatisfied and don't think there is anything good about a road. We know a road properly constructed is a good investment and we know roads can be properly maintained. If we can inculcate into the minds of the people of the United States the value of good roads, give them some knowledge of the construction of roads, we will find we have accomplished a great deal.

In regard to the Jefferson Highway Association, the value of your organization is at once apparent from the fact that you have got it designated as a State Highway in Oklahoma, a state highway in Texas and a state highway in Louisiana—those are the only three states through which I pass—that are in my district. You have accomplished a great deal already; what you have in those three states is designated as State Highway, and the State Highway Commission, as a general thing, doesn't recommend government aid upon any road that is not part of their designated system, so automatically I could recommend for aid the Jefferson Highway as a State Highway.

I had the satisfaction of inspecting the Jefferson Highway through Oklahoma, and a large per cent of that is used as a post road, it therefore may receive Federal aid. Mr. Cunningham has informed us he proposes to use a large per cent of the Federal aid money in improving the highway through Oklahoma; Mr. Hancock has already explained to you the position of the Texas Highway Commission in regard to improving their roads through Texas.

Federal aid projects Nos. 1, 2, 3, 4, 5, 6, 7 and 9 through Louisiana or all sections of the Jefferson Highway going from Shreveport to New Orleans, so you see the Government is here to back you up; we are standing in the background. You have your road on the map, the Highway Commission has recommended it and we are here to build it.

You people who conceived this great magnificent highway running from Canada to the Gulf deserve all the credit there is coming to you, and it is our business to build it. The gentlemen in whose mind this road was first conceived, I imagine he didn't see the sandy stretches of trails, the rough hills or mountains, the mud or the marshes through which you would have to go, but he saw in his mind's eye a completed highway from Winnipeg to New Orleans and visualized the millions of travelers who would use it. It is left to us to combat with these difficulties and build the road. You gentlemen who have foreseen how this great highway will look when it is completed deserve great credit and should have it.



# Address of Max L. Cunningham

State Highway Engineer for Oklahoma before the Second Annual Meeting of the Jefferson Highway Directors Held at Denison, Texas, November 22 and 23, 1917.



We are gratified exceedingly to be invited to attend, and glad of the opportunity to attend this meeting, and not to take up too much of your time, I will tell you plainly that the Jefferson Highway is one of the five roads selected by the Oklahoma Highway Department of Improvement under the Federal Aid Act.

In our department we have made no particular effort as yet to institute all the 69 projects as the Texas commission has, because the funds available for the conduct of our operations last year did not meet our requirements, and we were not in force until the first of July, that is with capital. Of course, the state of Oklahoma had appropriated facing the 1916-17 and 18 appropriation of the Federal Government and had pledged that the state would make appropriation for the other two. We didn't ask anybody to help us. We are insisting that anybody that wants Federal aid must put up a sound substantial expenditure of their own to show that they mean business.

The Jefferson Highway Association has made the first big move of that kind in the State of Oklahoma. We have only one east and west highway. The contour of the areas are such that we have only one east and west highway and that will cross the Jefferson Highway at McAlester. These other roads will intersect you at different points, but the main intersection of the highway will be at McAlester, and with the east and west road, which has never been named.

I have planned, with the consent of Mr. Noble who is the head of the department, to construct as quickly as it can be arranged the road from Eufaula to the Red River bridge. We have in contemplation at the present time the building of the entire section,—22 miles of the Jefferson Highway in north.

We have another plan. The building of the Ottawa county section, but have delayed on that owing to the fact that the Ottawa county has proposed a bond issue, and we want to make relative agreements.

Those projects are different in form; we haven't brought them up to the Federal Government for the simple reason that we cannot get material to build, so we have gone ahead and made preparations with the idea of putting those projects through promptly when the time arrives.

We have one or two projects where Texas has nothing. In addition to the making the appropriation composed of approximately \$645,000.00 off-set to the federal appropriation, the State of Oklahoma appropriated for

this year, and for next year, each the sum of a million dollars to be expended as state aid to the counties.

The rules under which that is expended are practically the same as those under which the federal money will be spent, and the funds are pro-rated among the counties in a somewhat similar arrangement as the post road appropriation, the project in each county to be means for the improvement of the roads in each of them if primarily selected by the county commissioners, the Department of the State Highway, however, has a final say, and we have adopted a different scheme whereby we are building only communicating roads, connecting county seats and principal market places.

We are looking at the matter from an entirely independent standpoint, as out-siders not influenced by local conditions. That particular arrangement will work strictly to the advantage of the Jefferson Highway because as it happens that the counties you touch in all but two in the State of Oklahoma, the Jefferson Highway is the only main road there is. I expect that the expenditures of the state money in the counties you touch in the State of Oklahoma will be about \$75,000.00 each, which must be matched by an equal amount of county funds, in addition to which the county has an option of spending its other funds on the same road. This, however, is premature. With that program definitely outlined in our minds I don't believe you need hesitate in saying, or we need hesitate in promising that before the end of the two year period covered by the state appropriation, the Jefferson Highway will be a finished thing through the State of Oklahoma. As Mr. Harvey says it will be a 365 day road. Our plan is to make it not only that, but to make it a good road every day of the 365.

Of course we cannot belong to any Highway association. It is out of our province to do so. We appreciate the courtesy that all of you have given us in giving us the opportunity to talk to you like this, and I have a particular message that I always try to unload whether it is welcomed or not. It doesn't appeal so much to the directors of your association as it does to Mr. Fink, and those of the Oklahoma Association. That is the fact that undertaking a matter of this kind,—the building of a highway from the pines to the palms is not a matter of child's play; it is not a matter of a day's work, or year's work or ten year's work. The original cost of the Jefferson Highway or of any other highway is a small matter. Any county through which you pass in the State of Oklahoma could build that road if they liked, but from our standpoint that road must be kept 365 days in the year, not only in a passable condition, but in first-class condition; that every dollar we spend on it this year must be spent with a view of making that dollar live fifteen years from now presents the biggest problem we have before us.

You have probably found out it is very easy to go to a town through which your road is located, create a great deal of enthusiasm, get a lot of promises then work hard to get any performance of them. We find that absolutely the case. We have been working with Post Office officials, postmaster and county districts trying to get three miles of the Jefferson Highway a regular post road; we have been at that for eight months, and we have absolutely no results to show. That is one thing where your co-operation is found to be of assistance to us. We haven't called on you yet, but we are calling on you now to help in that very matter.

Some one with interest in the Jefferson Highway must give his time and some of his money in all probability and work hard to get the post road established. To make your highway a success and get the active co-operation of the highway department the entire Jefferson Highway must be a post road.

The Jefferson Highway can get through the state of Oklahoma on a 3 per cent grade. No other road in any other direction in Oklahoma can do that. You have the location, the next thing for you to do is to se-



cure the post road route, after that in order to insure that our plan may be carried out, one man, two men, six men or a host of men must see that the local officials properly keep up the road, for the Highway Department of my state or any other state can do nothing for you.

The material clause in the Federal Aid Act in duplicate is your State Aid Act. Unless the work for which we give aid, for which we expend our money, is kept up in proper style, there will be no future good roads. Your association can be of more value to us,—I am speaking for the Highway Department, as an influence to keep things moving after they are once started than any other organization in existence. Commissions change, county engineers change, public sentiment changes, but a road once built must stay where it is put, and the association with a definite policy must keep that policy going. Your policy must be, as far as the building and keeping up of your road is concerned, one of constant application. If it is a lot of hard work for you men to create a lot of interest and enthusiasm that takes you from two to three weeks or a month out of the year, the other eleven months must be spent in working just as hard if you are going to make your highway what you started out to make it.

The Oklahoma Highway Department has had no trouble at all in getting agreements made to do anything that we could ask; we are swamped with them. People would voluntarily come and say we want a road bad enough to build it if you will send a man that talks over and talks cars. When the man that talks cars is sent we have to deal with three men in each county that change every two years. What I want to drive in your minds is the fact that unless everyone of you constitute yourself a committee of one in his own neighborhood to see that the work you do is continued you have lost all the value you ever had.

The association and you will lose all the value you have had if the tourist of this year finds that road is not in good condition for the tourist of next year will be warned and won't ride on it. That is facts; that is a condition not a theory. We have found that to be the case. Now the Oklahoma Association,—Automobile Association, has a post card system whereby any man going on a tour of forty or fifty miles is asked to report at the end of each day what kind of road he found. You would be surprised to find the number of people who make inquiry in regard to the road. I can find out over the telephone line any day whether the condition of your Jefferson Highway is such that I can afford to advise people to ride over it. There are other associations there that collect that information. Consequently if the Jefferson Highway Association wishes to continue the magnificent road you have started, and wishes to be known from the north to the south and the east to the west as what it is,—the best road through the State of Oklahoma, you must see that it is always in good condition.

#### F. H. DAVIDSON RE-ELECTED MAYOR OF WINNIPEG

The very gratifying intelligence has reached headquarters that F. H. Davidson has been re-elected Mayor of Winnipeg.

The myriads of Highway Neighbors who met and heard Mr. Davidson speak on the Relay Run, will rejoice in the fact that the affairs of the Northern Terminal of the Highway have again been put in his hands for administration.

Mr. Davidson made more than a hundred addresses on the trip south and although he attempted no flights of oratory, his practical way of handling current topics and opinions, carried conviction and enabled him to win the confidence of all his hearers.

Evidently his old friends at Winnipeg entertain the same opinion of him, as do his new friends of the South.

## A Pledge



E. D. NIMS, Vice-President  
BEN J. MARTIN, Jr., Vice-President

D. N. FINK, President  
E. D. SWEENEY, Vice-President

G. T. THOMPSON, Cashier  
H. L. ROSE, Ass't. Cashier

## The Commercial National Bank

United States Depository

Muskogee, Okla.

Mr. J. D. Clarkson,  
Care of Jefferson Highway Assn.,  
St. Joseph, Mo.

Dear Mr. Clarkson:

Since I have retired as president of the Jefferson Highway Association, I feel it my duty to offer some expression to you of my assurance of continued co-operation and support. Our cause is young and the work is just fairly begun and if after we have been honored by the highest gift of the people, we lay down and quit work, I feel that we have been more or less a failure to the cause as well as delict to the trust imposed in us by the people.

The Jefferson Highway is a wonderful road and the more we think about it, the bigger the proposition becomes. Our enthusiasm must not stop, neither must our work. I therefore, offer you my services in whatever capacity you can use me, with the assurance, I will do everything I possibly can.

Yours very truly,  
D. N. FINK.



# The Invitation

## MEDALS OF HONOR—WHO WILL PROVIDE THEM?

The Jefferson Highway Association is desirous of encouraging emulation between the various districts and counties producing the Highway, in construction and maintenance.

With this end in view it has been decided to give some person or company or civic organization the privilege of offering medals of honor for maintenance work on the the Jefferson Highway to the number of one hundred, to cost not less than \$1.00 each.

This will form a restricted class of one hundred medal of honor men. As there are eighty-nine counties, parishes and municipalities on the Highway it will enable one man in each county to win the distinction and leave eleven medals.

Eight of these will be awarded, one to a man in each state of province, for best maintenance in that state or province, leaving three to be awarded among these eight for conspicuous service in any state or province.

These medals are to be awarded each year to the men

who actually do the work, whether it is paid or donated work. The medal must be won three times before it becomes the property of the winner.

The three medal winners, each year, will be tendered a trip to the place of meeting of the Board of Directors at the expense of the Association.

The medals to be engraved with the name and residence of the donor and the legend "Jefferson Highway Maintenance Medal of Honor."

Eighty-nine medals to be awarded by the county Jefferson Highway Boards. The state or provincial medals, to be awarded by the state vice-presidents and the three at large, for conspicuous service, by the President of the Association.

What person, company or civic organization wishes to accept the privilege of supplying the medals? Address Jefferson Highway Association, Des Moines, Iowa.

The above was published in the October Declaration and elicited

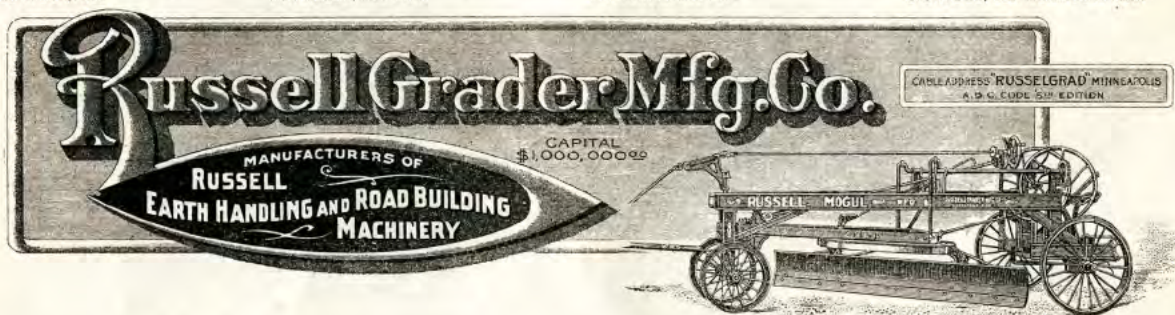
## This Response

E. E. ELLERTSON, PRES.

M. T. NAGLE, VICE PRES.

M. L. ELKEN, VICE PRES.

C. O. WOLD, SEC. TREAS. AND BUS. MGR.



Jefferson Highway Association,  
Des Moines, Iowa.

Minneapolis, Minn., U.S.A.  
November 3, 1917.

Gentlemen: In the October "Jefferson Highway Declaration" we read the article proposing the giving of medals of honor to the ones who best maintain their part of the highway. We wish to say that we are very much enthused with this splendid idea and request that your association allow us the privilege to furnish such medals.

We note that it has been proposed to give one hundred (100) medals and the cost to be not less than \$1.00 each. We feel that your association is entirely too modest, as we are enclined to believe that the expenditure should be several times this amount.

Of course, we realize that the honor is not only in possessing the medal for its actual worth but for the distinction of being honored with one of the hundred medals to be awarded by the Jefferson Highway Association. However, we feel that the gold medal should be one that would wear for many years.

If you consider our proposal with favor advise us as to what your idea of the medal should be. We are enclosing design for consideration.

Yours for continued success,

RUSSELL GRADER MFG. CO.,

GW/MP.

G. E. Wennerlyn.

## THE DESIGNS





# The Jefferson Highway

The Vacation Route of America.

This Highway was organized in November, 1915, at New Orleans and extends to Winnipeg, Canada. It was organized for the dual purpose of providing a great north and south highway and to honor the name of Thomas Jefferson for the part he took in the Louisiana Purchase.

The original conception was formed at Des Moines, Iowa, by E. T. Meredith, but for sentimental reasons, the organization meeting was called at New Orleans.

The first thought was to have the course of the Jefferson Highway entirely in the Louisiana Purchase, but that was sentiment. When the time came to actually lay the course, it was found to have slipped over into Texas and gotten east of the Mississippi River for a space, in Minnesota.

No great highway could be located from north to south, without crossing the Lincoln, but the Jefferson possesses the distinction and advantage of intersecting that great Premier Highway of the country, about midway of its course, in the richest agricultural state of the Union—Iowa. Nevada being favored as the Junction point.

While there is no pretense that the Jefferson Highway is a 365-day road all the way, the fact that it is a practical road for tourist travel, during touring season, has been demonstrated by three Relay Runs that have been made over its course, on schedule time with the regularity of a railroad train, starting from each terminal and arriving at the other on the minute.

The way is blazed by over two thousand metal signs and over twelve thousand pole marks and monograms.

As it winds its way south from Winnipeg, the Jefferson traverses the rich area of the great glacial deposits in Manitoba, through Minnesota southward until it comes to the upthrust of the Ozark mountains, thence its trend is westward around the western spurs of these mountains, till it crosses the Red River into Texas, at Denison. From there, it takes a south-easterly course through Louisiana, over the alluvial deposit of the Red and Mississippi Rivers.

In its course, the Jefferson not only traverses the heart of the richest country on the globe, but also one filled with romance and sentiment.

Starting from the Crescent City, on the Gulf, mellowed by its century old French origin, the tourist finds himself traveling northward, conscious that the surface of the great Mississippi is ten or fifteen feet above his head, held back from overwhelming him by a system of levees which form the main engineering problem of the south.

On the second day out, he finds himself in Arcadia, reminded of George W. Cable and his Creoles—of Longfellow and his Evangeline. A thirty minutes detour from the Jefferson over the Evangeline Highway will enable him to lunch under the Evangeline Oak.

For two or three days, he will hourly be passing old plantation homes, built before the republic was born.

Suddenly he emerges from the mellowing atmosphere of by-gone years, leaving behind him the customs that were old a hundred years ago, he finds himself in the Lone-Star state—the Yankee land of the south—where distances run into the infinite, for it is farther from where he stands, to the southwest boundary of Texas, than it is there to Chicago, on the Great Lakes.

He then passes into the Baby state of the union—Oklahoma—the old Indian Territory of legend and song, where Washington Irving found the inspiration for his "Tour of the Prairies" and about which one of her citizens says "Oklahoma has a magic all her own. I believe in Mother Nature and her children, the fairies who did her bidding, and with quaint imagining I used to fancy that the fairies planted flowers of the color of hidden metal. In certain places from earliest spring till the killing frost of autumn were always yellow

blossoms. I have seen the gold come up from the hidden depths—not the metal, but the liquid amber gold of oil.

"The blossoms the fairies planted have finished their story and been trampled out of life, but the search for wealth goes on and not the least of the fascinations of Oklahoma are the miracle stories of great fortunes the oil gold has brought."

He next finds himself among the lead and zinc mines of Missouri, marked by mountains of tailing piles of crushed rock, from which untold wealth has been extracted.

Traveling north, through Missouri and Kansas, he is in a country rich in legends of the old Border warfare of ante-bellum times. At Carthage, Mo., he passes over the old battle ground of Price and Siegle. At Osawatomie, Kansas, he is at the former home of old John Brown.

After crossing the Missouri River, he reaches St. Joseph the international headquarters of the Jefferson Highway Association, where the turbulent waters of the Missouri stayed, for a time, the mighty on-rush of "The Forty-niners" in their impetuous race for the gold fields of California and where the Pikes Peak Highway intersects the Jefferson.

Here, at the "Cross roads of the Continent," the tourists hesitates; for a day, to the east, lay many attractions, including our older civilization, to the west, is Pike's Peak, piercing the clouds, and our younger civilization, with the way blazed in either direction, by the red and white pole marks of the Pikes' Peak Highway.

Glancing to the north, he sees beckoning on and ever on, the blue and white marks and the J. H. of the Jefferson Highway. If their allurements is strong enough and he elects to go that way, he will have a day's run in the Berkshire Hills of Missouri, and Iowa and another day will put him across the Des Moines River and bring him to the lake region of the North.

That region where over ten thousand gashes cut in the bosom of the Continent, by the ice knives of the glaciers, have been healed and adorned by the alchemy of nature and now possess a charm all their own, as they present gleaming surfaces in which are mirrored the colors of the sun's rays or the white light of the moon, broken only by myriads of the finny tribe, as they leap with joy to the air above.

Once more, Longfellow has marked the way, for Minnehaha is on the Highway, ever smiling and singing to receive her votaries. Again pressing onward, eager to see what other charms this wonderful region has to reveal, for days he wends his way among the lakes, from the surfaces of which are reflected the dark foliage of the pine forests, finally arriving at Winnipeg, where he is greeted by the sign of the Hudson Bay Company—that company which reaches back into the centuries for its beginning—then does he feel that he has come in touch with the great north-land, that land which stretches away across lake and plain, over forest and mountain top, to the icy shores of the Arctic Ocean.



On the Jefferson Highway.



# Constitution and By-Laws

## Jefferson Highway Association

Revised and Adopted at Second Annual Meeting at Denison, Texas, November 22-23, 1917.

### ARTICLE I.

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

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

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

Section 4. The Board of Directors shall meet semi-annually. One meeting shall be held in the month of January, at which time the annual election of officers shall be held; the other meeting shall be held in the month of July, and any business of the Association may be transacted at such meeting, except the annual election of officers. This section shall not be in force and effect until after January, 1918.

### ARTICLE II—Method of Permanent Organization.

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

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

### ARTICLE III—By-Laws.

Section 1. Name and Seal.—The name of this Association shall be known as the Jefferson Highway Association.

Section 2. Object.—The purpose of this Association is to encourage and promote the building and maintenance and adorning of a continuous improved highway from New Orleans in the South to Winnipeg, Canada, in the North, running generally on the West of the Mississippi River, as a fitting monument to the grand character of Thomas Jefferson, by whose efforts the Louisiana Purchase was consummated.

Section 3. Office.—Offices of the Jefferson Highway Association shall be located in any place that the Board of Directors of the Jefferson Highway may designate.

### ARTICLE IV—Memberships to Be Divided Into Nine Classes.

1. Annual Memberships \$5.00 each, payable on the first of January.

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

### ARTICLE V—Officers.

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

### ARTICLE VI—Board of Directors.

The Board of Directors shall be composed of the General Officers—four State Directors—of which one shall be the State Vice-president from each state. A quorum shall consist of not less than seven members representing not less than three States. Directors can vote by written proxy at all meetings. The entire vote shall be cast for each State by the Directors present, unless there be a division, and in the event there is only one director present he shall cast the entire vote of his State. In the event there are two present and they disagree, the vote shall be two for and two against. In the event there are three present and they disagree, two shall vote two and two-thirds vote and one shall vote on and one-third vote. Proxy Directors shall only be represented by proxy by citizens of their respective States.

### ARTICLE VII—General Executive Committee.

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

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

The Secretary of the Association shall act as Secretary of the Executive Committee, shall keep the minutes of the meetings of the Executive Committee and at all meetings of the Board of Directors, the minutes of the intervening meetings of the Executive Committee shall be read, and in the event of the absence of the Secretary, the Executive Committee shall have the power to appoint a Secretary pro tem to keep the minutes of the said meeting.

### ARTICLE VIII—Election.

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

### ARTICLE IX—County Association.

There shall be maintained a County Association in each County through which the Jefferson Highway passes, of which the officers shall consist of a Chairman, Vice-chairman, Secretary, Treasurer and three advisory members.



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

#### ARTICLE X—County Convention.

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

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

#### ARTICLE XI—State Convention.

The State Vice-president shall issue a call for a State Convention to be held prior to the annual meeting of the International Association of each year and in said call shall be designated the time and place of said meeting. In the event the Vice-president fails to make the call, such call shall be made by the Directors of the State. Whenever a State organization or a State Vice-president or State Directors fail to perform their full duty or duties to the Jefferson Highway Association, the General Manager, with the approval of the President, may reorganize such State organization and report such reorganization to the next annual meeting of the Board of Directors.

The International Board of Directors of the Jefferson Highway Association may declare any Directorship vacant for cause and fill the vacancy.

The State Convention shall be composed of the delegates elected from each County Convention and the State Board of Directors. Each County delegate shall have one vote in the election of the State Vice-president and three Directors and on other matters coming before the State Convention.

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

The members of the State Board of Directors are to be members of the Board of Directors of the Jefferson Highway Association.

#### ARTICLE XII—Meeting of Board of Directors.

The Board of Directors shall meet semi-annually; one meeting shall be held in the month of January, at which time the annual election of officers shall be held; the other meeting shall be held in the month of July, and any business of the association may be transacted at such meeting, except the annual election of officers. This section shall not be in full force and effect until after January, 1918.

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

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

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

#### ARTICLE XIII—Special Meeting.

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

No business can be transacted at any special meeting except such as is specially stated in the call of said meeting.

#### ARTICLE XIV—Duties of Officers—President.

The President shall preside at all meetings of the Board of Directors, General Executive Committee and the General Association. The President with the Secretary shall execute all papers of record requiring a corporate seal. No contract or obligation shall be entered into involving an expenditure of over \$200.00 without the consent of the Executive Committee or the Board of Directors.

#### Vice-President.

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

#### Secretary.

The Secretary shall attend all meetings of the Board of Directors and Executive Committee and shall keep a written record of all proceedings thereof, give notice of meetings of the Directors and Executive Committee, attach the Seal of the Corporation to documents requiring same and performing such other duties as may be directed by the Board of Directors or Executive Committee. If the Board elects to have a Field Secretary and Office Secretary, the duties of the Secretary defined above shall be performed by either Secretary, and in the absence of the Secretary the Board of Directors shall elect a Secretary pro tem who shall perform the duties of the Secretary for said meeting.

#### Treasurer.

The Treasurer shall have full custody of the funds of the Association, keep a full and accurate account of all receipts and disbursements.

He shall deposit all moneys and other valuable effects in the name and to the credit of the Association, in such depositories as may be designated by the Board of Directors, or Executive Committee.

The Treasurer shall report at each annual meeting, giving the financial operations since the last meeting and showing the present financial condition. This report shall be properly audited.

He shall disburse all funds of the Association as directed by the Board of Directors or Executive Committee, taking receipts for the same, and shall report to the Board of Directors and Executive Committee at their meetings.

The Treasurer shall give a bond for the faithful performance of his duties in such an amount as is determined by the Board of Directors or Executive Committee, expenses of said bond to be paid by the Association.

All drafts, checks, bills of exchange, notes or other negotiable paper shall be signed by the President or by the Vice-president.

#### ARTICLE XV—Vacancies.

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

Any vacancy occurring in the General Officers shall be filled by the Board of Directors for the unexpired term.

#### ARTICLE XVI—Amendments

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





Lyndale bridge across Minnesota river, south of Minneapolis. This is part of a proposed \$450,000 improvement designed to connect with the Jefferson Highway in Dakota County.

#### An Entry by the Publicity Commissioners

That the spirit of unselfish co-operation is at work all along the Jefferson Highway, is evidenced by the report reaching us from all points of the road.

Sometimes it is from the North, now ice and snow bound, that we hear of the Highway neighbors getting together to arrange how they can best assist each other in forming plans for the development of their roads and the extending of Community activities.

And now comes the following account (taken from The Shreveport Times) of the progress being made down in that grand old Southern state.

#### GIVE BARBECUE NEAR GLOSTER

##### Good Roads Jubilee in De Soto Parish Is Well Attended.

Tuesday was a big day for Ward two of De Soto parish, when an inspection of the recently completed good roads was made, followed by an old-time barbecue at the magnificent ante-bellum home of David B. Means, "Roseneath," Near Gloster.

In the morning automobiles, carrying the citizens of the parish and invited guests, made a tour of inspection of the roads, and many congratulations and words of praise were given the public-spirited men who had charge of the work. At 1 o'clock everyone gathered at "Roseneath," where the barbecue was served. There was an abundance of beef, pork and mutton, salads, cake and coffee, and other refreshments. The barbecue was a happy climax to a most interesting day and was served in the style that has made the name of Means famous in that line.

##### Machine And Four Mules

After the barbecue there was exhibited the one road machine and four mules that did all the work, which began in May, 1914, and has resulted in 60 miles of complete roads. One stretch of six miles was shown which was begun and completed with this same outfit since last September.

All of this work has been accomplished by a 5 mill tax, equally divided between the eight precincts of Ward two of the parish. Precincts one and two, in charge of State Senator T. L. Dowling and David B. Means, have co-operated and worked together; Precinct three has worked alone. The result of the inspection and meeting Tuesday was that Precinct three, having noted the result of co-operation, will henceforth work with Precincts one and two.

When the people can join their forces under the leadership of such men as Senator T. L. Dowling, Paul Means, J. W. A. Jeter and Dave Means, backed and supported by the splendid array of men named in the report, then Louisiana is going to take her rightful place as a leader in road building and community expansion.

The Jefferson Highway Association is proud to feel that they are a part of this movement and wishes to congratulate Precincts 1-2 and 3 and to join hands with them from Winnipeg to New Orleans, in any effort for speedy and definite work.

????????????????

(By a J. H. Neighbor)

Don't you know that 365 day road is not made of painted signs and marked poles? The road is something you CAN travel on. The marks and signs advertise and show where it is.

Don't you know that up in Northwestern Minnesota, on the Jefferson Highway, is one of the best and prettiest Summer camping grounds in the United States, namely Itasca Park?

Try it next Summer. You'll like it.

Don't you know that Pennington county, Minnesota will complete twenty-five miles of the Jefferson Highway next summer? Look out Bethany, they are on your track.

Don't you know that Texas and Louisiana offer to Winter tourists and those who are obliged to seek a milder climate in winter, the very best advantages for rest and recreation? All points easily reached over the Jefferson Highway.

Don't you know that Story county, Iowa officials are placing splendid concrete signs at the cross roads on the Highway? Looks as though the boys in Nevada had been busy.

Don't you know that to mark the poles correctly, they should be painted ALL ROUND and a double J. H. so that travelers can see it, coming and going?

Don't you know that since the Jefferson Highway was located many of the counties are planning to get the latest improved machinery and so economize our road work?

Don't you know that if it had not been for the good roads in France, the Germans could have broken down the almost super-human heroism of the French at Verdun? But the well built and maintained roads, behind the French lines, enabled them to keep well supplied with men and means of defence. Moral—Never cease your road work.

Don't you know that the farmers in Harrison county, Missouri have raised over \$12,000 by private subscription to build their road? It is nevertheless a fact.

Don't you know that the Jefferson Highway traverses the richest portion of the United States? Drive over the route and you will be convinced this is true.

Don't you know that the entire country is watching with deep interest the progress of the Jefferson Highway? (J. H. neighbors along the route, please take note. A word to the wise is sufficient).

Don't you know that over 600 miles of the Highway is now in a 365 day road condition?

Don't you know that all this and a hundred other things have been done during the short space of two years? That being so, what shall we accomplish in 1918? Shall we "go on to conquer?" What do you say, neighbors? It is up to you.

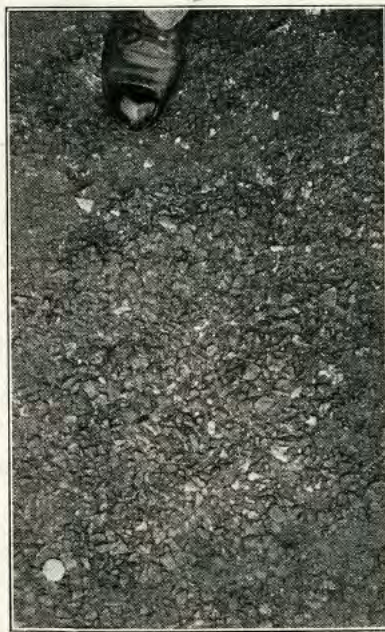


### A NON-SKID ROAD SURFACE

There has been much talk and advertising of non-skid automobile tires, but no one has paid much attention to a non-skid road for autos to run upon. The fact is well known that a smooth asphalt surface is particularly slippery in wet weather, and for that matter most every kind of smooth road surface, including brick, concrete, water-bound macadam and tar macadam, is somewhat of this nature. Ice and sleet are particularly bad, and mountainous roads are almost impassable in cold weather, owing to the sharp curves and steep grades. Even horse-drawn vehicles have great difficulty in traveling over roads of this nature.

In the mountainous districts of western Maryland, an experiment is being conducted, and closely watched, on a non-skid surface. This road is a tar-bound macadam on a water-bound macadam foundation. Several grades of tar binder as a surface treatment have been previously used, but under heavy rolling and continued traffic the binder has flushed up through the stone chip covering, making a smooth surface which became very slippery when wet.

This year a special grade of Pontar was used on the surface as a binder, and it is hoped that a non-skid surface has resulted, for up to the present time the results have been very encouraging. The bonding material used has not flushed up under the roller and traffic as have previous treatments, and the resulting surface is slightly pitted, somewhat after the fashion of smallpox markings. Under wet weather conditions this has proven a great benefit, as the



skidding of automobiles and trucks has been greatly reduced, and the footing is much safer for horses. The accompanying photograph was taken looking directly down upon the road, and the small round object is a silver twenty-five cent piece to show the comparative size of the pits in the surface.

This experiment is being watched with great interest to see how effective it is under winter conditions of ice and sleet. If it should be as effective in stopping the dangerous slipperiness occasioned by these conditions, as it is in wet weather, a long step in "Safety First" travel will have been made, not to mention the great saving effected on automobile tires by doing away with the necessity of using chains.

**C. W. Robinson, Davis City, Ia., Writes:**

"The Declaration is a dandy. 'Pumpkin Pie McClaran' is now in the limelight."

"The bad turn at Housh Corner between Leon and Davis City has been straightened. Thanks to Leon."

"With best wishes, I am yours for a still better highway."

**L. H. Rice, a prominent Highway worker of Park Rapids, Minn., writes:**

"Some time ago I noticed that you reported a sign (road) short about five miles north of Menahga. If you are referring to the road that leads off to the west at the top of that big hill, you are quite right about it. The road in question has just recently been repaired and previous to that time a sign would be quite out of place and show a reckless extravagance.

"We will have one up in time for your next trip. The sign a mile north of there at the school house where the road turns east is set a little low. This is due to the contour of the land outside of the graded road. However, I think it high enough. Warning signs are needed on this corner and I will try to get them up next spring.

"I enclose a clipping from the Minneapolis Tribune, regarding the patronage at Itasca State Park. The figures are not large as parks are usually considered, but figuring on the remoteness of Itasca Park, 10,000 people from a distance means a good deal.

"I have nothing to report on the Federal Aid for widening and resurfacing our Jefferson Highway at this time, except that we still have hope.

"I requested a copy of the 'Enterprise' for last week be sent to you. There is one or more articles in there worth reproducing in the Declaration."

The newspaper clipping to which reference is made reads as follows:

"About 6,500 guests were entertained at Douglas lodge in Itasca State Park during the season just ended and more than 10,000 people visited the park, Superintendent McMahon estimated in his annual report, made public yesterday by Secretary C. Andrus of the state board of forestry. The pleasure resort in the park is owned by the state and leased by Mr. McMahon at \$500 annual rental."

You get no premium, Neighbor Rice, for keeping still. Even a setting hen gets out and rampages around occasionally. We want to hear from Hubbard County every month. Surely thirty days, do not pass without something of interest to the Highway happening in such a town as Park Rapids.

Some of the Jefferson Highway neighbors in the South have an impression that just beyond Minnesota is where the Eskimos live in ice huts feeding on walrus fat.

The columns of the Declaration are open to Park Rapids or any other Minnesota town to correct this impression if they want to do so. Long quiet periods in that locality only confirm the Eskimo fallacy.

The location without a Highway sign is on the west side of the road, but not at the top of a hill. It is about one hundred yards from the bottom of a short rise. Going north, pass field, then the road, then patch of timber. You will have no trouble in locating the place when you go there if you follow this rule:

Imagine yourself in Louisiana on a dark and stormy night, having engine trouble and anxious to get to the next town. A flash of lightning reveals the road but no sign or mark, and put the sign where you would like to have one under those circumstances.

It is by no means certain that this point is in Hubbard County. If so, it is the Achilles' heel of Hubbard County's otherwise splendidly marked and signed Highway.

**W. N. King, Vice-president, of Denison, Texas, writes:**

"If you have them to spare, kindly send me fifty extra copies, or as many as you have, of December Declaration. I am sure the people of Denison who met so many of the Jefferson Highway delegates while in the city, and especially at the dinner, will be glad to receive a copy of the Declaration.

"I want to thank you for the splendid display and publicity given to Denison and Texas in your issues of November and December."



### DANIEL SHAW RETURNS FROM INTERESTING TRIP TO DENISON, TEXAS.

(From Thief River Falls News-Press).

"Declaring that the people in this vicinity had not yet begun to realize the importance of the Jefferson Highway and citing numerous cases that were brought to his attention, Daniel Shaw, state vice president of the association and one of the king pins in the boosting game, returned yesterday from Denison, Texas, where he attended a meeting of the Jefferson Highway Association.

"We do not begin to realize what we have," said Mr. Shaw. "I wish that some of the skeptical ones could talk to the men from Iowa and Texas. They would soon see what the highway means to a town. Of course, we have not yet experienced the travel that we will when all of the bad stretches have been put in shape."

The people of Denison were most cordial in their reception of the road boosters and furnished plenty of entertainment.

Scott Laird of Thief River Falls, Minn., who has been an active worker for the Jefferson Highway, has resigned as secretary of the Commercial Club to go into commercial pursuits, but assures us that his interest in the Highway will be none the less on account of his change of base. We are pleased with this assurance and wish him well in his new venture.

### POPULAR ENGINEER TO GO

(From Thief River Falls News-Press).

W. E. Monks, for some time county engineer and the man who has done more for the roads in this section of the state than any other one person, has resigned his position here and expects to leave December 10, for Steubenville, Ohio, where he has accepted a position with the Steubenville Iron Works.

Mr. Monks has had charge of the road construction in this and Red Lake counties and his work has been extremely satisfactory. He has received many compliments from Good Roads officials and his loss to the county will be a serious one. His many friends, while regretting his departure, wish him much success in his new position.

The Times of the same place regrets Mr. Monks' departure and adds:

"It is estimated that the county will have in the neighborhood of \$40,000 to expend on roads next season and it is a matter of much importance that the work be given in charge of a competent man."

Mr. Monks certainly left his mark on the Jefferson Highway in Pennington and Red Lake counties. We trust his successor may do as well for the Highway.

### Carl W. Gust of Eufaula, Okla., Secretary, Jefferson Highway Bridge, Writes:

"In the issue of the Southern Construction News, published at Little Rock, Ark., of November 24, 1917, appears an article by T. F. Hensley of the Oklahoma State Highway Department that contains some items of interest to Jefferson Highway boosters.

"Discussing improvements in general Mr. Hensley says: 'In the way of public improvement, by private enterprise, the biggest thing in the state and one of the greatest value to Eastern Oklahoma, is the building of a steel and concrete bridge across the South Canadian river three miles south of Eufaula in McIntosh county. This is a toll bridge, and will cost when completed \$150,000.00. It is an immense structure with eleven steel spans set in concrete piers. The bridge and approaches will be 3,160 feet in length. It is 41 feet above low water mark and the roadway on the bridge is paved with tarvia. It is the only wagon bridge across the South Canadian river in Eastern Oklahoma.'"

I might say in addition to what Mr. Hensley has said that the Midland Bridge Co., of Kansas City have been awarded the contract to build this bridge, and equipment and material are beginning to arrive at the site and work will be pushed with all possible speed.

### GETTING INTO THE EASTMAN CLASS

The Eastman Company, manufacturers of cameras, has made such a reputation for their goods under the name of Kodak, that they claim that when one thinks of a camera, one unconsciously thinks Kodak.

The Jefferson Highway is rapidly getting into that class. Last summer, some people touring in Iowa found some bad road conditions and wrote to Jefferson Highway headquarters about it.

When the complaint was investigated, it developed that the locality complained of was over twenty-five miles from the Jefferson Highway. When these people thought highway they unconsciously thought Jefferson, because the Jefferson looms large in Iowa.

The following clipping from the St. Joseph, Mo., Gazette, is another illustration of the same principle. It so happens that the place undergoing much needed repair, is not on the Jefferson Highway or near it, but the Jefferson Highway occupies such a large place in public thought that when any one thinks highway, they think Jefferson.

We have no complaints to register on this score. We are out for premiership in the highway class, and are willing to accept not only the reputation, but the responsibility that goes with it.

The Gazette item reads as follows:

### TO REPAIR "WORST ROAD"

King Hill Avenue Between Fulkerson and Joseph Streets Ordered Fixed.

"The board of public works is taking steps to repair what has been called the worst section of road in the Jefferson Highway. This stretch is King Hill Avenue, between Fulkerson and Joseph streets. An eighteen-inch drainage pipe is being put in to drain the water from Arthur's Spring into Brown's branch. The water from this spring has for years caused the road to become a mire in summer and a pond of ice in winter. At times it has been impossible to pass the road with a wagon without taking a detour over the neighboring yard. When the workmen started to install the pipe it was necessary for them to pry two wagons and one automobile out of the frozen mud where they had been left the night before."

It so happens that although this particular place is not on the Jefferson, the general manager of the Jefferson, when being shown around St. Joseph prior to locating headquarters here, was taken over this particular bad place.

The gentleman who was showing him round, remarked that they had been trying for years to get this place fixed, but without success.

Not being averse to playing Don Quixote with mud holes, instead of windmills the Highway man remarked that if that place was not fixed by the time that the first Jefferson Highway Declaration was issued in St. Joseph, he would take a tilt at it. Whether this avowed intention had anything to do with speeding up the repair work or not, we are not advised, but we have such confidence in the power of proper publicity that we are willing to try a shot or two of the Declarations thirteen-inch guns on any intolerable road condition, such as the one described, any where within twenty-five miles of the Jefferson if the location is minutely described and the names of the person or persons given who are responsible for the condition.

### WILL NOT BE SIDETRACKED

Johnson Richards, of Osceola, Iowa, Secretary Clarke County, Jefferson Highway Association, Writes

"Referring to the decision of our advisory board, in regard to publicity plan, which seemed so near completion, we wish to know if you can accept advertisements from communities, which desire to advertise, believing that the Jefferson Highway Declaration will bring better returns for money invested, than a great many so-called big magazines.

"Our people, up and down the Jefferson Highway have a direct interest in not only the Declaration, but in the road, so we think advertising in the Declaration, will be a good investment. Please advise us at your earliest convenience."

"Please remember our order for 5,000 Jefferson Highway maps, just as soon as printed."





SENATOR ROBERT B. BARR

Died December 8, 1917.

Those who attended the Denison Directors' meeting of the Jefferson Highway Association will be shocked to learn of the sudden death of Senator Barr of Fort Scott, Kansas, from an attack of heart failure.

Many who met him for the first time at that meeting, were charmed with his cheery manner, his contagious optimism and looked forward to much pleasant and profitable intercourse and cooperation at future meetings.

In a letter written a week before his death he said:

"Under the reorganization of the Kansas Board of Directors of the Jefferson Highway Association, I intend to accomplish something more than heretofore, or found dying in the attempt. Any suggestions that you may have will be thankfully received."

"Sincerely,  
"ROBT. B. BARR."

His absence will make the coming days much longer for his friends and relatives, the hours will possess many minutes and the hands may seem to linger as they make the fixed circuit of the dial, but a true philosophy will not detect therein added time to mourn his untimely call, but a greater opportunity to contemplate what he did for his fellow man while here.

This is the second inroad made in our official family by the grim destroyer. About a year ago W. N. Harrison of Greenville, Texas, answered a call to the Great Beyond.

H. H. Shepard, Director, of Mason City, writes:

"I note that you have moved your offices from Des Moines to St. Joseph and feel that the Jefferson Highway will begin to blossom like a rose under the warm and friendly influences that it will find in St. Joseph.

"Give my regards to my friends George E. McIninch and Wesley Connett at St. Joseph.

"If there is anything required from Mason City, I want you to let me know so that I can see that it is furnished. We have had some peculiar local conditions, but are still on the map, and the Jefferson Highway is entitled to full recognition from this community."

## MANHATTAN ROAD OIL

Produces Lasting Results

The Iowa State Fair Association Recognizes This

They have used Manhattan Road Oil for several years. Quality paramount always.

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Published Monthly by

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J. D. CLARKSON  
Editor

Subscription price 50 cents per year, or three years for \$1.00.

Advertising Rates—\$40 per page; \$22 per half page; \$12 per quarter page.

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

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

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Volume II      JANUARY, 1918      Number 12

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

### DIRECTOR'S ATTENTION!

#### Does Silence Give Consent?

You are a director in the Jefferson Highway Association. You occupy this position because of the recognized fact that the purpose of the association is of sufficient importance to enlist your active interest.

The Declaration is the official organ of the Association. It should reflect a composite picture of the thoughts and activities of the people co-operating to produce the Highway. Does it reflect yours and those of your locality and state? Does your silence give consent?

If it does; it will multiply the force of the endorsement many times if you will take fifteen minutes each month to give written expression to it. If it does not; you should in justice to yourself and the community you represent be heard or read, in expression of opposing facts, opinions or a different statement of principles.

Your name appears on the editorial page of this magazine. It should have impressions from its thirty-seven editors each month.

Please set aside fifteen minutes on receipt of the Declaration each month to let us hear from you, if only a six-line statement, of local highway interest—an expression of opinion—or a comment on some of the contents of the Declaration. What do you think of commencing with the first issue of the third year of the Declaration (February number) to carry at the top of the editorial page (20) this legend printed in bold face type?

**The Persons Named in The Column to The Left Are Associate Editors of This Magazine, Have Been Sent Copies of Last Month's Issue, and Tacitly Endorse The Publication of The Contents.**

### THE APPEAL

I regard the Declaration as one of the most potent forces of the Jefferson Highway propaganda, and it will become still more potent, if additional interest can be aroused for the reading of it.

To secure this end, will you undertake to help in this way?

Upon receipt of each issue, will look through the same and write a letter, if not more than six lines, commenting upon what strikes you most strongly, or what may be suggested by a glance through its pages?

If you and each of the other thirty-five people to whom I am writing, will tax yourself fifteen minutes time to glance through the Declaration and write the letter, we can double the Declaration's pulling power.

Please answer this letter YES or NO, or I will have to write you another one.

GENERAL MANAGER.

### THE ANSWERS

**Dr. W. N. King, of Denison, Vice-President for Texas, Writes:**

"You can put me down, not only as offering suggestions in regard to the Declaration, but also as a contributor of news matter."

"I have just received a copy of the December number and do not see how it could be improved."

**H. B. Campbell, Director, Welch, Okla., Writes:**

Referring to your letter of the 1st inst. I beg to advise that I will be glad to assist in any way I can.

Hoping you are getting along nicely.

**E. Casselman, Director, Emmerson, Manitoba, Writes:**

"Yes, I will do anything I can to assist you in your work. I have been chosen mayor for another year, so everything is safe for good roads."

**A. H. Shafer, Director, Pittsburg, Kas., Writes:**

"I take pleasure in answering your letter of the 1st in the affirmative, and will endeavor to write you a letter after the receipt of each Declaration."



**Hon. Ezra H. Frisby, Director, Bethany, Mo., Writes:**

"On my return from Canada, I find your two letters; one asking if I would make some short comment for your paper, and I assure you I will be glad to do this, and will report later.

**James E. Combs, International Treasurer of St. Joseph, Mo., Writes:**

"In reply to your favor of the 1st inst., will state I make it a practice to look through each Jefferson Declaration, and while I do not have much time to read other than bank literature on account of the great changes that are taking place daily in our banking and revenue laws, I will endeavor to comply with your request and write you from time to time some of my observations."

"You have probably already discovered that I am not much of a speaker, and you may discover that I am less of a writer; so if you get any benefit from such observations as I may be able to give you, it will certainly be a great pleasure to me."

**Paul Beer, Director of Des Moines, Ia., Writes:**

"I have your letter of December 2nd, and think your idea a very good one.

Neighbor Hancock, of Dallas, at the Denison banquet is authority for Shakespeare having said "Brevity is the soul of wit, tell your business and git."

If we could get Neighbor Shakespeare and Neighbor Beer together, we would undoubtedly have a minus equation in brevity.

**Geo. E. McIninch, Director of St. Joseph, Mo., Writes:**

"I have read with a great deal of interest the Jefferson Declarations and wish to say that this magazine is one of the very best publications of its kind, and it would be impossible to estimate the great value to the Jefferson Highway of this publication. It has already made the Jefferson Highway one of the best known highways in the United States. I trust every effort will be made to increase its circulation, thereby increasing its value to the Jefferson Highway."

**H. H. Shepard, Director, Mason City, Ia., Writes:**

"Replying to your favor of December 2nd, will state that will look through the Jefferson Highway Declaration and will write you a letter commenting on the things that suggest me most strongly by a glance through the pages."

"At the present time I have been named as chairman of a committee appointed by the Mason City Chamber of Commerce to arrange for a comfort station to be located in the central part of the city, probably in the city park for the benefit of our out-of-town neighbors who may be spending a few hours in the city shopping or sight seeing and this applies equally to automobile tourists and people who come by train or wagon."

"If the Jefferson Highway Association has any ideas along this line, I would be glad to receive them within the next few days, because the committee will act soon in the matter."

"I feel that the Jefferson Highway Association should get out some official literature giving a map and log of the route between local points and also for the full distance from Winnipeg to New Orleans, and this could be supplemented by advertising of local parties in each of the towns through which the Highway runs I get frequent inquiries for maps and am unable to supply the demand."

"I could use a liberal supply of the maps and mileage details now used in your stationery. The only criticism that I would have to offer on your present stationery is that you have misspelled the name of my good friend E. C. Harlan, and I wish to preserve your letters in my files, and also wish to use the maps so your letters spoil the maps except when I take them out for casual reference and put them back again in the files."

## YOUR HOTEL

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

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### GO OKLAHOMA ONE BETTER

C. D. Morris of the St. Joseph Gazette Writes:

I take off my hat to the people of Oklahoma, who have declared that every able-bodied man in that commonwealth shall go to war, go to work, or go to jail. There is entirely too much loafing in this country, and always has been. Hitherto about the only people injured in any appreciable degree by this practice have been the loafers themselves. But a different condition prevails today.

"The country needs all the resources and all the energies of all the people. Farmers in every section of the country are calling for men. It is impossible at times to obtain men to do ordinary labor in the cities. Enlistment in the army and navy has robbed the civil walks of life of hundreds of thousands of workers. The loafers, as a class, did not enlist, and most of them, at least, sought to escape conscription. Somebody must do the work these soldiers and sailors formerly did. To their great credit, the women of the nation have come forward with a willingness to do their share of it. They cannot however, do it all, and must not be expected to. The loafers must be pressed into service.

"Let it be understood that to live from day to day, during these times, without a visible means of support is not only a disgrace, but constitutes a crime against the government and the public at large. The police of every city should be instructed to round up the loafers. There is plenty of work to be done, and if a man can not find something to do, the authorities should find it for him.

"The advantages of such a course are self-evident. Work is the great leveler of humanity, the great humanizer of the world, and the greatest possible protection of the people. Christ himself taught the sacredness of work by selecting working men—fishermen—for his disciples. Paul, the world's first great missionary, was a worker, a tent-maker by trade.

"The report comes from New York, the country's largest city, that the number of arrests for all sorts of offenses has materially decreased since the war began, and the cause thereof is said to be the fact that a larger percentage of the people than ever before are regularly employed. There is less drunkenness, less crime, less suffering of every kind, among a busy people, than among those who are idle. This is and has been the universal experience. The maxim that 'an idle brain is the devil's workshop,' was truly spoken, Oklahoma has started something it would be well for every state in the Union to adopt as her own."

Go To Work  
Go To War  
Go To Jail.

We move to amend by striking out the last line—go to jail: Let the command be to every abled-bodied person of proper age "Go to war or go to work."

If we possess the right to put people in jail, we possess the right to make them work.

Jail is a liability, work is an asset. Our assets are what we are digging up now. This idea about making people work, is a belated notion—it should have gotten in the spot light years ago and would have done so but for the fear that we would be curtailing personal liberty and jeopardizing our free institutions.

One of the free institutions we can well afford to jeopardize is idleness and vagrancy. Let's go Oklahoma better—cut out the jails—turn them into comfortable lodging houses for honest workers, and issue the command.

Go To Work  
Or  
Go To War.





**Du Pont's First Factory**

Another Du Pont Products Book has just been issued by E. I. Du Pont de Nemours & Co., and its associates, Du Pont Fabrikoid Co., Du Pont Chemical Works, The Arlington Works and Harrisons, Inc. It lists all the products of the above concerns and describes their uses as well as who uses them.

It contains information in which nearly every man and home will be interested.

A look through its pages leaves one astounded at the multiplicity of products produced by the Du Pont Company of Wilmington, Del., and the hundreds of industries that require them.

A glance at the above picture will give some notion of their first factory. By serving the people they have grown to mammoth proportions.

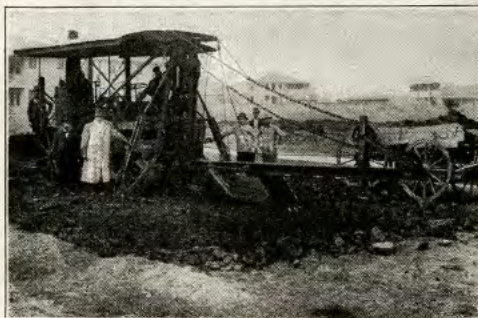
It is an encouraging and stimulating thought to Jefferson Highway Neighbors that their enterprise may grow as greatly if similar attention is given to it.

Every mercantile, professional and industrial man should get a copy of this book. In fact a copy should be in every home. It is free.

G. E. Wennerlyn, of Minneapolis, writes: "We also might mention at this time that we are now painting the signs on the posts of the Jefferson Highway through Minneapolis."

**KEYSTONE 10-TON TRACTION SHOVEL**

For Road Grading, Ditching, Back-filling, Etc.



Is light enough to cross culverts and small bridges safely; self-moving over steep and hilly roads; easily operated and low priced. Descriptive Bulletin on request. Handles three kinds scoops; Dipper for side hill excavation; Ditcher, for trenches, and Skimmer, here illustrated, for road grading. Economically lifts 6-inch cut, leaving finished surface, any desired slope within half circle 32 feet in diameter. Capacity 300 to 400 cubic yards per day.

**KEYSTONE DRILLER COMPANY**

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**Hotel Muehlebach**  
BALTIMORE AVENUE AND TWELFTH STREET  
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**500**  
New Fireproof Rooms  
Rate from \$2.00

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**Whitmore Hotel Co.**  
Under the Personal Direction of  
**S.J. Whitmore and Joseph Reichl**

**Connor Hotel**



250 Rooms Joplin, Missouri

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Southwestern Missouri's Leading Hotel

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**ST. ANTHONY HOTEL**

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 Hot and Cold Water in Each Room  
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**Thompson Motor Company**  
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Tourists' Headquarters  
**The Garrison**  
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Electric Lighted Throughout All Outside Rooms  
 Every Room in Excellent Condition  
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 PITTSBURG, TEXAS

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

PHONE 6

### BUILD ROADS NOW

An article by C. D. Morris of the St. Joseph Gazette, although written for local consumption, is well worth consideration at many other points on the Highway.

Aside from the well conceived five-year plan of Neighbor McIninch, who is destined to be one of the patron saints of the Jefferson Highway, there are some salient points, raised by Mr. Morris, now worth consideration and application elsewhere.

#### "Before the Federal Government Gets Out of the Notion."

Within the last few months the federal government has acquired the habit of talking and acting in billion dollar units for war expenses, but who, for one moment, supposes that any one would even get a hearing who went to congress now with a billion dollars federal aid road plan.

Yes, Mr. Morris has made a valuable suggestion, not only for St. Joseph and Buchanan county, but for all other counties on the Highway. **Better Get While the Getting Is Good. He Says:**

"I am again constrained to say that the people of this county will make a great mistake, if they do not unitedly get behind George McIninch and his good roads committee in their effort to accomplish something worth while, before the federal government gets out of the notion to give aid to local communicaties in the matter of road building."

"Something needs to be done here for the upbuilding of the city. I can see no opportunity to do anything in an industrial way at this time. The war has led men to lay aside all plans for new industrial plants, except those necessary for the manufacture of war materials until a more favorable season, so that the industrial division of the commerce club can accomplish little along this line just now."

"There will be some building in St. Joseph during the coming months, despite the high cost of building materials—building made necessary by the expansion of the retail district—but no widespread building campaign may be expected. About the only thing the city builders can do, therefore, at the time, is to push the good roads cause, making it constantly less difficult for the people in surrounding territory to come to this city to trade."

"It may be charged that securities for road funds would be difficult to dispose of just now, on account of governmental demands. This objection, however, is without force. This county is financially able to finance any road project it will undertake without offering a dollar of its securities for sale beyond its borders. All that is necessary to do here is to establish the will to do. McIninch suggests a five-year road building campaign, one which would provide us with hard-surfaced roads to the limits of the county in every direction from St. Joseph, and collateral roads leading into the main thoroughfares. Such a campaign would not require the sale of more securities annually than we can ourselves absorb."

"The Liberty Loan campaigns here demonstrated what can be done when the people are aroused to the importance of the project in hand. It seems to me that the best thing we can do for St. Joseph just now, is to go on with our road plans, just as if the nation were not at war. If we will do so the advantage to the community will not only be apparent from the start, but at the end of the five-year period we shall have a decided advantage over any other community in the central west. The spirit to do this exists in Buchanan county, but it is not co-ordinated and made effective by organization. To bring this condition about, is the first duty, and for this reason McIninch and his co-laborers should have the hearty indorsement and enthusiastic support of every loyal citizen."



Walter Parker, General Manager New Orleans Association of Commerce, writes:

"I am just in receipt of the December issue of the Jefferson Highway Declaration, and I wish to congratulate you and your co-workers on the interesting and valuable material that it contains.

"Aside from its merit and special appeal to me as Secretary of the Association, it should be of immense benefit to all who are interested in the development of good roads in the Mississippi Valley.

"It occurs to me that the exigencies of the hour, centered about the great conflict in which our country is engaged, demand extraordinary exertion on the part of our Association to overcome the apathy or laissez-faire of the public towards any constructive effort that is not directly or obviously related to winning the war. The public must be brought face to face with the stern fact that to win the war is imperative to command every resource of the nation, and that our resources cannot be developed to their full capacity without the exercise of efficiency raised to the nth degree. This means road building as well as water transportation; new merchant marine and other patently peaceful advancement that will be necessary factors in a successful termination of the war.

"Just as a soldier fights best who is well clothed and well fed, the farmers' efficiency is in direct ratio to the character of roads over which he moves his products to market, and we all know that the prosperity of the market is dependent on the efficiency of the farmer. If the public is made to understand and appreciate this fact, there will be no abatement of interest in the work of our Association."

## HOTEL YOUREE

In the Heart of the Business District

EUROPEAN PLAN, PRIVATE DINING ROOMS

"Modern Fireproof"

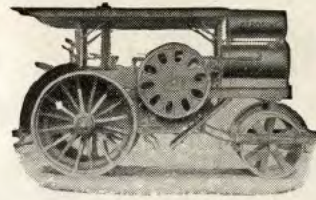
250 Rooms

150 With Bath

### The Shreveport Hotel Co.

FRED H. SCHEER, Mgr.

SHREVEPORT, LOUISIANA



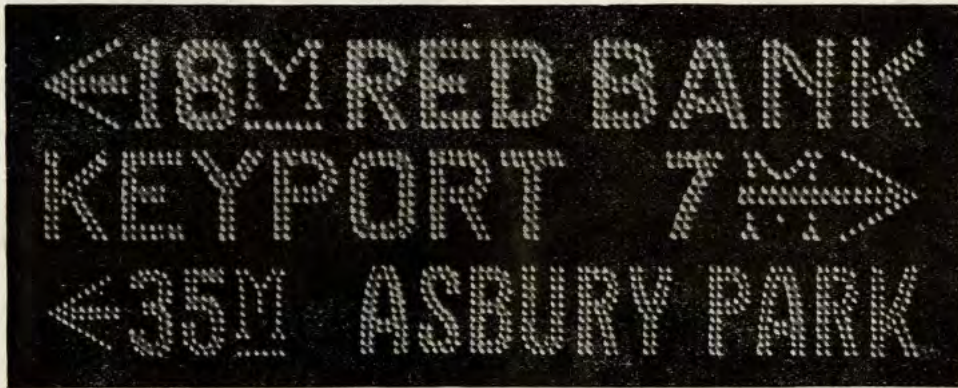
## Leader Tractor Manufact'g Company

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Easy to Operate, Automatic Hoist and Steering Device

Two Machines for the Cost of One  
Write for particulars



"INDESTRUCTIBLE Drilled-In" Letter Signs—The letters are cut deep into the metal after which the plate is galvanized. The finished sign has the bright aluminum letter and the black elastic finish. Signs can be made in any style of letter. Used throughout the United States by the Goodrich Rubber Company, of Akron, Ohio, and in the East by the Standard Oil Company, and by hundred of Cities, Towns and Counties throughout the United States.

## The Indestructible Sign Company, Columbus, Ohio

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Northfield, Minnesota

H. E. HERSHEY

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Rates According to Style and Location of Rooms  
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Mansfield, Louisiana

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All Outside Rooms—Electric Lighted  
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Best Small Town Hotel in Best Small Town in Louisiana

Rates \$2.00 Per Day

A. Buford, Mgr.



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FOR ROAD IMPROVEMENTS

The combined use of Red Cross Explosives and modern road machinery will, in many cases,

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Our FREE BOOKLET, "Road Construction and Maintenance," gives practical data how to use explosives exclusively, or in combination with modern road building machinery for building new and improving old roads. The book should be read by every engineer, road-builder and highway official.

Write for "ROAD CONSTRUCTION and MAINTENANCE" Booklet.

E. I. Du Pont de Nemours & Co.  
Powder Makers Since 1802  
WILMINGTON, DELAWARE



Proceedings of The Advisory Committee of the Jefferson Highway Association, held in St. Joseph, Mo., at the First National Bank Tuesday, December 11, 1917.

Present:—W. A. Hopkins, President; Geo. E. McIninch, Jas. E. Combs, J. D. Clarkson.

Absent:—Thos. H. Johnson.

The committee convened at 10 o'clock in the morning and remained in continuous session, till Mr. Hopkins had to leave for home on the 3:20 train, in the afternoon.

Many subjects of minor and major importance were considered in the five hours session, of which the following were most important.

After the financial affairs of the association had been thoroughly discussed, it was concluded that sufficient resources were in sight, and deemed collectible to pay running expenses, till the July meeting in Joplin, which would be a year longer than was provided for in the financing plan adopted at the Kansas City Convention, in February, 1916.

The committee is to consider and have for presentation at the July meeting, a definite financing plan for future use.

The Medals of Merit, so generously tendered by The Russell Grader Co., of Minneapolis, which had been accepted by the Directors, at the meeting in Denison, with a hearty vote of thanks for this practical co-operation, were next considered, and the General Manager was instructed to work out a plan to utilize them to the best advantage, and announce the details from time to time in the Declaration.

The General Manager was instructed to urge payment on several past due obligations as the association must depend on prompt collections to keep the wheels going round.

It was determined to call for the second and third installments on memberships.

Bill for \$50.00 for auditing the accounts of the association was ordered paid.

Mr. McIninch and Mr. Combs and the general manager were instructed to procure such additional office furniture and equipment as may be necessary for the new offices, and the general manager was instructed to refer all, but routine expenditures, to these two members.

\$60.00 per month was deemed a fair minimum for illustrations in the Declaration. It was determined to put the Declaration on a basis, to at least, pay publishing and mailing cost.

It was determined to take out a membership in the National Highway Association.

It was determined to take up with the larger cities, which had not already done so, the subject of supplying greater financial support for the Association; as a canvas of the subject, developed that only one large city had tendered financial support of any consequence.

The general manager was instructed to give all assistance possible to the Buchanan county roads campaign, and to urge upon all communities, the vital necessity of thoroughly marking and properly placing the signs.

The resident members of the committee were to familiarize themselves with the subscription list and advertising contracts of the Declaration.

Adjourned subject to the call of the chairman.

CHANDLER

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### WINTER TOURING ON JEFFERSON

Minneapolis to San Antonio, Texas

From Denison Herald.

Two young men, R. L. Padgett and F. E. Parsons, of Minneapolis, en route to San Antonio, passed through Denison this morning, having come all the way over the Jefferson Highway in an automobile, making good time with the exception of three days in Missouri, where 18 inches of snow was encountered. The tourists stated to Secretary King of the Chamber of Commerce when they called for touring information from Denison to San Antonio, that considering the season of the year they found the Jefferson in good condition, with evidences of improvement all along the line. The party praised the roads around Denison as being the best they had passed over on the entire trip. As the Jefferson Highway does not go to San Antonio, they were routed from Denison over the King of Trails Highway, which is one of the best highways in Texas.

\* \* \*

"Jefferson Highway Declaration," is the title of a magazine issued by the Jefferson Highway Association with J. D. Clarkon, general manager of the Highway, as managing editor. The Declaration for December carries a front page of Texas pictures. The Union Station and Government buildings of Denison form the top half of the front page with the state capitol the lower half.

In the December issue is a full account of the International Directors' meeting recently held in Denison. The stories were taken from The Herald. Each of the director's pictures were carried in the magazine, together with some very clever stories that are of interest to each state and district of the Jefferson Highway between Canada and New Orleans.

Covering two pages in the center of the booklet is a map showing the entire course and towns of the Jefferson Highway. The Jefferson intersects all the great highways extending east and west and the map very plainly designates these highways. Mileage is also given from town to town and it is so plainly gotten up that no mistake whatever could be made in traveling over the Jefferson Highway. Markers used along the route are pictured so that they may be easily recognized. The booklet is another argument in favor of the Jefferson Highway, proving further that it is not an experiment but an actual highway that can be traversed twelve months of the year from pine to palm.

### SYSTEM OF NATIONAL ROADS

We Will Soon See Necessity for Separate Systems for Freight and Passenger Traffic

President Rowe of the American Automobile Association says that in ten years the United States will be covered with systems of national roads. By that time he says we will begin to see the necessity for separate systems for freight and passenger traffic. Present highways will be greatly multiplied and largely increased in width. The quality will be improved as the country begins to learn the art of road building. Good roads, he believes, are the greatest practical step toward national preparedness.

### CAN'T BE DONE

C. F. in the Alaska Citizen.

Of all the pests, I hate the one who loudly wails "It can't be done." No matter what we try to do, he says the plan will not go through, and shakes his head in doubt and fear. He never has a word of cheer, but wails from morn to setting sun, "It can't be done—it can't be done."

When boosters try to help the town, and bring success and fair renown, or try to start some enterprise, "It can't be done," he loudly cries and then goes up and down the street and every block he doth repeat this battle cry to everyone, "It can't be done—it can't be done."

And so he goes his doleful way and sings his pessimistic lay. The things that are the city's pride he tried to queer, dod rot his hide. Improvements that you see about, he tried to block, the pesky lout—in smiles and cheers he sees no fun, this gink who says "It can't be done."

No grateful city lauds his name; he's never known to civic fame, no monuments to him are raised, in graven stone he's never praised, and people call him a sonofagun, the gink who says "It can't be done."

So, when he's called from earthly cares and tries to climb the golden stairs, may Peter say, "Blow back, my son; it can't be done, it can't be done."

### GOOD ROADS PRIZES

From Emerson (Manitoba) Journal.

The good roads banquet at the Russell House last Thursday evening was a bumper success. The spread was of the usual high quality for which the Russell has gained considerable of a reputation. Reeve McCarty, president of the local Association, presided; A. C. Emmett was the Winnipeg speaker; Mayor Caselman present the prizes; other speakers were Councillor Breton (Montcalm), J. Parent, M. P. P., Rev. W. H. Colclough, W. B. Johnston (Arnaud), W. Fraser and W. Lindsay. Musical selections were rendered by Mrs. Masterton, Rev. G. F. Kaye and M. Peto. Letellier district had a big delegation around the festive board. It was another boost for good roads.



The first auto arriving in Clearwater County, Minnesota, seven years ago.



# Changing Headquarters

## St. Joseph Celebrates and Buchanan County Leaves Nothing to be Desired.

That St. Joseph and Buchanan county would regard the establishing of Jefferson Highway Headquarters in St. Joseph, as an event of great moment, has been manifest for some time, but that they would celebrate it in any such whole-souled and constructive manner, as they did and are going to continue to do, will come as a surprise to the Jefferson Highway Neighbors.

The June meeting of the Jefferson Highway Directors, instructed the general manager to select a point for headquarters, nearer to center of the Highway.

The resulting investigation for a desirable locality, awakened a suspicion in the mind of the general manager, that if St. Joseph was fortunate enough to secure the location of headquarters, something interesting would develop, and sure enough, it did.

Upon the arrival of the headquarters in St. Joseph, a tender was made of Three Founder's Memberships in the Jefferson Highway Association.

The rapidity with which events follow one another in the "City Worth While," is indicated by what follows:

The St. Joseph Commercial Club, The St. Joseph Automobile Club and The St. Joseph and Buchanan County Good Roads Association.

Gentlemen:—

On behalf of and for the Association, I wish to acknowledge the receipt of checks for \$333.34 from each of the above named covering the first installment on three One Thousand Dollar Founder's Memberships, subscribed for by the above named on behalf of the City of St. Joseph and Buchanan county. The remaining installments to be paid in one and two years from this date.

In the early history of this Association the interest taken in, and activity on behalf of this Association by St. Joseph and Buchanan county people, were very largely responsible for its early success.

Now again, as the Association enters its third year of activity, practical co-operation continues and substantial financial support is tendered to speed it on its way.

I know I cannot express too emphatically, the appreciation of the directors and every individual interest in the work.

Sincerely Yours,

J. D. CLARKSON, General Manager.

Jefferson Highway Association

A casual observer might think this would have closed the incident, but the "City Worth While" has learned to use momentum of and the remainder of the story will make interesting reading all along the line.

In the two years, since the organization of the Jef-

erson Highway such large values have been discovered in it and good roads sentiment has been given such an impetus by it that the people of St. Joseph and Buchanan county, determined to use this momentum acquired, and celebrate the arrival of Jefferson Highway Headquarters in their midst by putting over

## A County Wide Vote of Credit,

Anticipating their road revenues for the next ten years, to make a 365-day road for the Jefferson Highway, and also covering a large majority of other roads in the county.

A meeting was held Monday night, at which a committee was appointed and instructed to burn up the wires to secure a county wide preliminary meeting the following Thursday.

A noon banquet was arranged to accommodate the farmers, and when the time came, the spacious lobby of the Robidoux Hotel was jammed with country and

town folks, vociferously demanding immediate action. So keen were these men to get to work, that they did not wait to fully dispose of the banquet before commencing proceedings.

It was immediately determined to devote five days to circulating petitions for an election. The law requires two hundred signatures.

This campaign went off with such a rush that at the end of the time 3,200 signatures had been secured. The court has ordered an election for January 24, 1918.

And the Celebration Continues.