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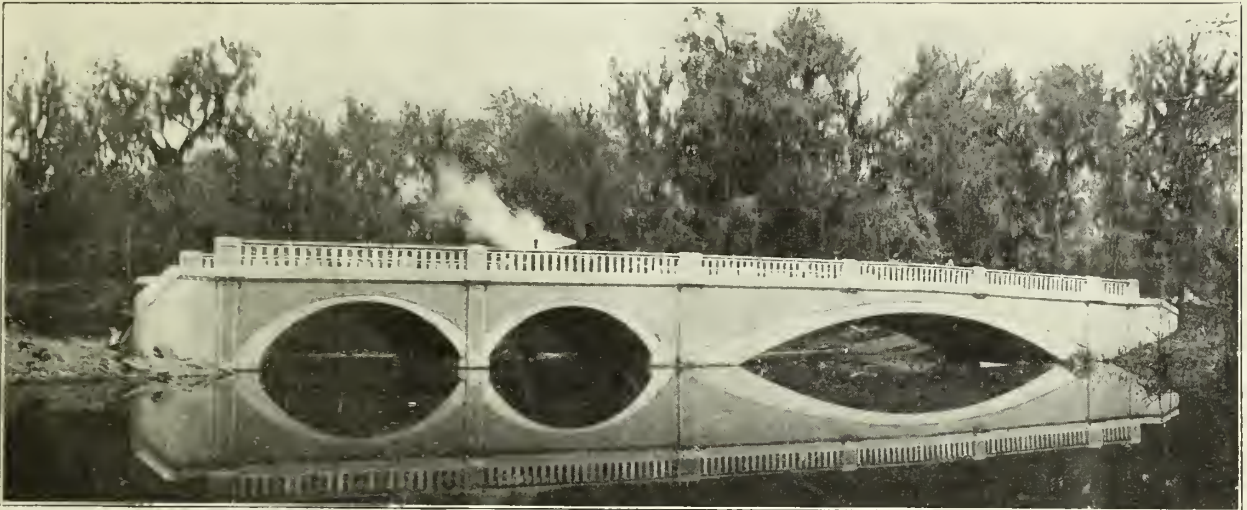
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JEFFERSON HIGHWAY DECLARATION

50 Cents a Year
\$1.00 Three Years

Published Monthly by
JEFFERSON HIGHWAY ASSOCIATION

FEBRUARY, 1918



Mason City, Iowa—The Home of Concrete
Nearly three miles of the Jefferson Highway in Mason City is like the above. See page 21.

—are you one of those who put off ordering?

A month ago we took 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—

while blade has unpacked ground to work in.

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

Russell Grader Mfg. Co.

MINNEAPOLIS, MINN.

(On the Jefferson Highway)

Representatives in All Principal Cities

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JEFFERSON HIGHWAY DECLARATION

Volume III



Number 1

FEBRUARY, 1918

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

"Entered as second-class matter, January 16, 1918, at the postoffice at
St. Joseph, Mo., under the Act of March 3, 1879."



Anniversary Address

President W. A. Hopkins of Lamoni, Iowa, makes a valuable contribution to the written history of the Jefferson Highway Association upon the occasion of the closing of the second year and the opening of the third year of the publication of the Jefferson Highway Declaration.

A close analysis of the article will reveal still greater evolution in the Highway principle.

— Build Roads Now —

— Build Roads Now —

— Build Roads Now —

The Jefferson Highway Association is a co-operative International Organization undertaking to help build and maintain a continuous hard surfaced, well marked highway from New Orleans to Winnipeg; passing through seven states and one province, for each of which the organization provides one vice-president and three directors—thirty-two in all—who are held responsible for the general condition of the highway through their respective states and province.

The organization further divides the Highway into County Units passing through eighty-nine counties, for each of which are provided one county chairman and six trustees, making a total of six hundred and twenty-three county officers who are held responsible for the condition of the highway through their respective counties. Each county officer is expected to be very active in the discharge of his duty. If any are not active, they should resign and give place to men in their county who are willing to do the work.

Among the duties of the six hundred and twenty-three county officers are the following:

(a) To solicit the good will, co-operation and aid of the national, state, county and township road officials, and the farmers and residents of the cities and towns on the Highway in the upkeep and improvement of their respective sections.

(b) To keep the pole markings adopted by the Association uniformly and plainly painted and the signs in proper place and repair.

(c) To see that the Highway is properly graded, drained and dragged and that the bridges and culverts are kept in repair and the approaches smooth; to remove any obstructions that would delay or inconvenience traffic passing over the road, or to see that these things are done by the proper road officials.

(d) To see that hedges and trees are kept trimmed and have other obstructions removed that would hinder the full view of the roadway at corners and grade crossings where necessary for the safety of the public.

(e) To encourage the building of concrete bridges and culverts and the cutting down of hills and filling in of low places.

(f) To encourage the widening of all narrow roadways to standard width, and the setting back of fences at corners for the purpose of providing rounded corners in lieu of square turns.

(g) To provide and place small signboards on each bridge, giving the name of the creek or river crossed; also small signboards at railroad crossings, giving the name of each railroad crossed by the Highway, and place warning signs one hundred yards, both sides, from each bad turn or dangerous place.

(h) To use their best efforts in making the Highway satisfactory to the traffic passing over it. And to raise money by subscription to pay the general expenses of the Association—apportioned annually to each county.

(i) To urge the building of a hard surfaced "365-day in the year" road.

The County Chairman and the four trustees are the local men who live in their own respective home counties. They know all the local conditions, and what is most needed from time to time, and by co-operating their efforts as above suggested, should take a pride in building and maintaining a Jefferson Highway, up to the standard set by the Association; and, equal to or better than any other county through which it passes.

Competition for the best part of the Highway is lively between many counties and states—for to say you have the "Best Part" and can show the road to prove it, is a valuable asset to any county or state.

It is unfair and unjust for any part of the Highway to be neglected for the following reasons: If all the states and provinces build a standard Jefferson Highway, except Iowa, the result will be that the good name and reputation of Iowa at home and abroad will be injured, and the other states and provinces through which the Highway passes will be materially damaged on account of the break in the Highway caused by the failure of Iowa to connect up a good standard road.

The same rules apply more severely, if possible, to the county units. For instance, in Iowa the Highway passes through nine counties. If eight of those counties build and maintain a good road, and the one remaining county has a bad road, the Highway connection across the state of Iowa is broken. The tourist, however, will have to travel across the county that has the bad roads, as he can not afford to detour from the marked Jefferson Highway, and he simply endures the discomfort, notes the name of the bad road county, and his impression of that county is bad. He tells his friends everywhere of his pleasure in driving through the splendid state of Iowa over the good roads on the Jefferson Highway—all except that one "bad road county," and besides the bad roads, the county has poor farms and poor towns, and everything had the appearance of being run down and neglected and a very undesirable community in which to live.

News, good or bad, travels fast on the Jefferson Highway, and the county in Iowa that has a bad road soon has a bad reputation known all the way from New Orleans to Winnipeg. The same rule applied by comparison, to Iowa and its counties, also applies to all the other states and provinces through which the High-

way passes, and no county can afford, from an economic viewpoint, or a just pride in itself to neglect or refuse to build and maintain a standard highway equal to any other part of the great system.

The International Board of Directors is composed of the general officers, three directors and one vice-president from each state, to which are added all the past international presidents, making the total membership of the board at the present time, thirty-six. Meetings are held in July and January of each year. At the annual meeting which is held in January, the board elects the International officers, consisting of president, first vice-president, second vice-president, secretary, treasurer, and employ a general manager and such other help as may be necessary.

It is not the intention or purpose of the organization to usurp any of the rights and powers of the national, state, county, township or province officials holding office under the federal or civil laws; but it is manifestly the duty and privilege of the Jefferson Highway Association and all of its officers, directors, trustees and general manager to co-operate with the federal and civil law officials in the building and maintaining of the highway, through the various states, counties, townships and provinces.

This co-operation has been very kindly received by the federal and civil law officials, and the building of the highway is progressing very satisfactory. Bonds have been voted in many counties, and federal and state aid are now being given to many of the projects on the highway in addition to the amounts apportioned by the respective counties from the regular tax fund.

The "Declaration" is the monthly official publication, and is a magazine that should be read and supported by all the citizens along the highway; each county should contribute not less than three hundred to five

hundred subscribers. If there are any counties on the highway not doing their part to keep up the Declaration, let them get busy now, appoint committees to solicit their share of new subscribers and renewals of expired subscriptions.

No officer, director or trustee of the association is paid, or receives any compensation or salary for their services except the general manager, who is employed and gives all of his time and has the general oversight of the entire highway and the perfection of the organization in each county, state and province, and the publication of the "Declaration," under the direction of the Board of Directors and the advisory committee appointed by the board.

Traffic and touring, while already heavy on the Jefferson Highway is only in its infancy and will increase heavily each year. Col. Lafayette Young of Iowa, who presided so efficiently over the organization convention at New Orleans, said, "That in time the Jefferson Highway, from New Orleans to Winnipeg, when properly constructed, would carry more freight and passenger traffic than the Illinois Central Railway." This prediction is fast coming true. In fact, we must speed up the building of the highway; the traffic is already crowding and upon us. The value as an asset to the states, counties, townships, cities, towns and provinces through which the highway passes can not be estimated in dollars and cents. So this year let us all put our shoulder to the wheel of progress and pull together; for in this time of war the need for the completed hard surfaced highway is greater than it otherwise would have been.

I am therefore, calling upon all the officers, directors and trustees of the Jefferson Highway to "Get Busy" in the duties to which they are assigned and give the association their very best efforts this year.

W. A. HOPKINS, President.

Lamoni, Iowa, January 8, 1918.

Build Roads Now

Build Roads Now

Build Roads Now

Our Win the War and Anniversary Number

Prologue—Once upon a time a thoughtless man walking up the cog road to Pike's Peak was overtaken by the night near the timber line. Ignoring the admonition conveyed by numerous signs posted on the trees against building fires in the mountains, owing to the danger of the spread of the flames which wisdom and experience taught might occur, he soon had a big fire burning.

As he sat enjoying its genial warmth he speculated on the unnecessary care the State of Colorado was taking by forbidding the tourist to alleviate the discomforts of a fireless night. Looking around he detected a small blaze some hundred feet away and wondered how it originated. Then another appeared, and then a third. Suddenly he remembered the notice forbidding the building of fires, owing to the danger of them running under the ground through the fuse-like roots of the dead trees.

Like a flash he recalled the penitentiary penalty for the act he had committed. Frantically he fought those fires that seemed to spring up on all sides, and busy as he was, he had ample time to contemplate the dire consequences of his failure to subdue the flames.

The multitudinous and far-reaching ramifications of the ill effects following the starting of the war in 1914, was little suspected by anyone at the time hostilities commenced.

The United States, following the advice of the revered Washington, to keep free from European entanglements, stood aloof upon the theory that the broad Atlantic lay between, but unfortunately, something seemed to have happened to the Atlantic. It did not appear to be quite as broad as it was in the days of Washington.

Facilities provided by modern civilization, had shrunken its borders. Scarcely had the news of the commencement of the war reached America, before numerous entanglements, large and small, made their appearance on every hand. Small manufacturing concerns, in the middle and far west, with three thousand miles of ocean and a similar amount of land laying between them and the scene of hostilities, whose stockholders did not know even the postoffice address of a single European manufacturing company, suddenly found themselves in the vortex of the effects of the Great World War.

They had never sold any of their output to Europe, or knowingly procured any raw materials or supplies from Europe, yet suddenly and without warning, the stream of outgo was dammed—the flow of income ran dry. Some were affected beneficially, others were affected adversely. The same was true of the farmer and the wage earner.

The manufacturer who saw his profits piling up, looked with complacency upon the war conditions in Europe. The farmer who saw the price of his products doubled and trebled, thought that the long deferred time "When the farmer should come into his own," had arrived. The wage earner accepted with glee his doubled stipend and the moneyed man smiled as his wealth increased. Those who had been adversely affected were forgotten in the volume of advantages flowing to the western world. The roseate hues of the setting sun, seemed to fill the horizon.

Then a small black cloud appeared, rapidly filling all space. The lightning flashed and seared its way to its mark. The thunder roared in unison with the moans of the distressed. The complacency of the prosperous manufacturer—the joy of the fortunate farmer—the glee of the wasteful wage earner and the smiles of the

moneyed man, received a shock as the icy fingers of untoward circumstances reached for the heart of each, with the steel tentacles of the selective draft, demanding in the name of the government, the titheing of the quickly gotten gains and demanding in the name of humanity the life blood of the first born of the land.

What Dante will depict this world folly and this world woe?

Under the stress of these unexpected circumstances a terror spread over the land which was not conducive to constructive thought. All attention seemed to be directed to the stopping of the on-coming flood, which would seem to be repeating the folly of the inception of the disaster and overlooking the very obvious fact that every flood must have a period of recession.

Have we not paid a sufficient price for wisdom? After such a lesson, is it not time to be wise in our generation?

Multipled forms of speedy communication (the very basis of civilization) to any disastrous influence of which, we had not taken the means to render ourselves immune, brought these twin disasters upon us. Then why not invoke wisdom to tarry with us for a time and teach us to take the necessary measure now, to render ourselves immune when the recession of the flood sets in and the under tow begins to drag with appalling strength?

Just so surely as the genial warmth of the first phase of the European war upon us, was followed by the nearer approach of the flame and the searing effects of the second phase, just so surely will the joyous days of our armed victory be followed in rapid succession, by the somber days of winning our way back to peaceful pursuits.

By the use of multiplied means of certain forms of rapid communication, Autocracy launched disaster upon us. Wisdom will teach us that by the immediate adoption of measures to supply multiplied means of local and natural inter-communication, Democracy may render itself immune—win the war of arms—and also win the war of peace that is just as certain to follow as effect follows cause.

A failure to preceive the multitudinous ramifications of the "After the War Period" and a failure to discount their unexpected appearance at points far removed from their source, will be just as serious a cause of consternation as were the first and second phases of the war.

With these thoughts in our minds, and these intentions imbedded in our hearts, we look forward with high hopes to the coming year, re-dedicating these pages to the cause of community building, thereby continuing the most practical means of Winning the War and Winning the Fruits of Peace.

Build Roads Now

Build Roads Now

Build Roads Now

Our Roll of Honor

Business houses, lodges, civic organizations and various other organized activities take a justifiable pride in doing honor to those of their members who are "doing their bit" for their country in patriotic services.

Of the many cases of this character in the Jefferson Highway Association we note two conspicuous examples—that of Hon. E. T. Meredith and Major Harry H. Polk, both of Des Moines, Iowa.



HON. E. T. MEREDITH

Mr. Meredith is not only the founder of the Jefferson Highway, but has contributed more of his means towards its support than any other one person.

He is connected with many large business enterprises which naturally call for much of his time and attention. He is also a member of numerous public boards of control, to which he gives much of his valuable time, without any pecuniary reward.

Notwithstanding this, upon the outbreak of the war he, in common with other men of prominence and proved executive ability, tendered his services to the government.

The latest information available is to the effect that he was in Washington serving on the Excess Profits Board.

Though not an enlisted soldier, he is serving his country, and the Jefferson Highway neighbors take a justifiable pride in their first president.



MAJOR HARRY H. POLK

Major Polk is one of those who went to New Orleans and participated in the organization of the highway, and is contributing to its support by a thousand-dollar founders membership. Major Polk is a Des Moines boy. He has been most active in affairs since he grew up. He was chairman of the Chamber's Military Affairs Committee in 1916. He entered service in May of this year, and was detailed to Fort Benjamin Harrison, and later to Fort Snelling, where he was an instructor and adjutant. He was assigned early at Camp Dodge, and early became intelligence officer, and later acting assistant chief of staff. He was then sent to the War College at Washington for instruction, and recently returned from there. Commissioned as a major of cavalry, he was recently transferred to the infantry arm.

The Jefferson Highway neighbors will follow with interest such information about his future activities as the exigencies of the war may permit to be made public.

January 3rd Before the Race

St. Joseph, in Buchanan County, Missouri, and Bethany, in Harrison County, Missouri, are and always have been showing high lights in highway work.

Touch the button, night or day, Sunday, Holiday, Summer, Winter, or any other time, and there will be a response from Bethany and Harrison County, and from St. Joseph and Buchanan County. For over four years these communities have been in very close sympathy, notwithstanding they are eighty miles apart, separated by eighty miles of dirt road that cannot be traveled—"when it rains."

A very constructive feeling of emulation exists between them which is going to result in a hot race for supremacy.

For some weeks they have each had their forces out quietly, warming up for a hot contest. It is not going to be any two out of three or three out of five heats. It is simply going to be a dash for the goal.

Just the other day Bethany got out on the track and commenced to kick up a dust. The next day St. Joseph swung into the open. This is going to be a race worth seeing.

Bethany, although much the smaller of the two, is plucky and asked no handicap, but St.

Joseph, recognizing her superior weight, in true sportsman-like manner, conceded a handicap.

Bethany township, with Bethany, a town of about two thousand population, proposes to put over a project to build thirteen miles of paved road for the Jefferson Highway.

Buchanan County, with St. Joseph, a city of about eighty thousand population, proposes to put over a paved road for the Jefferson Highway through the county and to equalize things with Bethany, proposes, in addition, to put over a proposition for a county wide system of paved roads.

Buchanan County proposes to go to the County Court in five days with a petition containing five thousand names, asking for the election to be ordered.

Bethany township proposes to beat this two to one, according to population.

Buchanan County proposes to carry the election four to one.

Bethany township proposes to beat that ratio.

Buchanan County proposes to set a record for every county on the Jefferson Highway.

Bethany township proposes to set a record for every township on the Jefferson Highway.

Down in front, so that all can see the race.

— Build Roads Now —

— Build Roads Now —

— Build Roads Now —

“Will Build More and Better Roads Than Ever Before”

The Road-Maker declared that the keynote of all our endeavors today should be Optimism!”

But what is optimism?

Is it not the ability to see the other half of our problem? Is it not the knowledge necessary to realize, at all times, that every unit is composed of two halves, and the ability while working on one half, to keep the other half well in mind? Is not optimism knowledge put into practice, pressing forward—and pessimism ignorance on a stampede to the rear?

Would not Pessimism, standing by the field-side in the fall of the year, noting the farmer taking grain from the bin and putting it in the ground, fear a famine, while Optimism, observing the same action, but possessed of a knowledge of the laws of Nature, would go its way rejoicing in the possibilities of the coming harvest?

Under present war conditions, would it not be wise for farmers to take more and more seed from the bin and hide it in the earth, in order that it may be returned after many days multiplied many fold?

Would not Pessimism, standing by the seashore and noting the surf breaking higher and higher, shrink back to the mountain-top with fear of being engulfed, while Optimism, under the same conditions, would fear no harm from the oncoming breakers, because of the knowledge that the undertow inevitably carries the water back to the source from which it came?

During these war times the surf is rolling billions high on our financial shores, but it should not be forgotten that the greater the surf, the greater the undertow back to its source. As the billion breakers roll higher and higher and become more and more frequent, Optimism stands unafraid, possessed of the full knowledge that an undertow fully as great and fully as strong is drawing the billions back to their source.

We of the Middle West, or of any other part of the country for that matter, should fear no famine or financial catastrophe.

It is true that our Red Cross, our Y. M. C. A., our

Liberty Loan and other subscriptions have been breaking mountains high, and the surface flow seems to be toward a foreign shore, but a correct knowledge of the laws governing the situation points to prosperity.

Is there not a great undertow, not seen on the surface, which will bring back all this money to its source just as inevitably as the undertow on the ocean takes back the surface flow of the breakers?

The government is not going to clothe or feed our boys with money or bind their wounds with it, nor equip them with it.

This money we are giving to Uncle Sam must all come back to buy food, clothing, equipment and munitions, and it is our business to grow these foodstuffs, make this clothing, manufacture these equipments and munitions and **build roads over which to transport these things!**

If there ever was a time we should build roads, that time is now! **NOW! NOW!**

At any rate, this is the way the Jefferson Highway Association interprets its duty.

We have just had the most successful meeting we ever held. We have numerous bond campaigns on for the winter and spring. We expect to build more and better roads in 1918 than ever before. We consider the building of the Jefferson Highway a war measure of supreme importance. Ignorance alone can point to any other conclusion.

By all means, let the keynote be Optimism!

May it swell into a chorus that shall fill the land from the Lakes to the Gulf, and from the Pacific to the Atlantic!

May it even break these bounds and flowing across the ocean, become metamorphosed by the stormy Atlantic into a terrifying sound that shall bring home to the Kaiser a convincing knowledge that we, too, have come into possession of that most valuable of all weapons—Optimism—and know how to use it just as skilfully and just as diligently as he has used it for these many months!—Road-Maker, Chicago.

"WE DO"

**FAVOR
GOOD
ROADS**

January 16th—After the First Heat.
(From Bethany Republican.)

"Over the Top"

Hard Surfaced Road Bonds Carry By Vote of 556 to 90

Hot Time in Old Town Last Night

Yesterday's election to vote on the proposition to hard surface the Jefferson Highway through Bethany township will long be remembered by the good roads boosters of old Bethany and vicinity. Those favoring the proposition were at no time in doubt as to the final result, but the most sanguine and optimistic never dreamed that it would carry by the overwhelming and practically unanimous majority that it did.

The polls were open at 6:00 o'clock in the morning, and in less than one hour a hundred votes had been cast, and workers by the score were out on the streets pinning badges on all who would submit to the ordeal, and that meant nearly every man approached, the badge bearing the inscription, "WE DO" "Favor Good Roads," the "We Do" being the slogan of the Bethany Commercial Club. Before noon it was evident to all who had kept tab on the voters that the proposition was safe, but we did not slacken our pace, but button-holed every voter that came in, and by the time the polls closed at 7:00 o'clock the vote stood For the Bonds, 556; Against the Bonds, 90. This six-to-one shot was really more than we expected, and it simply put the opposition to sleep.

As soon as the result was made known "Suzy's" band of six pieces, headed by an improvised drum major, and followed by about 200 shouting, hilarious and enthusiastic road boosters, all carrying banners or steady blazing Roman candles, as they marched around the public square, cheering and in many other ways giving vent to their supreme happiness.

In this grand and glorious victory for hard surfaced roads the large majority of the people of Bethany and vicinity feel that we are taking a step in the right direction, and we take exceptional pride in the fact that Bethany township

was the first township in the state to vote under the new law. In an effort to name the hustling men who worked almost day and night for the proposition we realize that we would fall short of the true mark and leave some out who should be mentioned, and for that reason we will confine ourselves to the bunch collectively instead of individually. They are all deserving of praise for their untiring labors, and their loyal devotion to old Bethany township, the great Jefferson Highway and Harrison County.

At the road meeting under the auspices of the Commercial Club Monday night, when Hon. George E. McIninch told us that St. Joseph was going to put the proposition over five to one, and said he would feel very bad if the vote here was against the bonds, as the result would reflect in the direction of St. Joseph, and it would be more difficult for them to make the sweep that they were intending to make. Well, after Mr. McIninch said that what should Mayor Roleke do but bob up like a jumping-jack and declare that Bethany was not going to take any lessons on road building from any town on earth, and closed by saying that we would carry it here by a vote of ten to one.

Mayor Roleke spoke more prophetically than he himself at the time thought possible, as the proposition did carry a little over six to one, going one better than Mr. McIninch predicted for St. Joseph. The talk made by George McIninch was a stroke in the right place, as his clear and plain explanation of hard surfaced roads and their building certainly had a good deal to do with the tremendous landslide. Thank you, Mr. Mc, you are always welcome in old Bethany, and now that we have done such a good job at home it is very likely that some of us will land in St. Joseph on the day of your election and put a little Bethany vim in the big game of road boosting in that old town.

— Build Roads Now —

St. Joseph and Buchanan County take the track January 24, and the story of their performance will be told in the March issue.

Calling the Roll

The following communication will, in a small degree, indicate that we have ample encouragement to celebrate our second anniversary with feelings of satisfaction and enter upon our third year with optimistic thoughts, notwithstanding war conditions.

Build Roads Now

Build Roads Now

Build Roads Now

MINNESOTA

Daniel Shaw, Director for Minnesota and President of the Inter-Urban Electric Railroad of Thief River Falls, Minn., writes:

"Provision will be made at the January meeting of the County Commissioners to re-gravel 60 per cent of the highway in the county. Last season's construction now being graveled."

"It is proposed to make an alternate route north from here which would connect with a good highway to Lake of the Woods, a very interesting trip. I encourage this as it will help construction on the main highway. Competition does good, usually."

Build Roads Now

L. H. Rice, County Director for Jefferson Highway, and a prominent water-power owner and operator of Park Rapids, Minn., writes:

"It is proposed to widen about thirty-six miles of the Jefferson Highway in Hubbard County this season, and make a good start to gravel surface the same distance."

"In points of interest, Itasca State Park of course comes first. This is the largest state park in this state and is the birthplace of the great Father of Waters. It is covered with lakes and natural forests and is the ideal place for the summer tourist. Within a distance of fifteen miles of Park Rapids we have an equal number of summer hotels, all located in natural groves and on the shores of lakes of clear, pure water."

"Application has been made for \$35,000.00 federal aid for improvement of the Jefferson Highway in Hubbard County."

Build Roads Now

R. B. Millard, County Director for Jefferson Highway, and Secretary Little Falls, Minn., Commercial Club, writes:

"The Jefferson Highway will be finished entirely through Morrison County this year, rendering available many points of interest, including the beautiful drives along the banks of the lordly Mississippi. The finest white pine forest in the wild state, in the northwest, within the city limits of Little Falls. Our lakes in the northern part of our county afford fishing and locations for summer homes, by the hundreds. Federal aid has been applied for to the limit."

Build Roads Now

G. C. Mantor, Secretary Commercial Club of St. Cloud, Minn., writes:

Jefferson Highway in Stearns County all paved. National Parks Highway, west from St. Cloud will be graded and graveled to Fergus Falls, 125 miles. Seven grade crossings eliminated and the road made in every way first class. Cost estimated at \$150,000.00."

"We have here State Normal School, State Reformatory, a beautiful River Side Drive with many beautiful lakes adjacent."

Build Roads Now

George W. Green, County Director Jefferson Highway, and President Anoka, Minn. Commercial Club, writes:

"The seven miles of the Jefferson Highway in this county is to be entirely rebuilt of best macadam. Also eighteen miles, Anoka to Minneapolis, is to be given treatment. We are going the limit on federal aid."

"Tourists will be much interested in the Mississippi River, Rum River, parks and scenery at Anoka and investors will be interested in much we have to offer in this young country."

Build Roads Now

L. S. Whitcomb, Secretary Business Men's League, Albert Lea, Minn., writes:

"Fifteen miles between Albert Lea and Steele County line to be built next season, involving an expense of \$46,000.00."

"We have the first of Minnesota's beautiful lakes, affording ideal picnic and camping spots."

"We were first in Minnesota to get federal aid appropriation (\$23,000), to use on Jefferson Highway construction."

IOWA

C. C. Harris, County Director, and large Real Estate Dealer of Nevada, Iowa, writes:

"We will gravel both the Jefferson and the Lincoln Highways in this county this year. (These two biggest highways of America cross at Nevada, making it pre-eminent in that respect)."

Build Roads Now

E. C. Harlan, Vice-President for Iowa, and a Lumber Merchant of Indianola, writes:

"Our field notes are all made, engineer's office is working on blue prints preparatory to letting contract for putting Jefferson Highway to grade in the spring, entirely through this, Warren county. Federal aid will be applied to above contract."

"When this is done, we feel that Simpson College, which is located here, and our city of pretty homes will prove of much interest to those interested in education and home building."

Build Roads Now

Hon. James F. Harvey, Director for Iowa, a Lawyer and Banker of Leon, writes:

"Much grading and culvert work will be done and ten to twelve miles additional will be brought to permanent grade. Just finished two re-locations, eliminating seven corners within one and one-half miles on the highway."

"We have thirty-two miles of well kept road, free from hazards, extending through a prosperous stock raising agricultural country. The Leon-Davis city road has real scenic beauty."

"Our project has been approved by our Highway Commissioner and accepted by Federal Engineer Wonders."

Build Roads Now

MISSOURI

J. T. Majors, County Director of Jefferson Highway affairs of King City, Mo., writes:

"The County Court is planning much new road work in the spring. Some steps have been taken to secure federal aid, but it seems as though the township organization is a stumbling block."

Build Roads Now

W. B. Scruggs, County Jefferson Highway Director, and prominent business man of Harrisonville, Mo., writes:

"The money has been subscribed and paid in to build the road from Pleasant Hill to Harrisonville, which will mean a rock road from Kansas City to Harrisonville, which will be completed this year."

"Pleasant Hill and vicinity have four big lakes that afford fine fishing and are now building the fifth one which will cover one hundred acres."

Build Roads Now

G. W. Schriener, County Director for Jefferson Highway, and President of the Barton County Good Roads Club of Lamar, Mo., writes:

"In regard to what we are doing along the route of the Jefferson Highway, will say there is very little doing here. Nearly everybody has gone to war, and those that have not already gone, are getting ready to go. I really look for very little road building until the war is settled."

Evidently the Barton County neighbors have overlooked the fact that we need highways to win the war.

Build Roads Now

KANSAS

H. A. Russell, Secretary of the Chamber of Commerce of Ft. Scott, Kans., writes:

"All the Jefferson Highway in Bourbon County is building or built, except nine miles, and we expect work to begin on that stretch next spring."

"We have all data in to the State Highway Commission, and are expecting notice soon that aid has been granted."

"We are fortunate in having such points of interest as Military Fort and buildings erected at Ft. Scott in 1843, National Cemetery, Gunn Park, the biggest sorghum factory and finest milk condensing factory in the United States."

— Build Roads Now —

C. L. Worthington, County Director for Jefferson Highway, and large mine owner of Galena, Kans., writes:

"I am quite sure the Jefferson Highway through this county will all be put in first class condition in the spring."

"We have here the lead and zinc mines, the Picher Lead Works, the big Empire Lake and the Empire district electric works, four miles west of Galena. All of especial interest to tourists."

— Build Roads Now —

OKLAHOMA

D. N. Fink, Past President Jefferson Highway, and President of the Commercial National Bank of Muskogee, Okla., writes:

"I was just talking to Messrs. Gust and Turner from Eufaula a moment ago, and they tell me that the Canadian river bridge is progressing most beautifully; eight or ten cars of material on hand and they are really working every day, despite the weather."

— Build Roads Now —

R. L. Simpson, President First National Bank of Eufaula, and County Director for McIntosh County, Okla., writes:

"We have four miles south of Eufaula to Jefferson Highway bridge site and four miles south of Canadian River from Jefferson Highway bridge approved for federal aid, and hope to build this during coming year. We have a very good graded dirt road through this county, except this four miles I refer to, and have all bridges and culverts of concrete arch construction already in place through the county. All of this work that we have done, has been by contract."

"We have gas fields at Onpa, six miles north of Eufaula, on the Highway, also have a large gas well just brought in about one-half mile of south approach of Jefferson Highway bridge. Perhaps this will be an oil field by the time this bridge is completed."

— Build Roads Now —

TEXAS

W. N. King, Vice-President for Texas, and Secretary Chamber of Commerce, Denison, writes:

"We already have our roads, 360 miles, hard surfaced highways in the county, but in 1918 we expect to do some little connecting up. The Jefferson Highway is built through Grayson County, Texas."

"Denison, besides first class hotels, has free camp ground for auto tourists, several lakes near Denison for bathing, parks and playgrounds. We were first to get busy on federal aid."

— Build Roads Now —

Tom Holmes, Trenton, Texas, writes:

"We had a good roads election at Trenton, Texas, December 22, 1917, but the proposition was defeated. We now intend to map out a new district and make an effort to build our part of the highway with good roads. We have the prettiest farm lands in the United States to look at."

— Build Roads Now —

H. H. Watson, President Longview, Texas, Chamber of Commerce, writes:

"We are pleased to advise that during the month of November we voted an additional bond issue of \$75,000, and by so doing have secured \$15,000 from the federal aid, with the promise of \$15,000 more. This money will be used in improving our fine system of hard surfaced

roads. The Jefferson Highway through our county will be improved by using top dressing, and through the co-operation of the government engineers, we expect to maintain our roads in fine shape."

— Build Roads Now —

LOUISIANA

Will Mercer, Parish Director of Jefferson Highway, and Chairman Good Roads Board of Shreveport Chamber of Commerce, writes:

"We have finished and marked every mile of road in this parish, and most of them have been oiled."

"We are getting all the federal aid we can all the time, and will keep on getting it to the end."

"Both tourists and investors will be greatly interested in our immense gas and oil fields, and sportsmen will delight in the good fishing and hunting afforded by Caddo Parish."

— Build Roads Now —

V. L. Roy, County Director of the Jefferson Highway, and Principal of the Louisiana State Normal School of Natchitoches, writes:

"Our work on the Jefferson Highway has been estopped by suit in United States court, entered by T. & P. Railroad Co., attacking validity of our Jefferson Highway special tax."

"We have here special points of interest—Our Louisiana State Normal School, Civil War battle fields and breast works."

— Build Roads Now —

In a letter from H. G. Goodwin of Colfax, Louisiana, we note this statement:

"In passing through the towns of Montgomery and Colfax, the highway describes a letter Z, making six turns in the two towns."

This would seem to be quite a zig-zag route for an international highway. Can not a more direct one be chosen?

He also writes, which is quite encouraging:

"Work is expected to begin on our link soon, for which we have voted \$150,000.00 bonds. Delay has been caused by red tape and technicalities, but we have the money and the highway will be built."

— Build Roads Now —

C. M. Weeks, Parish Director for Jefferson Highway, and saw mill man of Garyville, Louisiana, writes:

"Now advertising for bids for building about thirty miles of gravel road in this, St. John and Baptist Parish. Fifteen miles to form part of Jefferson Highway between Baton Rouge and New Orleans."

"We have here large saw mills, sugar farms, sugar mills, sugar refineries and rice plantations."

— Build Roads Now —

ENCOURAGING

Our readers will notice the absence of Henderson's Garage ad this month, but we are assured that this will only be for a short time.

However, we have much to encourage us in that line. Our old friends, **The Good Roads Co. of Kansas City, Mo.**, come back with a full page on the back cover.

The du Pont Co., who have been with us over a year, have, voluntarily and without solicitation, increased their space 100 per cent commencing this month.

The Standard Oil Co., which went out in October, is back again with a half-page ad.

Some new faces will also be noted in the lineup, among which are **The Rock Island Plow Co. of Rock Island, Ill.**, with their farm and road tractor;

The American Cement Machine Co. of Keokuk, Iowa, with their money saving concrete mixer;

N. S. Monroe & Sons with their whole Jumbo family of road making and road saving machinery;

The Leader Tractor Co. of Des Moines, Iowa.

The Declaration does not hesitate to say that he who invents and markets labor saving devices, at fair prices, for building roads, is as great as he who makes two blades of grass grow where but one grew before. With 365-day roads assured, the farmer can attend to the other blade of grass.



FOR GOD, FOR HUMANITY

Their Spirits Call Us Their Deeds Constrain Us

The announcement of the death of Lieut. Alexander Logan Waugh, which appears on the opposite page, is published for the patriotic message it will carry to hearts below the Border.

R. D. Waugh's announcement of his son having paid the ultimate price of Liberty, is so full of patriotic fervor and re-dedication to the Great Cause for which we are all striving, that it touches a deeper feeling than could possibly be reached, except by a similar experience.

Canada, alone of the Western world, has the vision to see and fully appreciate the true issues involved in the world war when it started, and the courage to instantaneously throw her sons into the battle line, to hold back with bared breasts, the on-coming deluge of Huns and vandals, which threatened the very foundations of liberty.

Removed from the scene of actual struggle, as far as we were, and coerced by no power, except that of enlightened vision, she threw herself into the conflict, without a moment's delay and made the vicarious sacrifice for the Western world. She went down to her Gethsemane alone, and for three long years, suffered crucifixion. The sympathy and unity of purpose of the Western world, seemed to be entombed. Then came the Resurrection Morn. The spirits of her dead, arising from Europe's battle fields, shone out as beacon lights drawing to them the souls of all men who loved liberty better than life. Then it was that America determined that this vicarious sacrifice should not be in vain.

As time continues on its endless path, it will pass myriads of monuments erected in loving memory to those who have gone, for the sacrifice they have made, that those who remain may enjoy liberty forever.

In offering up his life, Lieut. Waugh and his compatriots, who have done likewise, his parents and their parents have shown a devotion to our cause, which should reach the inmost recesses of our minds and hearts, and constrain us to leave no effort untried—no sacrifice unmade—to bring to a speedy and victorious conclusion, the strife of the centuries.

GOD, SAVE OUR MEN

"God save our splendid men,
Send them safe home again,
God save our men!
Keep them victorious,
Patient and chivalrous,
They are so dear to us—
God save our men!"

Winnipeg, Man., January 8, 1918.

Dear Mr. Clarkson:

I have received your letter of January 4th with contents. I have no objection to publishing the announcement of the death in action of my son if it will be of any benefit to the cause. I note, however, that you are under a misapprehension. My eldest son, Private Douglas Waugh, whom you have met, went to the front in August, 1914, with the first contingent that left Winnipeg. He was badly wounded at the Battle of Festubert on the 24th of May, 1915, and lay in a hospital in England where his life was despaired of for over ten months. He is now home, and, as you know, is crippled for life.

My second son, Lieut. Alexander Logan Waugh, enlisted in the same regiment as his brother, in December, 1914, when he was only 19 years of age. He has been in France, through many battles, ever since, until he was killed in action on December 1st, and it is to him that the announcement which you received refers.

My third son, Fred, is in the navy. Although he is only 17 years of age, he is a big sturdy lad and is now in active service on the dangerous Atlantic patrol.

You can say to your readers that the present war must either be won by the Allies, who are fighting for freedom, or by the allies who are fighting to establish German autocracy and all that goes with it throughout the world. Many people imagine that because the Atlantic separates America from Europe, that we are safe. Make no mistake. We have either got to win this war or to be crushed under the ruthless heel of the Prussians, and it will be too late for them to think it over after the Prussion wins. What is to be done, has to be done now. The year 1918, in my opinion, will either see the survival or the defeat of autocracy. Canada has done magnificently, but Canada has to do more, and on the 17th of December last, we elected a Win-the-War Government, pledged to the last man and the last dollar if need be. If the people on your side do not realize the importance of the present situation, they may realize it when some great disaster, as you say, is borne in upon their consciousness.

At one of our Good Roads meetings here a farmer delegate said that he wanted to see good roads everywhere, but the most important road to be built at the present time was the road to Berlin, which meant the road to continued liberty and the fraternity of the world. He never said a truer word.

All of my boys who are fit for military service have given the very best they had, and unless others do the same we cannot expect to accomplish the purpose for which we are contending.

With kindest regards,

Yours very truly,

R. D. WAUGH.



FOR GOD, FOR COUNTRY

In Loving Memory of
Lieut. Alexander Logan Waugh
 Lord Strathcona's Horse, R. C. D.

BORN AT WINNIPEG, AUGUST 30th, 1895
 ENLISTED DECEMBER, 1914
 KILLED IN ACTION, SOMEWHERE IN FRANCE
 DECEMBER 1st, 1917

"SHOULD CANADA ASK ALL I HAVE,
 THAT WILL I GLADLY GIVE—
 MY HOPES, AMBITIONS, YES, MY LIFE,
 THAT FREEDOM STILL MAY LIVE."

—Extract from verses to his Mother, November 4th, 1917.

194 Stradbroke Avenue,
 Winnipeg, December 15th, 1917

Dear Friends:

I desire on behalf of Mrs. Waugh, my family and myself to convey to many sympathetic, kind friends our sincerest gratitude.

We do most especially cherish and have been deeply touched by the recognition of the service and sacrifice of our dear son. We are proud that he has done his duty. Like thousands of our gallant, true-hearted boys who enlisted from Winnipeg and from other parts of Canada, and who possessed the spirit of real patriotism, our boy has given the best he had for freedom and right. All have given equally. They are on before, not far. They have joined that "Deathless Army" of heroes who have counted National Honor more than Life, and Life valueless without Liberty.

Their sublime death, their glorious memory, will be the sacred pride and inspiration of their own home circle, and their deeds of valour and patriotic sacrifice will live forever in the hearts of all true Canadians.

To our fellow citizens who have suffered, whose loved ones have also given themselves

Extract from letter to his mother, reproduced in the hope that it will bring comfort to others.

"Mother Mine:

"Swift to its close ebbs out life's little day;
 Earth's joys grow dim, its glories pass away;
 Change and decay in all around I see:
 Oh, Thou who chargest not,
 Abide with me."

"Do you know what that grand old hymn brings to me? Yesterday the squadron swung into a square to hear the last sermon before we went into action.

"We stood in God's own cathedral, a green orchard, with the blue sky above, and a golden sun trailing away, while the Padre told in simple words how A Man died for us. Across the road in a clump of old, old trees stood a cross, the emblem of that sacrifice. It helps a lot to know there is something to look forward to after the Finish."

to the great cause; to all the anxious ones; to others, wives, fathers and mothers whose loved ones are "away," whose vacant places at this Christmas time are more keenly realized, our hearts go out in loving sympathy, gratitude and better understanding. The steadfast devotion of our men to their great purpose has to all of us made our duty plainer.

"Take up our quarrel with the foe,
 To you from falling hands we throw
 The torch; be yours to hold it high;
 If ye break faith with us who die
 We shall not sleep, though poppies grow
 In Flanders fields."

Our most supreme effort at home can never be worthy of our heroes. Their peerless service and sacrifice, their patient suffering, and our anguish must not be in vain.

Shall we fail them? They have not failed us. Shall we break faith? They have fought a good fight; they have kept the faith.

May God help us to follow them courageously, determinedly on the road to *Victory*, no matter how long and weary the road may be.

Faithfully yours,
 R. D. WAUGH.



A Notable Achievement

The above picture has been shown before in the Declaration, but we run it again in honor of Minneapolis being the first big city to invite this Association to place its markers on the ornamental lamp post on its streets. This is a notable achievement.

We are advised that several highways had requested of Minneapolis the privilege of putting their marks on the lamp posts, but these requests had not been granted.

Such an enormous traffic went into the city of Minneapolis over the Jefferson Highway in 1917 and congested on their traffic men that something had to be done to relieve the situation.

Last July the official car of the Jefferson Highway was threading its way through the congested district of Minneapolis, when the traffic officer called a stop.

Visions of a police court and a fine floated through the mind of the General Manager and the car was brought to a sudden stop, when the officer said: "Have you a map of that Jefferson Highway? I would like to have one, and you should furnish one to every traffic officer in the city. We have all been flooded with questions and don't know how to answer them."

It seems that the lettering on the door, "Official Car Jefferson Highway," had caught his eyes and he was so determined to have a map that he held up all the traffic while we got down into the grip and procured one for him. He was also provided with a hanger for the traffic room at headquarters, and all the traffic men will be provided with pocket maps.

As a matter of conservation only of the traffic men's time it was seen that it would be a good thing to have the blue and white marks with the **JH** of the Highway on the lamp posts.

There were other reasons also. The Jefferson Highway tourists spend a mint of money in Minneapolis every year, and it did not put them in the best of humor to have to follow a blind trail through the city. Minneapolis knows that a satisfied customer is the best advertisement. It is extremely satisfying and gratifying to the tourist to be able to follow the marks in the city as well as in the country. Other cities would do well to take note.

What the controlling motive was we do not know, but here is the invitation.

OFFICE OF
CITY CLERK
CITY OF MINNEAPOLIS

December 27th, 1917.

Jefferson Highway Association, St. Joseph, Mo.

Gentlemen: Attached you will find copy of report from the Standing Committee on Public Lighting, adopted by the City Council at a meeting held December 14th, 1917, requesting your association to place markers on the ornamental lamp posts on Crystal Lake avenue to Twentieth and Washington avenue, thence down Washington avenue to Hennepin and on East Hennepin and Hennepin from University avenue to Washington avenue.

Yours truly,

H. BENTON,
Assistant City Clerk.

ACTION OF CITY COUNCIL

From the Standing Committee on Public Lighting—Your committee respectfully recommends that the Jefferson Highway Association be requested to place markers on the ornamental lamp posts on Crystal Lake avenue to 20th and Washington avenue, thence down Washington avenue to Hennepin. Frank Heywood, H. H. Downes, W. A. Currie, L. N. Ritten, Committee.

Alderman Ryan moved that said report be amended by adding thereto the following: "And on East Hennepin and Hennepin from University avenue to Washington avenue." Adopted.

The question then being on the adoption of the report as amended, it was adopted.

TO USE MOTOR TRUCK TRAINS

U. S. Will Start One From Detroit to Sea Daily for Six Weeks

Hon. E. H. Frizby, Director for Missouri, calls attention to the following newspaper item:

"Washington, Jan. 6—As the result of a successful trial run by an army motor truck train from

Detroit to the Atlantic seaboard the quartermaster's department decided tonight to start similar trains from Detroit every day for six weeks, beginning on January 10.

"In this way the department hopes to aid in relieving railroad congestion by transporting army supplies overland and at the same time eliminating the necessity of shipping the trucks to the seaboard in freight cars.

Lower the Cost of Grading Speed-up the Spading

A Pennsylvania contractor was "up against" a time contract, labor shortage and very hard excavating. By using low-strength dynamite to

Blast Ahead of Shovels

they handled the gravel and shale easily and quickly and the contract was completed on time.

With a few cartridges of Red Cross Extra Dynamite exploded ahead of the shoveling gangs, it takes less time and labor and yardage per day increases. Blasting takes the strain off the chain of the steam shovel,—helps it to dig faster, cheaper and easier.

Ask for free booklet, "Road Construction and Maintenance." Learn how to use Red Cross Explosives to lower the cost of grading and "speed-up" spading. Mention "Better Roads and Streets" and address Advertising Division

E. I. du Pont de Nemours & Co.,
Powder Makers Since 1802
Wilmington, Delaware



LOWERING COST OF HARD-ROAD GRADING.

A contractor on a Pennsylvania road has completed his work at a lower cost than was attained on other sections of the road by using machinery to an unusual extent. On account of the high price of labor and its scarcity, he used a steam shovel in all cuts, low-strength dynamite to loosen the material and speed up the work of the shovel, and automatic dump wagons to remove the earth and shale as it was excavated. The outfall drainage ditches were blasted out with dynamite, thereby reducing the cost of excavation and of trimming the slopes.

The work was finished on time, in addition to being done at a relatively low figure for the conditions, while the other contractors were unable to do so because of the difficulty of securing labor by the older methods, utilizing plows, scrapers and hand work.

NOTE: When in Atlantic City visit the Du Pont Products Store, Boardwalk and Pennsylvania Avenue.

Build Roads Now

Build Roads Now

Build Roads Now

LOOKING BACKWARD

Scanning the past is an idle pursuit unless what is recalled thereby is applied to the future. In the May, 1917, Declaration, the statement was made that:

"If the farmers of the United States, during the last three years, had devoted to increasing the quantity of their crops, the extra time and power it required to transport their products to market over bad roads, in excess of what it would have required to transport them over good roads, we would be confronted with no shortage such as now exists.

We are now being punished for this lack of thrift, and are frantically waging a nation-wide campaign, by every means within our power, to reduce the measure of our punishment, by increasing our production of foodstuffs.

Without any additional exertion, we might have had that much desired surplus. We are deprived, even, of the justification sometimes pleaded by the improvident man who has wasted his substance, but says, "Well, I had a good time, even if I did squander my resources." The transporting of our food products over bad roads, possesses none of the features of a good time.

Had this criminally wasted time and effort been devoted to production, we would now have a generous surplus, instead of a serious and appalling shortage.

No one has demurred to this statement, so we are encouraged to look to the future and venture another statement—

If the lessons taught by the war are properly assimilated, and put into practice by the people of the United States, we can recoup all our material losses caused by the war within five years of its close.

This, of course, does not take into account the loss of human lives, nor the toll of human suffering. For these things we can never be recouped by material wealth. But there will be a partial compensation for even these things. Higher standards of living and of human intercourse are even now being erected, or soon will be erected over the graves of the dead and amid the groans, suffering and sorrow of the survivors.

APPRECIATION

C. D. Morris, editor of the St. Joseph, Mo., Gazette, says:

"I am indebted to J. D. Clarkson, general manager of the Jefferson Highway, for a copy of the Jefferson Highway Declaration, a monthly publication in the interest of good roads. It is a very interesting and useful periodical. With the location of Jefferson Highway headquarters in St. Joseph came the Declaration, which is now edited by Clarkson and printed by a St. Joseph concern. It circulates throughout the states traversed by the highway and is doing a good work in urging road improvement generally, and the Jefferson Highway particularly."

"The Jefferson Highway Association was organized in 1915, the purpose being to build a hard-surfaced road from Winnipeg, Canada, to New Orleans. St. Joseph is located about midway of the line and is therefore, an ideal home for the headquarters. Naturally our people will want to aid this work. Our local road association was instrumental in bringing the headquarters to St. Joseph and is backing the Jefferson Highway to the limit. Incidentally, I may say, the best service a Buchanan county citizen can render the highway just now is to vote for the \$2,000,000 road-bond proposition, January 24."

"If the bonds are authorized, the Jefferson Highway will, in a few years, be one of the most extensively traveled roads in the entire country."

Build Roads Now

E. H. Brown, Highway Engineer of Albert Lea, Minn., writes:

"Plans have been prepared in the office of the County Highway Engineer for the improvement in 1918 of that portion of the Jefferson Highway in Freeborn County from Albert Lea to the north county line."

"Plans call for the construction of a 24-foot graded road at an approximate cost of \$3,500 per mile for sixteen miles. State and federal, as well as county funds will be used upon the work and it is expected that the contracts will be let about February 15th."

CALLS "HYSTERICAL ECONOMY" AN EVIL

Thrift Society's Head Against Indiscriminate Saving
"Business as Usual"

"Non-essentials" Have a Place in Business World

That more harm than good will result from the general practices of "hysterical economy" is the opinion of S. W. Straus, president of the American Society for Thrift, who, voiced this warning in a statement, made public today. "The tendency on the part of many of our citizens," Straus said, "to practice indiscriminate economy at this time, is regrettable because of the danger of injustice to legitimate business enterprises, without any benefit therefrom to our government in winning the war. Furthermore, it is regrettable because of the possibility of fostering a popular misunderstanding of the true meaning of thrift.

"This condition, if it were to continue, would tend to discount the valuable lessons in the sensible practices of thrift which we, as individuals and as a nation, must learn from the war.

"Business As Usual"

"We must bear in mind that money is just as essential in winning the war as food, ammunition and guns. Any condition, therefore, which tends to halt business, transacted along conservative lines, and stop the flow of money through the customary channels, saps our financial power.

"Money, lying dormant, is cold metal—nothing more. Money is merely a symbol of wealth. It has no value whatever excepting when in circulation or when used as the basis of credit. Real wealth is only that which money can buy.

"We must differentiate between the elimination of waste and the withholding of money from legitimate business. We must remember that what is one man's luxury is another man's necessity, jointly creating a transaction on which business and employment depend. This statement does not, of course, imply encouragement of extravagance. In the practice of true thrift now or at any time, there is no waste. Especially now we must abstain from using for individual needs any essentials necessary to the government for the success-

— Build Roads Now —

— Build Roads Now —

— Build Roads Now —

ful prosecution of the war. We must subscribe liberally and to our greatest ability to the Liberty loans and war certificates, but we must remember also that we will gain nothing as a nation in the encouragement of false economy, hoarding and selfishness. American business constitutes one of the strongest assets of the Allied cause. Anything like a financial panic in America now would be a real disaster because the government would be placed at a tremendous disadvantage in securing money with which to finance itself and our allies.

Avoid Hysteria

"All our people are united on the point that war requirements come ahead of private considerations, but we need not feel that it is our patriotic duty to create an epoch of receiverships and cripple the business of manufacturers, theaters, artists, musicians, dressmaker, tailors, jewelers, small shopkeepers and the millions of our citizens whose livelihood is directly or indirectly dependent on so-called nonessentials. If an era of receiverships is precipitated through the dissemination of doctrines of destructive economy, a popular misconception of thrift will be created and the thrift movement in this country will be retarded for many years to come.

"It is our duty at this time to avoid any suggestion of hysteria. Let us view our duties to our nation from a sane, practical standpoint. Let us strive wherever possible, consistent with the practices of unstinted patriotism, to lend encouragement to fair and legitimate American business, which is a mighty asset to the allied nations."

— Build Roads Now —

IN SPITE OF WAR CONDITIONS

Many thinking people are now coming to the conclusion that the time has come to accept war conditions and proceed with our daily ordinary and extraordinary affairs without pleading war conditions as a reason for not doing so.

If the much boasted genius of the American people can not adjust itself to war conditions and proceed with our affairs without trotting them out on all conceivable occasions, as an excuse for not doing or having done this, that or the other thing, lets quit boasting about our adaptability.

The Standard Method of Surface Treatment



One application of Stanolind Paving Asphalt on Macadam and Gravel Roads has given three years service with practically no expense. Builds more substantial road at one-half the cost of light oil treatment for three years. Can be applied on roads previously treated with Road Oil.

Write today for free booklet, "Stanolind Paving Asphalt."



Here are two water bonded roads—top one gravel, lower one Macadam—treated with Stanolind Paving Asphalt at 300° F., 145 pounds pressure, applied one-half gallon to the square yard by special pressure wagon shown in the center illustration.



STANDARD OIL COMPANY

(INDIANA)

72 West Adams Street

Chicago, Illinois



R. D. WAUGH

Mr. Waugh was Mayor of Winnipeg when the Jefferson Highway arrived there in 1916, and is now Commissioner of the Municipal Board which is, now under war conditions, pushing to completion a ninety-nine mile viaduct preparatory to getting Winnipeg ready for a million people "after the war."

It was he who inspired us with the thought "Business as Usual," upon which we have been ringing the changes incessantly ever since.

On the occasion of our first visit to Winnipeg, on Highway business in June, 1916, we found the streets full of soldiers in their gay trappings and bands playing martial music, but just around each corner lurked the grim visage of death, and sorrow had cast its dark shadow across many thresholds.

Winnipeg has sent over ten per cent of her population to fight, what is now recognized as our battle also, but no word of chiding has been heard from them.

Those who read the story told on pages 10 and 11 of this issue will note the indomitable spirit of the Anglo-Saxon race which, although the heart is filled with sorrow, can command a steady voice and point to the unfinished task ahead.

— Build Roads Now —

BATON ROUGE, LOUISIANA

The Chamber of Commerce of Baton Rouge is issuing folders advertising its advantages to the world. It has several worth mentioning, and we notice that the six given place on the front page of the folder, come in the following order—

A Port of Entry—

On the Jefferson Highway—

Capital of Louisiana—

State University—

Standard Oil Refinery (largest in the world)
Great School Center.

Baton Rouge honors herself by honoring the great Jefferson Highway in placing it second only, in a class of six, and we predict that if Baton Rouge continues to give that attention to the highway, which it deserves, that by the time the class is called on for the next recitation, the Jefferson Highway will be invited to take first place.

But this attention must include more than just the building of the road on the ground. She must study and assimilate the great purpose of the highway—the building of the road on the ground is but one of its many activities.

Many towns on the highway have given too little thought to this aspect of the subject. An inquiry addressed to headquarters at St. Joseph, Mo., would bring information of infinite value.

In response to an inquiry sent out by the Highway Association, in regard to proposed road improvements to be made in 1918, L. Paul Amiss, Secretary of the Chamber of Commerce, writes:

"Forty or fifty miles new work now going on. Spending about two hundred and fifty thousand dollars (\$250,000). A steel bridge just completed; two under construction, costing approximately sixty thousand dollars (\$60,000)."

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.

Quotations on Request

MANHATTAN OIL CO.,

Des Moines, Iowa

TRAIL STATE BANK

Trail, Polk County, Minnesota

On the Jefferson Highway

6% PAID ON TIME DEPOSITS

RESOURCES OVER \$140,000.00

When at STAPLES, MINNESOTA Stop at the

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Reliable road information may be obtained

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Published Monthly by

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J. D. CLARKSON
Editor

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

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.

Combe Printing Company  13 St. Joseph, Missouri

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Volume III

FEBRUARY, 1918

Number 1

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



A question mark is a hook used to extract information. We have another kind of a hook at top of page 20. This hook will answer the purpose of a repository or storehouse for information after it is secured.

Much time and typesetting will be saved that anything that appears in the Declaration, whether it is so stated or not, belong on this hook.

This monogram is "the cloud by day and pillar of fire by night" of our enterprise that will lead us out of the wilderness of mud into the promised land of the paved way.

— Build Roads Now —

Two million bond issue for 365-day roads in Buchanan County, Missouri, won by a vote of 5 to 1. Full particulars next issue.

— Build Roads Now —

J. H. Directors Midsummer Meeting Will Be Held At Joplin, Missouri, Friday and Saturday, July Fifth and Sixth. THINK.

— Build Roads Now —

"OVER THE TOP"
With this issue of the Declaration we "go over the top" with our advertising patronage. The advertisers have made requisitions on us for just one-third of our space this month. This is our high water mark so far, but we are expecting a real flood by June.

— Build Roads Now —

DISCARDING THE DASH

We are going to discard the customary dash that is used to separate items, and substitute this line—

— Build Roads Now —

We have agitated the question long enough, so on every page you will see—

— Build Roads Now —

Not only next week, next month, next year and after the war also—

— Build Roads Now —

A false impression has gained credence in some quarters about the government wishing to discourage the financing of new road construction. The federal government wants us to

— Build Roads Now —

If you are doing your duty this little line will smile at you—

— Build Roads Now —

But if you have been negligent and procrastinating, then it will frown at you—



CONCENTRATING ON ONE WINDMILL

When one is Don Quixoting, there is a temptation to take a tilt at every windmill that shows up on the landscape. But one who wishes for practicable results and does not joust simply for the exhilaration in the sport, must restrict his efforts somewhat.

There are many windmills busy flapping their wings in the troubled air of the present stressful times, presenting an alluring mark for sharpened lance, but we must refrain from the temptation to join the general tourney.

We have our lance in rest for the windmill "Old Procrastination." A successful tilt will help win the war, by building roads now.

— Build Roads Now —

PROUD BETHANY

C. D. Morris, editor of the St. Joseph Gazette, commenting on the vote of a \$75,000.00 credit for building the Jefferson Highway through Bethany township, says in part:

"The people of Buchanan county now have an opportunity to evidence the same degree of good sense. To permit one of our neighboring counties to outdo us in progressive effort would be an everlasting disgrace. Next Thursday will tell the story. Either we are to join the procession of north Missouri counties, now led by Harrison, or take a back seat and let the procession in favor of progress and development march merrily by.

"Here's to Harrison county, with the hope that we follow her leadership next Thursday."

It is a proud distinction for Bethany and Harrison County to be acknowledged and pointed out as a leader by St. Joseph and Buchanan County, her big sisters to the west.

But knowing Bethany and her people as we do, we feel that her clothing merchants need have no uneasiness about the sizes of the hats they had already ordered for the spring trade, as we feel quite sure that any swelling that may take place at Bethany will be of the heart, and not of the head.

— Build Roads Now —

OUR PRESIDENT'S ADDRESS

President Hopkins' communication, printed elsewhere in this issue, contains much that is worth more than a causal reading.

Weight is added to what he writes by the fact that he is exploiting no untried theory, but contributing from his store of ripe experience, he having been the president of the old Inter-State Trail, and one of its moving spirits.

He does not content himself with generalizations that might mean but little. He has the courage of his convictions and does not simply cry "Safety First," but goes into particulars and says "Cut that hedge," "Trim that tree," "Widen that narrow grade."

In speaking of the various officials of the highway he does not content himself with a spacious call to service, but outlines plainly each man's duty and calls upon him to perform it or make room for someone else that will do it.

A careful reading of his address will reveal that he possesses the paramount quality of a leader, he does not expect to content himself with pointing out the duty of others, but fully expects to be found on the job himself.

He does not hesitate to point out the duty of others, which is to be performed without monetary compensation.

A volunteer service is on a higher plane than that for which money is paid. The hireling never did rank with the volunteer, hence the honor paid our "Dollar-a-year Men."

YOUR HOTEL

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

Rooms from \$2 single and \$3 double

Excellent restaurants serve the choicest food of the world



THE SAINT PAUL
In Saint Paul

Peterson's Garage

515 N. FEDERAL STREET
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MASON CITY, IOWA

All Kinds of Repair Work Promptly Attended to
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EXPERT WORKMEN

NEVADA HOTEL NEVADA, IOWA

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

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Iowa Automobile & Supply Company

Opposite Savery Hotel

Two Phones, Walnut 3264

407-9-11-13-15 Fourth Street, Des Moines

NOW IS THE ACCEPTED TIME

Prepare now for the winning of the second phase of the world war, by providing for the inauguration of a unit of the greatest manufacturing enterprise ever conceived by the mind of man. See page 22.

— Build Roads Now —

The Romans appreciated the value of good roads both as a military and civil asset. They recognized them as the arteries through which flowed trade and commerce and they also found them necessary and of the greatest importance for easy and rapid movement of troops.

AUTOMOBILES ACCESSORIES STORAGE

R. L. IGO'S GARAGE

INDIANOLA, IOWA

(On the Jefferson Highway) Close to Hotel
Expert Repairing Prompt Service

PHONE 313

CLARKE COUNTY, IOWA,
FARMS OF ALL SIZES FOR SALE
For Particulars and Terms Write to
GLASS & CLARKE, Real Estate Exchange
Osceola, Iowa

MODEL RESTAURANT

OSCEOLA, IOWA South Side of Square
Meals or Short Orders

Try me for courteous treatment. F. L. CHILD

TEALE AUTO CO., Davis City, Iowa

Offers to their patrons the
Best Material and Workmanship
Storage Supplies Accessories Oils

INTERSTATE GARAGE CO. LAMONI, IOWA

Equipped to Give Quick and Efficient
SERVICE TO TOURISTS

Expert Workmen—Best Material
A Full Line of Auto Supplies in Stock
Call Phone 65

AT THE HOTEL CENTRAL

BETHANY, MO.
You Will Find the
BEST ACCOMMODATIONS AT MODERATE
RATES

Mrs. J. H. Casebolt, Prop.
One of the Best Hotels in the Best Town
on the Jefferson Highway

EVERYTHING FOR THE AUTOMOBILE AMBLE INN GARAGE

KING CITY, MO.

Phone No. 1 Rufus H. Limpp & Van Agee, Props.
SERVICE THAT SATISFIES

Corner 7th and Jule Sts. Phone 160 Main
DON RILEY'S
MOTOR INN
Best Equipped Home for Automobiles in
ST. JOSEPH
My Motto: Quick Service, Personal Attention

AT BUTLER, MO.

Call Henry's Garage

For High Class Repairing, Accessories, Oils, Etc.

PHONE 395 W. W. HENRY, Proprietor

GOING AFTER THE GOLD MEDAL

S. E. Wheeler of the Carthage Special Road District,
writes:

"I have just read with much interest of the Gold Medal contest to be put on the coming season, and I hope I may be able to win one of them."

BUSINESS BETTER THAN USUAL

Immediately after the declaration, by the United States, that a state of war existed with Germany, there developed a tendency on the part of a large number of people, to want to curtail or discontinue ordinary business and proceed to do something extraordinary.

Recognizing the great danger in this hysterical frame of mind, if it became at all general, the sane business organizations started the cry, "Business as Usual."

The Jefferson Highway Association adopted this policy both in its activities and in its promulgations through the medium of the Declaration.

In the May issue of the Declaration, the first one after the declaration of a state of war, and in every issue since "Business as Usual" has been the keynote, and every effort has been made to bring about that condition.

The same is true in the activities of the association. The great double relay run was planned before war conditions existed. A suggestion was made to abandon it, but "Business as Usual" prevailed. It started on the 14th of May, ending on the 29th of June, resulting in a phenomenal success.

The June directors meeting was set for St. Paul to co-ordinate with the meeting of the Masons at the Twin Cities. The Masons meeting was called off—the highway meeting was held on schedule time, and was the best meeting of the association up to that time, with "Business as Usual."

A suggestion was made to call off the November directors' meeting at Denison, but "Business as Usual" prevailed, scoring another high mark in the affairs of the association.

Intimations have been received that road building should cease for the period of the war. In each case the admonition has gone forth, "Business as Usual," resulting in the Jefferson Highway being in a better condition than ever before. In this connection we quote an editorial from the Kansas City Star:

ROADS TO SUPPLEMENT RAILROADS

With the country's railroads swamped with more business than they can handle, the motor truck already has been called into use to supplement the railroads. Motor truck lines have been operating regularly between New York and Philadelphia. An Akron tire company is maintaining a regular schedule between Akron and Boston. Motor trucks for the government have been driven to the seaboard from their places of manufacture, so as to avoid adding to freight congestion.

The need of this supplementary service is likely to increase as the war goes on. The railroads are going to need all the help they can get in moving freight. If the country were covered with 365-day roads what an enormous assistance the motor trucks might be.

It is quite possible that within the next year or two the country will be called on for road building as a patriotic duty to assist in keeping traffic moving.

— Build Roads Now —

It is now conceded that the man who started the first great big scare across the country about curtailing business made a sad mistake.

When the close of the year arrived, with reports of business conditions, since the war commenced, they, one and all, show an unprecedented increase. Banks, railroads, shipping, manufacturers, mines, wholesale and retail business—one and all—including highway building, join in optimistic reports.

Referring to a statement, which follows, by S. W. Straus, president of the American Society for Thrift, we suggest that the time has come to advance a step and let our slogan for 1918 be—

"Business Better Than Usual."

— Build Roads Now —

A MILITARY ROAD

Any one who has lost hope of the Jefferson Highway ever becoming a military road should read E. C. Harlan's letter on page 20.

The Jefferson Highway has been "Doing its bit" ever since a state of war was declared, but this is the first time that the identification was complete.

In this case the need was felt, and as is usual it came without warning and the highway was ready but the railroads were not ready—they were so congested with traffic that, according to Mr. Harlan, the soldier boys were forbidden to use them, so they turned to the highway.

Any day this demand may be repeated, and repeated in a more serious form with dire results impending, if the response is not satisfactory.

Every one acquainted with public affairs knows now that Germany tried to get us into open warfare with our neighbor on the south—how near this effort came to being successful, few know.

This incident is a hint that any one of a score of possibilities might call on us to defend our southern border.

In that event the derth of north and south railroads, the lack of equipment and motive power, the congestion of traffic of our railroads would be a bitter disappointment.

The Jefferson Highway would then loom large on the horizon, starting as it does from a vast military camp at Winnipeg, passing Fort Snelling at Minneapolis, and Fort Dodge at Des Moines.

Fort Riley in Kansas is but four hours from the highway, while the aviation camps and cantonments of Texas are within a few hours of the Jefferson Highway.

It taps the bread basket and meat shop of America, and that means of the world. Suppose that Germany in one of her swift moves should render our eastern seaports impracticable for shipments. Then our gulf ports would assume gigantic importance, and also the Jefferson Highway, which leads thereto.

The call may come any day, any hour, or any minute. Duplicating the time made from Fort Dodge to St. Paul troops can be sent by the Jefferson Highway from Fort Snelling to the gulf in seven days. From Fort Dodge in six days, and from Fort Riley in five days; but that is not swift enough, so let's improve the road and improve it rapidly—now is the time to build.

— Build Roads Now —

Morrison County, Minn., to finish her link of Jefferson Highway.

"Little Falls Herald: Before many moons Morrison County will have two highways which traverse it north and south, east and west, from boundary to boundary, entirely graveled and otherwise improved. Federal aid to the amount of \$50,000 and the expenditure of an equal amount by the county is what this work will cost. The highways referred to are the Jefferson, following the river from the Benton County line to the Crow Wing County line and the state road from Swanville to Pierz. Both of these roads pass through Little Falls. The total mileage of both roads is 88 miles.

The federal aid of \$50,000 was designated to be spent on these two highways and was conditional on the expenditure of a like amount by the county on them. Outside of graveling there is little work to do on the Jefferson; on the east and west road some of the hills east of this city will be cut down some more.

— Build Roads Now —

FOLLOW THE GOOD ROADS

Follow the good road and it will lead to a good town and by many a good farm.

— Build Roads Now —

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.

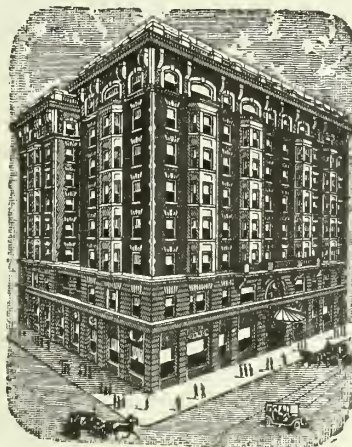
KEYSTONE DRILLER COMPANY

Beaver Falls, Pa. Joplin, Mo. Monadnock Bk., Chicago

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

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

Connor Hotel



250 Rooms Joplin, Missouri

EUROPEAN—ABSOLUTELY FIREPROOF

Southwestern Missouri's Leading Hotel

Operated by Connor Hotel Company

ST. ANTHONY HOTEL
San Antonio, Texas

Under Same Management

T. B. BAKER, Managing Director

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Stop at the

MAYOR HOTEL

Hot and Cold Water in Each Room

Only First Class Hotel in Town

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

Thompson Motor Company

2nd and Evergreen Street
DURANT, OKLAHOMA

Automobiles, Supplies, Accessories
Storage, Expert Repairing

"Prompt and Courteous Attention"

PEARCE AUTO COMPANY

112-120 S. Burnett Ave.
DENISON, TEXAS

Distributors of

Buick—Ford—Hudson

Automobiles, Supplies, Storage
Old Phone 60 New Phone 153

Tourists' Headquarters

The Garrison

Sulphur Springs, Texas

Electric Lighted Throughout All Outside Rooms
Every Room in Excellent Condition
W. L. KLINE, Proprietor

Pittsburg Motor Co. Incorporated

Main Street, Opposite Court House
PITTSBURG, TEXAS

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

PHONE 6

HOTEL BRINKER

Colfax, La.

(On the Jefferson Highway)

All Outside Rooms—Electric Lighted
Two Good Garages—One Block from Hotel
Best Small Town Hotel in Best Small Town in Louisiana

Rates \$2.00 Per Day A. Buford, Mgr.

REAL CO-OPERATION

A Vital Part of the Work

All who are familiar with the Highway work are a unit in the opinion that the circulation of the Declaration in liberal numbers is a vital part of our activities.

Aside from numerous individual subscriptions received, the past few days has been marked by real co-operation along this line, as follows:

Dr. J. H. Chipp, W. J. Ebersole, New Hampton Implement and Hardware Co., L. T. Gunning, Denny and Jones, Rowland Mercantile Co., Scott-Chipp-Nickerson Mer. Co., Thos. G. Chipp, Scott and Morgan and Farmers Bank of New Hampton; ten professional and business men of that little city made up a club of sixty subscriptions, each paying for six.

It is estimated that each copy of a publication has several readers, so if it is safe to presume that at least one hundred and fifty or two hundred persons in and around New Hampton will by this means be kept in full touch with the activities of the Jefferson Highway and New Hampton.

The Business Men's League of Albert Lea sent in a list of one hundred subscribers. The St. Joseph Automobile Club and the Commerce Club of St. Joseph each sent in a subscription list of one hundred; so that several hundred people in each of these localities will be kept fully posted.

— Build Roads Now —

DRIVES 9 CARS 1200 MILES ACROSS MICHIGAN, INDIANA, ILLINOIS, IOWA AND MINNESOTA

H. B. Solberg of Fergus Falls Passes Through St. Cloud with Nine Cars

New Ruling Makes It Impossible to Ship Cars on Freight Trains

"St. Cloud Times: H. B. Solberg, the automobile dealer of Fergus Falls, drove through the city last evening with nine cars which he and eight friends had driven from Detroit, Mich. The ruling which makes it difficult to ship autos by freight was in this way overcome by Mr. Solberg.

The party followed the Jefferson Highway through Indiana, Illinois and Iowa, but they report that not a single continuous good road was found until the Minnesota line was crossed."

The fact that this party found no continuous good roads till it reached Minnesota is explained by the fact that the party did not reach the Jefferson Highway until it struck Minnesota. We are not advised of what highway they used, but whatever one was used it seemed to be in good enough condition to permit to make the trip in December, at a time of year, and through a country that even railroad travel is difficult.

Whatever highway it was it seemed to respond to their urgent needs; a thing which the railroads were unable to do.

— Build Roads Now —

THIS HAS THE RIGHT SOUND

Warren County, Iowa, has been accused of being a little slow, by some other localities that seemed to be moving more rapidly, but the following letter just received from E. C. Harlan, vice-president for Iowa, who lives at Indianola, seems to indicate that there will be no cause for complaint in the future. He writes:

"Our county has voted to apply the entire \$48,000.00 federal aid in putting the Jefferson Highway to grade, beginning at south line and going north. They expect to spend about \$75,000.00 in the work. The contract will be let in early spring and work started at once."

"I made a trip south 100 miles on the Jefferson Highway December 24th and returned the evening of the 25th. I wonder how that sounds to our southern friends along the J. H., and incidentally let me say, I found the roads in perfect shape and made better time than ever before."

"The government prohibited the soldiers at Camp Dodge to use steam cars in returning home for Christmas and many of the Minnesota boys located there availed themselves of the next best, and hired motor buses which made the trip to St. Paul on the 24th and returned on the 26th, making the 271 miles in one day; thanks to the Jefferson Highway."

ANOTHER STEP FORWARD

Mason City, Iowa, is replacing her old style iron lighting standards with the pleasing design of concrete post shown below. Feldspar is mixed with the concrete in the making of this post and the minute crystals sparkle in the sunlight or at night, with a very beautiful effect.

Mason City is rapidly taking the lead in Iowa in civic improvement. The posts shown are only one feature of an extensive campaign along this line. This city should be congratulated on her progressiveness and good taste.

Note the artistic lines of this standard.



New Concrete Lighting Standards. West State Street, Mason City, Iowa.

Note the nine story building in background.

The Jefferson Highway runs for over two miles and a half on the principal street of this city, Federal avenue, and Mason City's "White Way" will be a pleasure to the motorist passing through "from Pine to Palm."

— Build Roads Now —

A CRYING NECESSITY NOW

Our tender of the Jefferson Highway and its organization, to the War Department last April.

— Build Roads Now —

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

OUR OPPORTUNITY

It did not require a prophet, or the son of a prophet, to foretell that the railroads would be paralyzed as soon as war activities commenced.

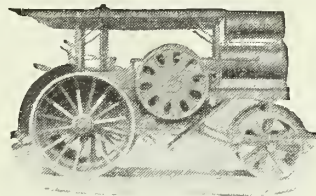
The Declaration foreshadowed this vigorously months ago and proclaimed in a loud voice that this was our opportunity.

That was our opportunity to jump in and get the highway ready. We did it to some extent, but not nearly as much as we should have done.

Unlike most opportunities, this one still lingers with us, inviting and encouraging us to take advantage of it. With all the railroads of the country now under the control of one man, so that they may perform a small portion of their allotted task, it behooves us to get very busy on the highway before a great disaster overtakes us.

The fuel famine should be a warning. Must we also have a food famine before we will perform our plain and easy duty. The situation is ridiculous and unworthy the intelligence of even the middle ages.

— Build Roads Now —



**Leader
Tractor
Manufact'g
Company**

Des Moines, Iowa.

Combination Kerosene Tractor and Roller for Road Building

Easy to Operate, Automatic Hoist and Steering Device

Two Machines for the Cost of One
Write for particulars

CHANDLER

DODGE

MAXWELL

THE SERVICE GARAGE

NATCHITOCHEs, LOUISIANA

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

Phone 124 Our Motto: "Service" Props., Brazeale-Hyams & Brazeale

HOSTILITIES MAY CEASE SUDDENLY

Preparations For Peace Is
Just as Necessary as
For War

GOOD ROADS FACTOR

Will Give Work to Many
of Those Now in the
Army

By JAMES D. CLARKSON, General
Manager of Jefferson Highway

It is entirely within the probabilities that hostilities in Europe will cease just as suddenly as they commenced—when the time comes for them to stop.

At any rate, the fighting will appear to stop suddenly, so far as the general public is concerned, because it will not be made conversant with the hidden influences that are at work, bringing about this result.

Far-sighted men are looking forward with some degree of dread to the situation that will prevail, at the close of the great war.

In Canada, France, and England, where they have been closer to the flame than we have in this country, some of their ablest men have been set aside to consider and provide a way to bridge over the heretofore unheard of situation, that will prevail at the close of the war until the world can resume its normal life. Millions of men who have been intensely occupied in the business of fighting, will have to be re-absorbed into civil life.

Radical Changes Coming

A state of preparedness is just as necessary to return to peace, as it was to go to war. When hostilities close, with victory for the Allies, we will have won then, by force of arms, only the right to practice the pursuits of peace. The struggle in the trenches will have ceased, but the struggle back to normal civil life, will only have begun, with world economic, financial and industrial conditions radically changed.

The armed struggle in progress is held within well defined lines now, by the leadership of two dominant ideas, but it is not beyond the ken of human probabilities, that when armed activities cease and the fear of being run by the Huns is removed, many contending leaderships may arise and that the world's forces may break up into a hundred contending factions. We have had a hint of this in Russia. Civil war is worse, if anything, than international war. The threat against civilization will not be entirely removed, when armed strife ceases.

Deceive not ourselves with the idea that we are a superior people and hence not subject to the common heritage. We exploded that idea with the one that the war could not reach America.

With such thoughts as these in mind, the contemplated action of St. Joseph and Buchanan county, to anticipate a portion of the revenues of the next twenty years to provide a credit to supply funds to start an independent unit of the greatest

manufacturing enterprise ever conceived in the minds of men, assumes a new and much increased importance.

Wide Patriotic Policy

This movement to make available a credit of two million dollars, for the purpose of manufacturing roads in Buchanan county, was no doubt conceived as an economic movement, well worth the attention of her citizens at this time, notwithstanding the stress of war activities, but if the foregoing premises are true, or even measurably true, this movement to anticipate revenues to provide a credit for manufacturing activities on a large scale, and which may be made to furnish an example for hundreds of other similar units, is taken out of the domain of economics and enters the field of world politics. It will furnish a ready made policy that will enlist the hearty support of every thinking patriot whether he is a farmer or financier, whether he works in the counting house or the packing house, whether he supports himself with calloused hands or with weary brain, whether he drives a horse, an automobile or rides in the street car, whether he owns property valued at a hundred dollars, a thousand dollars or a million dollars, when all the facts are brought before him, he will recognize in this not a local economic movement upon which men can differ, but a national patriotic policy in which all men can join to "Help win the War."

Much discussion has been had in regard to certain classes of men, in St. Joseph and in Buchanan county, being opposed to this anticipation of revenues by a vote of credit. This can be true only, if considered as an economic question. Treat it as fore-runner of a national policy, clear away a few misconceptions, drop some of the scare crow terms some times used in the presentation of the subject, adopt a phraseology that will readily describe the issue to be presented to the voter, and there is no logical reason why the laboring man and the money lender, the merchant and the mechanic, the farmer and the financier should not be able to join in supporting the issue just as fraternally as all these various classes and many others joined in supporting the Red Cross, the Y. M. C. A. or the Liberty Loans to win the war.

These measures were supported as a patriotic duty, to bring the winning of the war to its first stage of development—the victory by arms and the cessation of hostilities. But when this point is gained, we have won only half the war. The victory of peace still remains to be achieved.

When Soldiers Return

The millions of men now engaged in war pursuits will be thrown out of their present employments. They must be fed, clothed, and kept out of mischief. Employment alone will do this—well paid and regular employment. What industries now extant will be able to absorb this vast horde of men?

It has been said that the man in the packing house and other laboring men or mechanics, similarly situated, may not be interested in helping build roads for the farmer, and especially if he happens to be paying out on a little home in the building and loan and possibly paying also on some special street improvements. But this very man or this very class of men are the ones who are more vitally interested in the success of the vote of credit to be taken on the twenty-fourth of January than any other class.

He may not give a whoop for the farmer or the farmer's interest, but that is not the issue confronting him on election day. It is his own interest that he must look after. If in his

lack of information about the true issues at stake, he votes against the proposition, he thereby punches a hole in his own prosperity. He may feel that he is carrying as great a burden of taxation now as he can stand, which may be literally true, but wisdom will constrain him to take on a little more taxes—not much, just a little—for the reason that by doing so, his ability to pay will be conserved.

Will he be any better able to pay his taxes if his wages are cut or he loses his job? Is this likely to occur? Well, let's look into the subject. Shortly after hostilities are over, a man—and his name is legion—will show up at the packing house, the foundry, or the machine shop or other industrial places, and want a job. He wears a button that shows he offered his life for his country, and the American and all other peoples have pledged themselves that when the boys come back, they shall have a job. He also carries a card that shows he is in good and regular standing in his particular organization. Now what is going to happen? Is he going to get a job or not? If he gets a job, what is going to happen to the wage scale, and how long will there be jobs to go around unless there is something done to increase the number of jobs—to increase them just as much as there are men now working at the war job?

The Wise Thing to Do

Would it not be the part of wisdom to chip in a little in the way of taxes, to start another line of manufacturing that will absorb all these people that carry those little service buttons, and fulfill the pledge of the people to give them employment?

It will be seen that this does not touch the economic question of good roads, but is worth the grave attention of every man who works for wages. He need not look beyond himself and his own family to find an overwhelming reason for voting in favor of anticipating some of the road revenues for the next twenty years, and thus starting a big job of road manufacturing to absorb the labor that will otherwise keep him hustling to hold his job and inevitably cut his present wage rate.

In addition to the above, there are economies in the way of a lower cost of living for every wage earner, in the manufacture of a large mileage of hard surfaced roads in Buchanan county, that if properly explained and understood would not only constrain him to vote for the proposition, but also to work for it every day and night till January 24.

How It Will Help

Equally strong reasons exist for every other class of voters to support the credit vote both in St. Joseph and also the county at large. If the proposition that is now engaging the attention of Buchanan county is carried to a successful issue, which seems most likely, St. Joseph and the whole county will have made themselves immune from much of the dreaded after the war conditions.

If by their example, what they do can be duplicated by thousands of other localities and thereby put into operation, the greatest manufacturing enterprise ever conceived by the mind of man, not only Buchanan county, but the entire nation, will have become immune from the ill effects of "after the war," and we will have won the war then in reality.

The foregoing, which appeared in the St. Joseph Gazette at the height of the road bond campaign, was in protest against the avowed opinion of some that many wage earners could not logically support the issue.

E

MAR 9 1918

JEFFERSON HIGHWAY DECLARATION

Cents a Year
00 Three Years

Published Monthly by
JEFFERSON HIGHWAY ASSOCIATION

March, 1918



Primeval Pine Forest at Bemidji, Minn.—Baring canyon cut
for Highway. See page 23.

The Secret of Success

**in Road
Building
and in
Earth
Handling**
—here is one
safe rule:

Buy the largest machine for which power is now, or will soon be available—

—because it is the manual labor that runs into money; cut out the human labor—let the horse and the tractor do the work—as they will with

Russell Road Machinery

As illustrated here.

NAME	WT.	BLADE	POWER (at least)
MOGUL*	7100 lbs.	12 ft.	25 H. P. Tractor.
RELIANCE*	5700 lbs.	10 ft.	20 H. P. Tractor.
SPECIAL*	3700 lbs.	8 ft.	15 H. P. Tractor or 12 Horses.
STANDARD*	2900 lbs.	7¼ ft.	12-15 H. P. Tractor or 8-10 Horses.
JUNIOR	1550 lbs.	6 ft.	4 Horses.
GEM	800 lbs.	5 ft.	2 Horses.

*These 4 large machines convertible into SCARIFIERS by use of attachments

We also make three sizes of SIMPLEX Type one-man machine with extra large Blades, viz: 7¼ ft. Blade, 6 ft. Blade, 5 ft. Blade.

Just Out—RUSSELL HI-WAY PATROL

Two-horse, one-man reversible blade machine, with Tool Box for shovels and other road tools, built to "Keep Good Roads Good All the Time."

A Million Dollar Corporation Specializing in Earth Handling and Road Building Machinery

Elevating Graders and Ditchers, Dump Wagons, Road Drags, Road and Railroad Plows, Wheel, Buck and Drag Scrapers, Steel Beam Bridges, Corrugated and Cast-Iron Culverts, Portable Gravel Bins and Elevators, Etc., Etc.

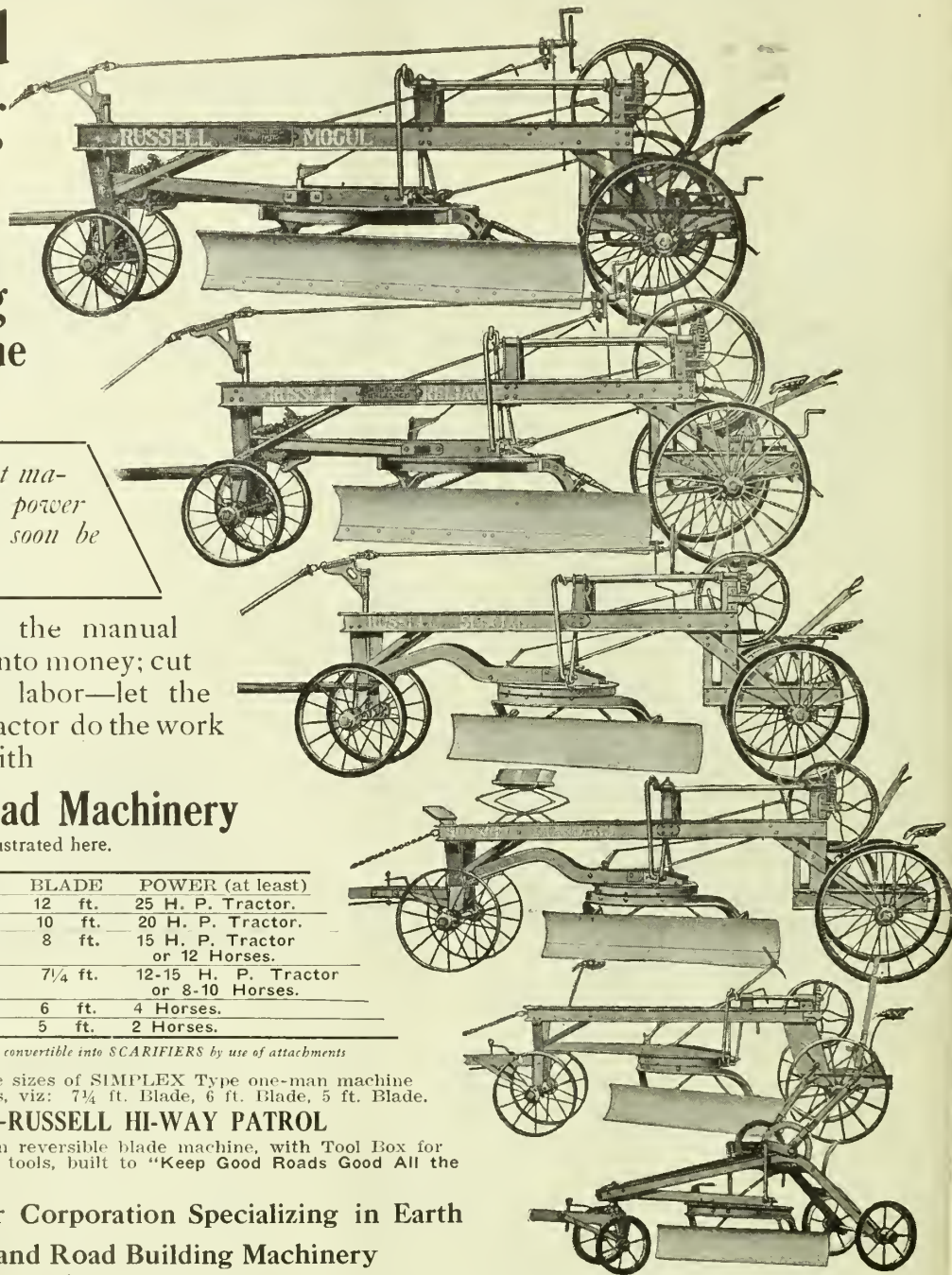
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RUSSELL GRADER MFG. CO.

MINNEAPOLIS,
MINN.

FACTORY ON THE JEFFERSON HIGHWAY

Representatives in Principal Cities of United States and Canada



JEFFERSON HIGHWAY DECLARATION

Volume III



Number 2

MARCH, 1918

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

"Entered as second-class matter, January 16, 1918, at the postoffice at St. Joseph, Mo., under the Act of March 3, 1879."



5 to 1 for \$2,000,000.00

How It Was Done in St. Joseph and Buchanan County, Missouri

The report that St. Joseph and Buchanan County, in the old "show me state," voted a \$2,000,000.00 credit for 365 day roads, has been spread broadcast over the land, resulting in a wonderful amount of very desirable publicity for St. Joseph.

A great amount of interest has been aroused by this action, not only in the fact, but in the details of how it was accomplished.

When they heard of it, many other communities were encouraged to think success might crown their efforts if the details were known of how St. Joseph went "over the top."

In response to this desire for practical information many, but not all the details of the plans that helped to win out will be given, together with mention of some of the personnel.

— Build Roads Now — Build Roads Now — Build Roads Now —

LAYING DOWN A BARRAGE

The lessons of the great war were not forgotten by St. Joseph when the Good Roads campaign was being planned. The first thing that Neighbor McIninch proposed was to lay down a barrage.

Two hundred names were required by law to be on the petition presented to the County Court, asking the election be held. A petition containing 3,200 names was presented. The opposition was never able to penetrate this barrage. Later during the campaign, just before the election, this barrage was laid down again by printing in all the newspapers the 3,200 names of the voters asking for the election. Only two men had the temerity to try to lay down an opposing barrage in the newspapers, but the three words that spelled final and overwhelming success were organization, facts and publicity.

To secure the latter and disarm any suspicion on the part of any honest voter that the \$2,000,000.00 asked would not be properly expended, the action of the County Court ordering the election included in its provisions for the appointment of an advisory committee of five well known and trusted citizens who were to advise with the county in all matters relating to the sale of the bonds and the construction of the roads.

ORGANIZATION

Long before the election, a county wide organization had been perfected. Party politics were tabooed and good citizenship was appealed to for support. An executive committee of thirteen was formed and for many days prior to the election the committee met at luncheon every noon to consult and plan and report progress. The county members driving miles each day to be present.

At these daily meetings every detail of the campaign was threshed out and a unanimous agreement reached; then action followed quickly.

The head of this committee was Geo. E. McIninch. To him is due a large part of the credit for final success. This can be said without detracting from the deserved credit due the many others who for days and



GEO. E. McININCH

weeks sidetracked their own personal interests and gave of the best they had, in this splendid effort for the upbuilding of the community.

The committee was formed and the work of the campaign done largely along the lines of the selective draft principle. A blue book of the best that St. Joseph and Buchanan County has to offer for public work would contain the names that follow, well up toward the top of the list.



JAMES E. COMBS

Funds to run a campaign are just as necessary as fuel to run a furnace, so James E. Combs, cashier of the First National bank was made treasurer and he kept the phone wires hot till the requisite amount was raised. St. Joseph has been organized, for a long time, for community endeavor and educated to waste no time in telling about what a great sacrifice had been made in buying 4 per cent Liberty Bonds, hence the response to the call was "what is my share"—"all right, will mail check today"—and they did.



WESLEY L. CONNETT

In a country like this, where the people are the sovereigns, each one quite busy about his own affairs, it is necessary to get sufficient information to them on any particular subject, so that they can act intelligently. Public meetings must be held and speakers provided. Owing to the shortness of the time, the man who was to have charge of this work would have a strenuous task and must be a diplomat of a high order, so Wesley L. Connett was selected as chairman of the speakers committee. It is said that he can work eighteen hours a day and crack a smile every time the clock strikes.

In an enterprise like this some one must act as "central," where all lines of communication center and

where each line can be connected with any other one. An office was opened and M. V. Carroll of the state of Missouri was installed with the title of publicity manager. He immediately inaugurated an eighteen hour information service along the lines of a first class department store. He always had what was required on the main floor, up on the top floor or down in the basement. Information was available from the question of "will the bonds be legal," to the one "is this a tax on the unborn generation?"

Judge C. H. Mayer was made chairman of the campaign committee. His experience as a lawyer, judge and trusted political adviser was drawn on to the limit. His judicial temperament put a brake on many a hasty and ill advised proposition.

Newspaper publicity, of the right kind, is the breath of life of any community action. To C. U. Philley was assigned the task of securing this, and he succeeded so well that before the campaign closed every publication in the city and county was full of it. The volume was so great that it reached all the adjoining counties, and many other localities.

The campaign being conducted in the month of January with severe winter weather and snow prevailing, and the plans providing for speaking in every school house in the county, the question of transportation of speakers was a serious one, but E. A. King and F. H. Chambers, as transportation committee, turned the trick. It is said of King that he never gets much interested in a subject until someone says "it can't be done."

And it is said of Chambers that his work commences when others quit. So it is no wonder that they are proud of the fact that no road was so long, no snow drift so deep and no night so cold, as to prevent them from getting a speaker to every waiting audience.

In any community movement the churches and ministers have a large interest. In order that they might be fully advised as to where and when they could work to the best advantage, W. E. Spratt was made chairman of that division of the Lord's vineyard. He must have found it in a high state of cultivation, for in addition to those duties, he found time to fill an appointment every night as speaker, with a few day meetings thrown in for good measure.

For years we have been attempting to do our public work without a very desirable element. Women's part in world affairs is now being recognized, so Mrs. A. A. Myers was made chairman of the woman's department.



M. V. CARROLL



C. U. PHILLEY



E. A. KING



F. H. CHAMBERS



W. E. SPRATT



V. S. MAYS



S. S. CONNETT



JOHN WUNDERLICH



JOHN ALBUS



E. L. PLATT

The department of Public Schools and Teachers was assigned to V. S. Mays. In passing, it may be said that these two departments delivered their share of effort necessary to produce the general result.

S. S. Connett, who lived in the country, was assigned the general supervision of the outlying territory and was told to make the ratio of the country vote in favor of the proposition exceed that of the city. He delivered the goods.

The Commerce Club assigned its general commissioner to the work of the campaign. When John Wunderlich goes into action there is always "something doing." The English claim the credit of originating the use of the tank. This is undoubtedly a mistake—it was known in Iowa before it was known in Flanders.

John Albus was general trouble man. If any new demands were made, any unexpected trouble arose, or someone fell down on his part, Albus went into action like a machine gun. He was as full of ideas as a porcupine is full of quills, and they generally stuck somewhere when shot.

The story would be incomplete without mentioning Lewis C. Gabbert, and the part he played. A lawyer of parts and a trained public speaker, he was in action from the "opening gun" till the last salvo. By that time he had become so thoroughly interested and steamed up that at the close of the campaign he went over into the adjoining county of Platte and started a million dollar campaign there.

Other members of the Executive Committee were E. L. Platt, C. S. Dickey and L. W. Stubbs, who each did their bit as speakers so efficiently that many precincts did not register a single "no" vote.

Many others did service worthy of mention, but space forbids.

When any movement is proposed at St. Joseph it is first determined if it is worth while. If it is, then they go about it in a worth while way, and conclude it in a worth while manner.

OTHER DETAILS

A page in the telephone directory was assigned to each of a number of parties to call up those whose names were on that page.

Full page advertisements were carried in the daily papers.

C. D. Morris, editor of the Gazette, carried a red line at his own expense, across the front page of his paper for a week.

A captain was appointed for every voting precinct in the county.

The justification for all this trouble and the justification for this story is formed in the three words

FIVE TO ONE.

A further justification is found in the fact that five counties surrounding Buchanan, getting inspiration from its action, are



C. S. DICKEY



L. W. STUBBS

now busily engaged getting ready for similar campaigns.

In closing we venture the statement that there is not a county on the Jefferson Highway now without 365 day roads, but can have them if its leaders will permit the people to vote on the subject.

It is certainly worth while.

—Build Roads Now—

CONCRETE JEFFERSON HIGHWAY

\$99,000.00 PROVIDED ROAD IN DAKOTA COUNTY BY THE CO-OPERATION OF RAMSEY COUNTY



V. R. IRVIN,
Mayor of St. Paul

The first concrete road leading into St. Paul will be built next spring on the Jefferson Highway as a result of a conference of Dakota County commissioners, Mayor Irvin and members of the Ramsey County board, held yesterday in the office of Mayor Irvin.

Final arrangements for raising the \$99,000, which will be necessary to build the road were completed.

The Federal government will give \$34,000. Ramsey County will give \$35,000 of its state aid allotment for 1918, and Dakota County will raise \$30,000 by taxation. This will make \$99,000.

The concrete section of the Jefferson Highway will start at the St. Paul city limits and run approximately seven miles south. The concrete will be twenty feet wide.

Mayor Irvin always has been a loyal supporter of the Jefferson Highway. In a recent letter he writes, in part, as follows:

"Mr. Babcock is very much interested in the Jefferson Highway. Mr. Babcock with the Ramsey and Dakota County Commissioners made a trip over a part of the highway last summer, and we agreed that with the immense traffic that is developing on this highway that a permanent road should be built."

"Mr. Babcock tells me that other counties in the state are considering permanent pavement, and we hope and believe that this start next year will mean the paving of the Jefferson Highway from the City of St. Paul to the Iowa state line."

"The Jefferson Highway is becoming more popular every year. The travel last year was very heavy indeed, and we expect a very much heavier travel this year."

"I can assure you that the citizens of St. Paul appreciate the Jefferson Highway, and I am sure the people of Minnesota appreciate it. You know that Minnesota has been interested in the Jefferson Highway and have been doing a great deal of work toward making it what we all hope to see it, the best highway in the country."

A Kansas City Date Line

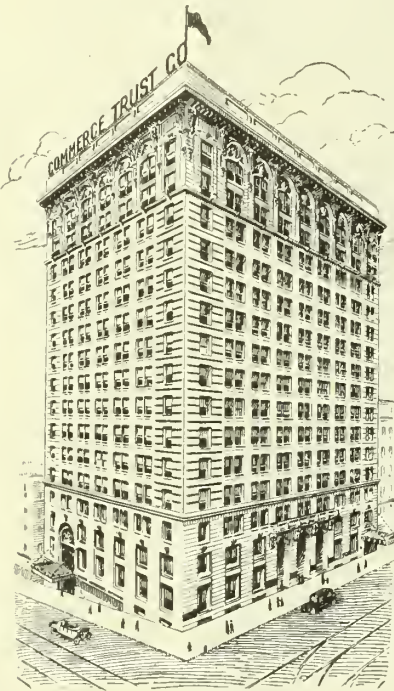
The Jefferson Highway Neighbors in the states tributary to the Mid-Continent Metropolis, will be very much gratified to see a Kansas City date line in the Declaration, and that gratification will be increased when they note that this greeting comes from an old Jefferson Highway Neighbor, the recognition of whose conspicuous ability has caused his transplanting from the city below the Canadian, to the city by the Kaw. Kansas City, long ago formed the habit of selective draft.

When the highway was located, Neighbor Brewer was president of the First National bank of McAlester, Okla., and was an earnest worker to secure the Jefferson Highway for his city.

He also had a conspicuous part in securing the \$150,000 bridge for the Canadian River. In the meeting which brought about this much desired result, he witnessed the power of the Jefferson Highway spirit, to dissolve seemingly impossible situations.

His letter which follows, indicates that he has carried with him to Kansas City, his belief in the value of this great highway, and will undoubtedly inoculate many Kansas City people with the Jefferson Highway virus.

— Build Roads Now — Build Roads Now — Build Roads Now —



W. T. KEMPER, Chairman of Board

J. W. PERRY, President

R. P. BREWER, Vice President

JAS. T. BRADLEY, Vice Pres. & Cashier

C. M. VINING, Assistant Cashier

A. B. EISENHOWER, Assistant Cashier

H. Y. LEMON, Assistant Cashier

FRANK MITCHELL, Assistant Cashier

W. H. GLASKIN, Assistant Cashier

E. P. WHEAT, Assistant Cashier

A. W. KENNEDY, Assistant Cashier

Southwest National Bank of Commerce

Capital \$4,000,000

Surplus \$1,000,000

Kansas City, Mo.

My Dear Mr. Clarkson:

I am mighty glad to know that you have located down closer to the hub of the universe, and are living at St. Joseph, a short distance from Kansas City.

I sincerely trust that, as you are so near, that you will be able to get over to see us some time.

I notice in a recent paper an article about the good work you have done down in St. Joseph. I hope to see the Jefferson Highway carrying bond issues to such an amount that the roads will be good.

We feel a great interest in the Jefferson Highway. Kansas City doesn't pride herself nearly so much on being the financial capital of the Southwest, as she does on being the Mecca of all Southwesterners. Our city belongs to Kansas, Oklahoma, Nebraska, Missouri, Texas, New Mexico, and parts of a lot of other states.

The Jefferson Highway is going right down through the midst of "our folks," and brings them closer to their city. And incidentally it is going to give us more frequent trips out in our territory to get better acquainted with the business needs of these smaller towns and rural communities which really make Kansas City.

Kansas City does not feel that she owns the states that immediately surround her, but rather that the states own her. I want to tell you that Kansas City, and especially the writer and the institution to which he belongs, will co-operate to the fullest extent in making the Jefferson Highway go.

I just have a letter recently from Eufaula, and note with a great deal of interest and satisfaction that the Canadian bridge is progressing nicely. It is going to complete a continuous highway that should be of incalculable benefit to Kansas City and contiguous territory.

Very truly yours,
R. P. BREWER,
Vice President.

Silken Threads

A close examination of any bill of our national currency, will reveal silken threads running through it, put there to bind together its flexible fabric and strengthen its fibre. Generally these silken threads are imbedded deeply, but occasionally one reveals itself on the surface.

— Build Roads Now — Build Roads Now — Build Roads Now —

In like manner, there run through the Jefferson Highway fabric numerous silken threads of human interest and sentiment extending from the turbid waters of the Red River of the North to the equally turbid waters of the Red River of the South which bind together the flexible fabric of the Highway Association and strengthen its fiber.

Generally these silken threads are imbedded, unseen and unsuspected, but occasionally one reveals its rich hues on the surface. In the two years of its existence many such threads have been thrown to the surface on the highway.

Last week the announcement of the falling of a fellow man on Flanders Field in the world tragedy caused a silken thread to show on the surface throbbing with human sympathy, from the narrow course of the Assiniboine to the wide stretches of the Gulf.

This month another comes to the surface laden with a benediction for two of our Jefferson Highway neighbors who celebrated their golden wedding anniversary.

Uncle Andrew Carnegie in his old age adopted as a pastime the building of libraries.

Uncle Joe Anderson in his old age adopted as a pastime the building of a highway.

We are quite sure that Uncle Joe will get as much satisfaction out of his pastime of helping a highway as Uncle Andy does out of his pastime of helping build libraries.

A J. H. Neighbor writes from Eagleville, Missouri:

"One of the biggest events which recently occurred in this vicinity was the golden wedding anniversary of Mr. and Mrs. Joe Anderson, who reside on the Jefferson Highway between Lamoni and Eagleville, at which about forty guests were entertained."

"A special golden wedding ceremony was performed by an old time friend, Judge Alex Ried, of Bethany. A six-course dinner was served, and all kinds of good things were on the table."

"Mr. Anderson is a loyal highway booster, and spends much of his time looking after the interests of the highway. All who were present on this occasion spent a most enjoyable evening."

"The following lines were written for the occasion by one of the guests:

'Twas fifty years ago today,
When Joe and Libe were young and gay,
And started out on Life's great trip,
With both their clothes packed in one grip.
'Twas then they started hand in hand,
And joined the moving, restless band,
Whom we will call Pilgrims of Life,
Traveling Somewhere 'mid joy and strife.

So Joe and Libe, that happy day,
Skipped gaily onward on Life's way
O'er hills and vales and mountains steep,
And torrents running dark and deep.
The vast crowd moved so slow each day,
There was time for work and time for play;
Yet strange that passing crowd did keep
Their onward march, e'en in their sleep.

There was much to learn from the Pilgrims of Life,
For some were ever stirring up strife;
And some would push and crowd along,
While others were carried by the throng.
But Joe and Libe held to their way,
With courage strong and spirits gay,
And oft they paused to drop a tear
O'er the grave of a Pilgrim held dear.

And often they helped to carry the load
Of a weary Pilgrim on the road,
They were going Somewhere. Somewhere that band
Looked for a far-off Promised Land,
Where Death, who with them journeyed on,
Forever out of Life would be gone.
They couldn't turn back. They must onward go,
O'er the last hill, to the vale below.

And as they journeyed, like Jacob of old,
They gathered up cattle and silver and gold;
It was theirs to use. It was labor's crown;
At the Sunset Gate they would lay it down.
And some who journeyed were full of doubt
Of the country they had heard about;
But many there were who could truly say,
"I know not where, but this is the Way."

And these were they who in front kept pace,
Filling with hope the soul of the race.
These were they whose faith kept strong,
That the Maker of Man could not be wrong.
There were also many who wanted to rule
That Pilgrim Band in Life's hard school;
There were teachers false, and teachers true,
And many there were who never knew

That God speaks quietly to each heart,
That honestly tries to do its part;
And that each life to God alone,
Must answer for the wrong it has done.
So they set up Judges among that band,
And Juries the Verdict out to hand,
And Love withdrew from the heart of the throng,
That in cold hard Judgment settled each wrong.

But my travelers dealt with a lenient hand,
To those who moved in that restless band,
And they gave of themselves, and of their store,
And smoothed the paths of their brethren o'er,
So that those who followed ease could take,
And out of the journey pleasure make;
And they scattered smiles, and they mingled tears,
With the struggling throng all these many years.

Under the clouds hanging dark and low,
Under the warmth of the sun's bright glow,
Bravely they're nearing the Sunset Gate,
Hand in hand, though it's growing late;
And in all their years they have added no woe,
To the world's old burden, as onward they go,
But have done their best to help along
The travelers in that selfish throng.

They have climbed to the top of the last long hill,
They have marched with a strong and steady will,
And the bright red sun in the vale below,
Shines now in the west, as onward they go.
There is joy ahead, there is joy behind,
And memories fond about them are twined;
The past is not dark and the future is bright,
For in this life they have tried to do right.

And we, who have gathered to celebrate
Their Golden Wedding in royal state,
Can truly say we are glad to know
Our fellow travelers, Libe and Joe.
So we take off our hats to this jolly old pair,
Who for fifty years have been on the square,
May they walk hand in hand in the evening's soft glow
At the foot of the hill, in the vale below.

— Build Roads Now —

Calling the Roll

MANITOBA

Hon. Thomas H. Johnson, Vice President of the Jefferson Highway, and Attorney General of Manitoba, writes from Winnipeg:

"Your favor of the 18th inst. is before me but it is out of the question for me to think of getting up any material for you personally at this time. Our legislature is in session and I have more matters to attend to than it is possible for me to find time for, and therefore I will have to back off this time."

— Build Roads Now —

J. A. Macdonald, Publicity Commissioner of Manitoba, writes from Winnipeg:

"I enclose pages from today's Free Press and Telegram printing a story based on the telegram you recently sent to Mr. Johnson about Buchanan County, Mo., two million dollar bond issue. The Telegram also has a note about signs for the J. H. to the boundary.

"It would have appeared sooner but both papers saved it for their Saturday automobile page, where of course it would get more attention from the people we would naturally want to reach. Certainly the news "listens" well to us here, who are beginning to feel the pinch for money for any public work, after nearly four years of war."

"Hope you like St. Joseph, a place Mr. Tallman and myself came pretty near to knowing when we took the wrong (right) turn at I. T. Junction. Do you remember? We went about 8 miles toward St. Joseph before we found we were wrong. Mr. Johnson is in the throes of the session of the legislature, which accounts for his turning over the telegram to me."

— Build Roads Now —

MINNESOTA

V. M. Higinbotham, Secretary of the local J. H., writes from Red Lake Falls., Minn.:

"We undertook to raise the money to build a suitable hotel here, but were unable to raise the sufficient funds to build a place suitable for the size of our town. We got far enough to get incorporated as the Red Lake Falls Hotel Co., bought and paid for two desirable lots."

"A new garage 50x125, with full basement has been built since you were here, and if we had a suitable hotel we would be in fine shape to reap our proportionate share of the benefits of being on your great highway."

"Now, there is a bunch of us fellows who want a hotel, and I am quite sure that we would get the bunch to give their lots and a cash bonus besides if the right man could be found to build about a 25-room modern hotel."

"I thought possibly that in your travels you become acquainted with someone who would be interested in this, and that you could put us in touch with him. May I not hear from you on the subject?"

— Build Roads Now —

R. B. Millard, President of the Little Falls, Minn., Board of Commerce, writes:

"So you have moved your offices from Des Moines to St. Joseph. I think myself that that is a pretty good move, as it puts your office about midway on the road."

"I like your letterhead very much as it advertises every town and village and makes a booster of it. What we should do is to have every city on the highway use stationery of this kind, and I believe it will be an exceptionally fine thing, if it could be brought to the attention of the people through the Jefferson Highway Declaration."

"I will try to find you a good cut and am confident our business organization will be glad to pay the costs of such a cut. Will the cut be returned to us after it is used?"

"I hope to see you up this way before long and that means that I am wishing a short winter and early spring."

"Your county at St. Joseph is certainly out for business, \$2,000,000 is a lot of money and should bring splendid highway."

"I think I will have to drive down in the course of the next year and see what you folks are doing along the roads from Pine to Palm."

— Build Roads Now —

IOWA

Hugh H. Shepard, Iowa Director, writes from Mason City:

"I enclose herewith copy of the Mason City Globe Gazette of Thursday, January 31st, which refers to the improvements being made on the Jefferson Highway."

"Mr. H. M. VanAuken is the new secretary of the Mason City Chamber of Commerce. He comes from Algona, Iowa, where he was secretary of the Chamber of Commerce at that place and he has had some experience in community road building and should be a valuable man for this place.

"I gave him several correspondence files yesterday for him to look through and get an idea of the situation at Mason City."

"The directors of the Mason City Chamber of Commerce held a meeting yesterday noon at which meeting Mr. VanAuken was requested to write to you and to learn just what you expect from Mason City and Cerro Gordo County in the way of improving the Jefferson Highway and assisting the organization."

— Build Roads Now —

H. M. VanAuken, Secretary Mason City Chamber of Commerce, writes:

"Upon recommendation of Mr. H. H. Shepard, one of the Good Roads enthusiasts of the Mason City Chamber of Commerce, I would like to know from you what the Jefferson Highway Association desires from Mason City this year in the way of developing the highway, improving the road in this vicinity, and publicity."

"I assure you that we shall be more than glad to co-operate with you at all times, and will appreciate your suggestions. The Jefferson Highway is one of the big automobile routes of the country and should be widely used and most popular of the north and south trans-continental roads."

"Please let us know at an early date."

— Build Roads Now —

R. E. Boyle of Mason City, Iowa, writes:

"Referring to your letter of February 1st, we are indeed glad to know the success of the three bond issues on the Jefferson Highway. You are to be congratulated on your interest in the proposition. It would seem that all the people want is an opportunity to vote. I think this is true all over the country. It is unfortunate that Iowa is handicapped the way she is in this respect."

— Build Roads Now —

Geo. E. Frost, Auditor of Cerro Gordo County, Iowa, writes from Mason City:

"It is proposed to pave about 2 miles of the Jefferson Highway south of Mason City with cement paving, making a total of about 7 miles paving through the town and south."

Federal Aid Project No. 1 of the State of Iowa is the completion of a 10-mile paved road between Mason City and Clear Lake, and it is expected that this project will be completed early in the spring, probably June 1."

"Plans are now under way for the completion of the graveling of the entire Jefferson Highway across the county and road patrol have already been employed to patrol this road and keep it in first class condition throughout the coming year."

"If you are interested in any additional information about Mason City or Cerro Gordo County, I will be glad to co-operate with you in any way I can."

— Build Roads Now —

Paul Beer, Des Moines, Iowa, Director, writes:

"The very finest country road in the state of Iowa is under contract for construction between Des Moines and Camp Dodge, Iowa. Camp Dodge is situated about twelve miles from Des Moines. The road will be monolithic brick construction and will be completed in April. This road will certainly serve as a sample for other counties in the state of Iowa, and because of the increase of property values along this highway, should be an inspiration for similar constructive work in the state. Jefferson Highway travelers passing through Des Moines who wish to see the second largest army encampment will have a permanent highway to travel over between Des Moines and the camp."

"It will be called the Merle Hay Highway in honor of the first American to lose his life in France."

— Build Roads Now —

We are wonderfully pleased to learn of this twelve miles of road to be constructed in Polk County, Iowa, and are wondering if there is any probability of the fire spreading to the Jefferson Highway.

Mr. Beer is entirely right. There will be thousands of people who will want to visit their friends and relatives at Camp Dodge this year, and we are speculating what provisions are being made, in the "first county in Iowa," to get the traffic over the mud roads in Polk County on the Jefferson Highway "if it rains."

— Build Roads Now —

F. J. Wright, former Treasurer of the Jefferson Highway, writes from Des Moines, Iowa:

"Your telegram of last week came in while I was out of town, but Saturday Mr. Hopkins and I got busy and sent the story of the Two Million Dollar Buchanan County Bond Issue to all three of our papers. We were in hopes they would use it in the Sunday paper and Hopkins says they promised to give it space today or tomorrow. The passing of these bond issues is wonderful work. The news should help other good roads work all along the line."

— Build Roads Now —

James F. Harvey, Director, of Leon, Iowa, writes:

"Our main roads have been open all winter and are in fine shape and I covered about sixty miles in the county yesterday. There is an occasional snow drift but nothing to stall a car."

"I believe our patrol system will be in better shape this year but the Federal Air project is at a standstill. We are assured of a fine re-location at Little River, between here and Davis City, and a new bridge at the same place."

"We have asked for cement jobs in three places between four and six miles north of town, so we are getting ready for what is coming."

"Fine work at Bethany, wasn't it?"

— Build Roads Now —

W. A. Hopkins, President, of Lamoni, Iowa, wrote to G. E. McIninch:

"I am delighted to learn the road bonds carried by such a large majority in Buchanan County, which has set the pace. Other counties will no doubt follow."

"The vote reflects the confidence and high respect of the people reposed in yourself. Without your initiative and untiring efforts it could not have been possible."

"In behalf of the Jefferson Highway Association I thank yourself and the citizens of St. Joseph and Buchanan County for this assurance of hard surfacing the highway the entire distance through Buchanan County in the very near future."

— Build Roads Now —

MISSOURI

Ezra H. Frisby, Director, of Bethany, Mo., writes:

I want to thank you for advising me over the telephone of the result of the bond election in Buchanan County. We are very glad indeed to know that you were able to carry the bond proposition as strong as you did, although it failed to come up to the standard of our Bethany Township Election."

"The good road' fever seems contagious. Already the effects of our bond proposition is spreading, and New Hampton is now considering a bond issue for White Oak Township, and our truck men say it will only be a short time until they will be hauling hogs from this part of the country to St. Joseph, over the Jefferson Highway 'with its hard surface roads.'"

"The automobile has been in use every day this winter, and this is something unusual."

— Build Roads Now —

KANSAS

A. H. Shafer, Acting Vice President for Kansas, of Pittsburg, writes:

"We have in this county filed a petition under the state highway law, for a hard surfaced road entirely across the county on the Jefferson Highway. The county engineer is preparing the specifications and profile, and we expect active work to commence as soon as the weather will permit."

"Crawford County will be a locality of unusual interest to most tourists on account of extensive steam shovel mining, this industry employing the largest steam shovels in the world. Another particularly attractive feature in the City of Pittsburg, is a municipal automobile camping ground, which is located in our beautifully improved forty-acre municipal park."

Our commissioners have named the Jefferson Highway a public utility in this county, and have petitioned the state highway commission for Federal Aid on this road. Our county commissioners are provided with a large five-ton White road-building truck, and other

grading and road-building machinery usual to the ordinary road work of the county.

— Build Roads Now —

R. Cecil Fay, Attorney, of Olathe, Kas., writes:

"Yours of December 22d, concerning road conditions incident to Jefferson Highway, was turned over to me for disposition. In reply beg to state that the Jefferson Highway through Johnson County, Kansas, is now all an improved road, either hard surfaced or oiled roads. Stretches that are oiled are much better than the rock roads."

— Build Roads Now —

H. A. Russell, Secretary Fort Scott Chamber of Commerce, writes:

"I am enclosing you a map showing the Bourbon County system of hard surfaced roads. You may be interested in knowing that 150 miles of this 200 mile system is built, or has been ordered built by the county commissioners. The remaining mileage is assured."

"We will use every effort to get our section of the Jefferson Highway built this year. There are only eight miles of the route, for which the construction is let, and we hope that matters can be arranged so that work can begin on this last eight miles by spring."

"Our great problem here now is to get the roads constructed, as there is a tremendous demand for them from all parts of the county. At this time the county commissioners are looking at road machinery with the idea of purchasing the equipment and building the roads themselves."

"The water bound, macadam road is not satisfactory where there is much travel, and in the future bituminous binder will be used in the construction of the roads."

"We hope you will be able to visit us again this year and see the progress we are making along the line of road construction."

— Build Roads Now —

OKLAHOMA

H. B. Campbell, Director for Oklahoma, writes from Welch:

"Work will begin on adjoining roads just as soon as weather will permit. We also expect to put the grading machines over the highway early in the spring. Also lengthen some of the culverts, which will make it much more convenient for the traffic."

"They are making inquiries now relative to securing their portion of the Federal Aid."

"Our commissioners have purchased a Russell grader and a 30-60 Aultman-Taylor Gas tractor."

— Build Roads Now —

James A. Quinn, of Pryor, Okla., is justifiably pleased that his town was one of the winners in such a large class of contestants:

"On November 7, 1916, the National Highway Association with headquarters at Washington, D. C., closed their road photograph prize contest. On account of the entrance of the United States into the world war and other unavoidable delays the association has been unable to announce the results until February 12th of this year. There were 864 contestants, 52 states and territories represented, 5,513 photographs submitted, and 124 contestants winning. Mayes County was among the 124 winners. The two photographs submitted from Mayes County were of the big natural macadam hill and cut just east of Pryor on the Tulsa-Siloam Springs Highway, and were made by W. H. Parker, local photographer, and the details and material samples furnished by J. A. Quinn, both of this place. Ex-president Roosevelt, Mark Sullivan and Ida M. Tarbell, comprised the awarding committee."

— Build Roads Now —

Carl W. Gust, attorney of Eufaula, Ok., who has had much to do with the promotion of the Canadian River bridge, writes:

"Although the weather for the past ten days has been very adverse, work is progressing steadily on the Jefferson Highway bridge, and results of the work so far accomplished are very apparent to the visitor to the site. Fifteen or sixteen cars of material have been unloaded at the special switch built for this purpose, and a force of men is now busily engaged in building the camp and power plant necessary for the construction. The power plant itself consists of nine carloads of boilers, engines, compressors, etc."

"The most interesting development, however, in connection with the building of this bridge is the bringing in of a large gas well in Pittsburg County, about one-half mile from the southern end of the bridge. This

well is now making about 25,000,000 feet of gas, and has only been drilled 47 feet into the sand, the gas pressure encountered being so strong that it was impossible to drill further, although this sand is estimated to be from 100 to 120 feet in thickness. The gas is encountered at the depth of 1,802 feet, and is located on a geological structure that the experts say show every indication of being oil-bearing."

"Five more wells are to be drilled at once, and a tourist through Oklahoma on the Jefferson Highway after he crosses our bridge will find himself passing through one of the largest gas fields in Oklahoma, provided that subsequent developments are not successful in bringing in an oil field as well. The discovery of this gas is not only interesting, but promises to be very remunerative to the bridge company, as it opens a great and paying demand for the bridge."

— Build Roads Now —

TEXAS

D. N. Fink, of Muskogee, Ok., upon hearing of the Buchanan County, Missouri, two million dollar credit for roads, writes:

"Heartiest congratulations and good wishes. May the Jefferson Highway continue to build, and build right, until we can ride over a paved road all the way from Winnipeg to New Orleans."

"The road spirit is everywhere. I just came back from Texas, and I have never seen anything like the road building going on in that country. Their State Highway Department really wants the people to use the money, and, as Hancock told me, he is trying to make them do it. Keep up the good work that you have so successfully inaugurated; pound them until you get results."

— Build Roads Now —

J. F. Reynolds, Jefferson Highway Director of Pittsburg, Texas, writes:

"Your letter received, and I must acknowledge that this is the second one. I did not answer the other one for the reason that I was confined to my bed with a grippe, and then, too, I was sorter like the old negro that every time he went to church, as soon as he heard the text, he went to sleep. So one day one of the brothers asked him why he always went to sleep in church. He said: 'Well, I'll tell you, Brother Jones, I just got so much confidence in my pastor that I just get his text, and then go to sleep and leave it all to him.'"

"Now, I have so much confidence in your ability to run this thing, I just sit in the boat and let her go. No, I know that ain't right, and I am going to do better from now on, so look out."

"In regard to the Jefferson Highway in this part of the world, she is a dandy. If you could only glance down here in Camp County and see these great big heavy trucks hauling two or three tons at a load, and see the farmers bringing in six or eight bales of cotton with two mules, and a cord of wood at a load, it would tickle you, and you would be proud to be the manager of such a highway."

"As you know, our part of this great highway has been completed some time, and if you and the management were to come down here and try to take it up and move it, you would think the war had broken loose in Camp County. The farms along this highway have advanced from \$10.00 to \$75.00 per acre, and none for sale. Great big white farm houses have appeared where cabins used to stand. It's God's country now on this highway. We are still building more good roads, for every community now wants to tap this great highway. Everybody is trying to move on to our highway, and those that can't get on it are mad because it don't run by their house."

"This highway is worth more to our people than either one of our railroads. On with the Jefferson Highway. May she live long and prosper."

— Build Roads Now —

LOUISIANA

H. G. Goodwin, of Colfax, Louisiana, writes:

"I write to say that the Jefferson Highway markings have been received."

"In the Declaration for February you print an extract from one of my letters saying:

"In passing through the towns of Montgomery and Colfax the highway describes a letter Z, making six turns in the two towns."

"I was unfortunate in making that statement, as it is a palpable error. There are only two turns in each town, and the zigzag is not so very great."

— Build Roads Now —

C. J. Pope, Secretary Business Men's League, Bunkie, Louisiana, writes:

"I beg to acknowledge receipt of your communication to Mr. Neibert, which was handed to me by him; also I wish to acknowledge receipt of Wolsencroft's communication of December 22d, but I have had my hands full, in fact too full, to do other than attend to my own business, with short labor troubles, bad weather, and the end of the year has kept me as well occupied as I have ever been in my life."

"Relative to the general road work on the Jefferson Highway, I beg to say that we still have the spirit, in fact more spirit than ever, but d— little road work going on. It takes pretty stiff backbone to keep up in the work when you have your props knocked from under you as we have had done in a legal form by (this Miserable Streak of Rust) known as the Texas & Pacific Railroad, which has held up our entire system. Then, after doing this, they are unable to haul half of the traffic tendered to them; they are not unlike the 'fabled Dog in the Manger.' We have, however, in spite of all this, kept up our punching power, and we are not looking for any great developments in the road work until 'the Kaiser has been put under for the count.'"

"We have opened up the new route surveyed into Bunkie from the Shirley Refinery, or from the Rapides line on the first only, which is a vast improvement over what we formerly had, and which has been termed by motorists as the worst stretch of road in the Western hemisphere. They can say that no longer now, as we have moved buildings, fences, barns and churches to get this route open into Bunkie."

— Build Roads Now —

A. T. Felt, Secretary Alexandria, Louisiana, Chamber of Commerce, writes:

"Eighteen miles of gravel road will be built this year between Lecompte and Avoyelles Parish line. Part of Jefferson Highway between here and Tioga has been built and forms part of the new military roads between this city and Camp Beauregard. It is rock and concrete construction, 20 feet wide, with four-foot gravel shoe on each side."

"We have hot well, hunting and fishing, and Camp Beauregard, one of the National Guard cantonments, here."

"Representative now in Washington on the same subject of Federal Aid."

All new roads are built on contract, and contractors furnish their own equipment.

— Build Roads Now —

C. M. Weeks, a seven-day-a-week booster for the J. H., writes from Garyville, Louisiana:

"I don't know whether anyone has told you or not, but if you haven't heard it you may be interested to know that a contract has been let for the bridge over Bayou Manshac, between East Baton Rouge and Ascension Parishes, which I believe will remove the serious objection of the east side route of the highway from Baton Rouge to New Orleans."

"There is also a contractor working on the road in Ascension Parish, and some gravel is actually in place, and the grading of the balance of the road is going on in very good shape considering the season of the year, and, as a large portion of Ascension Parish gravel is already on ground, about 22 or 23 miles of additional hard surfaced road will be in place between Baton Rouge and New Orleans within the next few months. The grading of the road for placing of the gravel has been completed in St. James Parish, and the gravel has been contracted for, but on account of the inability of the railroad companies to move gravel at present, the St. James work has of course been postponed until such time as gravel can be moved in cars. Possibly they would desire to move their gravel by barges at a little increased cost."

"In my own parish, St. John the Baptist, we have sold our bonds and have the money all ready to go ahead with the building of a gravel road, but on account of the present gravel situation we are unable to do anything, as it is the desire of the people in this parish that the East Bank road should be constructed of a sand clay gravel, which can only be shipped in by rail, although if conditions do not get better we shall probably have to get together and agree to use washed gravel, which can be furnished by barges."

"You may have all the information, but I am forwarding it on to you, so you will know what is going on down here, in the event someone else has not kept you advised."

— Build Roads Now —

Minneapolis to Winnipeg in December

Over the Jefferson Highway



Jefferson Highway, near Little Falls—in September.

— Build Roads Now — Build Roads Now — Build Roads Now —

From Sparks the official organ of the Minnesota State Automobile Association.

We have noticed at state headquarters that there has been more calls for road information during November and early December this year than ever before. Ordinarily we consider that touring in Minnesota is about finished along the first of November and hesitate to give any definite information regarding road conditions after that, but this year the dope has been all wrecked, as tourists have not only insisted upon traveling all of November, especially south, but one balmy December day recently, when the thermometer hovered between 15 and 20 below, H. L. Primrose, of Minneapolis, blew into headquarters with the information that he had just returned from a trip to Winnipeg, where he had driven in three days time, starting December 9, 1917. This is about the way Mr. Primrose described his trip to us:

"I left Minneapolis Sunday, December 9, at 5:45 a. m.; thermometer registering twenty below, and facing a stiff northwest wind. My objective was Winnipeg—route, the Jefferson Highway, which I followed religiously. My mount was a Stutz Bear-Cat Roadster, with top and side curtains, principal accessory electrically heated grip on steering wheel. Owing to the early hour I was compelled to use my lights until after I had passed Elk River, but as the snow was well packed on the road, which made the going good, I experienced little difficulty on this account.

"My first stop after leaving Minneapolis was at Little Falls, where I arrived at 9:20 a. m., after having clipped off an even hundred miles. Here I filled up with gas and urged on a bit by the thoughts of something warm to eat at Wadena, where I had planned to take lunch, I made the next sixty miles in a little better than two hours, arriving at Wadena at 11:45 a. m., or a total of 160 miles in six hours and the thermometer well below the zero mark all of the way, in addition to a spanking nor'wester. Up to this point I had passed but one automobile (I have since wondered if he was in his right mind or just reckless, like myself).

"After a good warm lunch I left Wadena at 12:30; I wasn't figuring on losing any time and got under way for Bemidji. A light snow had fallen the night before

and for nearly all of the distance between Wadena and Bemidji I pioneered the trail, the Bear-Cat's tires being the first mark in the new fall of snow. The drive was wonderful through Itasca State Park, where the snow-laden pines, showing the contrast of their winter greens with the beautiful snow white, made a sight I will not soon forget, and I am sure if some of my friends whom I invited to accompany me could have been with me on this beautiful, clear, snappy cold afternoon that they would have felt well repaid for the few discomforts they might have endured on the trip. When Stewart Edward White wrote "The Silent Places" I am sure his setting must have been much the same as this snowy white expanse of beautiful Northern Minnesota in December, and were I mounted upon enmeshed buckskin thongs instead of safely tucked into my Stutz Bear-Cat I might have experienced the same sensations he so beautifully describes that comes upon the Alaskan seeker of gold or adventure.

"Near the park I passed my second automobile on the road. The only sign of life I could see along the trail hereabouts was the occasional thin line of smoke as it left the chimney of some farmer's home—the day wasn't one that lent itself particularly to work out of doors. I arrived at Bemidji at 3:45, with 254 miles to my credit, and I want to take time and space here to announce that never in my several trips to Northern Minnesota have I seen the roads in such excellent condition as they are now, or were at that time, on the Jefferson Highway. Every mile of the way from Minneapolis to Bemidji was over near-boulevard road, however, the road from Bemidji to the boarder was nothing to brag about, in fact, was very bad in spots, but was well marked and I was very thankful every time I spied a post with the J. H. sign upon it. Without the constantly appearing marks I am sure I would have been lost, especially at this season, when all roads look the same. Nearly all of the trail from Bemidji to Clearbrook, where I finally landed at 6:30 p. m., after having traveled 301 miles that day, is mostly through cut-over country, and the trail nothing but tote roads for the most part. However, there are a few good roads even

(Concluded on page 21)

DO IT NOW

By the Hon. Paul Nesbitt, Speaker of the Oklahoma House of Representatives, 1915:



"I remember I promised you at the Road Builders' Congress at St. Louis that I would write you a few lines relative to the proceedings. I feel that the congress was worth while. There were gathered there men from all parts of the country, and there was given expression to many ideas from such varied sources one could not fail assimilating much that was valuable. I enjoyed the discussions, reflecting as they did the experiences of those who have been in the work of road building."

"Were I to criticise the congress, I would say that there is too little being done by such a powerful organization in constructive work. Perhaps I am not content to meet and exchange ideas—I like to use the force of any organization in accomplishing something. As a member of the resolutions committee I was not entirely satisfied with the report. I would have liked very much to have resolved to do something in a very emphatic manner, and arranged to bring about the purposes of the resolution. A step was made in that direction, but there was not the 'punch' to it that we Western people like so well."

"It was my first experience in convention with New England 'Yankees.' They are a fine set of chaps, and I wish I could be with them more. They are conservative, and, what is admirable, they are very careful to go into detail in all matters of expenditure of funds as is necessary in road building. We Western men must come more and more to that. We are in the habit of planning a proposition in the way of public enterprise, call the 'boosters' together and say, 'We need this and we must do it.' The expense and plans are figured out afterward."

"I hope we will never lose the true Western spirit of doing things, but we must be more careful in the matter of estimating cost and construction—that is, materials and labor and every detail that goes into the proposition. Our Eastern friends have lost the spirit of the pioneers; and are very backward about rushing in and knocking everybody out of the way who hesitates or obstructs. Their sections are so well developed, and so much must needs be undone, before they are ready to do something new."

"Here in the West it is different. We have little to undo—it is all before us to do, and we just dive in as far as we want to go, and it is largely brand new. Nothing could be better calculated to do both the East and West good than to bring their representatives together and exchange ideas in the questions of great public enterprises."

"One of the questions considered at some length in the congress was that of transcontinental highways. Having listened to the discussion, and having some very positive ideas on that question, I will make a few observations here."

"There need be no agitation of transcontinental highways during the period of the war. As we view such highways in the light of great governmental improvements, and to be used in any emergency by the government, we naturally expect that the government will assist very materially in building them. This the government cannot do now. Its expenditures must go toward carrying on the war, and such roads as are built, and

we must build roads, must be built as local propositions in the usual manner of carrying on local improvements."

"I do want to say, however, that the argument that we cannot do local road building because of the war is wrong, and should be controverted upon every occasion. Roads are as necessary to the winning of the war as are railroads and farms. The great strain that is now upon the railroads can be relieved by the local roads. It isn't transcontinental lines that will relieve railway congestion—it is the short haul from distributing centers to the towns twenty, thirty and fifty miles out. It is the terminals filled with cars that are waiting to be loaded at the distributing points—that have to be hauled short distances and switched onto sidings, unloaded and hauled empty back to another distributing point—that is causing railway congestion. The long hauls can be made if the others are out of the way."

"How can we assist? By local road building and truck transportation from the distributing points to the consumers around. Can we afford to do it? Let us put it the other way—can we afford not to do it?"

"Here is the financial situation in a nutshell. The national government is assuming a great financial burden in carrying on the war. Such sums of money have heretofore been unheard of, and we, the people, are the government, and we are assuming this great debt. It is appalling, and we hesitate to make any public improvements while we are going so much in debt every day."

"But—did it ever occur to you, that you and me and our neighbors are loaning this money to the government—to ourselves who are the government? That the government is spending every dollar of it buying food, clothing, munitions, everything that goes to make war a success, and that you and I and our neighbors are the ones who are getting this money back—with interest? Did it ever occur to you that the government is now getting money that has been hidden and buried this way and that way, and getting it out into circulation? Such an outpouring of money has never been known, and it is being spent largely right here in the United States, and we are all getting more of it than we ever did before—getting interest on what we loan the government, and getting a better profit on what we sell than we ever had before."

"And that's not all. Thanks to Uncle Sam, he is making us be economical and forcing us to conserve our products and means, so that, take it all in all, there never was a time when we could so well afford to make public improvements and tax ourselves for them as right now."

"So I say, under no circumstances let the local road building lag—push the work. The transcontinental highway that is being built by community effort should progress better than ever. Let us aid the war by assisting in local and community road building, over which we can do truck transportation and assist in relieving railway congestion."

— Build Roads Now —

[Note—Neighbor Nesbitt gives expression to the thought that the American Road Builders' Association, which met in St. Louis, was somewhat of a disappointment to him in some respects. He is not alone in that respect. Others came away with the same impression.

Possibly our expectations were wrong. We are so used to tabooing the pessimistic note in our gatherings that we can not understand the Eastern way.

We received the general impression that all but two or three men who came from east of the Wabash were on hand in the capacity of fire extinguishers.

It is possible they have perfected a way to put more water in the gasoline and yet secure added power—we have not learned that secret yet.

However, there was one man who had a real message, and delivered it. That man was George C. Diehl, of Buffalo. If the convention could have had his address as a finisher, every Western man would have gone home feeling like fighting wildcats if necessary to gain his object, but as it was, after we had "heard from Washington," an umbrella and raincoat seemed to be the next things in order.]

— Build Roads Now —

CRUSHED ROCK ROADS

By S. E. Wheeler, Superintendent Carthage Special Roads District

"Jasper County, Missouri, is wonderfully blessed with a lot of good road material. Chatts in some of our mining districts are piled mountain high. Can the reader who is a stranger to this country imagine a chatt pile, or pile of fine crushed rock (for that is what it is), containing 6,500,000 yards of this road material? And yet there are hundreds of them, ranging in size from the one just mentioned, down to very small dump piles."

"Years ago, before the advent of the automobile, we thought if we could only have a chatt road we would be satisfied, but with the coming of the automobile and heavy trucks the chatt roads were quickly whipped out, and the maintenance of them became very heavy, re-surfacing every six months or a year being necessary."

"Creek gravel makes a good road when properly constructed, but this is prohibitive in some sections on account of the long distance to be hauled."

"In Southwest Missouri there are a great many surface rock in the good farming communities, and these are all available for road building, the formation being flinty sand rock and cotton rock."

One of our old crushed rock roads had become very rough and worn out (the Avilla road). I told my commissioners I had planned to reconstruct it. My plan was to scarify the old roadbed, take out all large rock that was protruding in the middle of the road, cull it off with six-tine cull forks, regrade and roll it. 'Well,' one of my commissioners shook his head and said, 'I am afraid you will ruin the whole thing.' But after talking the matter over they decided I should go ahead and try my plan. I used no new material, and now, nine months after I completed the job, it is as smooth and hard as a paved street. To prove this I am sending you some photographs taken on January 4th, 1918, together with some others taken on the Jefferson Highway."



"This piece of work was so successful we decided to try out a new crushed rock road with the same plan. This was done with even better results than the reconstructed road. So now we have to our credit several miles of crushed rock road made by the new method of scarifying the roadbed after the crushed rock has been placed on the road and spread with a grader to an even surface, cull and grade to a good crown, and then roll with a ten-ton road roller until it is as smooth as a pavement."

"To my mind there are but two ways to make crushed rock roads. One is a water bound macadam road, the other to be constructed as above described."

"But the Declaration is more interested in knowing something about our part of the Jefferson Highway. We have within our special road district ten miles of the highway and three miles beyond our district line, making in all thirteen miles for us to construct and maintain. Eight and one-half miles of this is crushed rock road. But it was constructed eighteen months ago, before we had the proper equipment for making crushed rock roads. The accompanying cuts will give the reader a better idea of what we are doing with our part of the Jefferson Highway than I can tell you in words."

"Three and one-half miles have been treated as above described with splendid results. The other five miles are to be reconstructed early in the spring, and with the other four and a half miles surfaced with creek gravel and rolled, we invite tourists to try our part of the highway."

"I am very glad to announce that we have rounding corners at every turn in the road on our thirteen miles, with one exception, and feel assured we will get that corner off in the early spring. Cut No. 5 will give the readers a fair idea of the rounding corners on the Jefferson Highway through our district."

--- Build Roads Now ---



**CLARKE COUNTY
COWS - CORN -
CONTENTMENT**

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COMMUNITY
CLUB**

OSCEOLA, IOWA

Our Win the War Issue

The following letters seem to indicate that our "win the war" issue of last month struck a responsive cord.

— Build Roads Now — Build Roads Now — Build Roads Now —

Treasury Department,
Washington, D. C., Feb. 8, 1918.

My Dear Mr. Clarkson—

I thank you for sending me copy of the February Declaration. It is fine. I approve everything in it most heartily except heading on page 22 (you see I went clear through it). There can be no thought or talk of the war ending until it is actually at an end. The situation is so serious we really cannot stop to consider what one will do, if it ends, but what we CAN DO to end it must occupy our every thought, and the only way to end it is by building that road to Berlin Mr. Waugh mentions. * * *

I wish to congratulate you on the progress you are making and the wonderful work accomplished. There certainly was no mistake made when you were selected as general manager.

Sincerely yours,
E. T. MEREDITH.

The Other End of the Road to Berlin is at the Farm Side.

Our "Win the War" issue of the Jefferson Highway Declaration was sent to Washington to E. T. Meredith, the first president of the highway, who is now there devoting all of his time and ability to the service of the government on the Excess Profits Commission.

In acknowledging receipt of it he wrote: "The February issue of the Declaration is fine. I approve of everything in it except the heading on page 22, 'Hostilities May Cease Suddenly.'"

"There can be no thought or talk of the war ending until it is actually at an end. The situation is so serious we cannot stop to consider what we will do if it ends, but what we CAN DO to end it must occupy our every thought, and the only way to end it is by building that road to Berlin."

To this may be added, not in criticism, but in amplification, that the other end of the road that leads to Berlin is found at every American and Canadian farm—that every wasted effort that is attached to every bushel of wheat, every pound of meat and every piece of clothing that goes to supply the one man on the battlefield and in the cantonments, and the ten men behind each of them remains there till it is used or consumed. There is no way of detaching it. We may build railroads, cars, engines and ships to the uttermost of our ability, and this wasted effort will ride in every car, float on every ship and drag at the piston of every engine.

Our problem of winning the war, either in its first or second phase, does not commence at rail or ship side. It goes away back to the remotest farm from which to draw a bushel of foodstuff, or a thread of clothing consumed by anyone anywhere.

The most active and efficient supporter of the kaiser is not Hindenburg or any of his doughty followers. It is the little wasted effort that goes to bed with every American and Canadian farmer at night, or sits grinning diabolically on top of every load of farm products as it leaves the farm side. As this load proceeds to the rail or ship side, at each mile of progress over inefficient roads, other little devils climb on and stay there till the front trench is reached in France. Once on, they can never be dislodged.

It was the knowledge on the part of Germany of our disposition to commence in the middle of a problem and depend upon our talent and genius to make up for thoroughness and co-operation that led them to consider the part we might take in the war, with scant courtesy. They counted on us leaving out some necessary ingredient. The winning combination is not complete with soldiers, ships, arms, munitions, railroads and auto trucks, plus anything else we wish to add, unless we add the crucial and vital ingredient of better roads. So the Declaration will continue to proclaim, with ever increasing intensity—

— Build Roads Now —

Fortunately, if we stop a few minutes to consider the subject, this can be done without decreasing by one bushel, or one pound, the aggregate of foodstuffs and other things necessary to win both phases of the war.

NECESSARY HIGHWAY TRANSPORTATION FORMS SO GREAT A PART OF OUR FOOD, COAL AND OTHER PROBLEMS, THAT ENOUGH LABOR AND CAPITAL THAT IS NOW ENGAGED IN INADEQUATE FORMS OF TRANSPORTATION, WILL BE RELEASED BY BETTER HIGHWAYS, TO BUILD BETTER HIGHWAYS.

IT IS ENTIRELY SUSCEPTIBLE OF PROOF THAT THIS CAN BE ACCOMPLISHED BY LABOR AND CAPITAL NOW AVAILABLE, PLUS IMPROVED MACHINERY AND IMPROVED METHODS NOW AVAILABLE.

— Build Roads Now —

Note—The word "Suddenly" used in the headlines of the article on page 22 of the February issue of the Declaration was not used in the sense of "imminence."

The end of the war is not imminent if it is going to continue several years, but it may continue several years and then stop "suddenly."

Upon receipt of the above, Mr. Meredith wrote as follows:

Treasury Department,
Washington, Feb. 14, 1918.

My Dear Mr. Clarkson—

I enjoyed your letter immensely, and agree with every word of it.

I have sent it to the Secretary of the United States Chamber of Commerce. Success to you.

Yours,
E. T. MEREDITH.

— Build Roads Now —

F. J. Wright, Des Moines, Iowa, former Treasurer of the Jefferson Highway, writes:

"I appreciate your reference to Mr. Polk in the February number of the Declaration."

"Mr. Polk is now in France on the staff of General Plummer. Major Polk is a pusher, and he will do good service 'over there.'"

"That was a mighty nice reference you made to the mayor of Winnipeg and his son. These things help to cement the Jefferson Highway family together."

"The whole February issue is very interesting."

— Build Roads Now —

W. N. King, Denison, Texas, Vice President for that state, writes:

"I have received the February Declaration, and think it very good. I also have your letter of the first inst., in regard to furnishing copy for our official organ, and think I can promise you something of interest from Texas every month in the future."

"It is a fact that there is enough doing in the way of building and improving roads along the Jefferson Highway between New Orleans and Winnipeg to fill a magazine twice the size of the Declaration every month if we would all do our bit in the way of getting the items of interest to you."

— Build Roads Now —

Geo. E. McInnich, of St. Joseph, Director for Missouri, writes:

"I cannot refrain from expressing to you my great appreciation of the publication of the Jefferson Declaration. The issuance of this magazine has put the Jefferson Highway in the minds of the people of the United States, and if continued, and its circulation extended more widely, will soon make the Jefferson Highway the greatest highway in the United States. I earnestly urge the co-operation of everyone on the Jefferson Highway that they may secure advertising and subscriptions and do all in their power to make this magazine a greater success."

E. M. Claypool, Secretary of the Maryville, Missouri, Commercial Club, and an old newspaper man, commends our "Win the War" issue as follows:

"It affords me utmost pleasure to be able to comment most favorably upon the February issue of the Declaration. Both from a patriotic and from a road standpoint, it is most meritorious. After carefully perusing the little journal, which contains so much, there are three things which are indelibly stamped on my mind."

"1. 'Build Roads Now.' An admirable idea with a great purpose. The night following the 'first reading,' I went to sleep repeating the phrase. 2. The stirring communications from Hon. R. D. Waugh. 3. The remarkable reports contained in the responses to 'Calling the Roll.'"

"I note with no small interest what you and other St. Joseph men did in Platte County not long since. We may surprise you up here before long."

Maryville is forty miles from the highway now. Sheridan was twenty miles away, but he got there. Any community that connects up with the highway will be justified in feeling that it has "got there."

— Build Roads Now —

A busy woman writes:

"I think the pages in the February issue of the Jefferson Highway Declaration about the mayor's son was just beautiful."

"Oh, the awful war! It seems to me nothing could be too bad for that kaiser."

EDITH C.

— Build Roads Now —

H. B. Campbell, the new Director for Oklahoma, at Welch, writes:

"It was with a great deal of pleasure that I received the February number of the Declaration. The magazine has shown a marked improvement under your able management, and I look forward to each number to learn the news along the Jefferson Highway. We are looking forward to the coming of spring, when we can again begin road improvement, and we hope for big things for our great national highway."

"Winter tourists come through Welch almost every day. They have all heard of the Jefferson Highway, and it is my only wish that we may be able in the not far distant future to make it a 365-day road."

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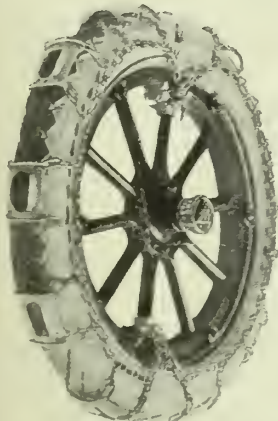
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J. D. CLARKSON
Editor

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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 III

MARCH, 1918

Number 2

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



Herman Roe, that good friend and staunch highway worker of Northfield, Minnesota, never takes it for granted that interesting highway news has reached this office by some other route. He acts on the theory that it has not been sent by anyone else and fires it in to us.

It was because of his activity we heard of the run over the Jefferson Highway from Minneapolis to Winnipeg in two days and a half in the second week in December, and other items of interest.

— Build Roads Now —

CLARKE COUNTY CONTENTMENT

The contentment seen in the well fed cow is similar to the contentment found in Clarke County, Iowa.

While the cow is standing contentedly in the clover patch, the milk making machine is doing its work, and the results are always in evidence at the close of the day, at the business end of the cow, just as the results are always in evidence at the close of the season at the business end of a Clarke County farm.

— Build Roads Now —

Miss Aledda M. Hershberger of Bagley, Minn, writes: The following incident, which happened in my Fourth Grade History Class the other day, ought to be sufficient to convince anyone that the Jefferson Highway is a well established thing in Clearwater County and Bagley, even among the smallest school children.

Teacher: "Who wrote the Declaration of Independence?"

Instantly Johnnie's hand waved frantically.

Teacher: "Alright, Johnnie, you may tell us who wrote it."

Johnnie: "Jefferson Highway wrote the Declaration of Independence."

— Build Roads Now —

GETTING INTO THE HOMES

The Declaration is a community journal devoted to attracting attention to many other activities as well as the one of building highways.

This comment is apropos to many things that appeared in the February issue and each issue thereafter, quite frequently having but little apparent connection with highway building but nevertheless forming a vital part of it.

The story of the death of a "Soldier of Liberty" in the February issue, tending to arouse patriotic fervor in the mind of the reader—stories of a wedding, children's Baby Bond letters, one woman's experience in selling Liberty Bonds, and a Golden Wedding on the Highway, touching the four great stages of life, in this issue, and tending to prove that life is worth living and worth fighting for, are some of the subjects the Declaration will treat from month to month.

Some of our readers regard the Jefferson Highway in the light of a construction company—devoted to building a road on the ground. It is this, and also much more. Community building is its real function, and the highway is but the foundation upon which it hopes to take its part in erecting an edifice well worth more money, more time, more attention and more affectionate regard than the mere road on the ground.



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THE CURTIS PUBLISHING COMPANY

INDEPENDENCE SQUARE, PHILADELPHIA

EDITORIAL ROOMS

February 5, 1918.

Dear Mr. Clarkson—

That road story has finally been written, and is going into type. We need that picture showing you standing beside your four-wheeled office to complete our list of fine pictures. Can't you shoot this to me right away? Best wishes.

JOHN E. PICKETT,
Associate Editor.

— Build Roads Now —

Travel

"The Magazine That Takes You There"

ROBERT M. McBRIDE & CO., Publishers

31 Union Square North, New York

Feb. 6, 1918.

Dear Mr. Clarkson—

I have your interesting letter of January 26th concerning the article on the Jefferson Highway. Your enthusiasm is absolutely contagious, and I congratulate you on the good work you are doing. I am going to ask you, however, to let me table this proposition for a few weeks. The magazine is all loaded up for the next two issues.

I plan on having this article on the Jefferson Highway in the middle or later summer. I will write you again in time enough for us to handle the whole matter. Thanking you again, I am very truly yours,

THOMAS H. UZZELL,
Editor.

— Build Roads Now —

Later—

"Answering your letter of February 11th, I believe your article should cover the ground from the point of human interest as well as from the point of scenery. We would like to secure pictures of places that have not already been published in other periodicals or taken from a little different point of view, and always with the object of interesting the motorist.

Pictures should, of course, be snappy and clear in order to reproduce well. We shall be glad to have you give us an approximate date as to when the material will be ready.

Very truly yours,
KATHARINE N. BIRDSELL,
Associate Editor.

— Build Roads Now —

Get busy. Anyone on the highway who has a human interest story to relate or a locality of historical interest or scenic value, that can be shown well in picture, should get busy at once. Have the pictures taken, the stories noted and sent in to international headquarters at once.

If you want to get your locality into this story act at once. Send good pictures or none. As to the stories—send in whatever you have. If they do not get into the Travel Magazine, possibly we can use them in the Declaration. Do it now.

— Build Roads Now —

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Moose Jaw, Saskatchewan

The Shell—Some days ago we wrote a mild and inoffensive letter to a party who had gone from the States to Moose Jaw to start a branch manufacturing establishment, in which we suggested that the reason we had not heard from him was because he was too busy kicking himself to keep awake during the long Arctic nights at Moose Jaw. In response we received the following:

Explosion—Say, I like your nerve; where did you get that "Long arctic nights at Moose Jaw" stuff? Also, "kicking myself to keep awake!" Say, man, because you have a few miles of the Jefferson Highway in Canada, don't get the notion that you really know Canada.

Talk about keeping awake, well, it is enough to say that the few fellows you have met like neighbors "Norris," "Davidson," "Johnson," et al, are just samples of all the rest you will meet in the three western provinces of Manitoba, Saskatchewan and Alberta.

That reminds me, I met a traveler at the Royal Alexandra hotel in Winnipeg three weeks ago, he was a neighbor from the southern end of the Jefferson Highway and he had come up to attend to some urgent business. He had not done anything to further his business and had then been sitting in the hotel lobby for several days, afraid to stick his nose out of doors because he thought he could not stand the temperature.

I said, haven't you been out at all; he answered "NO," and added, "No use going out of doors until the weather is warmer, I know I'd freeze to death in a short time."

Well sir, I made it my special business to get that man out of doors into God's sunshine and walked him about ten blocks, and when we returned to the hotel I wish you could have heard that southerner talk. He had changed in thirty minutes from a "man afraid," to a "booster," like unto the brand you admire so much.

With the blood racing through his veins, he looked and acted like a different man. I asked him if he was cold and he said, "why no, it isn't cold, is it?" I said "yes, it is cold, all right, and you would feel it if you did not dress for it. How do you feel now about your business?" and he said, "I'm going after it," and he did. I talked to him again the next day and he was the most enthusiastic booster for Canada and her business men that you can imagine.

Well, I told him how royally our Manitoba neighbors were treated during their trip south over the Jefferson Highway and how, when they arrived at New Orleans, the first thing the New Orleans bunch did was to present them with a complete outfit of clothes suitable to that climate, and I said, "so you see, neighbor, it simply resolves itself into a question of a suitable outfit, optimism and an open mind, and if you have these three "O's" in proper proportion you're a winner in any climate."

Now, you have given me one of your gentle? sledgehammer hints that I might have busied myself while in Moose Jaw, to write you instead of spending my time "kicking myself to keep awake during the long arctic night." To tell the truth, I had to hustle every minute of my time in Canada to keep up with that snappy bunch of busy boosters that rule the destiny of the route from Winnipeg to Moose Jaw, and in reading your folder entitled "The Jefferson Highway, the Vacation Route of America," I must remind you when that facile pen of yours was poised at its poetic angle, in its very flowery description of the points of interest in the present, very limited route of the Jefferson Highway, if you ever get headed west through Portage la Prairie, Brandon, Regina and Moose Jaw, to Calgary and Banff, you will then realize that the Jefferson Highway will not be a finished product until it reaches and shakes hands with the Pacific at Vancouver, a hard surfaced highway all the way, and a 365-day road that will not be excelled by a stretch of road anywhere. Furthermore, you will then be called upon to organize excursion parties from the south, bringing them up here to sit at the feet of their northern neighbors and learn what the word hustle means. If you don't want to be captured, lassoed and hog-tied with the silken cord of admiration, then don't go near Moose Jaw, because if my friends, Crawford, Ingram, Caulder, Maybee, Jones, et al, ever set their eyes on you the stuff will be off; you'll never again be guilty of talking of "long arctic nights," and "keeping awake," or even thinking such an impossible condition in connection with Moose Jaw, or that live, wide-awake bunch who run that town.

I visited a farm the other day, 300 miles north of Moose Jaw; the owner had just completed his new barn, 40 feet wide by 80 feet long, in which to house his horses. Every stick of lumber was of the best grade, clear B. C. fir, with double boards, paper and drop siding on the outside of the studding with edge grain match flooring four inches wide with paper behind it as the inside wall with ceiling of same material; the girders enclosed with the same material (boxed in), all carefully selected without a knot in evidence anywhere as big as a pin head. The window and door casings all ploughed out to receive the sashes and door jams and the whole interior finished in oil. The latest fixtures in the barn included a complete King Ventilating system.

The complete barn is said to have cost about \$9,000.00.



This is a picture of the barn.

Judging from the gusto with which this barn is described the suspicion is aroused that the writer was a little surprised himself when he found such a barn "300 miles north of Moose Jaw." Still there may be others.

Morale—Can the birds be depended upon to carry such information as this?

When I tell you that this barn is only a sample of many that are being built in this country, all of them built much better than nine-tenths of the fine residences of the southland, then you will begin to realize that the hustlers in this country are not all in the cities and towns. By the way, the owner of this barn, Mr. A. N. Swetman, of Zealandia, Saskatchewan, is on a trip through the southland at this moment, which I understand is his first trip through the south. He had a good crop of wheat, over two thousand acres, and if you should have the good fortune to meet him you will find him to be one of nature's noblemen, a fine example of Canadian citizenship, and a living example of the product of the sunshine and pure air of western Canada.

(Concluded on page 21)

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Connor Hotel



250 Rooms Joplin, Missouri

EUROPEAN—ABSOLUTELY FIREPROOF

Southwestern Missouri's Leading Hotel

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Under Same Management

T. B. BAKER, Managing Director

INTERSTATE GARAGE CO.

LAMONI, IOWA

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Expert Workmen—Best Material
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One of the Best Hotels in the Best Town
on the Jefferson Highway

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Expert Workmanship, Prompt Service
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EVERYTHING FOR THE AUTOMOBILE

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MOTOR INN

Best Equipped Home for Automobiles in
ST. JOSEPH

My Motto: Quick Service, Personal Attention

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Hot and Cold Water in Each Room

Only First Class Hotel in Town

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

Thompson Motor Company

2nd and Evergreen Street
DURANT, OKLAHOMA

Automobiles, Supplies, Accessories
Storage, Expert Repairing

"Prompt and Courteous Attention"



R. B. Millard, President Little Falls, Minnesota, Board of Commerce. Mr. Millard writes:

"Your writeup of the highway as the 'Vacation Route of America' was worth the price of a year's subscription."

"It is articles of this kind that bring about a desire on the part of the reader to travel on the highway."

"This summer will see thousands of our good neighbors of the South coming up into the playground of America, Minnesota's 10,000 lakes."

"I wish it were possible to have a page in the Declaration devoted to a writeup every month on the advantages of different points along the highway, such as historic points of interest, description of the scenery and attractiveness of some particular locality."

— Build Roads Now —

THE RIGHT RING

R. D. Nibert, of Bunkie, Louisiana, writes:

"On the strength of your recent letter I enclose \$12 to pay for twelve three-year subscriptions to the Declaration, to start with the March number."

"Will send you check for \$120 in a few days to pay for dues on memberships."

Two days later he wrote:

"Enclosed find check for \$120 to pay membership dues."



A. H. SHAFER

Vice President for Kansas

The death of Senator Barr of Fort Scott rendered the appointment of a successor necessary to hold office till an election can be held under the by-laws. Mr. Shafer was appointed by W. A. Hopkins, the President, and writes:

"I take pleasure in acknowledging your favor of the 19th, advising me of my appointment as temporary Vice President for Kansas."

"I certainly appreciate the honor, and will do everything in my power to see that you are not disappointed."

(Continued from page 19)

Do you realize that the latest statistics of the three provinces of Manitoba, Saskatchewan and Alberta, show they marketed over \$6,000,000.00 worth of butter in one year, 1916?

This is a mere starter to what will come soon, and yet, it is 24 per cent of the total butter produced in the entire Dominion of Canada.

Do you realize what this means to the future prosperity of these provinces? Don't you think I am right when I say the Jefferson Highway must turn west at Winnipeg and include all of this western country and its peoples in as neighbors on the greatest democratic highway in the whole world? Think it over.

W. B. CLARKSON.

Moose Jaw, Sask., Feb. 9, 1918.

Build Roads Now

(Continued from page 11)

here, and I understand the poorest of them, at least, are to have a going over in the early spring, which should make the trail travelable all the touring season. During the entire distance of over three hundred miles I saw but three automobiles and five teams. For 290 miles the Bear-Cat never needed as much as a word of encouragement, but just about ten miles this side of Clearbrook I struck a snowy incline which our smooth tires would not take hold of and I was compelled to put on the chains. This was the only stop I made on the whole trip for trouble or fixing.

"I tried to get an early start from Clearbrook, but try as I would, 9 a. m. was the best I could do. I found there was nothing doing in these towns until after 8 a. m., and I can hardly blame them, as it was 26 below, but no wind, which wasn't so bad at that, considering. I had pretty tough sledding all day as the snow had drifted and in a few places I had to go out of the road for short distances to get around big drifts. Notwithstanding my caution, at about 4 p. m. I got stuck in a big drift and it took me about an hour to shovel out. I called it a day at Hallock, 5:45 p. m., having driven only 158 miles.

"I left Hallock at 8:15 a. m., Tuesday, thermometer at 30 below, passed through the custom at 9:30 and reached Winnipeg at 12:30 p. m. The snow was so hard the last day that I could drive over the drifts, leaving practically no marks of the tires. The roads from Hallock to Winnipeg were good, except where weeds or bushes alongside the road had held the snow, causing drifts. Many of the drifts were two to three feet high, but we went "over the top" like mice. While I was comfortable all of the way, I was nevertheless glad for once that my trip was at an end. I did not suffer from the cold, to speak of, but driving continuously over the white snow sapped a bit of my pep, and Winnipeg surely did look good to me."

Build Roads Now

J. H. VERY POPULAR

G. Roy Hill, Secretary Minnesota Automobile Association, writes from Minneapolis:

"In regard to your note on the folder of the J. H. circular, asking how many we could use. From the number of requests we had for these folders during the past year I believe we could use 1,000 to good advantage. You know the trail is very popular in this part of the country, and we have a great many calls for literature."

PEARCE AUTO COMPANY

112-120 S. Burnett Ave.

DENISON, TEXAS

Distributors of

Buick—Ford—Hudson

Automobiles, Supplies, Storage

Old Phone 60

New Phone 153

Pittsburg Motor Co. Incorporated

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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.

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Colfax, La.

(On the Jefferson Highway)

All Outside Rooms—Electric Lighted

Two Good Garages—One Block from Hotel

Best Small Town Hotel in Best Small Town in

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Rates \$2.00 Per Day

A. Buford, Mgr.

HOTEL YOUREE

In the Heart of the Business District

EUROPEAN PLAN, PRIVATE DINING ROOMS

"Modern Fireproof"

250 Rooms

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

Phone 124 Our Motto: "Service" Props., Brazeale-Hyams & Brazeale

**THE CHILDREN'S PART
THRIFT CARDS AND BABY BONDS.**

A little eleven-year old lad started it. He lived in "The City Worth While," and he wrote a letter to the Highway Man.

"Dear Highway Man"

"The boys and girls of Noyes school have formed a Junior Red Cross Society and are selling Thrift Stamps to help win the war against the Germans. Would you like to buy one for your grandson?"

JIMMIE C."

Of course the Highway Man bought one, but he was blessed with more grandchildren than Jimmie knew about. Some of them lived in a big peach orchard on the top of the Ozark mountains, and some of them on a Spring River that flows down the western slopes of these same mountains. The Highway Man could not think of buying a Thrift Card for one and not for the others, so he put them all in the running.

He wrote to Jack, who lives in the peach orchard, and to Maurine, who lives on Spring River, and who are each ten years old, as follows:

"I am sending you herewith a thrift card and I have started the account for you with a 25 cent stamp."

"You can get daddy and mother to explain this card to you. Now, if you will write to me each month, giving the number and what it says in the next blank space that should be covered with a stamp, I will send you the stamp to put in the blank space, and after the places are all filled you can get a Baby Bond, and when it comes due in 1923 you will have something to remember grandpa by."

"Maybe at that time you will re-invest it and later again and again, and if you do this, by the time you are as old as grandpa now it, it will represent a pot of money."

"Give my love to Dorothy May and Frederick, and tell daddy and mother to be sure and explain all about the Baby Bonds and this wonderful government under which we are living. Tell daddy if he will try to make you understand something new about the government every month before you write me a letter, that by the time you are as old as he is, you will have enough information to make you a statesman, or a states woman."

"Tell daddy, and mother too, that if when you write the letter each month, you can say a word or two about what they have told you about this wonderful government of ours, maybe some of it will get into the Declaration, you will have something to do with molding public opinion."

"Tell Dorothy May, Frederick, Martha and Amelia that if they want to join this game, to let me know and I will put them on the list for a Baby Bond Thrift Card."

THE JEFFERSON HIGHWAY MAN.

Build Roads Now

In the Peach Orchard.

Dear Highway Man:

I thank you very much for the thrift card and stamp.

I like your plan and I intend to do my part. We have all ready begun to study about our Government in school. We have learned that the President lives in Washington. He is elected by the people for four years. the two branches of Congress, the Senate and the house of Representatives meet at Washington, the Capital, to make the laws.

Mother has been telling me about the Cabinet, there are ten members appointed by the President. Does it not seem strange that the Secretary of War must be a civilian instead of an army man?

The next blank on the thrift card has on it "second stamps here." I have started another thrift card with the new quarter that Grandma gave me and I am going to earn the money to buy the stamps for it.

JACK E

Build Roads Now

On Spring River.

Dear Mr. Highwayman:

I had a letter published once in the "Letter Box" of the St. Nicholas. I wonder if you would put my letter in your J. H. Declaration, it is lots of fun for a little girl to see something she has written in print.

If there were not a big awful war, I dont believe there would be near as much to write about. There wouldn't be any food regulation, or any Mr. Hoover, at least we wouldn't know about him. We wouldn't hear any talk about price fixing, or war bread, or meatless days, or fuel administration—whatever that is.

I wonder what we did think and talk about before the war. I guess this great war is going to help us children some, for we all want to have thrift stamps. Every time we pay a quarter for a stamp we are helping win the war, but we are helping ourselves too for we are saving money, when we get the card full we can buy a Baby Bond. A Baby Bond is a nice thing to have. Nobody would think of having one if it wasn't for this horrid war and Uncle Sam's asking everybody to let him use all the money they can spare.

If you want me to, I will write soon again.

A ten year old

J. H. NEIGHBOR.

Build Roads Now

I would like to have a thrift card to. Nanto do you know about the pageant well I will tell you about it. Auntie was in it and Misses flower wanted to have us in it M— and me for flower girls. We are in the 7 part auntie is in in the fourth part. They are going to have it three times and they were only supposed to have it twice. I wrote this letter twice. I am going to tell you about My school Work. I never got a E in department that is all I can think of know so good by

DOROTHY M S (eight years old).

Build Roads Now

Do you want Frederick and myself to write about the government I can tell you something about the government.

Well I will tell you about the head of our army. Gen. pershing is in the lead of the American army in France now.

DOROTHY.

Build Roads Now

The following letter was written on back of the same leaf as the foregoing, although the letter paper was a double sheet, so the saving of paper was negligible, but the thrift idea seems to have taken root.

I am writing for frederick because we don't want to waste paper and he wants to have some one write for him. I hope the government gets enough money for the ware.

We would both like a thrith card.

I hope we win the war.

frederick (seven years old).

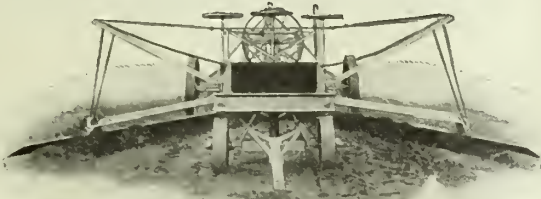
We wonder if these are any other little Jefferson Highway Neighbors who are doing anything for Uncle Sam and will write about it to the Jefferson Highway Man who lives in the City Worth While (St. Joseph, Mo.)



This is Jack and his two sisters, who live in the peach orchard on top of the Ozark mountains.

They do not live on the highway but Jack is going to take his goat team and drive to the highway some day. Maybe you will see him go by.

The Machine with a Record

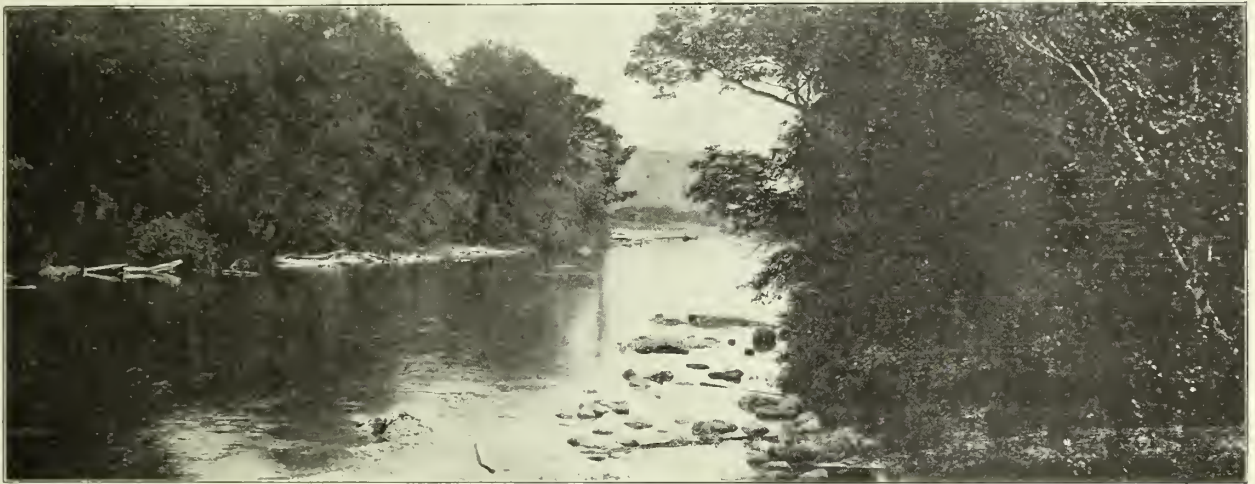


Twenty-five years of successful use with constant improvement and growth and a "reason why" for every part are back of

THE JUMBO FAMILY

of road planers. Imitators follow along, going largely over the same ground we have traveled, but never getting within calling distance. Let others experiment. You buy a machine with a history and a reputation, both without a blot.

N. S. MONROE & SONS, ARTHUR, ILL.



BEMIDJI OR EASY CROSSING OF THE INDIANS

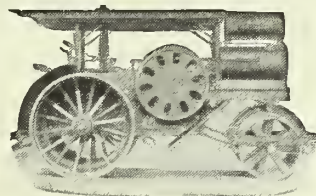
This is a scene on the headwaters of the Mississippi river. Easy crossing or Bemidji is how the city got its name.

— Build Roads Now —

Our frontispiece shows primeval pine forest at Bemidji, Minnesota, in its natural state baring the canyon cut for highway. Tourists get tantalizing glimpses of Bemidji Lake through the trees to right, contrasting strongly with the dark shadows of the dense forest to the left.

The delightful odor of the pine permeates the air. The lake is full of fish, and life is full of joy at Bemidji. Adam and Eve in Eden had no edge on the tourist at Bemidji, but the temptation of Eden is absent. At Bemidji one has no desire unfulfilled, and it requires the flaming sword of the fall foliage to drive one hence to the daily haunts of men, to win bread by the sweat of the brow.

— Build Roads Now —



Leader Tractor Manufact'g Company

Des Moines, Iowa.

Combination Kerosene Tractor and Roller for Road Building

Easy to Operate, Automatic Hoist and Steering Device

Two Machines for the Cost of One
Write for particulars

Packard LOW CHARGER

The "Easy to clean," Patented "High Speed" Mixing and Discharge Action is one of the few that successfully and fast handles

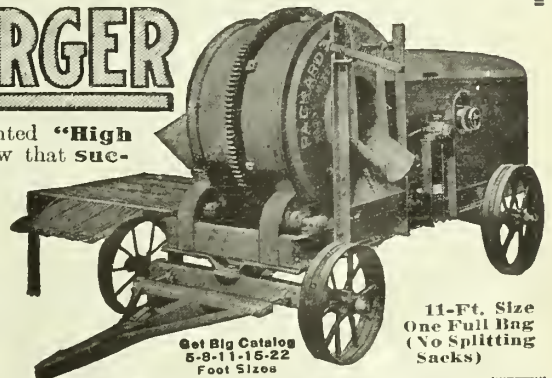
STIFF CONCRETE FOR CURBS, GUTTER AND SIDEWALK WORK

Get our astonishingly low prices on these sturdy, built-of-steel mixers—also our Terms. 6 and 11-ft. sizes—also with Loaders. Quick deliveries from stock carried in all large cities. Write nearest office.

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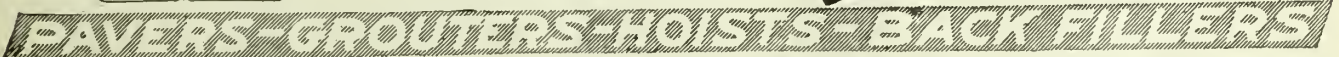
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THE 300,000 HP ELECTRIC CITY

BRANCH OFFICES—New York, Philadelphia, Pittsburgh, Baltimore, Richmond, Cambridge, Mass.; Indianapolis, Chicago, New Orleans, Minneapolis, Seattle, Spokane, Los Angeles, San Francisco, Cleveland, St. Louis, Louisville.

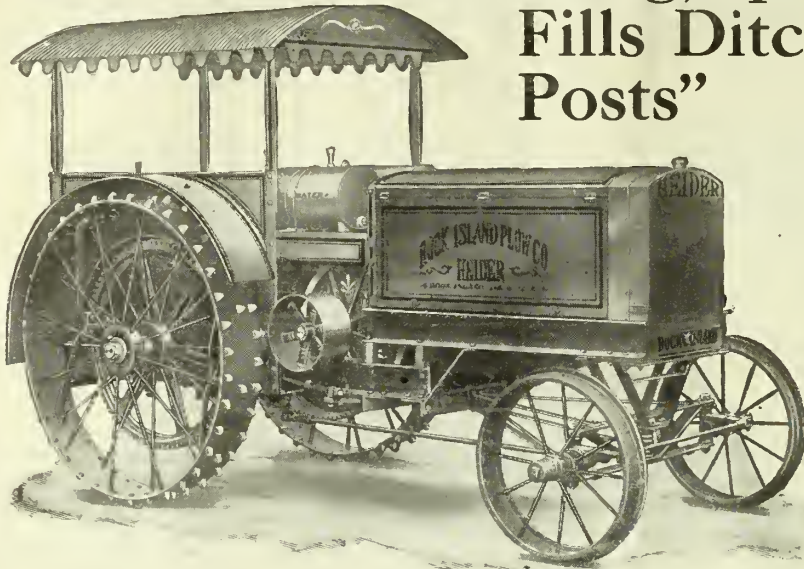


11-Ft. Size
One Full Bag
(No Splitting
Sacks)

Get Big Catalog
5-8-11-15-22
Foot Sizes



"Draws the Road Drag, Sprinkles Streets Fills Ditches and Pulls Posts"



*Read what the Mayor of Fonda,
Iowa, says:*

Gentlemen: It gives me real pleasure to speak a word of praise for the Heider Tractor. We have operated our machine on the streets constantly since the day we unloaded it and have done everything that would or could have been done with horses, and much faster, and with the best of satisfaction. We have drawn the road drag, sprinkled the street, filled ditches, and pulled posts.

The tractor is the talk of the town and we have demonstrated that it can earn from \$8 to \$15 per day with only one man to operate it.

Yours truly,
(Signed) ALBERT SMITH,
Mayor.

HEIDER IS BACKED BY 10 YEARS ACTUAL FIELD WORK

The Heider 12-20 H. P. here illustrated is a standard four wheel, four cylinder machine, burns kerosene successfully and is proven by 10 LONG YEARS OF ACTUAL FIELD WORK. It's a REAL all-purpose tractor, one that will do all the power work on the farm, besides being an efficient, reliable road worker. Heider is made in two models, Model "C" 12-20, which pulls three 14-inch plows and Model "D" 9-16 which pulls two 14-inch plows.

Remember These Heider Features

Burns kerosene or gasoline.
Special Heider Friction Transmission.

Less gears, less expense.
7 speeds forward, 7 reverse

Heavy duty Waukesha Tractor Motor.
Traction speed 1 to 4 miles per hour.

WRITE FOR NEW HEIDER CATALOG.

ROCK ISLAND PLOW CO., Rock Island, Illinois

Lower the Cost of Grading Speed-up the Spading

A Pennsylvania contractor was "up against" a time contract, labor shortage and very hard excavating. By using low-strength dynamite to

Blast Ahead of Shovels

they handled the gravel and shale easily and quickly and the contract was completed on time.

With a few cartridges of Red Cross Extra Dynamite exploded ahead of the shoveling gangs, it takes less time and labor and yardage per day increases. Blasting takes the strain off the chain of the steam shovel,—helps it to dig faster, cheaper and easier.

Ask for free booklet, "Road Construction and Maintenance." Learn how to use Red Cross Explosives to lower the cost of grading and "speed-up" spading. Mention "Better Roads and Streets" and address Advertising Division

E. I. du Pont de Nemours & Co.,
Powder Makers Since 1802
Wilmington, Delaware



LOWERING COST OF HARD-ROAD GRADING.

A contractor on a Pennsylvania road has completed his work at a lower cost than was attained on other sections of the road by using machinery to an unusual extent. On account of the high price of labor and its scarcity, he used a steam shovel in all cuts, low-strength dynamite to loosen the material and speed up the work of the shovel, and automatic dump wagons to remove the earth and shale as it was excavated. The outfall drainage ditches were blasted out with dynamite, thereby reducing the cost of excavation and of trimming the slopes.

The work was finished on time, in addition to being done at a relatively low figure for the conditions, while the other contractors were unable to do so because of the difficulty of securing labor by the older methods, utilizing plows, scrapers and hand work

NOTE: When in Atlantic City visit the Du Pont Products Store, Boardwalk and Pennsylvania Avenue.

25,705
JE

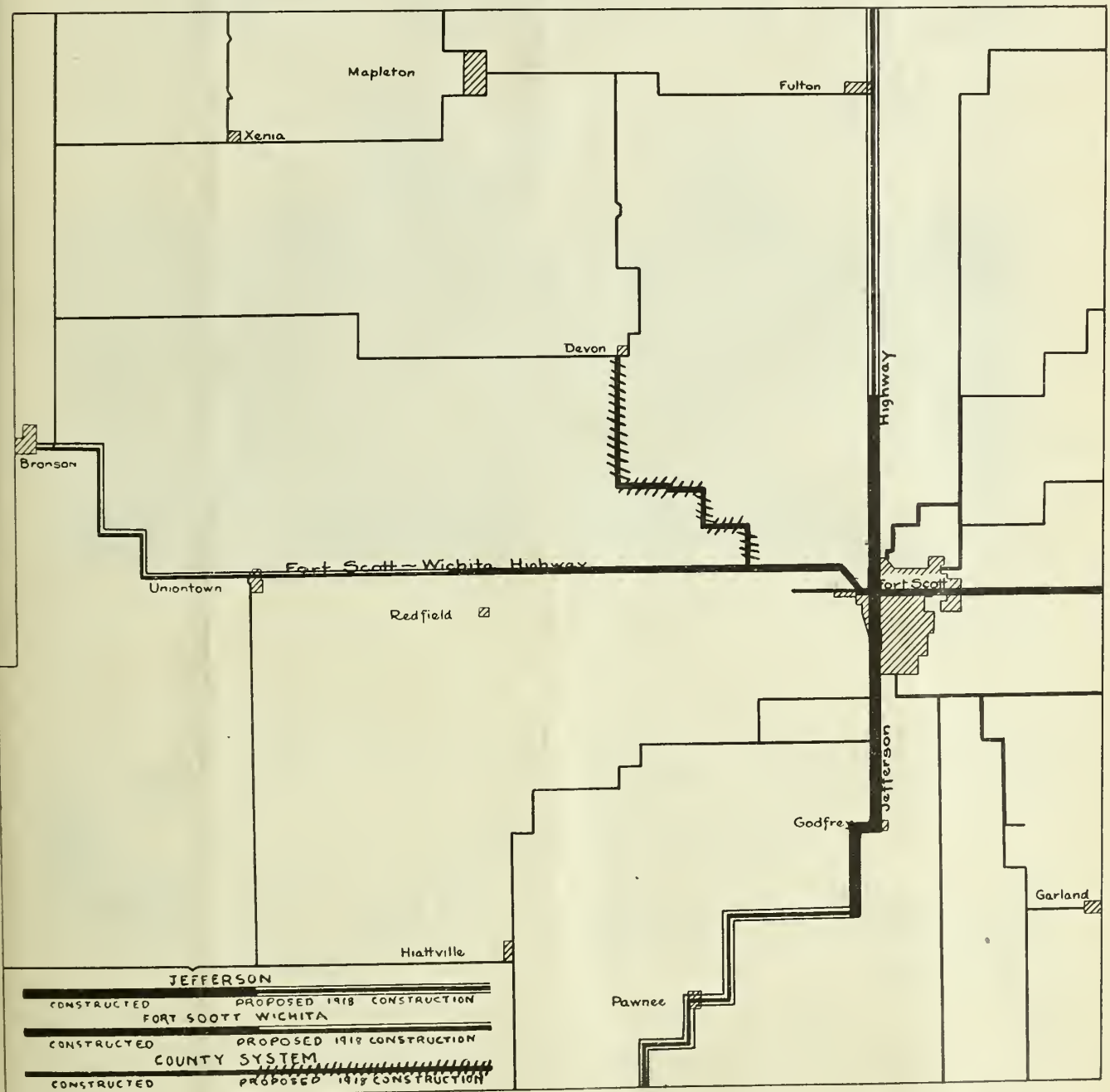
JEFFERSON HIGHWAY DECLARATION

50 Cents a Year
\$1.00 Three Years

Published Monthly by
JEFFERSON HIGHWAY ASSOCIATION

APRIL, 1918

BOURBON COUNTY KANSAS



The Premier Hard Surfaced Road County in Kansas
See Page 5

- 13 miles constructed on Jefferson Highway, January 1st, 1918.
- 17 miles to be constructed on Jefferson Highway during 1918.
- 15 miles constructed on Ft. Scott-Wichita Highway, January 1st, 1918.
- 13 miles to be constructed on Ft. Scott-Wichita Highway during 1918.
- 60 miles constructed on County System, January 1st, 1918.
- 35 miles to be constructed on County System during 1918.

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Earth Handling Machines



A Russell Mogul handles road work in a big way

A Million Dollar Corporation Specializing in
Machinery for Good Roads.

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JEFFERSON HIGHWAY DECLARATION

Volume III



Number 3

April, 1918

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

"Entered as second-class matter, January 16, 1918, at the postoffice at St. Joseph, Mo., under the Act of March 3, 1879."



A War Program For the Building of Highways— —Can It Be Justified

— Build Roads Now — Build Roads Now — Build Roads Now —

Epidemics and contagions affecting our physical well being used to sweep over the country, but we have now discovered how to render ourselves immune from these things.

Likewise we were subject to epidemics and contagions of the most violent character, affecting our financial well being—the last one being in 1907.

It would seem that we have now rendered ourselves immune even from these things, but the human memory is tenacious and shudders at many mere shadows. Notwithstanding the immunity supplied by the Federal Reserve bank system, we tried our best to catch a panic when the war started, and several times since.

In some lands, priests display an icon to the alarmed people and allay their fears. We seem to need an occasional view of icons in this country. Memory sends cold shivers along the spines of the 1907 sufferers, and their fears resemble very much the real thing until their eyes are directed to the saving virtues of the icon of the Federal Reserve bank system.

Even now, doubting ones are halting the highway movement while chips and stones are being turned over and carefully examined to see if some financial contagion or epidemic may not be lurking there.

It behooves us, of the highway movement, therefore, to get out the icons and with all proper beating of the tom-toms and crashing of cymbals, display them to all honest folk, so that they may be immune from all imaginary evils, now that no real ones exist.

The first icon to be displayed will be the statement of the Missouri bank commissioner, covering a period of one year, a period during which Missouri, in common with other states, has passed through an experience never before known in its history.

During three months of uncertainty, and the nine months of war, the Red Cross, the Red Triangle, the Y. M. C. A., two Liberty Loans, the Baby Bond, the food and fuel conservation campaigns have possessed the state, and yet under these stressful conditions, deposits in financial institutions under state control, have increased 99 million dollars "with all these institutions showing a splendid condition at every point."

The statement of the national banks of Missouri, is not at hand, but no one will question similar optimistic conditions. No sooner has this showing been made, carrying the smiling countenance of prosperity to the utmost limits of the state, than deep and appalling shadows in the other states are suspected and invoked, to create doubt and stay progress. Let's dispel these shadows also. This time it is the comptroller of the United States currency, covering all forty-nine of the states, in which the same things have been transpiring on the same gigantic scale. All kinds of campaign demanding money and gripping at the vitals of the people, and this time it is the national banks that are undergoing scrutiny—yet we are told by the highest authority that the United States is now the world's greatest banking power, and details are supplied. Our banking power, placed at 37 billion dollars, an increase of 14 billion dol-

lars in five years—a sum almost equal to the entire banking power of the world, including ours, twenty-seven years ago. Let us examine a little closer this icon which the United States comptroller is thus parading for inspection. There is another feature that possesses much interest. **TWO BILLION DOLLARS OF THIS INCREASE HAS ACCRUED IN THE LAST YEAR, WHILE THESE DISTURBING HAPPENINGS HAVE BEEN TAKING PLACE IN THE UNITED STATES.** Thus we exercise the ghost of financial fear, but immediately another one takes its place.

For years we have been told that it took money to build highways, now it is declared that it is not money, but labor that builds highways. Some few people have been insisting on that view of the case for years. Now they are joined by a cloud of witnesses.

In the decade just passed, highway people wanted to construct roads with surplus or unemployed labor—their opponents now acknowledge that this could have been done, but should not be done now, because of the absorption of men in war activities.

Those favorable to immediate, continuous and increasing construction, declare that **IT CAN BE ACCOMPLISHED BY LABOR NOW AVAILABLE, PLUS IMPROVED MACHINERY AND METHODS NOW AVAILABLE**—that every hour devoted to highway building may be safely and sanely subtracted from other activities, without reducing the country's power to produce the necessities of life.

In other words, **THAT THE NECESSARY HIGHWAY TRANSPORTATION FORMS SO GREAT A PART OF OUR FOOD, COAL AND OTHER PROBLEMS THAT ENOUGH LABOR WHICH IS ENGAGED NOW, IN INADEQUATE FORMS OF TRANSPORTATION, WILL BE RELEASED BY BETTER HIGHWAYS TO BUILD BETTER HIGHWAYS.**

However, this is not the only problem confronting America and the world. We have learned, by bitter experience, what it is to be unprepared.

Opponents of a war highway program say we must make every effort to win the war. Good. We are with them there. One of those efforts is highway building—**WHEN THE FIGHTING STOPS, THE WAR WILL BE BUT HALF WON.**

Preparations for peace are just as necessary as for war. Highways will be a great factor in these preparations.

It is entirely within the probabilities that hostilities in Europe will cease just as suddenly as they commenced—when the time comes for them to stop.

At any rate, the fighting will appear to stop suddenly, so far as the general public is concerned, because it will not be made conversant with the hidden influences that are at work, bringing about this result.

Far-sighted men are looking forward with some degree of dread to the situation that will prevail at the close of the great war.

In Canada, France and England, where they have been closer to the flame than we have in this country,

some of their ablest men have been set aside to consider and provide a way to bridge over the heretofore unheard-of situation that will prevail at the close of the war, until the world can resume its normal life. Millions of men who have been intensely occupied in the business of fighting, will have to be re-absorbed into civil life.

RADICAL CHANGES COMING. A state of preparedness is just as necessary to return to peace, as it was to go to war. When hostilities close, with victory for the Allies, we will have won then, by force of arms, only the right to practice the pursuits of peace. The struggle in the trenches will have ceased, but the struggle back to normal civil life will only have begun, with world economic, financial and industrial conditions radically changed.

The armed struggle in progress is held within well defined lines now, by the leadership of two dominant ideas, but it is not beyond the ken of human probabilities, that when armed activities cease and the fear of being over-run by the Huns is removed, many contending leaderships may arise and that the world's forces may break up into a hundred contending factions. We have had a hint of this in Russia. Civil war is worse, if anything, than international war. The threat against civilization will not be entirely removed, when armed strife ceases.

Deceive not ourselves with the idea that we are a superior people and hence not subject to the common heritage. We exploded that idea with the one that "the war could not reach America."

With such thoughts as these in mind, Comptroller Williams' statement is worth further study. While stating that the institutions under his supervision "are stronger, safer, more observant of the laws and more efficiently managed than ever before," he felt constrained to sound the warning "that duties and responsibilities have increased no less than the resources."

All concede now, that it was the lack, on the part of this nation, of a proper conception of this manifest truth, that "duties and responsibilities keep pace with increasing resources," which has placed us in our present very undesirable position.

He says "that danger lurks in the decline of earning capacity of public utility corporations and consequent shrinking in values of their securities," and proposes as a remedy, "that Congress might provide for advancing money to these corporations, where necessary to insure proper service to the government."

Is there not a greater danger than the one suggested by Comptroller Williams—greater because the enterprise to which he alludes floats like a raft on the surface of this greater enterprise?

For the output of this greater enterprise, there has been a crying demand for years—and insistent ever-increasing demand. No hint of an adequate supply or a suspicion of an over-production has ever been attached to the output of this enterprise.

The underlying securities of the institution that produces and uses the product of this greater enterprise are in as great danger of shrinkage as are those of the public utilities corporations.

This greater enterprise is modern civilization, which is vastly interested in the manufacture of public highways, **THE GREATEST MANUFACTURING ENTERPRISE EVER CONCEIVED BY MAN.**

We therefore suggest that there is a premier remedy—one that will float the public utility corporations also to a high tide of prosperity.

A movement to create vast credits by the anticipation of highway revenues for some years to come, based on local resources, and not necessarily calling on the Federal Government to participate to any marked degree, until such time as its present quite strenuous credit campaign has reached its apex. Such a program would furnish a ready-made, patriotic, nation wide policy in which all men could join, leaving no logical reason why the laboring man and the money leader, the merchant and the mechanic, the farmer and the financier should not be able to join in supporting this program just as fraternally as all these various classes and many others joined in supporting the Red Cross, the Y. M. C. A. or the Liberty Loans to win the war.

These measures were supported as a patriotic duty, to bring the winning of the war to its first stage of development—the victory by arms and the cessation of hostilities. But when this point is gained we have won only half the war. The victory of peace still remains to be achieved.

This movement to make available credits of millions of dollars, for the purpose of manufacturing highways was conceived as an economic movement, well worth the attention at this time, notwithstanding the stress of war activities, but if the foregoing promises are true, or even measurably true, this movement to anticipate revenues by providing credits for the purpose of manufacturing highways on a large scale is taken out of the domain of economics and enters the field of world politics. It will furnish a ready made policy that will enlist the hearty support of every thinking patriot whether he is a farmer or financier, whether he works in the counting house or the packing house, whether he supports himself with calloused hands or with weary brain whether he drives a horse, an automobile or rides in the street car, whether he owns property valued at a hundred dollars, a thousand dollars or a million dollars, when all the facts are brought before him, he will recognize in this not a local economic movement upon which men can differ, but a national patriotic policy in which all men can join to "help win the war."

When the war closes millions of men now engaged in war pursuits will be thrown out of their present employments. They must be fed, clothed, and kept out of mischief. Employment alone will do this—well paid and regular employment. What industries now extant will be able to absorb this vast horde of men?

The average citizen may feel that he is carrying as great a burden of taxation now as he can stand, which may be literally true, but wisdom will constrain him to take on a little more taxes—not much, just a little—for the reason that by doing so, his ability to pay will be conserved.

If a wage earner, will he be any better able to pay his taxes if his wages are cut or he loses his job? Is this likely to occur? Well, let's look into the subject. Shortly after hostilities are over a man—and his name is legion—will show up at the packing house, the foundry or the machine shop, or other industrial place, and want a job. He wears a button that show he offered his life for his country, and the American and all other peoples have pledged themselves that when the boys come back they shall have a job. He also carries a card that shows he is in good and regular standing in his particular organization. Now, what is going to happen? Is he going to get a job or not? If he gets a job, what is going to happen to the wage scale, and how long will there be jobs to go around unless there is something done to increase the number of jobs—to increase them just as much as there are men now working at the war job?

Would it not be the part of wisdom to chip in a little in the way of taxes, to start another line of manufacturing that will absorb all these peoples that carry those little service buttons, and fulfill the pledge of the people to give them employment?

It will be seen that this does not touch the economic question of good roads, but is worth the grave attention of every man who works for wages. He need not look beyond himself and his own family to find an overwhelming reason for voting in favor of anticipating some of the road revenues for the next few years, and thus starting a big job of road manufacturing to absorb the labor that will otherwise keep him hustling to hold his job and inevitably cut his present wage rate.

In addition to the above there are economies in the way of a lower cost of living for every wage earner, in the manufacture of a large mileage of hard surfaced roads.

Equally strong reasons exist for every other class of citizen to support such a program to render themselves and the nation immune from the ill effects of "after the war" conditions.

These are not untried theories pleading for all experimentation. They have been put to the touch. Within the last two months, in widely separated localities on the Jefferson Highway, where this policy has been vigorously advocated ever since the war commenced, three votes of credit have been carried by three to one, five to one and six to one majorities, involving sums well towards three million dollars—won by the open, frank, full presentation of these facts and the advocating of these principles.

In view of these facts, there seems to be no necessity of standing on the defensive and asking if we can justify a war program of highway construction.

Let us boldly proclaim that highway construction shall proceed as a "win the war" and "after the war" measure of the utmost imminent importance.

— Build Roads Now —



Auto truck used in putting rock on the J. H. in Bourbon County, Kansas.

— Build Roads Now —

FORT SCOTT

Bourbon County, Kansas

The County of Bourbon is probably the premier good roads county in the state of Kansas. At any rate, the people living there claim that distinction, both as to mileage and quality of construction.

If any other county wishes to challenge this claim, we would be pleased to have the facts.

We have been claiming for some time that there was quite a difference between the good roads movement and the highway propaganda as exemplified by the Jefferson.

Bourbon County is a good example of this difference.

H. A. Russell, Secretary Ft. Scott Chamber of Commerce, writes:

"It seems to me that there is not enough effort being put on the promotion of the Jefferson Highway through Kansas. We would be glad to co-operate in any movement in the interest of the hard surfacing of the entire stretch of this road through Kansas."

It would seem from this, that notwithstanding Bourbon County's good roads system, there is something lacking. This lack is the continuation of the hard surfacing for the 180 miles of the J. H. through Kansas.

To this end Mr. Russell, speaking no doubt, for the strong organization of the Ft. Scott Chamber of Commerce, pledges co-operation on behalf of that organization.

For the purpose of this discussion, we are going to take it for granted that this offer on behalf of the Ft. Scott Chamber of Commerce means what it says, and that it will be redeemed at par. If that is so, it should secure the production of a 365 day road on the J. H. through Kansas in record time.

But in this connection we want to raise another point. It will be observed that Mr. Russell's letter confines this co-operation to the hard surfacing of the J. H. and to the hard surfacing of it through Kansas.

A national or international highway does not consist of any particular mileage of hard surfaced road anywhere, even if this surfacing is of the highest type.

The modern highway movement means much more than that.

It means a system of marks and signs which the tourist can follow unerringly from town to town—from county to county—from state to state and, in the case of the J. H., from nation to nation.

It means the supervision of an organization made up of persons of such distinguished ability, public spirit and far sighted sagacity as will bring into the administration of its affairs that wisdom and spirit which will induce a person to say, when away from home, and questioned as to his residence "I live on the Jefferson Highway."

It means a publicity campaign carried on with such skill and intensity and based on such an array of interesting facts that within five years it will be to admit oneself untraveled to have to confess that he has never toured on the Jefferson Highway.

It means that spirit of the highway—a spirit with such broad sympathies that it is blind to city limits and county confines—a spirit that knows not when it reaches state lines and ignores international boundaries—a spirit that discourages provincialism and induces broad mindedness and the place where it finds freest expression is on the highway—a place dedicated to the use of all—where all meet on an equality.

Mr. Russell, speaking for the Ft. Scott Chamber of Commerce, voices the fact that city limits and county confines no longer obtained their vision on the subject of hard surfacing, and this is a far cry from Ft. Scott, fifty-five miles south and 125 miles north to the Missouri line.

In enlarged sympathies and broadened vision, this is the record on the highway up to the present time in the way of a promise.

Other towns have already covered shorter distances in performance. One town on the highway sent its machinery across two counties to a third one to help construct a difficult piece of road, and another town has made up and keeps constantly in the bank a good balance upon which to check for real money to aid localities as far as eighty miles away. It is very encouraging to have Fort Scott swing into line with a vision on the highway subject that is 125 miles long one way and 55 miles long the other way.

Now, it would be quite interesting and undoubtedly very encouraging, not only to the other counties in Kansas but also to the entire J. H. neighborhood to be informed in just what concrete form and shape this co-operation will be manifested.

We hope to hear from Fort Scott on the subject for publication in the May Declaration.

— Build Roads Now —



PAUL RUSSELL

PAOLA PEOPLE MARRIED IN KANSAS CITY

Miami, Kas., Republican.

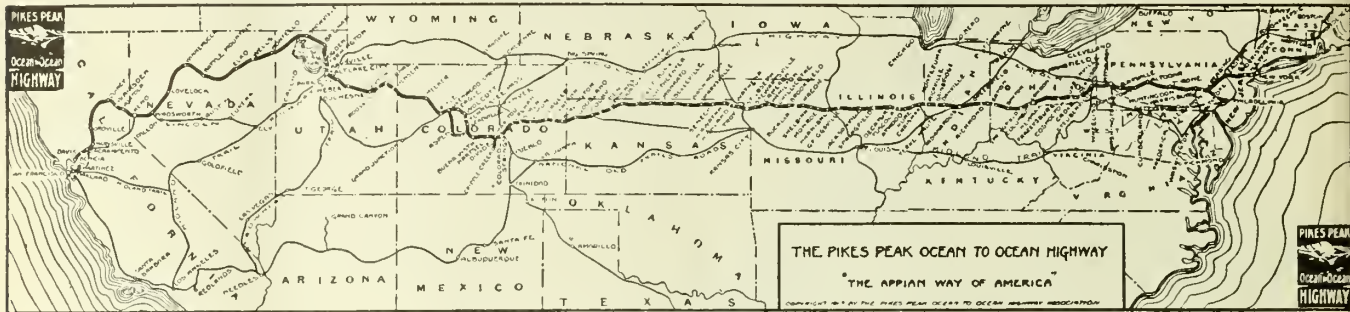
A wedding of much interest to this community was solemnized in Kansas City, Mo., when Miss Blanche McGill became the wife of Paul Russell.

Miss McGill was born and reared in Paola and for a number of years was the popular and efficient deputy postmistress of Paola. She is a charming lady or gracious manner and happy disposition, and numbers all the citizens of Paola as her friends.

Mr. Russell is one of the most prominent and widely known men of eastern Kansas, a former member of the Kansas Legislature, a director of the Jefferson Highway Association, a prominent and successful stock raiser and farmer.

Many J. H. Neighbors will remember Mr. Russell, as he made the sociability run over the north end of the highway in 1916. He started to make the run in 1918 but was called back by the fatal illness of his mother.

THE PIKES PEAK OCEAN-TO-OCEAN HIGHWAY



GREETINGS— TO OUR OLDER SISTER *The Pikes Peak* OCEAN TO OCEAN *Highway*

THE CENTRAL SCENIC TRANSCONTINENTAL ROUTE
"The Appian Way of America"

Greetings and Felicitations
from the Jefferson Highway

UPON THE OCCASION
OF THE

Annual Meeting

HELD AT THAT
UNIQUE SPOT

"The Crossroads of the
Continent"

"THE CITY WORTH WHILE"
Saint Joseph, Missouri

THE HIGHWAY MOVEMENT.

The highway movement is now entering its third phase of development. Originally it started with the early settlers as they plunged from the crest of the Alleghany mountains, for the first conquest of the west, with all their possessions piled high in prairie schooners or following on foot. Manfully did the pioneers push forward; the embryo highway movement following close in their wake, as evidenced by the pikes of Ohio and Indiana, until the railroads overtook and crucified it in the western part of the latter state. The "Fortyniners" pressed on without it to the Pacific and completed the first conquest of the continent.

Later the railroads completed in half a century the second conquest of the continent, but still the highway movement lay entombed east of the Wabash.

In the first decade of the twentieth century the economic good roads movement wandered over the land, but not till the second decade was the spirit of the highway movement fully resurrected from its tomb by the Wabash, when its loyal disciples started a nation wide propaganda, social, religious and intellectual as well as economic in its character. After a short sojourn in the east, this propaganda, like the early pioneers, plunged from the crest of the Alleghany mountains, swept across rivers and plains, mounted at lookout of the continent, assumed its name, pressed on to the Pacific and is here today to perpetuate itself and ever to be known as the

PIKES PEAK OCEAN-TO-OCEAN HIGHWAY
— Build Roads Now —

ACKNOWLEDGMENT.

Dear Mr. Clarkson:

It is with pleasure that I advise you of the unanimous adoption at the meeting of the National Board of Directors of the Pikes Peak Ocean-to-Ocean Highway Association at St. Joseph, Missouri, February 6 and 7, of the following resolution:

"We gratefully acknowledge the recognition of the Jefferson Highway and we reciprocate the congratulation which it has expressed as to crossing the Pikes Peak Line."

Very truly yours,
A. W. HENDERSON,

Secretary-Treasurer.

— Build Roads Now —

By A. W. Henderson, Secretary-Treasurer.

Historic St. Joseph was famed in pioneer days as the starting point for the old Pony Express. From this settlement on the banks of the Missouri River stretched across the prairie a dim trail and from the north, east and south come hardy men to outfit their prairie schooners for the long journey into the magic West. "Pikes Peak or Bust" was the slogan.

Modern St. Joseph occupies the unique position at the crossing of two of the nation's great thoroughfares: the Jefferson Highway, the great north-and-south artery from Winnipeg to New Orleans, and the Pikes Peak Ocean-to-Ocean Highway which bisects it in its east-and-west course from New York City and Philadelphia on the Atlantic seaboard to San Francisco on the Pacific coast.

To the Jefferson Highway Association, the Pikes Peak Ocean-to-Ocean Highway Association extends greetings and assurances that it reciprocates the friendly feeling and spirit of cooperation as expressed by the officers of that association on the occasion of the Fifth Annual

Meeting of the Board of Directors of the Pikes Peak Ocean-to-Ocean Highway held at St. Joseph February 6 and 7, 1918.

The Pikes Peak Ocean-to-Ocean Highway has been termed "The Appian Way of America." The name is fitting in more respects than one. The Appian Way of the Roman Empire was designed primarily for military purposes. It was begun in 312 B. C. to connect Rome with its newly acquired possessions in Campania, and during all the succeeding centuries it has been a great artery of travel, not merely for military but for commercial and social purposes. The Pikes Peak Ocean to Ocean Highway bi-secting the country and connecting the two great coasts, would make easy mobilization of troops and resources and expedite communication between great sections of the nation.

As the Appian Way was the beginning of Rome's system of magnificent roads, so it is expected that this new "Appian Way of America" will be the beginning of a greater system of highways that will reach into every state of the Union. In fact, the National Highways Association has already mapped out a tentative

system of 150,000 miles of national highways, of which the Pikes Peak Ocean to Ocean Highway is one of the main east and west arteries, which will serve 99 per cent of the population of the United States.

History tell us that after the "via Appia" had been built all Italy, and then the growing empire outside of Italy, was traversed by a network of such roads. Nothing was permitted to obstruct their course—mountains were tunneled, rivers were bridged; marshes were spanned for miles by viaducts of masonry. The roads were smoothly paved with huge slabs, over some two feet of gravel; and they made the best means of communication the world was to see until the time of railroads. They were so carefully constructed, too, that their remains still mark the lands where Rome ruled.

An examination of the map of the United States shows why the Pikes Peak Ocean-to-Ocean Highway is logically the first great east-and-west trunk-line to be built in a system of national highways, whether constructed primarily for military purposes or with the idea of general usefulness for commercial and social intercourse. It crosses the continent, midway between northern and southern tiers of states, in a line as straight as the contour of the country permits, following generally the fortieth parallel of latitude. It traverses country of great commercial, agricultural and industrial diversity and leads directly into the heart of America's scenic wonderland. It connects the workshops of the industrial centers with the bread basket of the nation and with the treasure chests of the mineral-bearing mountains. It follows historic trails—and the logic of its alignment has been demonstrated successively by the Indian, the pioneer and the men who laid out the great railroad lines across the continent.

At the St. Joseph Annual Meeting the Board of Directors of the Pikes Peak Ocean-to-Ocean Highway gave chief consideration to the subject of road building in war times and it was the opinion of the directors gathered from seven of eleven states that road building properly directed, with a view to serving war needs, is an essential activity at this time, and in the resolutions unanimously adopted they advocated the development of a system of national highways to supplement railroad transportation and thereby to help win the war.

Reports submitted by the national officers stated that the outstanding accomplishment of 1917 was the completion of an independent organization from New York City to San Francisco through affiliation of the New Jersey alignment and adoption of the Overland Trail, Feather River and Sacramento Causeway routes west of Salt Lake City. The alignment is shown on the attached map. The official inspection tour made by President C. F. Adams' party in July did much to establish and advertise the route, stimulate road building and strengthen the organization. The reports also mentioned the world's highest good roads meeting held in July on the summit of Pikes Peak; efforts to secure uniformity of highway legislation; publicity activities; publication of maps and logs, plans for a unique monument to mark the "end of the trail" overlooking San Francisco Bay; progress in marking the highway from coast to coast; reported increased travel; and brought

out the fact that the Pikes Peak Ocean-to-Ocean Highway for a great percentage of its mileage has been designated as subject to state and federal aid.

Representatives of all the State Divisions reported substantial progress in road development. In California survey is being made of an all-year route through Feather River canyon. In Nevada, a greater mileage of abandoned grade is to be utilized and \$190,000 of new construction has been authorized. In Utah and Colorado important relocations and developments are in progress. Kansas is straightening and shortening its route. Missouri is progressing toward hard-surface as evidenced by \$2,000,000 bond issue voted, 5 to 1 by Buchanan County; Illinois has improved crossing at Illinois River. Cement and brick construction is under way in Indiana, Ohio, Pennsylvania and New Jersey are making important improvements. Pennsylvania is eliminating toll roads. Total mileage from Philadelphia to San Francisco is 3,490 miles; from New York City to San Francisco, 3,564 miles.

National officers were re-elected as follows: C. F. Adams, Chillicothe, Mo., president; William Jennings, Harrisburg, Pa., vice-president for Eastern States; Geo. W. Hughes, Hume, Ill., Vice-President for the Central States; A. W. Henderson, Colorado Springs, Colo., Secretary-Treasurer; W. H. Goddin of Lovelock, Nev., was elected Vice-President to represent the newly affiliated Western States. Wesley L. Connett of St. Joseph, Mo., was re-elected chairman of the Eastern Extension Committee; St. Joseph was selected for the 1919 national meeting.

Policies as to road building in these times were expressed in the following paragraph appearing in the annual report: "In war times, every energy must be directed so that it will help win the war. Road-building must submit itself to this test. Rail transportation, over-burdened by war demands, must be supplemented. Motor trucks cannot perform efficiently except on good roads. Good roads will effect the tremendous saving that would come through a widespread application of the idea of local consumption of local products. In building good roads that will help to relieve rail congestion it must be kept in mind that these roads, if of permanent construction, will be used for years after the war has come to a close. It is obvious that the road which not only serves local needs but which is also a link in a connected system of trans-continental highways, possesses a two-fold value. Therefore associations such as this can consistently urge a sane program of immediate construction of such local sections of the highway as will help the nation more speedily to mobilize its every resource. Keeping in mind the era of road-building that will come when the war is ended and millions of men return from the trenches to normal pursuits, it is well to remember the strategic importance of the Pikes Peak Ocean-to-Ocean Highway as a main trunk line in a system of national highways. This is not merely a sightseer's road that leads to places of beauty and grandeur. It is an artery that gives life to commercial, agricultural and mining districts of the first magnitude."

— Build Roads Now —



CLARKE COUNTY
COWS - CORN -
CONTENTMENT

COMMUNICATE
WITH
CLARKE
COUNTY
COMMUNITY
CLUB

OSCEOLA, IOWA

Kansas Soon To Build Many Miles of 365-Day Roads

500 Miles of Hard Roads Already Financed During the First Year of the Campaign by Kansas Good Roads Association

— Build Roads Now — Build Roads Now — Build Roads Now —

In giving space to this we are practicing what we preach.

The whole state of Kansas is Jefferson Highway territory and we are greatly interested in its development. That longest line on the map reaches well over toward Colorado. As will be seen elsewhere in this issue we are interested in Colorado also. In fact, salt water only bounds the vision of the Jefferson Highway spirit.

J. Frank Smith, General Manager Kansas Good Roads Association, writes:

"We enclose herewith our annual report showing the results of our first campaign for real roads in Kansas. Our people are just getting started and will soon be in the road game strong."

"We are sending you under separate cover electro of a small map and hope you will find space in your good magazine for the same to go with the short article enclosed herewith. You can help greatly in the big undertaking of this association for we are beginning at the very bottom."

THE ARTICLE

Kansas people are just beginning to awaken to the needs and benefits of improved roads. One year ago very little sentiment or interest was manifested in the subject. Then there was no law under which good roads could be built and the cost distributed equitably. The last legislature gave Kansas a most excellent law and as fast as the people of the community learn of its liberal provisions and the benefits of good roads and how small the cost is to each taxpayer or landowner they at once take steps to get the hard roads.

Hard Roads Assured in Eighteen Counties.

The Kansas Good Roads Association of Topeka, has been conducting a state wide campaign of education and as a result eighteen counties have taken final action to finance hard roads totaling over 500 miles. About all that is now left to do is to prepare the plans and let the contracts and then the work will be up to the contractors to complete the projects. In some counties work is already under way.

The above map shows where the good roads have been assured by the people signing petitions and the county commissioners approving the same. The following counties are the first to have these roads: Barton, thirty miles of brick; Bourbon, 150 miles macadam; Cloud, twenty-seven miles of brick and concrete; Cherokee, twenty-five miles of gravel; Douglas, twenty miles concrete; Dickinson, five miles of concrete, fifteen miles gravel; Linn, thirty miles macadam; Mitchell, twelve miles concrete; Leavenworth, twenty-five miles concrete; Sedgwick, eight miles concrete; Wilson, seventy-five miles gravel; Labette, forty-three and one-half miles gravel; Wyandotte, five and one-half miles concrete; Shawnee, ten miles concrete; Sedgwick, eight miles concrete; Gray, six miles brick; Ford, eleven miles brick; Rice, five miles brick.

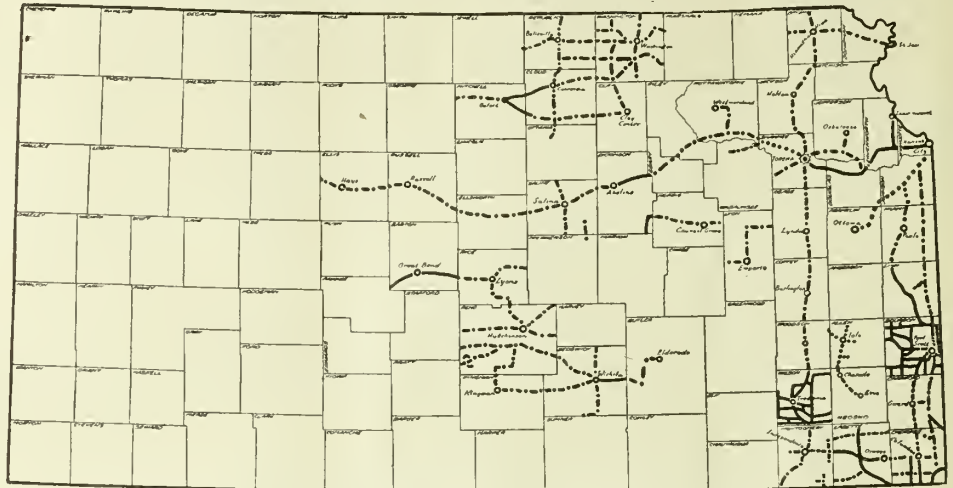
This is a remarkable showing for the first year.

1000 More Miles in Sight

There are over 1000 miles more which will probably be financed before the end of 1918.

Kansas Good Roads Association Responsible

The Kansas Good Roads Association is co-operating with the federal government and the State Highway De-



— — — — — INDICATES WHERE 365-DAY ROADS HAVE BEEN BUILT IN 1917 OR WERE BUILT BEFORE THAT TIME.
 - - - - - INDICATES WHERE 365-DAY ROADS HAVE BEEN FINANCED DURING THE LAST EIGHT MONTHS UNDER THE NEW ROAD LAW.
 INDICATES WHERE 365-DAY ROADS ARE BEING FINANCED OR ARE TO BE FINANCED DURING 1918.

partment in the promotion and building of 365-day roads, but it receives no financial support from the state or any official source. Its funds come from donations and dues and the work it is doing and has done has demonstrated beyond question its ability to render valuable services to the people who desire these good roads built. It must have the financial support of everybody interested if this big work so well begun is to be continued.

Kansas Now at Bottom of List, But Climbing

Kansas has been and is at the bottom of the list of states in the matter of improved roads. But if the people keep up the interest thus far manifested in having roads that can be used every-day-in-the-year it will not be many years before our big state can boast of many thousand miles of as good roads as any state in the Union.

There are now several thousand trucks in Kansas and many hundred others will be purchased this year. Every car in Kansas is also doing truck service in a limited way. These trucks and cars and good roads will help win the war by helping to relieve the railroad congestion.

165,000 Autos in Kansas

Kansas now has over 165,000 automobiles, one for every ten persons. Estimating the value of these cars at \$800 each it represents an investment of \$132,000,000 in transportation facilities, to be used on the public highways. Estimating an annual depreciation of twenty per cent it means an expense to the owners of \$26,400,000. Estimating an annual cost of upkeep of \$200 per car it means an annual expense to these owners of \$33,000,000, or a total cost of upkeep and depreciation of \$59,400,000. With this large investment and enormous cost of operating them on earth roads it means that every car owner should be vitally interested in keeping his car out of the mud and on a hard road to save as much gas, oil, rubber, paint and wear as possible.

Big Saving by Keeping Cars Out of Mud

If these cars could be kept out of the mud by means of 365-day roads it would easily save \$70 per car for upkeep and depreciation. This would mean a net saving to the car owners per year of \$11,500,000. This sum expended each year for five years would build 10,000 miles of hard roads or an average of almost 100 miles to every county. The people of Kansas must begin to look at this transportation question in large figures and plan to build for the future to save money and secure better service.

The benefit to farmers from good roads is as much or more than the auto owners.

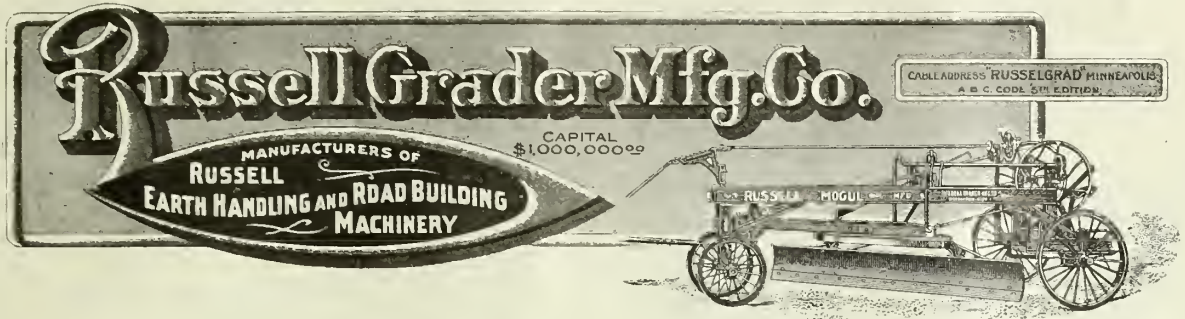
— Build Roads Now —

E. E. ELLERTSON, Pres.

M. T. NAGLE, Vice Pres.

M. L. ELKEN, Vice Pres.

C. O. WOLD, Sec.-Treas. and Bus. Man.



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

Jefferson Highway Association,
Des Moines, Iowa.

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 inclined 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.,
G. E. Wennerlyn.

GW MP.

— Build Roads Now — Build Roads Now — Build Roads Now —

We are printing the above letter again this month to call attention to two things.

First, that the time has come for the Maintenance Man to get quite busy.

Second, in order to get the most out of this liberal co-operation on the part of the Russell Company and excite the emulation the subject deserves, every Maintenance Man on the highway should receive the Declaration monthly so that he may secure the inspiration that will turn hard work into a joy.

The knowledge of the fact that he is working in co-operation with 493 other men between New Orleans and Winnipeg, to maintain and improve the condition of the highway, will put a new interest in his work and a more skillful finish on it.

The further fact that if he excells in his country he will receive a gold medal for doing so, will so circum-

scribe the field that he will be encouraged to try. Some one man is going to win in every county.

From these county winners in each state will be picked the state winners.

From the eight state winners three will be selected three international winners.

These three international winners will, by the guests of the International Association to the annual meetings without expense to them.

Now, what we need is a fund of \$500 with which to supply these Maintenance Men with the Declaration for three years. The gold medals of merit have to be won three years in succession before they become the property of the winner.

What person, firm, company, chamber of commerce, commercial club or other civic body will undertake to supply this fund for this sole purpose?

— Build Roads Now — Build Roads Now — Build Roads Now —



1



2



3

The Russell Company have submitted the above three designs from which to select. Let us have a vote on which one to use. Vote by number. Which do you prefer? When you write, name your preference, tell about what is being done on the Highway in your locality.

Calling the Roll

The following correspondence indicates a lively interest in Highway affairs.

MANITOBA

E. Casselman, Mayor of Emerson, Manitoba, and J. H. Director, writes:

"I am enclosing you a photo of the highway as it leaves the international boundary, going north to Winnipeg. You will remember we had this first two miles graded last season up to a standard grade eighteen foot top and forty-six foot from ditch to ditch."

"In doing this we had in mind the setting of the pace for the other municipalities through which the highway runs on the way to Winnipeg. We have not anything very large cut out for this year, further than to trim and improve what we built last year. You are familiar with any little detail regarding customs, etc."

"We are furnishing a new city hall, a perfect community building, in which the traveling public may enjoy every privilege for their comforts. A fine rest room for ladies, writing tables, reading room, etc. We will always be on hand to show you about and give everyone all the information necessary to make the trip pleasant."

— Build Roads Now —

MINNESOTA

HIGHWAY AMENITIES.

Daniel Shaw of Thief River Falls, Minn., Director of the J. H., writes:

"Our neighboring city, Crookston, had what was called a Farm Crop Show, lasting all week, and many subjects were up for discussion, among them, good roads, and on the last day Mr. Brown, of Parsons, Kansas, representing the King of Trails, Mr. M. N. Koll, of Cass Lake, representing the Scenic Highway, and myself representing the Jefferson Highway, were on the program to speak. Mr. Forbes was there representing the Highway Commission, Mr. Babcock. I did not go down but I sent them the following telegram which was read at the meeting:"

February 14, 1918.

C. H. Zealand, Secretary Farm Crops Show, Crookston, Minn.

"I regret that I am unable to be present at the meeting of the Red River Valley Development Association tomorrow when subject of roads is under consideration. I believe that a hard surfaced road north and south through the valley will contribute more to the wealth and comfort of the people and increase population more than any one thing that has occurred since the St. Paul and Pacific Railway entered it. I am sure I voice the sentiments of the Jefferson Highway organization, whose proudest boast is the great stimulus it has given to road construction in our state when I say that we wish the King of Trails, the Scenic Highway and all other legitimate road enterprises the greatest possible measure of success."

— Build Roads Now —

V. M. Higinbotham, Red Lake Falls, Minn., writes:

"Mr. Deymonaz is our director in the Brooks district, and I am sure that he will be able to renew all subscriptions, and may add to them."

"Trust that you are contemplating a trip up over the road in the early spring. You know 'a little enthusiasm added to the best of men don't hurt 'em a bit,' and your presence always adds enthusiasm to a community."

"Red Lake County escaped the storm that hit so much of the middle west, and cars are running here right along."

— Build Roads Now —

Homer Parentean of R. F. D. No. 1, Red Lake Falls, Minn., writes:

"I want to know if we can use the monogram shown at the top of page 16 in the Declaration."

"I want to use it on our letter heads, firm checks and in the form of a big sign on our store."

"The Jefferson Highway is worth as much as a railroad to our town."

— Build Roads Now —

Jos. A. Dahl of Trail, Minn., writes:

"I have written nothing yet regarding any prospects for improving the road as I was uncertain as to what would be done. A committee from here saw the county commissioners last week and said commissioners promised to start work on the highway first thing in the spring. The highway throughout this country is now a state road and the commissioners have promised to push the work on it as fast as possible."

Yours for a better Jefferson Highway."

— Build Roads Now —

A. J. Merickel of Wadena, Minn., writes from Miami, Florida:

"We are in Florida and have a car and contemplate driving home to Minnesota. We wanted to go by the 'Jefferson Highway,' and could you give us any information regarding the condition of the road about the middle or latter part of April."

"Do you know anything about the road from Jacksonville to New Orleans?"

"We live at Wadena, Minn., as you will possibly remember as we drove on those relay trips from Wadena to Bemidji with the Jefferson Highway Commission."

— Build Roads Now —

C. L. Corpene of Staples, Minn., writes:

"I hand you herewith check for two dollars in payment of two three-year subscriptions to the 'Declaration,' one to be sent to the Fletcher hotel, and one to the St. Charles hotel."

"Regarding the matter of the ten subscriptions which have expired, I have referred your letter to the secretary of the automobile club, and I trust immediate action may be taken."

"I have been a long time getting at the facts, but am pleased now to report definitely, that Five Thousand Dollars has been appropriated for work on the highway this year between Staples and Lincoln, and another thousand in prospect."

"I have read with a great deal of interest, the two last issues of the Declaration, and note, also with interest, that in one respect at least, you are like a woman (some women)—always insist upon having the last word, and we are willing to 'leave to Clarkson' to keep up his end of the argument."

"We hope to see you up this way early in the season, and I promise you will not be told in big black type to slow down to eight miles per hour; just let the Chalmers out and no one will stop you for speeding."

— Build Roads Now —

R. B. Millard, Director Little Falls Board of Commerce, writes:

"The March issue of the Declaration is a hummer."

"The write-up of Buchanan County, Missouri should put the pep into the other counties along the Jefferson Highway."

"You will be pleased to learn that we are planning to gravel the Jefferson Highway in Morrison County from one end to the other this season. One big state cross-road will also be graveled, making a total of seventy-five miles graveled during the season of 1918."

"The view of the Jefferson Highway near Little Falls in the March issue is exceptionally good. I have admired this view many times. It is too bad that the photographer could not show the lordly Mississippi a hundred feet to the left, but if you were to drive on the road you would be almost obliged to stop once in a while to admire the splendid views along the world famous river."

"In time we will get to know what is along the highway, and will look forward to the time when we can take a pleasant and enjoyable trip."

"Every time that one of your letters comes to the office I feel as though I could go out and deliver just a little harder punch than I was able to do fifteen minutes previously."

"You seem to have the rare gift of touching a man on the most responsive spot. I am beginning to realize the reason for the success of our GREAT HIGHWAY."

"Your tip to put down on my desk tickler, 'DO IT NOW,' will bring a little writeup to the Declaration for Morrison County each month."

— Build Roads Now —

RESPONSIVE SPOTS

The ability to reach a responsive spot does not depend so much upon the skill of the one doing the reaching as it does upon the possession of responsive spots by the one who is being reached.

Lower the Cost of Grading Speed-up the Spading

A Pennsylvania contractor was "up against" a time contract, labor shortage and very hard excavating. By using low-strength dynamite to

Blast Ahead of Shovels

they handled the gravel and shale easily and quickly and the contract was completed on time.

With a few cartridges of Red Cross Extra Dynamite exploded ahead of the shoveling gangs, it takes less time and labor and yardage per day increases. Blasting takes the strain off the chain of the steam shovel,—helps it to dig faster, cheaper and easier.

Ask for free booklet, "Road Construction and Maintenance." Learn how to use Red Cross Explosives to lower the cost of grading and "speed-up" spading. Mention "Better Roads and Streets" and address Advertising Division

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

Powder Makers Since 1802

Wilmington, Delaware



LOWERING COST OF HARD-ROAD GRADING.

A contractor on a Pennsylvania road has completed his work at a lower cost than was attained on other sections of the road by using machinery to an unusual extent. On account of the high price of labor and its scarcity, he used a steam shovel in all cuts, low-strength dynamite to loosen the material and speed up the work of the shovel, and automatic dump wagons to remove the earth and shale as it was excavated. The outfall drainage ditches were blasted out with dynamite, thereby reducing the cost of excavation and of trimming the slopes.

The work was finished on time, in addition to being done at a relatively low figure for the conditions, while the other contractors were unable to do so because of the difficulty of securing labor by the older methods, utilizing plows, scrapers and hand work.

NOTE: When in Atlantic City visit the Du Pont Products Store, Boardwalk and Pennsylvania Avenue.

Neighbor Millard is wonderfully equipped with responsive spots when public interests are at stake.

— Build Roads Now —

R. V. Morgan, Secretary St. Anthony Commercial Club, of Minneapolis, Minn., writes:

"We are enclosing, herewith, our check for \$31.50, covering the initiation by mileage in your association for the distance in east Minneapolis. We mailed a copy of your letter of December 10th to the North Side Commercial Club."

— Build Roads Now —

B. G. Johnson, First Vice-President North Side Commercial Club, Minneapolis, writes:

"In regard to this highway progress, we have secured, through the city council, an order for improving 20th Avenue, Lake Avenue north from Lyndale up, as soon as weather conditions will permit, and this will be open for travel at an early date this summer. We are now arranging for signs along our part of the route."

— Build Roads Now —

SPRING TRAVEL COMMENCING.

F. E. Shenehon of Minneapolis, Minn., on February 27th, writes:

Gentlemen:

"As I am expecting to drive from Minneapolis to Osceola, Iowa, in the near future, I am taking the liberty to write you to ask if you can name the towns through which you would advise me to go and also the distance from Minneapolis to Osceola. If you have a small road map that you can send I would appreciate that."

"Can you suggest the length of time that is needed to make this trip in comfort, and where and at what hotels you would advise stopping, and at what places, also the garages."

"Any information you can offer will be very much appreciated."

— Build Roads Now —

IOWA

H. H. Shepard, Mason City, Iowa, writes:

"I am in receipt of your favor of the 1st, enclosing a copy of the St. Joseph Gazette, and am very glad to know that the people of Buchanan County, Missouri, are fully alive and appreciate the importance of the Jefferson Highway, both for business and pleasure."

"We hear much these days of the necessity of using the highways to relieve the railroads and help win the war, but in some localities a feeling exists that nothing should be spent for good roads during the war. I would like to have you get in touch with the War Department and find out just what they require from the Jefferson Highway organization in the way of road improvements. Any official communication received should be distributed along the line of the highway so that we may know just where the Jefferson Highway stands as an aid in winning the war."

"I would like very much to see the Jefferson Highway Association organize a publicity bureau to furnish readable articles and even plate matter for the use of the newspapers along the highway."

"The little folder describing the Jefferson Highway and giving the mileage is a very convenient folder, and is gotten out in an attractive form. This folder might be enlarged and made profitable by the use of local advertising along the highway."

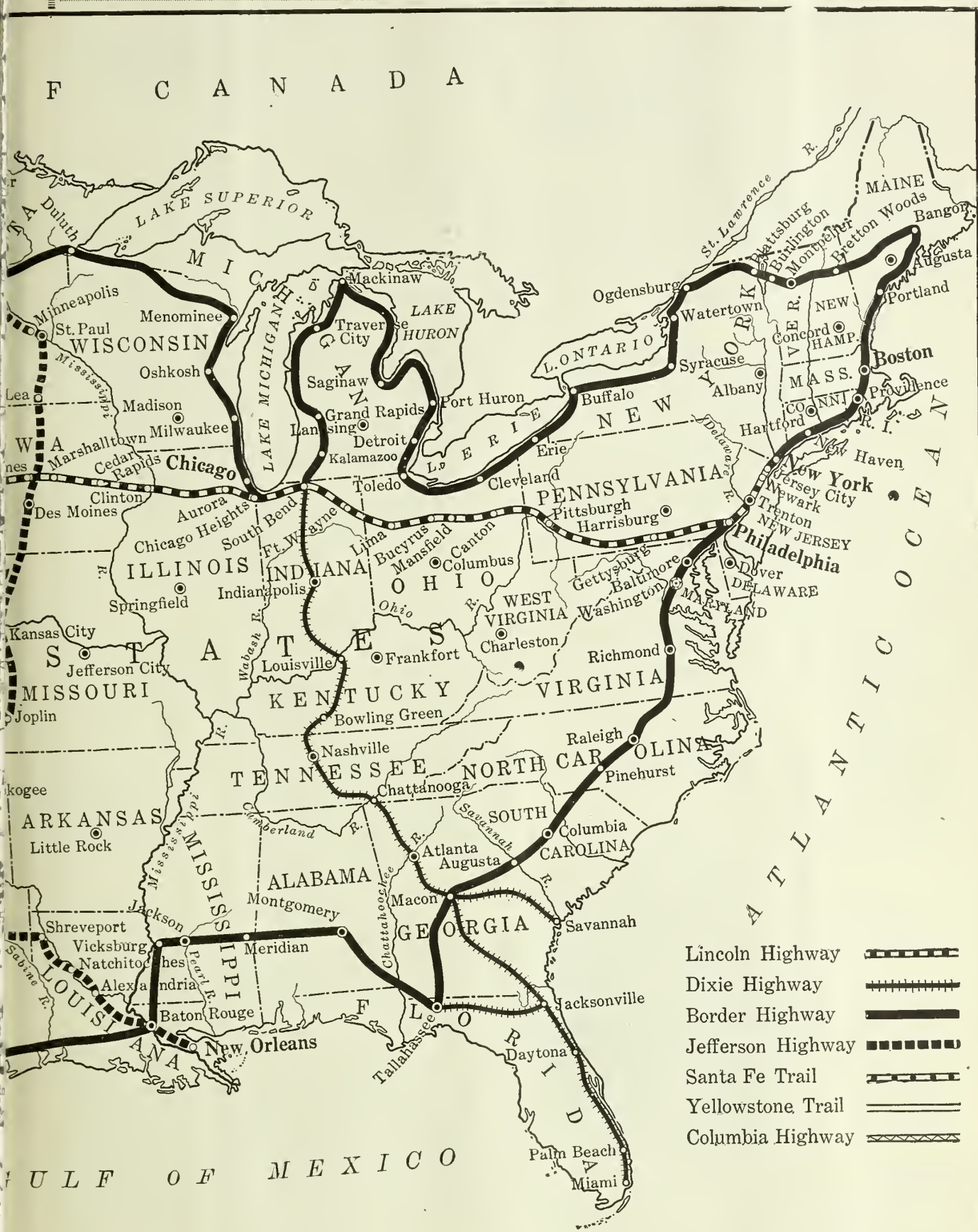
"I think that most of the officers and directors of the Jefferson Highway will answer their letters if you use a follow-up system. We appreciate your efforts as general manager, and the results that you have accomplished speak for themselves."

— Build Roads Now —

KANSAS

See front cover and pages 5 and 8.

(Concluded on page 14)



- Lincoln Highway
- Dixie Highway
- Border Highway
- Jefferson Highway
- Santa Fe Trail
- Yellowstone Trail
- Columbia Highway

THE MATTHEWS-NORTHROP WORKS, BUFFALO, N. Y.

map of the J. H., which will complete the necessary information for a summer tour.

Many will wish to visit friends or relatives in military training. The following cantonments, aviation and naval stations are on the

J. H. or within a few hours drive of it: Winnipeg, Fort Snelling, Camp Dodge, Fort Riley (Funston), Doniphan, Fort Worth, Camp Beauregard, near Alexandria, La., and New Orleans.

CALLING THE ROLL

MISSOURI

C. W. Robinson of Davis City, Iowa, writes:

"They are surveying, today, between here and Lamoni on the federal aid project."

"Hurrah for St. Joseph. The J. H. is going to set the pace for them all. Yours for better roads."

— Build Roads Now —

Oscar W. Curry of Eagleville, Mo., writes:

"We hold a meeting next Tuesday afternoon at Bethany for the road draggers of the county and I am sending an invitation to all of the men on the Jefferson Highway north of Bethany to attend the meeting, and we hope that we may get some good results from the meeting."

— Build Roads Now —

E. M. Claypool, Secretary Maryville Commercial Club, writes:

"Kindly accept the sincere expression of appreciation for your thoughtfulness in forwarding the material which came to hand recently. It is indeed very valuable, and I shall be able to use it effectively."

"The March issue of the 'Declaration' has also arrived. It is filled with many good things."

— Build Roads Now —

C. B. Turney of Edgerton, Platte, County, Mo., writes:

Herewith find draft for \$30.00 to cover twenty-five subscriptions to Jefferson Highway Declaration and one National membership."

"I think we can add several names to the list of subscribers to the Declaration just as soon as I have an opportunity to see the parties. There is also one or two parties whom I expect to take a National membership within the next several days."

"I consider that we have met with quite a liberal response to our efforts, considering the short length of time we have had to work and that the farmers are very busy and not around town very much."

It seems to have been fortunate for both the J. H. and Edgerton when Neighbor Tournay got into the collar, and we fancy there will be another installment of this story in the next Declaration.

This remittance covered twenty-five three-year subscriptions to the Declaration at \$1.00 each and \$5.00, the first annual payment on National membership, taken out by Mr. Tournay.

A National membership is for \$25.00, payable one-fifth each year.

— Build Roads Now —

OKLAHOMA

H. B. Campbell, Director, of Welch, Okla., writes:

"We have your letter of the 6th inst., and note that there were ten subscribers for the Declaration at this place, which subscriptions have all expired, and I enclose you herewith my check for \$5.00, and will thank you to have the subscriptions renewed for the ten parties who were taking it at this place."

"The weather has been very disagreeable in this part of the country lately but as soon as the conditions are favorable we hope to get busy on some of our roads."

If every community functioned as promptly and liberally to the highway, according to its size, as Welch does, we could make the name of the Jefferson Highway well and favorably known all over the United States.

— Build Roads Now —

Hon. Paul Nesbitt, of Miami, Vice-President for Oklahoma, writes:

"I believe you will agree with me that there never was a time when we could better afford to tax ourselves for roads than right now. If we can just get our people to see that they have the money now—that all the money we are loaning to the government at a good rate of interest and not taxable, is coming right back to us in the way of better prices for all products than ever known before, we can get our people to see that the opportunity is here for road building."

— Build Roads Now —

J. A. Quinn of Prior, Okla., writes:

"A three months' better roads and general publicity

campaign has been launched in Hayes County. A special effort will be made to get roads uniformly dragged, new work done and live road and automobile clubs organized throughout the county. The dragging of the Jefferson Highway will probably receive first attention."

— Build Roads Now —

TEXAS

County Vice-Presidents,

Jefferson Highway Association of Texas.

Gentlemen:

"With the approach of spring and the next touring season I am anxious to know just what condition are in each county in Texas with reference to the completion of the Jefferson Highway hard surfaced. I shall therefore be glad if you write me at once stating first, how much of the highway is provided for through bond issues, how much has been constructed, and your plans for this year for the development of roads, not only the Jefferson Highway but in your county."

"Let me suggest that you not overlook the value of publicity in connection with the Jefferson Highway and road improvement in general. You should write a letter occasionally to Mr. J. D. Clarkson, general manager of the Jefferson Highway, St. Joseph, Mo., telling him what you are doing; he will, of course, use your letter in the Jefferson Highway Declaration, which will not only be good advertising for your community, but will encourage other sections on the Jefferson Highway to greater activity."

"We have already established a reputation for doing things in Texas and it will be well to continue to let everybody know that we are road builders.

Very truly yours,

W. N. KING,

President Texas Division.

Denison, Tex., Feb. 25, 1918.

— Build Roads Now —

H. O. Wilson of the Young Men's Business Club of Marshall, Texas, writes:

"Per request of our mutual friend, Mr. King of Denison, am writing you in regard to the condition of the Jefferson Highway through Harrison County."

"As you know we have about twelve or fourteen miles of hard surfaced gravel roadway. The county has been for some two or three months past building sand clay roads on the rest of the roadway through our county."

"There has not been a time during this winter but what travel could pass through any portion of the Jefferson Highway of Harrison County, and our County Commissioners assure me that this road will be kept in first class condition."

— Build Roads Now —

LOUISIANA

Will Mercer of Shreveport, La., Chamber of Commerce, writes:

"When our northern neighbors see the welcome sign on the Jefferson Highway at the Louisiana and Texas line we hope that they will feel that they have entered into the land of sunshine and flowers, and make themselves just as much at home as we would wish them to be."

"They will strike the upland of Caddo Parish when all things that grow out of the soil will be growing in abundance, and drive over an oiled and dustless road to Shreveport, the greatest town in the southwest today.

"In Shreveport they will find fine hotels, any and everything that the tourist could want, and in the very near future we hope to have a place where they can set up their tent and stay as long or short a time on their desire, with wood, water and lights convenient if he is of the outdoor, and wishes to camp instead of stopping at hotels."

"Our roads are in better conditions than ever."

— Build Roads Now —

Dr. H. S. Joseph of Melville, La., writes:

"I have been putting off from time to time writing because I have been a very busy man since I saw you last."

"Dr. Williams is in the medical department of the army and with all the practice and the great amount of army work I have to do at home, it gives me no time whatever."

— Build Roads Now —

"We are completely tied up with an injunction proceeding instituted by the T. & P. Ry. Co. as you have been previously informed.

"If the management of the J. H. has or can get the military to adopt our route, I feel that those of us living in the several districts that are included in the injunction proceedings can get our congressmen interested in the furtherance of the plan to persuade Mr. McAdoo to do the rest."

"We are getting inquiries from the Postoffice Department as to the route adopted by the J. H. so they can establish a parcel post route, but it is not very encouraging to have to report the conditions as they really exist."

— Build Roads Now —

New Orleans Association of Commerce, Good Roads Bureau.

March 8, 1918.

Dear Mr. Clarkson:

"I have your letter of March 5th, relative to the New Orleans-Shreveport section of the Jefferson Highway in my capacity as chairman of the Jefferson Highway Committee and vice and acting chairman of the Good Roads Bureau, New Orleans Association of Commerce, I will endeavor to do all I can to make this highway a success."

"For your information will state that considerable road building is being done by the Highway Department between New Orleans and Shreveport, notably in St. John and Ascension parishes, which are south of Baton Rouge. I intend to make a trip over this highway in the near future and will advise you of the condition of the roads. I am attaching a statement, issued by the Highway Department, showing condition of road the balance of the Louisiana section.

"Will communicate with the gentlemen you suggest, relative to the Jefferson Highway and urge all of them to get their section of the Jefferson Highway in good shape.

Sincerely yours,

HENRY G. McCALL,

Vice and Acting Chairman Good Roads Bureau.

— Build Roads Now —

ROAD WORK ON JEFFERSON HIGHWAY

Parish	Mileage	Work
Orleans.....	3	Asphalt paved
Jefferson.....	12	Shell and cinder surfacing
St. Charles.....		Gravel and other surfacing
St. John.....		Under contract
St. James.....		Under contract
Ascension.....		Under contract
East Baton Rouge.....		Completed
West Baton Rouge.....		Under contract
Pointe Coupee.....		Under contract
Avoyelles.....		Work held back due to T. & P. injunction suits
St. Landry.....		Work held back due to T. & P. injunction suits
Rapides.....		Work held back due to T. & P. injunction suits
Sabine.....		Completed
De Soto.....		Completed
Caddo.....		Completed

— Build Roads Now —

Walter Parker of New Orleans, La., writes:

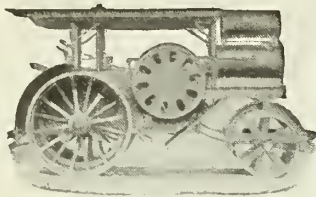
"I am advised by Mr. A. T. Felt, general secretary of the Chamber of Commerce of Alexandria, La., that sixteen miles of hard surfaced gravel road along the Jefferson Highway has been completed between Alexandria and Lamourie, and five miles of concrete highway has been completed north of Alexandria between that city and Tioga, making a total of twenty-one of the forty-one miles of Jefferson Highway in Rapides Parish now complete and in use."

"Will you please give some publicity to this in the next issue of the Declaration?"

— Build Roads Now —

It must be borne in mind that an improved road attracts an increased traffic. Not only is increased use of the road made by those living along it, but by people who come miles from all directions to use it in preference to the routes they have formerly traveled; hence an improved road must be built not only with a view to accommodating the traffic it has been accustomed to bear, but a traffic at least three times as great.

— Build Roads Now —



**Leader Tractor
Mfg. Company**

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Combination Kerosene Tractor
and Roller for Road Building.

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Hoist and Steering Device.

Two Machines for the cost of 1

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Trail, Polk County, Minnesota

On the Jefferson Highway

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St. Charles and Fletcher Hotels

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Tourist Headquarters Cafe in Connection

C. L. CORPENING Proprietor

Come to Minneapolis



Advise Hotel Radisson that you are coming, so that room reservation may be made for you

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Published Monthly by

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J. D. CLARKSON
Editor

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

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 III APRIL, 1918 Number 3

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



When Osceola, in Clarke, County, Iowa, secured the location of the Jefferson Highway, it was not regarded, by many of the citizens, as an especial achievement.

No bells were rung or mass meeting held to celebrate the event, but as the months passed by it gradually dawned on quite a number of its inhabitants that they had secured, as by magic, a residence on the main avenue of the twin nations, and like all wide awake people they are advertising their advantages, as may be seen on page 7.

— Build Roads Now —

Henry G. McCall, of New Orleans, has been appointed chairman of a committee of the Association of Commerce of that city to generate additional power behind the Jefferson Highway movement in Louisiana.

This is good news to the International Association, and Mr. McCall's leadership will be welcomed.

— Build Roads Now —

AMENITIES BETWEEN HIGHWAYS.

It will be seen by reference to pages 6 and 7 where we extend the courtesies of our magazine to the Pikes Peak Highway, and to pages 12 and 13 where the Lincoln Highway extends to us the courtesy of the use of their map, that the relations existing between the major highway organizations are of the most pleasant character.

This is as it should be. The railroads required years to learn that tourists generally wanted to go one way and return some other way. The highway people absorbed this idea in much less time.

Reference to letter of Daniel Shaw on page 10 is of interest in this connection.

— Build Roads Now —

WHAT IS THE SCORE?

Each day teaches us more and more of community values and that there are certain things which can be accomplished only by community action.

The latest development of this character is at Little Falls, Minn., where a Board of Commerce has been organized with over one hundred and fifty members.

It starts off work with a well defined program of eighteen major things which it intends to do during 1918.

It will be interesting to know, and we are going to ask neighbor Millard to give us the tally for the January, 1919, Declaration.

Who wants to make a book with us on Little Falls scoring 90 on the program?

— Build Roads Now —

THE FIRE SPREADING

The splendid example set by St. Joseph and Buchanan County, in the matter of voting a \$2,000,000 credit for good roads is being followed by all the surrounding counties in northwest Missouri.

The next sixty days will see the issue presented in five other counties.



HANDING THE BUCK TO DEARBORN.

Early in March a highway meeting was called at Edgerton, Mo., and some Dearborn people were invited to participate.

The frost had no more than gotten out of the ground but when the Dearborn contingent reached the Edgerton district they found the highway had been newly dragged, showing quite a perceptible difference in the two sections of road, favorable to Dearborn.

This was not only a surprise to the Dearborn bunch but somewhat embarrassing as they had the highway manager with them and of course he had to say something about it in the meeting.

The Dearborn people declared their drags would be on the road before noon the next day.

— Build Roads Now —

SAY, WHAT IS YOUR FIRST NAME?

A few days after we reached St. Joseph, the phone rang, and "This is Wunderlich of the Commerce Club; I have been speculating on what the J. D. stands for in your name."

"It stands for James—"

"That is enough. It is Jim after this. We are quite busy and friendly over here. By the way, in regard to the subject of your letter, I would suggest," etc., and then followed a suggestion that possessed much merit, but if it had been a suggestion to go and shovel the sand out of the Missouri river, one would have been tempted to try it as long as that friendly voice could be heard from the bank saying, "Jim, I believe you can do it."

— Build Roads Now —

SNOW FAILS TO HALT CARS ON JEFFERSON HIGHWAY

Local Men Drive Three Machines From St. Paul in Six-Hour Trip

From an Owatonna, Minn., Paper.

Had J. D. Clarkson traveled on the Minnesota section of the Jefferson Highway Monday, he would have found much evidence that his ambition to create a "365-day road" is being realized.

Driving three automobiles, a party of local men broke the road from St. Paul to Owatonna, accomplishing the task and the trip in six hours. The cars were two new four-cylinder Buicks and one new cylinder Buick. The members of the party were Henry Hartvig, Roy Severance, Otto Arndt, Carl Tully and John Wencl.

— Build Roads Now —

NATIONAL HEADQUARTERS

Detroit, Mich., March 1, 1918.

Dear Mr. Clarkson—

We can well appreciate your feeling of satisfaction in the passage of the large bond issues you mention for the improvement of the Jefferson Highway in Missouri. It is most gratifying to all interested in the betterment of road conditions to note this indication of progress made.

We have before us, as we write, a clipping from the St. Joseph Gazette of January 17 containing an article under your name, entitled, "Hostilities May Cease Suddenly." It is most interesting, and covers a subject deserving of the most careful consideration.

Very truly yours,

THE LINCOLN HIGHWAY ASSOCIATION.

S. C. HOST,

Director of Publicity.

— Build Roads Now —

H. H. Shepard of Mason City, Iowa, found so much of interest in the March Declaration that he secured the republication of over a column of it in the Sunday papers of Mason City.

Other Jefferson Highway Neighbors might follow his example with benefit to the highway enterprise.

— Build Roads Now —

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 prevade your private home.

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Equipped to Give Quick and Efficient
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Expert Workmen—Best Material
A Full Line of Auto Supplies in Stock
Call Phone 65



New Orleans Chamber of Commerce

March 20, 1918.

Dear Mr. Clarkson: The constructive value of the "Declaration," not only to the cause of good roads, but to the more important cause of community spirit, community building and the spirit of co-operation becomes more and more apparent to me each month.

The war has made evident the necessity for the development of a better and bigger national spirit. Patriotism is merely a term by which we describe the national spirit. The influence of the "Declaration," in being exerted in behalf of a better feeling between communities, is, in fact, being turned to good account in the development of a better national spirit and a stronger patriotism.

It seems to me the safest course for this country to follow in dealing with the social unrest problem is at the earliest possible time to adopt a broad, comprehensive and practical policy looking to the development and use of the natural resources of the country. This applies to mining, agriculture, and industry, and of course to the checking of soil erosion, and to the waste of waters which should be harnessed and made to produce larger crops, through the conservation of moisture in the soil; low cost transportation, through stream flow regulation and better channels; power, through the use for that purpose of water that is now permitted to waste itself in floods and freshets.

The encouragement of good road building and the fostering of community endeavor along practical lines, as the "Declaration" is doing, constitutes one of the greatest forces for good in the creation of new opportunities for the people of the land one can imagine.

And when we realize that through the creation of new opportunities we can and must remove the cause of social unrest, if we would avoid the fate that has befallen Russia, we must recognize in such work as the "Declaration" is doing a great force that we should all foster and help along.

With kindest personal regards,

Yours very truly,

WALTER PARKER,

General Manager, New Orleans Association of Commerce.

— Build Roads Now —



SENATOR T. E. CASHMAN.

Governor J. A. Burnquist has appointed T. E. Cashman of Owatoma a member of the Minnesota State Safety Commission. The Minnesota governor could have made no better selection for this important patriotic work.

Senator Cashman has been a hard working member of the Jefferson Highway Board ever since the organization of the association and we know his worth in public work.

— Build Roads Now —

The Road-maker, the premier general road magazine, of Chicago, seems to be prospering wonderfully in its new environments since its removal some month ago from Moline, Ill., to Chicago. It always was virile in its teachings and is now becoming more cosmopolitan in its contents from month to month. It is certainly worthy of generous support.

— Build Roads Now —

The matter of moving vast supplies of fuel, food-stuffs, minerals, finished products from and to where they are needed is a task which is enormous and which has caused the transportation facilities of the railroads to be overtaxed.

— Build Roads Now —

Of all our war problems none exceeds in importance that of transportation.

— Build Roads Now —

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

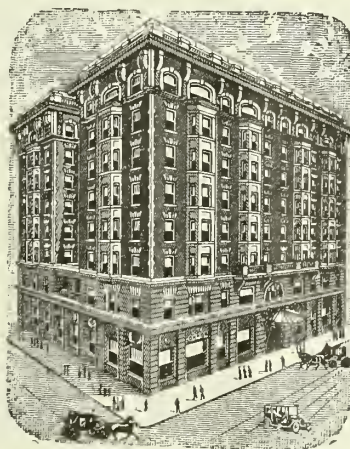
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BALTIMORE AVENUE AND TWELFTH STREET
Kansas City, Mo.

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New Fireproof Rooms
Rate from \$2.00
The house of
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Operated By
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Under the Personal Direction of
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 You Will Find the
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 Every Convenience for the Tourist.
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MOTOR INN
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 My Motto: Quick Service, Personal Attention

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MAYOR HOTEL
 Hot and Cold Water in Each Room
 Only First Class Hotel in Town
 Rates \$2.00 J. H. MAYOR, PROP. Phone 115

Thompson Motor Company
 2nd and Evergreen Street
DURANT, OKLAHOMA

Automobiles, Supplies, Accessories
 Storage, Expert Repairing

"Prompt and Courteous Attention"



MAJOR HARRY H. POLK.

Major Harry H. Polk, of Des Moines, Iowa, is one of the founders of the Jefferson Highway. He was present and took a very active part in the organization meeting at New Orleans.

When President Wilson issued his proclamation that a state of war existed with Germany, Mr. Polk was one of the very first to tender his services to the federal government and at once entered upon an intensive course to prepare himself to take a leading part in actual hostilities.

He is now "somewhere in France" on the road to Berlin.

Some short sighted persons, upon the outbreak of war, thought that the first thing to do was to stop constructing highways, but Major Polk was not one of those gifted with such short vision.

He realizes, as nearly every one else now realizes, that the other end of the road to Berlin is at the American farmside, where the food products are raised, and from which they start on their long journey across thousands of miles of land and ocean, to feed the gallant men who have left all to defend democracy in the last ditch, if necessary.

Prior to the outbreak of the war, Major Polk subscribed to the doctrine that improved highways were the foundation of our civilization and in the excessive activities of the front he gives strong proof that he has not weakened in the faith, by the receipt at this office of a check for his annual dues as a founder of the Jefferson Highway.

We commend this action and others of similar nature, and comment upon them because it seems that we need such examples of integrity of purpose for the encouragement of some of those who, though thousands of miles distant from actual hostilities, for the moment forget their integrity of purpose, and plead war conditions as a reason for non-performance of ante bellum pledges and the failure to consistently carry out ante bellum plans.

Happily for the honor of our enterprise, these instances have been very rare in the fraternity of the Jefferson Highway Neighbors and the individual members of Jefferson Highway Association stand pledged, almost to a man, to do their part on the home end of the road to Berlin in the gigantic effort to "win the war."

— Build Roads Now —

The railroads cannot adequately meet the conditions this war has imposed upon us. This work must be supplemented and that quickly. The problem has engaged the attention of experts throughout the country and the aid of the motor truck has been postulated as a helpful means of its solution.

But to enable the motor truck to do effective work we must have good roads.

Highway building becomes more and more important to the national life in this time of war, and every move of the government to cut out the handling of highway material is short-sighted and dangerous.

— Build Roads Now —

LOOKING FORWARD TO SOCIABILITY RUN

L. H. Rice, Park Rapids, Minn., writes:

"Although, both Mrs. Rice and I are unusually busy, doing our bit on account of the war, we are both looking forward to the annual sociability run and expecting to take a greater part if possible."

Neighbor Rice, in common with hundreds of others, is looking forward with pleasant anticipation to the next sociability run.

The Rices, in company with a number of other Park Rapids people, joined the run last year to Winnipeg (348 miles).

All claim to have had the time of their lives and fully appreciated the manner in which they were received and entertained at Winnipeg, notwithstanding it was at the close of the third year of the war.

— Build Roads Now —

PEARCE AUTO COMPANY

112-120 S. Burnett Ave.

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Distributors of

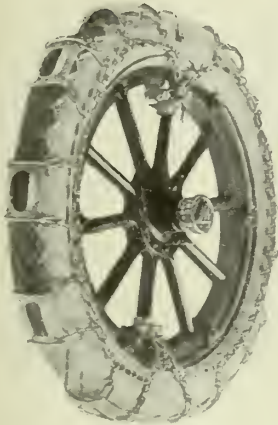
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Prevents Slipping and Side Skidding on Slick Streets, Muddy or Icy Roads

Saves the Tire

Reliable and Safe for Hill Climbing

Easily and Quickly Adjusted

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FACTS YOU SHOULD KNOW

IT IS IMPOSSIBLE for this plate to injure the tire, as the inside surface is smooth and round, and leaves no impression upon the rubber. The chain is locked around the spoke by a new device which prevents creeping and causes the flanges to take immediate effect forward, backward and side-ways alike. It is easy to put on and take off—requiring no tool, except a screw driver to first put on spoke device which may remain permanently, therefore causing no wear on the spoke or felloe. Particular attention is called to the new Improved Hook, which attaches chain to spoke device. It is easy to hook, unhook and tightens the chain from the time it is open until it is closed.

Goode Anti-Skid Chain Mfg. Co.
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Main Street, Opposite Court House
PITTSBURG, TEXAS

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

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EUROPEAN PLAN, PRIVATE DINING ROOMS

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250 Rooms

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You Will Meet Me On The Highway Every Day

I'LL be in thousands of the cars *YOU* pass—making motoring more economical and enjoyable for their owners. I don't take up any room at all—*YOU* don't even see me—but *THEY* notice a big difference in their fuel and repair bills.

Get used to having Old Doc O'Kleen ride along with YOU in YOUR car and see how much he will save for you.

Doc O'Kleen—ECON-O-KLEEN—goes in with the gasoline. No matter how much CARBON there is in your motor—when you put in the first application of ECON-O-KLEEN—in a short time it will all be burned out. Your Motor will be clean as a whistle—You will be getting REAL POWER at LOWER COST.

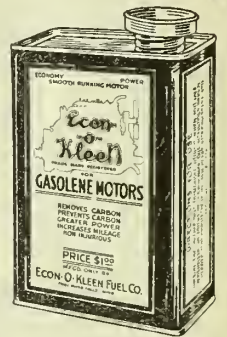
ECON-O-KLEEN Cleans Your Motor and Keeps It Clean and Free of Carbon as long as you keep it in your gasoline tank.

Tested and Proven by Officials of the Jefferson Highway

SPECIAL OFFER—If your dealer can't supply you we will send you one can of ECON-O-KLEEN, sufficient to treat 112 gallons of gasoline, with complete details and directions, by prepaid express for \$1.00. Order today, as this offer is limited to 60 days.

Dealers—ECON-O-KLEEN is a Red Hot Seller. Get in on it at once. Write today.

Econ-O-Kleen Fuel Co. Thief River Falls, Minn.



SELLING LIBERTY BONDS—ONE WOMAN'S EXPERIENCE

This article was crowded out of the March issue, but as the continuance of the war will probably render necessary the recurrence of Liberty Loan drives, we print it this month. The women of the country are certainly shouldering their burden with skill and determination.

There will probably be another Liberty Loan drive, and women will be asked again, to lend their assistance in the sale of bonds. Some will hesitate because they have never sold anything in their lives, and furthermore know nothing about the mysterious ways of banks and bankers.

But the old order changeth; women are today ordering their lives along new lines, adapting themselves to changing conditions. Many, even in the quiet of their homes, hear the clarion call to service. By hundreds and thousands they are coming forth to do their part, sturdily shouldering the burdens and learning how to do by doing.

It does not follow that because a woman has never done a certain thing she cannot do it, if she sees fit to try. It would be difficult to find anybody whose ignorance of business is more abysmal than the writers—yet she sold bonds—\$3,300.00 worth of them. Therefore though a woman has done nothing that could by the wildest stretch of imagination be called business, let her not be deterred from helping Uncle Sam sell his perfectly good bonds.

When asked to take a sub-chairmanship in her home ward, on the woman's committee for the sale of Liberty Bonds, the writer was appalled and wished to refuse outright. Being told that she could appoint a committee to do the house to house canvassing she took heart and undertook the task. She was given a list of names of those likely to assist—subsequent events proved it to be a most unlikely list. Phoning to woman after woman on the list, who for sufficiently good reasons could

not give her time just before the Christmas holidays, the poor sub-chairman began to grow panicky, as it was born in upon her that she would have to do the canvassing herself. However, it was heartening to find one woman who, prompted by a feeling of duty, promised to give a little assistance, crowding one more thing into her busy days.

Being equipped with the proper credentials, literature, receipt and subscription blanks, the two doughty (?) canvassers started out on their campaign to raise money for war purposes.

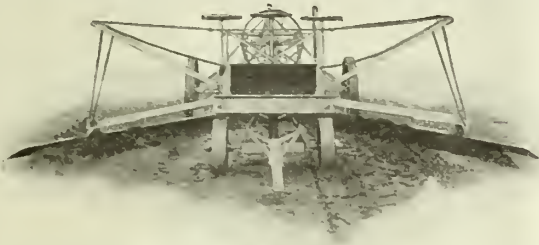
Be it said, they really had small hopes of accomplishing much—possibly getting two or three \$50.00 subscriptions in that part of the ward assigned them. The first afternoon confirmed them in their unworthy doubts, for they met not a single person who took kindly to their idea of investing in Liberty Bonds. Some said, if they cared to buy, they would go to a bank and do it through the regular channels. There was no question in the minds of the two women as to their own regularity, still it did seem quite sensible to go down town to transact such a piece of business.

The two felt there was really no use going to every house and subjecting themselves to possible rebuffs, and at the end of the first day they were a pair of tired, blue, discouraged individuals. However, having assumed the responsibility, the sub-chairman desired to see the venture through, so went out alone on the second day, and had the good fortune to call on a woman who was awaiting a solicitor from the woman's committee. She wished to aid the women by buying of them, thinking it a remarkably good time for the women to stand together. It gave a very decided encouragement to leave with her, check for \$500.00, thus furnishing the needed impetus to go on.

Thereafter, when skeptical neighbors asked "what success are you having?" the answer, instead of being "not much, so far," was "Oh, we have a few hundred dollars," delivered in a non-chalant manner. When two or three \$50.00 checks were added to the first, the situation began to look brighter.

Everything else assumed a minor place. It became of the utmost importance that as many bonds as possible

The Machine with a Record



Twenty-five years of successful use with constant improvement and growth and a "reason why" for every part are back of

THE JUMBO FAMILY

of road planers. Imitators follow along, going largely over the same ground we have traveled, but never getting within calling distance. Let others experiment. You buy a machine with a history and a reputation, both without a blot.

N. S. MONROE & SONS, ARTHUR, ILL.

be sold in the allotted time. The now enthusiastic solicitor begrudged the time it took to keep a luncheon engagement, but willingly spent an hour with an old lady explaining, to the best of her ability, why she should buy Liberty Bonds. After convincing her it was a safe investment; she graciously thanked her informant, saying she would get her trustee to attend to the matter for her. Perish the thought! That would be a calamity! So it was carefully explained that the women were trying to see what they could do in selling Liberty Bonds. The men were working down town; the women in the residence districts; the latter were eager to have all the sales possible to their credit. In the end, the dear, cautious old lady gave her check for \$500.00, thereby giving pleasurable satisfaction to one woman worker.

After a day or two, things moved more swiftly. Subscriptions began to come unsolicited. An invalid mother who learned that each of her two daughters had bought a \$50.00 bond, felt hurt that she had not been asked to buy, so she was given an opportunity to aid her government. Some women who said positively that they were not interested, afterward re-considered. Changing the mind is often a commendable performance. The busy sub-chairman was always pleased to see its manifestations, and willingly responded to the telephone call to come again.

It is gratifying to note that all the sales made by the writer and her casual confederate, were to women. The last hours of the final day of the campaign, the members of the woman's committee turned in their reports at the woman's headquarters amid much self congratulation.

Instead of the \$10,000, which had been the goal, the subscriptions amounted to \$34,000. The \$3,300 credited to your scribe, gave her quite a little feeling of complacency, for she was pleased to have helped Uncle Sam to that extent.

Thus, it may be seen, from her inexperience, that no woman need hesitate to assist in a bond campaign, because forsooth it is outside her previous experience.

A J. H. NEIGHBOR.

— Build Roads Now —

THE CHILDREN'S PART Thrift Cards and Baby Bonds In the Ozarks.

Dear Highwayman,

I had a thrift card and had 5 stamps on it I now have 14 on it. The next space to be filled says "Waste not; want not."

I think the government will Need lots of Money to win the war.

I have got the german measles and have to sit in a dark room. I would rather have the American measles than the German measles. I heard of a big battle yesterday and the germans lost 7 airplains.

DOROTHY MAY, (Age 8).

On Springs River.

— Build Roads Now —

Dear Highway Man:

I am very glad you sent me the thrift card and stamp. I certainly want to do my part, so that you can send me the other stamps.

The second space says, "Your second stamp here" I would be happy to have one to put here. The third space says "If you want to succeed, save. that is what I am going to try to do, so I will have something when I am older, when it comes time for me to go away to school.

I saw the other day that stamp money buys the following for the soldiers:

One thrift stamp buys a identification tag, two stamps, one pair of woolen gloves.

Four stamps, two pairs of canvas leggins. Six stamps, five pairs of socks, Twelve stamps, one steel helmet.

One Baby Bond, a cartridge belt. Two and one-half bonds, a gas mask. Three bonds, an overcoat. Three and one-half bonds, three pairs of woolen blankets.

For my part I think every body who can ought to buy thrift stamps or baby bonds to help our boys in France.

Yours Truly,

A Little J. H. Neighbor. (10 years old).

— Build Roads Now —

Packard LOW CHARGER

The "Easy to clean," Patented "High Successfully and fast handles" Discharge Action is one of the few that suc-

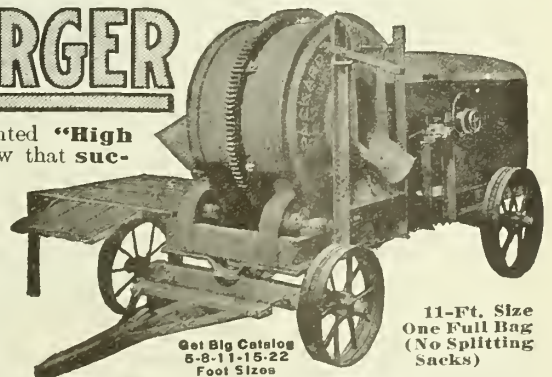
STIFF CONCRETE FOR CURBS, GUTTER AND SIDEWALK WORK

Get our astonishingly low prices on these sturdy, built-of-steel mixers—also our Terms. 6 and 11-ft. sizes—also with Loaders. Quick deliveries from stock carried in all large cities. Write nearest office.

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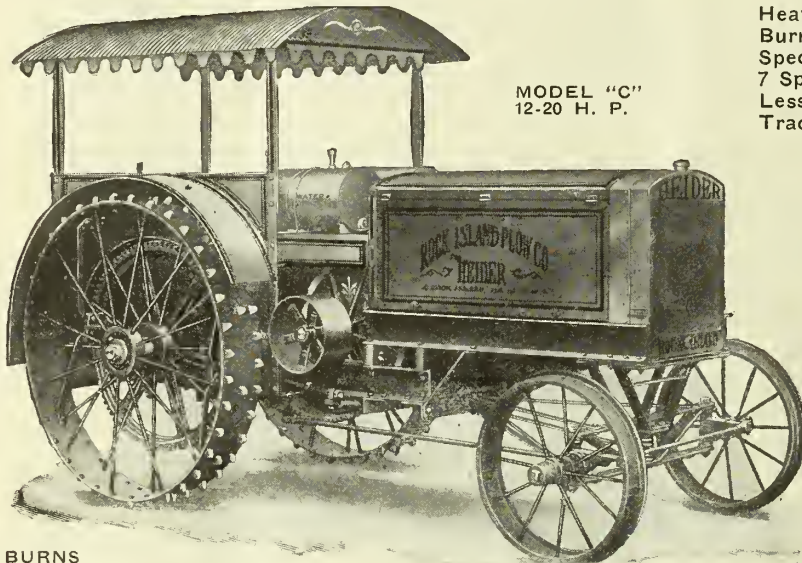
11-Ft. Size
One Full Bag
(No Splitting
Sacks)

PAVING MACHINES, STREETS, SIDEWALKS, CURBS, GUTTERS, ETC.

10 YEARS OF EXPERIENCE

The Heider Model "C" 12-20 H. P. is a standard four wheel, four cylinder tractor, burns kerosene successfully and is backed by 10 long years of experience. It will do all the power work on the farm, besides being a most efficient road worker. The special Heider friction transmission, now considered the greatest feature ever built into a tractor, delivers more power and smoother power at a lower upkeep cost than is possible with any other form of drive.

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7 Speeds Forward, 7 Reverse.
Less Gears, Less Expense.
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Write today for new catalog which fully describes Heider Tractors and gives many interesting letters from owners.

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BURNS
KEROSENE OR GASOLINE

The Standard Method of Surface Treatment



Here are two water bonded roads—top one gravel, lower one Macadam—treated with Stanolind Paving Asphalt at 300° F., 145 pounds pressure, applied one-half gallon to the square yard by special pressure wagon shown in the center illustration.



One application of Stanolind Paving Asphalt on Macadam and Gravel Roads has given three years service with practically no expense. Builds more substantial road at one-half the cost of light oil treatment for three years. Can be applied on roads previously treated with Road Oil.

Write today for free booklet, "Stanolind Paving Asphalt."



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50 Cents a Year
\$1.00 Three Years

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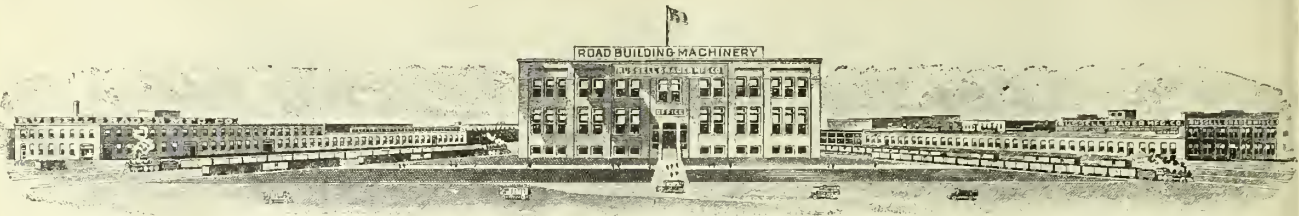
MAY, 1918

The Other End of the Road to Berlin



ROADS GOOD ENOUGH FOR MILITARY PURPOSES MAY SAVE THE UNITED STATES AS THEY
SAVED FRANCE.

Ready for the start on the military motor-truck test over the Dixie Highway, from Atlanta, Ga., to Fort Oglethorpe, Tenn. One test consisted of transporting eighteen soldiers with their full field equipment. The trip was accomplished in 5 hours and 32 minutes, a saving in time of 3 hours over the railroad route and in money of \$2.84 per man.



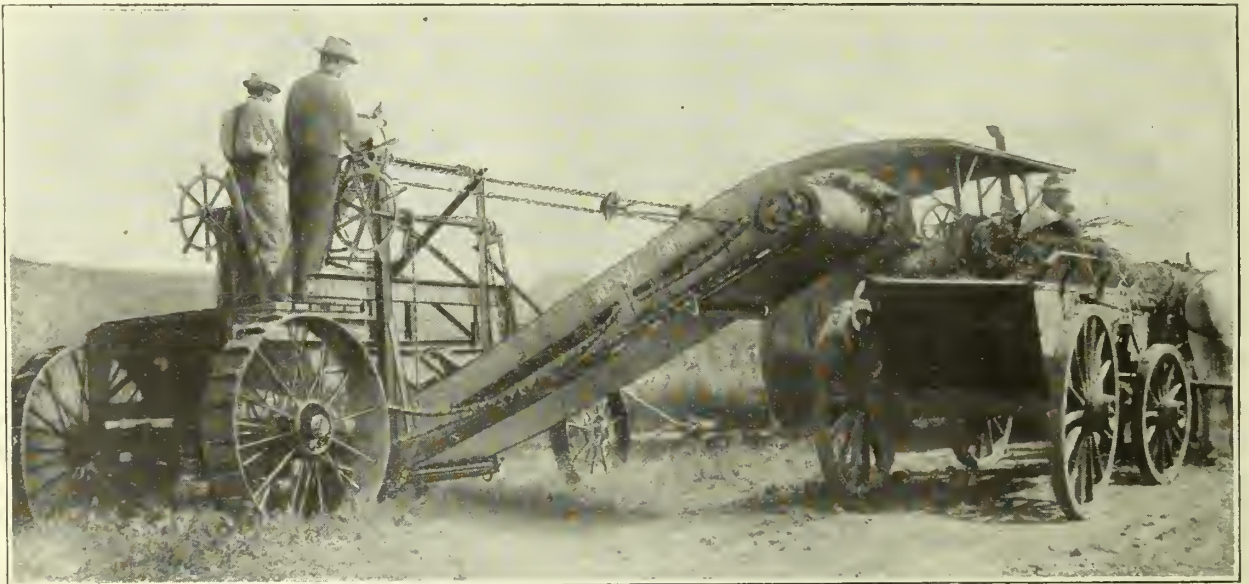
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OUR STORY IN PICTURES

Russell

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THE NAME THAT STANDS FOR QUALITY
AND
The QUALITY shown by the WORK being done



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A Million Dollar Corporation Specializing in a Complete Line Including

10 sizes and styles of Road Graders; Road Planers;
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and Cast Iron Culverts; Steel Beam Bridges, Etc.

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JEFFERSON HIGHWAY DECLARATION

Volume III.



Number 4

May, 1918

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

"Entered as second-class matter, January 16, 1918, at the postoffice at
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The Immediate Necessity of Military Highways

BY A. G. BATCHELDER

Executive Chairman American Automobile Association

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— Build Roads Now — Build Roads Now — Build Roads Now —

Every highway in the country now possesses potential military value, for each dollar saved in the cost of transportation counts in the sum total of war saving. The expense per mile in carrying a bale of cotton in Texas or a bushel of wheat in Minnesota to the nearest market or shipping point figures in the cost to him who uses the finished product.

While we proudly proclaim on all occasions our greatness in every line of development we have been woefully dilatory in giving thought and attention to a subject that is vital to the progress of civilization. In short, millions of dollars annually are being literally thrown into the ditch through careless and decentralized management of our highway system; and yet we laugh at the thought of any European country trying to compete with us!

Highway Trunk Lines Essential for Rapid Transportation of Troops and Supplies

From the two and a quarter million miles of road in the United States there should emerge a number of great highways, requiring federal consideration in co-

operation with the several states, in such manner as to bring forth ultimately a national road system similar to that which has blessed France and added so materially to her wealth in the proper distribution of her products—aye, and saved her very existence as a nation when the Hun leaped at her throat.

We are just learning how to select these national highways, relieve the states of a part of their load burdens, and at the same time produce great arteries of communication which will fit into a logical plan of nation-wide military defense. Certain of these roads must have a special military importance; others will have only an indirect value. The whole system constitutes a vast network of thoroughfares, each having its special function in meeting the nation's maximum requirements.

When reference is made to a "military highway" it does not follow that this must be a road over which heavy ordnance will be moved or over which thousands of soldiers are to be transported. Our needs for defense in the present emergency are diversified and far-



AN ARMORED CAR AND AUTOMOBILE TRUCKS ON THE TEXAS BORDER.

"We are just learning how to select national highways, relieve the states of a part of their road burdens, and at the same time produce great arteries of communication which will fit into a logical plan of nation-wide military defense."



CONSTRUCTING A GOVERNMENT OBJECT-LESSON ROAD IN GEORGIA.

In her hour of greatest peril it was her magnificent system of highways which saved France—when the Hun leaped at her throat. Her roads were constructed at a time when the occasion for their employment for military purposes seemed far in the future, but the need for them came suddenly and without warning. Forethought on the part of America may serve a similar end.

reaching and have to do with all means of communication.

The "second line of defense" is a comprehensive term. It has been truly said that the practical value of a highway increases as its connected mileage multiplies—town to town, county to county, and state to state—until we link the several sections and thus engender national understanding and co-operation, riding ourselves of localisms and even shattering the old disintegrating nightmare of "states' rights."

THE JEFFERSON HIGHWAY

Not only state lines are becoming immaterial in the comprehensive highways development of the country, but we have made a beginning in disregarding international boundaries. A tangible illustration of this fact stands forth in the Jefferson Highway enterprise, providing a stretch of road extending from Winnipeg in Manitoba, southerly to New Orleans, near where the Mississippi discharges its waters into the Gulf of Mexico. The Canadian city is important from a military value, and for the entire length of the great road, named after one of the most illustrious Americans, are forts and encampments, either directly on the highway, or not far distant from it. Piercing the grain region of the Northwest, the stock-raising sections lower down, then passing through oil, gas and coal fields, and finally, having for its conclusion, acres of cotton and miles of sugar cane, the worth of this great artery of communication cannot be gainsaid. Back and forth will the peoples of two countries and the inhabitants of many states travel, exchange products, become better acquainted with one another, and thus bring about the human co-operation so effectively accomplished through the melting pot of road travel.

Bring to mind a long stretch of road extending from

Washington to Atlanta, along which are located six cantonments and training camps, housing nearly 200,000 soldiers; picture it as it is, with many disabling and discouraging miles which try man and vehicle to the utmost, practically impassable during inclement weather, punctuated with bog holes and skidding surfaces, alternating between sticky clay and rock-strewn patches, seemingly unimproved since the civil war.

Less than 800 miles separate the capital of the country and the chief commercial city of the South. Over a real highway this distance could be covered in forty-eight motoring hours; a caravan of self-propelled vehicles could transport a powerful army from one threatened city to the other in that length of time, just as the Huns have frequently moved great bodies of troops from one frontier to another as the strategy of the hour required.

Did not France save both Paris and herself by virtue of a national road system which permitted her quickly to shift her defenders and their equipment by taxicab from the entrenched camp of the capital to a vulnerable point in the enemy's advancing line?

Why Not Co-operate as a Nation Instead of as a Collection of States?

The most progressive of our lawmakers, realizing the vital importance of a splendid highway system for America, are advocating broad, constructive legislation whereby the national government will assume an active interest and partnership in building those roads which connect the states and which facilitate commerce between the forty-eight units of which the country is composed.

Intimate relations between the inhabitants of various zones are now sadly handicapped by state lines, imaginary partitions which compel or invite conflicting and

selfish laws and in consequence retard the nationalizing influence of the automobile, whose advent has proved as epoch-making as steam or electricity.

The projected Bankhead Highway is an illustration of what can and should be. The construction of this great medium of commercial and social intercourse, from Washington to Los Angeles, an all-year southern route, through latitudes where snow is never a serious handicap and along which no mountains are encountered, would create a living, pulsating example of a federalized road such as is essential in this war-time period of our history.

While it is the occasional traveler who uses a railroad between its extreme terminal points, the rails must be laid for the entire distance in order that inter-related and overlapping traffic, both passenger and freight, can be handled. If this is the situation in regard to railroads, how much more insistently it must apply to highways building in connection with those roads within a state which unite with similar roads in adjoining states; for if we are a nation, why should intercourse cease or hesitate when a state's border is crossed?

Federal Aid For States in Building Good Roads

Under the provisions of the Federal Aid Road Act, achieved by the distinguished senator from Alabama, John H. Bankhead, the money contributed from the national treasury, to which the States add a like amount, can only be expended upon roads over which United States mail is delivered or may be delivered. There exists no provision whereby military needs can be taken into consideration, and the present situation demands the early passage of a law which will grant to the secretary of war authority to build roads used by the army. The Chamberlain-Dent bill gives the secretary of war authority to build military roads into the authorized contentments and camps from nearest railroad or water transportation centers. At the present time he is au-

thorized to spend millions for building the camps, but not a cent to construct a road within their limits nor to connect them with anywhere else. The war department thus finds it hands tied when it comes to obtaining a more complete line of communication with its soldier cities in the Southland, where for years the problem of roads has scarcely been touched, owing to the poverty of a great many counties, as well as slowness of the people in realizing the importance of all-year highways.

Not until the motor-road travelers began to multiply and gradually extended their journeyings from county to county, and then from state to state, did we begin seriously to consider and view things from the national standpoint.

True, the number of our states had gradually increased until there were forty-eight, connected in a way which at times betrayed startling defects in national cohesiveness. While the civil war had settled certain fundamental problems there yet remained at issue many points in which federal and state contact produced explosions in the nation's combustion chamber. States grudgingly gave up what they considered their "rights," yet citizens generally came to recognize that the whole must be greater than any one of its parts if it is to survive and actually flourish in the form of a united nation.

You Generally Like Your Neighbor—When You Know Him

Acquaintanceship does much to dispel prejudices and dislikes, and so the increase in the number of self-propelled vehicles and the building of thousands of miles of roads, facilitating the comings and goings of the people of the several states, have brought about a country-wide understanding among citizens of all sections and awoken true nationalism.

Having within a state established the proposition that the more thickly populated and wealthier counties must



THE PROCESSION OF PROGRESS TRAVELS THE ROUTE OF GOOD ROADS.

Every bale of cotton which a good road permits the farmer to add to his wagonload increases his profit and decreases the cost to the ultimate consumer. Such splendid highways as this, in Mecklenburg County, North Carolina, enhance the material and social wealth of the community through which they are built.



HIGHWAYS DENOTE CIVILIZATION.

"Most of our states have scenic attractions that would cause any European country possessing them to invite the whole world to come and see; yet how few such assets, when you consider the vastness of our country, are accessible by road."

aid and co-operate with the poorer and less developed sections, it was only a step farther to contend that the older and richer states must give of their accumulations and strength to the less populous and less prosperous commonwealths.

While a man in a certain state might pay a considerable income tax, it does not follow that all of his investments and all of his profits accrue within the confines of the particular state in which he lives. Therefore, a part of what he pays should be employed in the development of the whole country and not confined to the federal co-operation which specifically relates to his state. We must, in the final analysis, think in national terms.

A Necessity For Commercial Development; Vital in War

From Calais, in Maine, to Miami, in Florida, our Atlantic coastline has a length slightly in excess of 2,000 miles. From Puget Sound to San Diego our Pacific coastline is several hundred miles shorter. Two broad, well-built highways paralleling these coastlines, supplemented by a large number of lateral feeder roads, would serve the purpose of establishing military defense arteries advertising distinctly that we were ready for any callers who might pay us an unfriendly visit, and in addition these interstate avenues would meet the commercial and social needs of the region through which they passed.

Roads of this character would link our seaports in such manner as to encourage coastal commerce and the amplified use of our waterways in relieving the excessive demands upon other means of transportation. In the motor truck we have obtained the land vehicle with which commercially to abridge distance and reduce in no small degree the unprofitable handicap of freight terminals.

Practical Tests of Motor Transportation

Not long ago the feasibility of motor-truck transportation was demonstrated between Atlanta, Ga., where the quartermaster's supply depot for the Southeastern Department is located, and the cantonment at Fort

Oglethorpe, just outside of Chattanooga, Tenn., a distance of 130 miles, over a road that can only be called "fair," even in dry weather. One test consisted of transporting in a motor truck a detachment of eighteen soldiers, with their full field equipment, from point to point in 5 hours and 32 minutes.

Taking into consideration the time lost via the railroad route in entraining, switching delays, and marching the men to the station, the truck traversed the distance in three hours less the time made by rail and, moreover, delivered the men exactly where they were wanted.

The cost figures also some interesting facts, the saving being estimated at \$2.84 per man over one of the routes between the two points and \$2.89 per man over another fourteen miles shorter, but boasting several stretches of inferior road.

When it came to supplies the five two-ton trucks met the situation quite economically, the cost being \$7.97 per ton against \$9.59 in carload lots by rail. Of course, the figures include the cost of transfer to the railroad station from the warehouse. The saving, in time was greater proportionately in the freight demonstration than in carrying the soldiers.

A Fair Distribution of the Burden

Now consider the familiar question of the proper distribution of road cost and maintenance. The weather conditions for the test were ideal; in wet weather the thing simply couldn't have been done. Unreasonable in the extreme would be a contention that the counties of Georgia and Tennessee should build and maintain this federal-used stretch of highway, which must be available 365 days in the year in order to make it a reliable means for army transportation, and build it to stand up under heavy military lorries as well as passenger automobiles.

Not only must the states help the counties through which the route passes, but the National Government must come to the help of the states, and if necessary,

accept entirely the burden of maintenance during the progress of any war which necessitates the construction of these training camps and cantonments and presents the problem of providing daily thousands of tons of supplies and equipment.

Atlanta and Chattanooga are both on the line of the Dixie Highway, which extends north to Nashville, Louisville, Indianapolis and Chicago, and which has an eastern division extending from Detroit to Cincinnati, thence to Knoxville and Chattanooga. It is only just that mention should be made of the fact that Carl G. Fisher of Indianapolis, who originated and had much to do with the splendid progress of the Lincoln Highway, was also a prominent factor in the advancement of the Dixie Highway, projects that are not created to run by any particular individual's garden gate, but to link counties and states into a nation.

Highways Now in Use for War Purposes

Certain sections of the Lincoln Highway serve a valuable interstate purpose in the traffic congestion of the present hour, particularly with reference to the passage of motor trucks over the road from Northern factories down to the National Capital. Many an automobile factory is delivering its cars to agents by sending them over the road, thus releasing hundreds of freight cars for the all-important transportation of foodstuffs and war material.

The passenger automobile now counts as a transportation asset which can hardly be disregarded in any comprehensive handling of transportation problems which are certain to become worse before they are better.

Practical Road-Building By Government Experts

Several years ago the United States Office of Public Roads and Rural Engineering constructed experimental roads in the outskirts of Washington, D. C. During the past six years they have been given systematic attention, including a census of the traffic which has passed over them. On one stretch of Connecticut avenue, near

Chevy Chase Circle, a traffic record in 1916 covering a 24-hour period showed 509 motor-propelled vehicles and 50 horse-drawn vehicles going north, and 392 motor and 48 horse vehicles traveling in the opposite direction.

On the Rockville Pike, in Montgomery County, Maryland, a 24-hour period produced 233 motor cars and 28 horse-drawn vehicles going north, and 242 motor-driven and 24 horse-drawn vehicles going south. On the Mt. Vernon road, in Alexandria County, Virginia, the traffic records supplied an even more preponderant majority in favor of the motor-driven vehicles, there being 577 automobiles as against 13 horse-drawn wagons one way, and 430 motor vehicles and 12 wagons in the other direction. A 16-hour period over the Russell road, also in Alexandria County, produced only 2 horse-drawn vehicles and 104 motor-driven cars going north, and 3 horse-drawn vehicles and 107 motor vehicles going south.

It would appear from these statistics that one can safely prophesy the early passing of the horse as a means of transportation on most of the principal roads of the country. Economically the horse is being relegated to the fields, for man's great friend performs useful service on the farm and doubtless always will.

If each automobile takes the place of a team of horses the 4,250,000 cars now in use in the country would release 21,250,000 acres of land for the production of foodstuffs, since it has been shown by actual scientific tests that it requires five acres of land to support one horse per annum and only three acres per man. This released land would therefore supply the needs of 14,000,000 men—a total in excess of the forces employed in the present war by all the allies.

Good Highways Provide a Means of Nation-wide Inter-course

While the commercial aspect of road-building in relation to the transport of produce from farm to market and merchandise from factory to consumer properly de-



WHAT MORE USEFUL SERVICE TO THE STATE COULD BE RENDERED OR ONE MORE HEALTHFUL TO THE CONVICT?

"From the two and a quarter million miles of road in the United States there should emerge a number of great highways, requiring federal consideration in co-operation with the several states."



LOWERING THE
COST OF LIVING:
FEDERAL-AID
ROAD BETWEEN
PORTLAND AND
BRUNSWICK,
MAINE.

"From Calais, in Maine, to Miami, in Florida, our Atlantic coastline has a length slightly in excess of 2,000 miles. From Puget Sound to Tia Juana, our Pacific coastline is several hundred miles shorter. Two broad, well-built highways parallel these coastlines, supplemented by a large number of lateral feeder roads, would serve the purpose of establishing military defense arteries, advertising distinctly that we were ready for any callers who might pay us an unfriendly visit."

mands great consideration, the fact should not be overlooked that road travel presents social advantages which are as essential to the development of a nation as is the accumulation of dollars. An intimate knowledge of a man's own state, such as is gained by road travel, makes for the betterment of citizenship generally. The man who visits adjoining states has brought to his attention the needs of other sections of the country, and inevitably his viewpoint assumes a national character.

Most of our states have scenic attractions that would cause any European country possessing them to invite the whole world to come and see; yet how few, when you consider the vastness of such assets of our country, are accessible by road; and while it is true that, viewed entirely from a dollars-and-cents standpoint, some of our highways might not be considered commercially important, their construction is essential if American citizens are to enjoy the beauties which nature provides; and to be a bigger and broader people we must get close to nature now and then.

As Essential to a Nation's Progress as Population

In comprehensive transportation plans it is now essential that highways be given equal, if not greater, consideration than rail lines. Main arteries must accept the multiplying traffic of the tributary roads, which means rugged construction and systematic maintenance.

Just as every county should have north-south and east-west connections with neighboring county seats, each state should have interstate communication with adjacent capitals and large centers of population, until a truly country-wide road circulation for all purposes is possible.

That the Federal Aid Road Act must produce real results in order that the National Government shall continue its highways co-operation with the several states, is a fact which must be apparent to any student of transportation problems. This plan will collapse if the money supplied from the federal treasury is expended by the states in such manner as to leave indefinite evidence of this much needed partnership. Such practice would give those who oppose the federal venture forceful argument for its discontinuance.

The secretary of agriculture deserves much commendation for his insistence that the federal money shall be spent upon highways which enter into the creation of state road systems. Not a few of these roads have a military significance; all of them have to do with food prices.

It is incumbent upon the state to pursue a policy which shall demonstrate that federal funds are not wanted for local road-building, but are to be employed in highway construction which has to do with the ulti-

mate establishment of a national system. This means that every county in a state cannot be given small sums from the federal appropriation, the expenditure of which would leave scarcely a trace of highway benefit.

The average man gives his first thought to his immediate locality, but in this age the scope of his understanding must extend over his state, then encompass the entire country, and finally he must realize that the United States is now a participant in the international arena, playing a commanding part. Such a role is possible only when a large majority of the people can sense our changed status in regard to the destiny which awaits the greatest republic of all—a republic in which all citizens recognize that no longer can the individual live for himself alone, and that the only policy to pursue is one of practical altruism, whether it has to do with individuals, municipalities, states or nations.

— Build Roads Now —

W. N. King, Vice President for Texas, writes:

"The city of Denison, Texas, has employed George E. Kessler, the noted landscape architect, to furnish a park plan and supervise the improvement of Munson Park, which faces the Jefferson Highway for a distance of nearly two miles between Denison and Red River, the dividing line between Texas and Oklahoma. It is proposed to have entrances from the Jefferson Highway, so tourists may pass through the park on beautiful drives in either direction without going out of route. A special feature of interest to tourist will be the establishment of an automobile camp around for those who prefer to stop in the open. The park will have a large lake a quarter of a mile in length, with a maximum depth of from fifteen to twenty feet, ideal for boating, bathing and fishing."

"Munson park, containing 135 acres of land, was given to the city of Denison several years ago by J. T. Munson in its virgin state, but, for want of available funds, the city made only partial improvements, so it remained for W. B. Munson, a brother of the original donor, likewise a public benefactor, to make a proposition through the Denison Chamber of Commerce to give an additional thirty acres of land on which to make a lake at the north end of the park, also \$10,000.00 in cash, provided an equal sum of money was appropriated by the city, thus making available \$20,000 with which to carry on the work; the offer was accepted and the improvement will start at an early date. In looking over the ground Mr. Kessler pronounced it one of the finest pieces of park in the southwest. Provision will be made for baseball grounds, an athletic field and a nine hole golf course."

— Build Roads Now —

FOOD SUPPLY INCREASED BY STATE FISHING



EAGER BUYERS IN ST. PAUL.

Courtesy of Commissioner Carlos Avery, Minnesota Game and Fish Department.

Since the establishment of state fisheries under authority of the Public Safety Commission in October, fish have been caught in certain northern waters and distributed to various parts of the state. The work has proved popular and successful, providing a considerable quantity of fish for the use of the people which would not otherwise have been available, and at materially lower prices than those prevailing in the markets. The distribution has been made through game wardens, representatives of the Safety Commission, meat dealers, and other stores and individuals—some handling the fish without compensation. So great has been the demand for the fish that it has been impossible to meet it. Nearly every one receiving fish immediately called for more.

In describing a St. Paul fish sale one newspaper says:

"Customers jostled and elbowed one another in the bargain food rush, waving market baskets and \$1 bills at arm's height.

'I was here first!' 'I'm next!' 'Me now!' shouted the customers.

Four or five clerks wrapped purchases hurriedly as the four scales in use took care of the weighing. Customers were limited to two or three fish apiece lest restaurants monopolize the supply."

At Crookston, Game Warden Munch received his first shipment of fish on a Saturday evening. Without advertising he opened the boxes on the depot platform on arrival and sold out in 15 minutes, one fish to a person. He got five boxes the following Monday and sold them in a store, the chief of police and two deputy sheriffs assisting. Starting at 8:30 a. m., the fish were gone in an hour, no person receiving more than one fish, every purchaser bringing his own basket or wrapping paper.

Mr. Munch sold out 1,400 pounds at Crookston on November 8th in two hours, not over two fish to a family.

The first state caught Red Lake fish offered in the Twin Cities were sold on October 31st. Five boxes of whitefish were received and two were sold in Minneapolis and three in St. Paul. Game Wardens DeSmidt and Cline were in charge of the sales which were entirely successful, demonstrating a strong demand for moderate priced fish. There were at least five times as many purchasers as fish, and sales were limited to one or two fish to each person. In St. Paul fish were sold on the public market and in Minneapolis one of the local meat dealers donated his store facilities for the purpose. The fish were sold at 12 cents a pound, the

prevailing retail price for the day being 20 cents for the same variety. At subsequent sales from 2,000 to 4,000 pounds was sold at a time.

J. Albert Johnson, Redwood Falls, writes:

"Can I get shipments every week? You should have seen them after the fish. They lasted about an hour."

Hans Mo, Sleepy Eye: Fish received; were very fine and sold like hot cakes."

J. E. Madden, Waseca: "Received the shipment of whitefish this morning and disposed of them in the street in front of my office in about thirty minutes—not over two fish to a person."

The same story could be told of nearly every one of the hundred and twenty-five communities in which fish have been sold for the state.

Arrangements are being made to continue fishing during the summer in Red Lake and some other localities. Fishing for bullheads, suckers, eelpout and other rough fish will be encouraged and a market furnished for large quantities of such fish if they are produced.

In carrying on state fishing great care is being exercised not to take fish that are desirable for angling from localities where the people can and will use the lakes for that purpose. In such localities the state fishing is confined to rough fish only. Care will also be exercised not to take an excessive quantity of any kind from any lake.

As a contribution to the food supply of substitutes for meat, the state fishing has demonstrated its importance and during the coming months it will be far greater than during the first months of the experiment.

— Build Roads Now —

J. H. Ames, Bridge Engineer, Iowa State Highway Commission, writes:

"We are sending you under separate cover a complete set of the plans for our crossing project No. 125, which is located on the Jefferson Highway three and one-half miles east of Nevada where this highway crosses the tracks of the C. R. I. & P. and the C. & N. W."

"The general plan shows the contemplated improvement of the present overhead viaduct and the construction of the subway. The detailed plans refer to the proposed concrete bridge over the tracks of the C. R. I. & P. R. R. company which structure replaces the present wood and steel bridge over these tracks."

"A conference will be held at an early date with the Rock Island in reference to the distribution of cost of its portion of the improvement."

— Build Roads Now —

MAKING A SHOW WINDOW OF A FARM



A JEFFERSON HIGHWAY SHOW WINDOW.

Enterprising merchants nowadays arrange their show windows two and three deep in order to attract attention to their goods. Farmers are catching the idea that they are not only merchants, but that goods well displayed are half sold.

Recently there was a contest in Cass County, Missouri, for the relocation of the highway. The contestants won and secured the relocation. One of their number, D. M. Gregg of Harrisonville, Mo., was heard to remark, when the decision was announced, "That makes

a show window of my whole farm." The above pictures show some of the goods he displays in his show window.

Many a tourist will do more than show up in passing this show window.

Hundreds of other farmers are beginning to realize that the highway not only has moved their farms into town but also that it has made a show window of each of them.

— Build Roads Now —

FEDERAL GOVERNMENT CO-OPERATING IN LOUISIANA

Important Jefferson Highway Inspection

From Colfax Chronical

On last Monday an important inspection of the 33-mile link of the Jefferson Highway through Grant parish was made by Mr. Schuman, representing the U. S. government, and Mr. Cooper, representing the State Highway Department. Mr. Schuman, accompanied by Mr. W. A. Brownlee, president of the Grant parish police jury, made an automobile trip over the section of road from Colfax to the north line of Grant parish, while Mr. Cooper made an inspection south from Colfax to the Rapides parish line in company with Mr. John Randolph.

We understand these gentlemen will urge that all possible speed be made in the construction of the Jefferson Highway, and especially in the ten-mile stretch next to the Rapides parish line, which is the only portion of the road in Grant needing immediate attention. The balance of the highway is a model dirt road, and will do fairly well until the use of gravel is used to bring it up to standard.

Let everybody now join in boosting the Jefferson Highway, and let our senators and representatives be called on to use their utmost endeavors to have the government give immediate aid to this great highway, which its importance merits.

— Build Roads Now —

CANADA'S PLACE IN THE WAR

Canada has lost much in money and more in men by the war. Her burden of suffering has been almost too much for human strength to bear.

While America stood blinded to her duty to humanity and Canada was left to perform the duty of both, it must have seemed a hard position to occupy—but she went on and on—unflinching in that road, which seemed to have no turn.

But that turn has now been reached, and Canada and the Canadians are reaping their just reward—a reward well earned and a reward commensurate with the sacrifice.

From rostrums in the United States, where loyalty is preached and aspirations for great endeavor inculcated, may frequently be heard the ringing appeal for great endeavor on the part of the American soldier.

A high mark is set as the goal of his efforts. He is told that America expects him to find a place in the fury of the firing, and of the bayonet charge, worthy of his country and of his flag. And those who have been at the front, in returning to tell the story, say that a proud and grateful country can ask no more of him and may be well satisfied if he equals the Canadians in soldierly qualities and attainments.

— Build Roads Now —

ATTENTION, OKLAHOMA AND TEXAS

Will Mercer of the Goods Road Committee of the Shreveport Chamber of Commerce writes:

"We had a splendid good road meeting at Vivian recently in the interest of the Jefferson Highway Scenic Route, through Arkansas, and I believe from present indications now, that this route has a good chance to be finished before the main road."

"The Miller County people are building through their county and also building a fine bridge across the Red River at the county line and as all counties in Arkansas, interested have their own rock in each county, and do not have to depend on railroads, I believe they will finish their part of the road in the very near future. We will have all our roads in this parish graveled to state line and most of it oiled."

— Build Roads Now —

FURNISHING AN IDEA TO McCUTCHEON

The Clarke County Community Club failed to copy-right the design it is using on page — so George Ade and McCutcheon are using it in the May Cosmopolitan as an illustration in one of Ade's fables.

Of course they had to Change it a little. They fed the Corn to the Hogs and Cattle, moved the Barn closer to the House and borrowed a Dog to run the Cat out of the Yard, but any one can see where they got the Idea.

Then the very opening Paragraph of the story itself indicates that the Incident commenced in Clarke County, Iowa.

— Build Roads Now —

Mr. Johnson Richards of Osceola, Iowa, writes:

"Am enclosing you our county map, which we will give to our tourists this season. I wrote season and I should not have done that, because there is no time of the year that we do not have tourists through Osceola on the Jefferson Highway."

"The surface of our roads, we think, is in good condition. We have not changed the pole markings on that piece of road six miles south of Osceola—there are two corners to be fixed on the change, which are not yet done."

— Build Roads Now —

President G. W. Harnwell of the Bemidji, Minn., Commercial Club in mentioning the major activities of the club during 1917 puts the Jefferson Highway interests next to the top in a list of eighteen.

This club is not in the habit of any half way measures. It is opening its 1918 work with a drive for a membership of two hundred at \$10 initiation fee, in addition to regular dues.

Bemidji has long been a favorite tourists' resort. Any of our readers who have never been there will find much of interest about Bemidji on page —

— Build Roads Now —



Lower the Cost of Grading— Speed Up the Spading!

A PENNSYLVANIA contractor was “up against” a time contract, labor shortage and very hard excavating. By using low-strength dynamite to

Blast Ahead of Shovels

they handled the gravel and shale easily and quickly and the contract was completed on time.

With a few cartridges of Red Cross Extra Dynamite exploded ahead of the shoveling gangs, it takes less time and labor to grade and yardage per day increases. Blasting takes the strain off the steam shovel,—helps it to dig faster, cheaper and easier.

Ask for free booklet, “Road Construction and Maintenance.” Learn how to use Red Cross Explosives to lower the cost of grading and “speed-up” spading. Mention “Jefferson Highway Declaration” and address Advertising Division.

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

Powder Makers Since 1802

Wilmington, Delaware

NOTE: When in Atlantic City visit the Du Pont Products Store, Boardwalk and Pennsylvania Avenue, and Du Pont Shooting School on Ocean End of Young’s Million Dollar Pier.

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- Du Pont Chemical Works, New York, Pyroxylin and Coal Tar Chemicals.
- Du Pont Fabrikoid Co., Wilmington, Del., Leather Substitutes.
- The Arlington Works, 725 Broadway, New York, Ivory Py-ra-lin and Cleanable Collars.
- Harrison Works, Philadelphia, Paints, Pigments, Acids and Chemicals.
- Du Pont Dye Works, Wilmington, Del., Dyes and Dye Bases.

LOWERING COST OF HARD-ROAD GRADING.

A contractor on a Pennsylvania road has completed his work at a lower cost than was attained on other sections of the road by using machinery to an unusual extent. On account of the high price of labor and its scarcity, he used a steam shovel in all cuts, low-strength dynamite to loosen the material and speed up the work of the shovel, and automatic dump wagons to remove the earth and shale as it was excavated. The outfall drainage ditches were blasted out with dynamite, thereby reducing the cost of excavation and of trimming the slopes.

The work was finished on time, in addition to being done at a relatively low figure for the conditions, while the other contractors were unable to do so because of the difficulty of securing labor by the older methods, utilizing plows, scrapers and hand work.

MAIL THIS COUPON

Marking X before subject of interest, to

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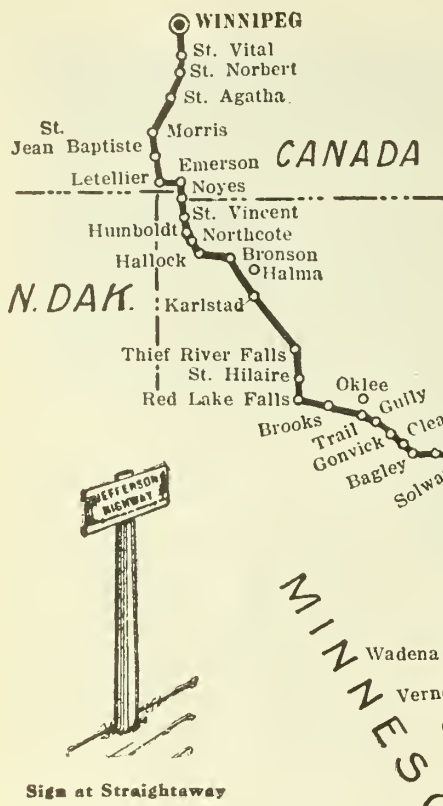
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Business



Kansas City to Joplin (Thru Kansas)

Read Down	Read Up	Intermediate	Station
00.0	203.8	00.0	Kansas City
30.5	173.3	30.5	Olathe
35.9	167.9	5.4	Bonita
38.9	164.9	3.0	Ocheltree
40.7	163.1	1.8	Spring Hill
48.0	155.8	7.3	Hillsdale
55.1	148.7	7.1	Paola
67.1	136.7	12.0	Osawatomie
73.2	130.6	6.1	Beagle
81.3	122.5	8.1	Cadmus
91.4	112.4	10.1	Farlinville
99.4	104.4	8.0	Mound City
106.5	97.3	7.1	Manty
113.7	90.1	7.2	Fulton
125.5	78.3	11.8	Ft. Scott
140.0	63.4	14.9	Anna
149.1	54.7	8.7	Farlington
157.2	46.6	8.1	Girard
162.4	41.4	5.2	Washer
171.2	32.6	8.8	Pittsburg
180.7	23.1	9.5	Opolis
196.8	7.0	16.1	Carl Junction
203.8	00.0	7.1	Joplin

St. Paul to Kansas City

Read Down	Read Up	Intermediate	Station
00.0	503.0	00.0	St. Paul
15.6	487.4	15.6	Rosemount
23.1	479.9	7.5	Farmington
29.6	473.4	6.5	Castle Rock
37.2	465.8	7.6	Northfield
40.5	462.5	3.3	Dundas
52.2	450.8	11.7	Faribault
61.0	442.0	8.8	Medford
68.1	434.9	7.1	Owatonna
86.5	416.5	18.4	Geneva
100.8	402.2	14.3	Albert Lea
108.8	394.2	8.0	Glenville
120.0	383.0	11.2	Northwood
126.7	376.3	6.7	Kensett
131.5	371.5	4.8	Manly
137.5	365.5	6.0	Freeman
142.5	360.5	5.0	Mason City
154.2	348.8	11.7	Rockwell
160.9	342.1	6.7	Sheffield
164.9	338.1	4.0	Chapin
171.1	331.9	6.2	Hampton
189.2	313.8	18.1	Iowa Falls
205.1	297.9	15.9	Hubbard
215.4	287.6	10.3	Zearing (1/2 m. E. Colo)
225.6	277.4	10.2	Nevada
232.8	270.2	7.2	Cambridge
245.2	257.8	12.4	Ankeny
258.8	242.2	13.6	DES MOINES
271.0	232.0	12.2	Somerset
283.6	219.4	12.6	Indianola
289.7	213.3	6.1	Cool
300.1	202.9	10.4	Medora
303.7	199.3	3.6	Liberty
308.2	194.8	4.5	Osceola
320.9	182.1	12.7	Weldon
331.1	171.9	10.2	Van Wert (1 1/2 m.)
333.1	169.9	2.0	Leon
343.1	159.9	10.0	Davis City
352.2	150.8	9.1	Lamoni
359.5	143.5	7.3	Eagleville
373.6	129.4	14.1	Bethany
389.3	113.7	15.7	Junction
392.1	110.9	2.8	New Hampton
399.7	129.8	7.6	Albany
408.0	121.5	8.3	Ford City
423.9	105.6	15.9	King City
430.8	98.7	6.9	Union Star
439.5	90.0	8.7	Rochester
448.8	80.7	9.3	Avenue City
456.9	72.6	8.1	ST. JOSEPH
466.2	63.3	9.3	Edgerton
487.0	42.5	20.8	Trimbale
502.1	27.4	8.7	Smithville
508.8	20.7	6.4	Nashua
515.3	14.2	6.5	Gashland
519.0	10.5	3.7	Kansas City



Sign at Straightaway

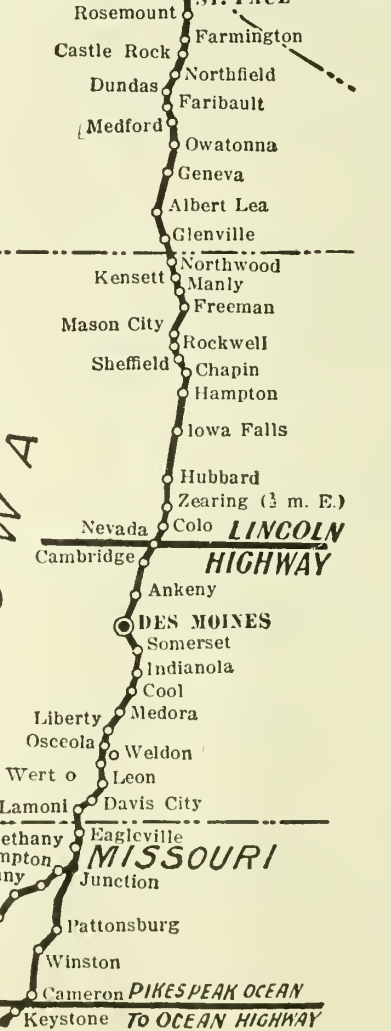
Sign at turn

MILEAGE

Winnipeg to St. Paul

Read Down	Read Up	Intermediate	Station
000.0	557.5	00.0	Winnipeg
5.5	552.0	5.5	St. Vital
9.7	547.8	4.2	St. Norbert
24.4	533.1	14.7	St. Agatha
40.8	516.7	16.4	Morris
47.0	510.5	6.2	St. Jean Baptiste
55.9	501.6	8.9	Letellier
67.9	489.6	12.0	Emerson
68.9	488.6	1.0	Noyes
78.9	483.6	5.0	St. Vincent (1 m. W.)
79.9	477.6	6.0	Humboldt
85.9	471.6	6.0	Northcote
92.0	465.5	6.1	Hallock
108.4	459.1	16.4	Bronson
124.9	442.6	16.5	Halma (Just to E.)
168.6	398.9	43.7	Karlstad
177.6	389.9	9.0	Thief River Falls
189.6	377.9	12.0	St. Hilaire
206.1	361.4	16.5	Red Lake Falls
217.3	350.2	11.2	Brooks (1/2 m. S.)
224.6	342.9	7.3	Oklee (1 m. N.)
228.6	338.9	4.0	Trail
237.6	329.9	9.0	Gully (1/2 m. S.)
244.4	323.1	6.8	Convic
258.0	309.5	13.6	Clearbrook
264.0	303.5	6.0	Bagley
270.0	297.5	6.0	Shevelin
289.4	278.1	19.4	Solway
324.8	242.7	35.4	Bemidji
348.3	219.2	23.5	Itasca State Park
362.3	205.2	14.0	Park Rapids
371.7	195.8	9.4	Menahga
387.0	180.5	15.3	Sebeka
395.8	171.7	8.8	Wadena
407.7	159.8	11.9	Aldrich
422.7	144.8	15.0	Verndale
431.7	135.8	9.0	Staples
437.8	129.7	6.1	Lincoln
449.8	117.7	12.0	Cushing
462.9	104.6	13.1	Randall
470.0	97.5	7.1	Little Falls
483.3	84.2	13.3	Royalton
485.7	81.3	2.4	Rice
498.5	69.0	12.8	Sauk Rapids
505.7	51.8	7.2	St. Cloud
513.9	43.6	8.2	Clear Lake
521.4	36.1	7.5	Becker
533.3	24.2	11.9	Big Lake
539.5	18.0	6.2	Elk River
543.5	14.0	4.0	Anoka
547.5	10.0	4.0	Osseo
557.5	00.0	10.0	Robbinsdale
			Minneapolis
			St. Paul

NATIONAL PARKS HIGHWAY



VIA CAMERON

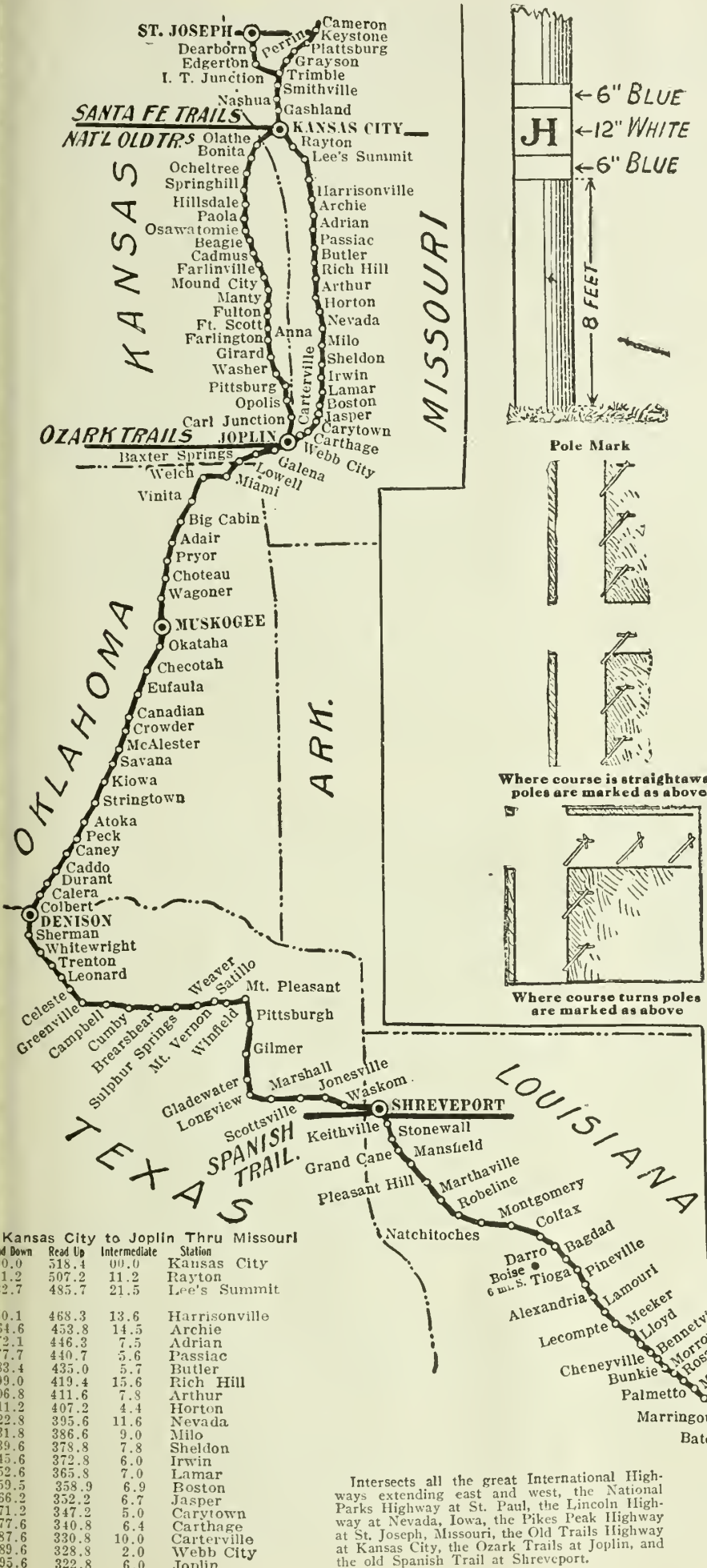
Read Down	Read Up	Intermediate	Station
392.1	110.9	2.8	Junction
410.8	92.2	18.7	Pattonsburg
424.6	78.4	13.8	Winston
439.6	63.4	15.0	Cameron
448.6	54.4	9.0	Keystone
454.1	48.9	5.5	Perrin
462.1	40.9	8.0	Plattsburg
475.6	27.4	13.5	Trimbale-Junct
482.3	20.7	6.7	Smithville
488.8	14.2	6.5	Nashua
492.5	10.5	3.7	Gashland
503.0	00.0	10.5	Kansas City

Kansas City to Denison

Read Down	Read Up	Intermediate	Station
00.0	518.4	00.0	Kansas City
195.6	322.8	6.0	Joplin
204.6	313.8	9.0	Galena
208.6	309.8	4.0	Lowell
211.7	306.7	3.1	Baxter Springs
230.2	288.2	18.5	Miami
242.4	276.0	12.2	Welch
261.9	256.5	19.5	Vinita
272.2	246.2	10.3	Big Cabin
281.5	236.9	9.3	Adair
292.4	226.0	10.9	Pryor
303.0	215.4	10.6	Choteau
320.3	198.1	17.3	Wagoner
334.3	184.1	14.0	Muskogee
355.1	163.3	20.8	Okatah
364.1	154.3	9.0	Checotah
380.1	138.3	16.0	Eufaula
392.1	126.3	12.0	Canadian
396.2	122.2	14.1	Crowder
411.6	106.8	15.4	McAlester
420.2	98.2	8.6	Savanna
428.8	89.6	8.6	Kiowa
449.7	68.7	20.9	Stringtown
457.7	60.7	8.0	Atoka
463.1	55.3	5.4	Peck
471.3	47.1	8.2	Caney
481.1	37.3	9.8	Caddo
494.0	24.4	12.9	Durant
499.8	18.6	5.8	Calera
509.4	9.0	9.6	Colbert
518.4	0.0	9.0	Denison

For Kansas Route, See Left-hand Top.
For Missouri Route, See Right-hand at Bottom.

ST. JOSEPH TO OCEAN HIGHWAY



Denison to Shreveport

Read Down	Read Up	Intermediate	Station
00.0	280.9	00.0	Denison
11.4	269.5	11.4	Sherman
34.9	246.0	23.5	Whitewright
43.9	237.0	9.0	Trenton
52.7	228.2	8.8	Leonard
62.1	218.8	9.4	Celeste
75.9	205.0	13.8	Greenville
86.8	194.1	10.9	Campbell (1 m. N.)
92.3	188.6	5.5	Cumby
100.3	180.6	8.0	Brearshear
109.0	171.9	8.7	Sulphur Springs
122.3	158.6	13.3	Weaver
128.3	152.6	6.0	Satillo
135.4	145.5	7.1	Mt. Vernon
144.4	136.5	9.0	Winfield
153.4	127.9	9.0	Mt. Pleasant
165.4	115.5	12.0	Pittsburg
184.8	96.1	19.4	Gilmer
200.0	80.9	15.2	Gladewater
213.0	67.9	13.0	Longview
236.7	44.2	23.7	Marshall
245.8	35.1	9.1	Scottsville
255.5	25.4	9.7	Jonesville
259.1	21.8	3.6	Waskom
280.9	00.0	21.8	Shreveport

Shreveport to New Orleans

Read Down	Read Up	Intermediate	Station
00.0	418.2	00.0	Shreveport
11.5	406.7	11.5	Keithville
15.1	403.1	3.6	Stonewall
29.6	388.6	14.5	Grand Cane
36.8	381.4	7.2	Mansfield
60.0	358.2	23.2	Pleasant Hill
73.7	344.5	13.7	Marthaville
81.5	336.7	7.8	Robeline
96.7	321.5	15.2	Natchitoches
120.5	297.7	23.8	Montgomery
137.0	281.2	16.5	Colfax
144.1	274.1	7.1	Darro
146.1	272.1	2.0	Bagdad
158.6	259.6	12.5	Tioga
163.9	254.3	5.3	Pineville
164.4	253.8	.5	Alexandria
179.1	239.1	14.7	Lamouri
182.3	235.9	3.2	Lecompte
184.5	233.7	2.2	Meeker
186.4	231.8	1.9	Lloyd
190.5	227.7	4.1	Cheneyville
195.5	222.7	5.0	Bennetville
200.8	217.4	5.3	Bunkie
216.5	201.7	15.7	Morrow
225.0	193.2	8.5	Rosa
233.1	185.1	8.1	Palmetto
252.8	165.4	19.7	Melville
266.0	152.2	13.2	Fordoché
276.4	141.8	10.4	Marringouin
282.7	135.5	6.3	Rosedale
298.9	119.3	16.2	Port Allen

MISSISSIPPI RIVER

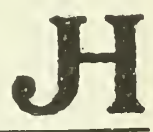
Read Down	Read Up	Intermediate	Station
297.7	118.5	.8	Baton Rouge
306.7	111.5	7.0	Country Club
315.6	102.6	8.9	Hope Villa
322.1	96.1	6.5	Dutchtown
324.8	93.4	2.7	Geismer
327.2	91.0	2.4	Belle Helene
342.7	75.5	15.5	Burnside
355.1	63.1	12.4	Convent
365.2	53.0	10.1	Lutcher
368.3	49.9	3.1	Mt. Airy
371.7	46.5	3.4	Garyville
375.1	43.1	3.4	Reserve
380.7	37.5	5.6	La Place
397.6	20.6	16.9	St. Rose
403.1	15.1	5.5	Kenner
407.8	10.4	4.7	Harrihan
418.2	00.0	10.4	New Orleans

Passes through 264 towns and cities.
 Passes through 89 counties.
 Passes through 7 states and 1 province

Kansas City to Joplin Thru Missouri

Read Down	Read Up	Intermediate	Station
00.0	518.4	00.0	Kansas City
11.2	507.2	11.2	Rayton
32.7	485.7	21.5	Lee's Summit
50.1	468.3	13.6	Harrisonville
64.6	453.8	14.5	Archie
72.1	446.3	7.5	Adrian
77.7	440.7	5.6	Passiac
83.4	435.0	5.7	Butler
99.0	419.4	15.6	Rich Hill
06.8	411.6	7.8	Arthur
11.2	407.2	4.4	Horton
22.8	395.6	11.6	Nevada
31.8	386.6	9.0	Milo
39.6	378.8	7.8	Sheldon
45.6	372.8	6.0	Irwin
52.6	365.8	7.0	Lamar
59.5	358.9	6.9	Boston
66.2	352.2	6.7	Jasper
71.2	347.2	5.0	Carytown
77.6	340.8	6.4	Carthage
87.6	330.8	10.0	Carterville
89.6	328.8	2.0	Webb City
95.6	322.8	6.0	Joplin

Intersects all the great International Highways extending east and west, the National Parks Highway at St. Paul, the Lincoln Highway at Nevada, Iowa, the Pikes Peak Highway at St. Joseph, Missouri, the Old Trails Highway at Kansas City, the Ozark Trails at Joplin, and the old Spanish Trail at Shreveport.



TOURING THE JEFFERSON HIGHWAY

Herbert F. McDougal, Publicity Commissioner.

WHEN ONE STARTS OFF down the Jefferson Highway just in time to meet spring half-way, with the sun shining warmly over the landscape, the buds bursting and the birds with fresh melody in their throats, there is very little left to be desired.

At least that is what the members of the official party of the Jefferson Highway—General Manager J. D. Clarkson and Mrs. Clarkson, known for her keen interest in all J-H matters, and myself—thought when we started out from Kansas City, the morning of April 1 for the annual trip over the highway to New Orleans.

It is proving a trip full of interest, with J-H enthusiasm in evidence all along the way, the finest melody in the world cooperating all along the way to make the highway just one long, well kept street, with everybody living along it neighborly, and the best of spirits on every hand.

Three days were spent in going over the roads figuring in the contest between the farmers living along the direct route from Lees Summit to Harrisonville, Mo., and the partisans of the designated route which ran by Pleasant Hill. Meetings were held in Lees Summit, Pleasant Hill and Harrisonville, with General Manager Clarkson as the principal speaker in each, and business was dispatched with that vim and energy that he puts into everything. He went carefully over the routes, scoring them impartially, and then leaving the contestants to make up the other factors that were to figure in the decision. At the end of two days, all the evidence was in, and a few days later the award was made to the direct route.

The Highway from Lees Summit south for many miles follows the old military road which connected the old town of Westport, the progenitor of Kansas City, with Fort Scott, Kas. This also is the territory affected by the famous Order No. 11, which cleared the western tier of counties in Missouri of all residents in order to eliminate the trouble from border raids.

At Lees Summit the tourist finds the home where Cole Younger, former bandit and leader of the Younger Boys, died after he had given up his wild ways and settled down as a law abiding citizen. A few miles down the highway, looming large on the skyline, is the old Dr. Harry W. Younger home. Dr. Younger, father of the bandits, was a Baptist preacher, and was shot from ambush while riding from Westport to Harrisonville. This crime is said to have started the sons on their career of outlawry, and, the stories of the neighborhood declared that the sons avenged the death of the old doctor, by killing every member of the party that slew him.

This spot on the highway is linked with Northfield, Minn., where the Younger gang met their fate when they tried to rob a bank. This finished their career of outlawry, as they were captured and sent to the penitentiary at Stillwell where they spent many years.

Harrisonville was an old town before it ever was formally laid out, following the enactment of a state law providing for the platting of towns. This was in 1843. The perfection nearly always ascribed to "the good old days," gets a rude shock when the surveying of this town is considered. The surveyor in his description of the survey, declared that "the public square is exactly 198 feet from corner to corner." The original stones are still in place, and modern measurements give the distance along the north side as 193 feet, 5 inches. The original town consisted of four streets, two running at right angles to the other two, but here also a mistake was made, for in a distance of a dozen blocks they diverge until the furthestmost lot is 12 feet longer than the one at the other end of the street.

Cass County, of which Harrisonville is the county seat, is one of the counties that had an unfortunate early experience with railroad bonds. Two issues were made to railroads which failed to fulfill their part of the contract, one of these issues being for \$229,000 and the other for \$300,000. They were made by the county judges, under the authority of the law, but their sincerity was questioned and three of them were taken from a train by a mob at Gunn City in 1873 and killed. This gave the name of "the bloody bonds" to the issue which the judges were on their way to dispose of, and put a stop to bond issues for a long time.

"Speed Up—for Blank's Store," is one of the signs that greet the Jefferson Highway tourist as he makes the run south of Harrisonville, Mo. And the tourist smiles, despite the fact that the sign is provokingly placed just at the foot of a hill, where the sand is a foot deep and where speed is altogether out of the question. At first glance the sign looks like an automobile club's kindly warning, and the Ethiopian of the woodpile is not seen until the traveler draws nearer. But by that time his attention has been attracted and the effect secured. "Blow Your Horn," reads another, followed by the advertising, and so the series goes.

As one rolls down the highway he finds the country full of conventional names, but occasionally a bit of originality sticks out. "Cornlands" school was such an one, and "Wayside Farm" helped break the monotony of "Pleasant View," "Oak Hill," "Pine Ridge," and the like.

Just south of Butler the difficulties and travails of bottom farming are encountered at the Marias des Cygne river, that treacherous little stream that looks innocent all year long until the spring rains come and convert it into a ramping, turbulent torrent, that sweeps prosperity off the map for miles.

Bates county has undertaken to curb the stream by a drainage ditch, twenty-two miles long, sixty feet wide at the top and ten feet deep, and has succeeded so well that crops are now something to be depended upon in the bottom farms.

But W. F. Duvall, banker and farmer, who owns 1,600 acres of land there, has not pinned his faith altogether to the ditch, but has enlisted the co-operation of other landowners there and they have thrown up a levee enclosing 3,000 acres of land. The levee is from five to eight feet high and rises five feet above the highest high-water mark.

Back of this levee he has thrown up a road, putting in concrete bridges to span the lateral ditches which are protected at their entry at the main ditch by automatic valves.

The unprotected portion of the Jefferson Highway across the river bottom, however, has proved a problem that may be solved by putting in a solid concrete roadway that will act like the spillway of a dam to allow the flood waters to pass over it at high water times. It is planned to have the road protected by a railing so that, even at flood stages, the traveler can get safely across.

Duvall has much cleared land where the stumps are a barrier to cultivation. He has tried many means of removing them and finally has hit upon the plan of having big flues, like a giant ice cream cone, which is set over them to make draft good. The top is open and the bottom is supported on iron legs riveted to the sides. One man, tending thirty of these, can burn out sixty stumps a day.

It isn't popular not to be patriotic down here, and the least taint of pro-Germanism gets a man into trouble. The men as they sit about the hotels and railroad stations, talk patriotism constantly and decry the least hint of anything that looks like disloyalty. The women have got into the spirit of the war, too, and are making sentiment with quite the spirit that led to the old witticism, "To spread the news, telegraph, telephone, tell a woman."

"I have to come to think that it is almost disloyal to drink beer or eat sauerkraut," declared one man the other night. "That's what I think of German propaganda."

If there comes to be a shortage of airplane propellers, a couple of Carthage boys may have to dismantle a canoe they own. The boat is rigged up with a gasoline engine and an air propeller; and all they have to do, while plowing the waters of spring river, above the dam, is to sit still in the boat and hope for the best of the engine.

With some of the finest stone quarries in the world at her doors, Carthage indulges in very little cement. Her buildings are of sawn stone, the sidewalks and steps are of like material, and even the retaining walls about bridges and at roadsides are built of the fragments of stone sawn from the blocks at the quarries.

Tourists from immense distances come to tour the Jefferson Highway, and inquiries are now coming into

the highway headquarters from persons from as far away as Miami, Fla. At Carthage we found that a man from Ada, Minn., starting for Florida, had been held up here by a snowstorm and, leaving his car in a garage here, had proceeded by train to his destination, had remained there four months and had returned here to pick up his car and return home.

An odd name is a good publicity proposition for any town. For instance, the man, Ooley, a hardware man at one of the little towns on the highway, can hardly be forgotten, while the name of Knell, who is an undertaker at Carthage, Mo., will stick in any one's memory as being exceedingly fitting for one of his calling. Mr. Damon is a garage man at Carthage, and he has a partner, but the partner's name isn't Pythias, as the reader may anticipate.

At Carthage the visitor is attracted by what at first blush looks like Buffalo Bill's ghost. But it isn't; it is "Uncle Jimmy" Rainwater, dressed in a purple velvet coat and with hair long enough to qualify him at any time as one of the original plainsmen. "Uncle Jimmy" was one of the early 101 ranch cowboys, the last of the first lot, he says, and he grew this luxuriant head of hair with the intention of going back into the show business, but the war put an end to his plans.

You can glean no hint of "Uncle Jimmy's" occupation from his surname of Rainwater—he runs a saloon.

The calf club idea seems to be still growing in Missouri. A buyer representing a little town just south of St. Louis, has been in Jasper county for a week, buying grade Jersey calves to be sold by a bank to the boys and girls there. He bought thirty-five head, ranging from 10 to 16 months of age.

— Build Roads Now —

CHANGING THE J. H.

Sixty Cass County, Mo., farmers, realizing the value of the Jefferson Highway in its many aspects and declaring that as an advertising medium alone, it was the best that any farmer could obtain, have just carried forward to a successful conclusion a contest that wrested the routing away from Pleasant Hill, and carried it past their farms.

Their object was accomplished in a two-day campaign that was one of the most direct and efficient that has ever been waged along the highway, and the farmers made a record for themselves when they subscribed for \$1,500 worth of memberships in the international association and gave it out, after the contest was decided, that they expected to make it \$2,500. They also obligated themselves to push the project of hard surfacing the nineteen miles of roads thus changed in Cass County, so that the tourists over the Jefferson Highway soon will be independent of all weather conditions for that stretch of the highway.

The new route goes directly north from Harrisonville, the county seat of Cass County, to Lees Summit, and cuts the mileage ten miles. It has fewer turns, better grades and eliminates dangerous railroad crossings, and puts into the Jefferson Highway family a group of men who have set out to make their section of the highway the premier section of the whole route from New Orleans to Winnipeg.

The contest was judged by General Manager J. D. Clarkson, who scored the two roads, taking into consideration ten different factors. The decision was announced April 12th at a meeting attended by twenty-four farmers who left their fields in the busiest of seasons to attend to what they declared was as important a project as they had on hands.

A contest committee was named of which D. M. Gregg was made chairman, and E. L. Harrison, secretary. The meeting was held at the beautiful country home of Mr. and Mrs. Gregg, and Mrs. Gregg, who is as enthusiastic as any of the men over the highway, insisted on having a photograph made for the files of the organization, for, she said: "History had been made today."

The new route runs through a historic section of country, one that was much affected by the famous Order No. 11, in Civil War times. The Younger Boys sprang up here, and the old Younger home stands conspicuously out before the tourist. This stretch of highway runs over the old military road connecting old West Port, the forerunner of Kansas City, and Fort Scott, Kas.

— Build Roads Now —

TRAIL STATE BANK

Trail, Polk County, Minnesota

On the Jefferson Highway

6% PAID ON TIME DEPOSITS

RESOURCES OVER \$140,000.00

When at STAPLES, MINNESOTA Stop at the

St. Charles and Fletcher Hotels

On the Jefferson Highway

Tourist Headquarters

Cafe in Connection

C. L. CORPENING Proprietor

YOUR HOTEL

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Editor

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Volume III MAY, 1918 Number 4



COSMOPOLITAN CHARACTER OF THE HIGHWAY.

The following news item taken from the Bemidji Daily Press illustrates the broadened vision and enlarged interest brought about by the highway movement.

New Southern Industry

The advantages of New Orleans as a port were emphasized in the opening of a canning factory for the distribution of real green-sea turtles. With the exception of a small factory at Key West, it will be the only establishment of its kind in America. The factory has been situated at Miami, Fla., but the excessive freight rates and a lack of steamer service to Central American ports led to its removal to Bay St. Louis. It will handle nothing but green-sea turtles caught in Central American waters, and these will be put up in four different forms—clear green turtle soup, thick green turtle soup, turtle beef in Creole style, and "callipee," which is the meat of the turtle taken from the breast, back and flippers. The factory will turn out about 15,000 cans a day, or a total of 700,000 pounds a year, including all products. There is also a by-product called turtle oil, used medicinally.

Build Roads Now

Prior to the location of the Jefferson Highway from New Orleans through Bemidji, Minnesota, the people of the latter thriving little city located on one of Minnesota's ten thousand lakes, had little interest in what was going on at the second port of entry in the United States, but after the location of the highway the people of Bemidji take a lively interest in what is going on at the Southern Terminal of its road.

Prior to the highway period the report of a race riot in the Crescent City might have brought the name of New Orleans into the Bemidji papers, 1988 miles to the north, but under the highway development the founding of a factory in the city by the gulf possesses interest to the people who have founded a city in the pine forests of Minnesota.

From time immemorable the initial waters of the Mississippi have flowed past where Bemidji stands, finding their way to the docks of the southern metropolis. These silent waters carried no message of good will or suggested a community of interest. It is different now. People are flowing up and down the highway. Some of the people of Bemidji have been to New Orleans and some of the people of New Orleans have been to Bemidji.

As these visits are interchanged it is discovered among other things that the people of Minnesota have a flood problem. The people of Louisiana have one also. These flood problems, separated by nearly two thousand miles of distance, have a common source.

Bemidji and Minnesota offer a fine summer outing field for the people of New Orleans. New Orleans and Louisiana offers a fine winter outing field to the people of Minnesota, and the Jefferson Highway supplies the means for gratifying the desires of the people who wish to travel at will in their own conveyance.

Is it beyond the ken of reason to suggest that this intercourse and exchange of ideas will result in the

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



conclusion that the people of the north and the people of the south have a community of interest in flood control?

A trip over the highway will make a cosmopolitan out any intelligent person.

— Build Roads Now —



HERBERT F. M'DOUGAL,
Publicity Commissioner.

MCDOUGAL TAKES HIGHWAY POSITION

From St. Joseph Gazette.

When Herbert F. McDougal, for four years a member of The Gazette's editorial staff, takes up his duties tomorrow as commissioner of publicity for the Jefferson Highway, he will start to work on the longest "run" that he has ever had in his newspaper career of more than fifteen years.

For his new position means that he will cover the 2,600 miles of the Jefferson Highway, "From Pine to Palm," giving publicity to the highway and all its interests, and pointing out its advantages to the tourists who like variety and would like to learn how they can see a cross section of North America, cutting through all latitudes and running the gamut of climates.

McDougal leaves today to join J. D. Clarkson, the general manager of the highway, and start on a tour of the southern end of the highway. They will travel in a sedan automobile, making their office in the car which is the peripatetic headquarters of the association while the manager is on tour. They carry an office equipment, from folding typewriter to letter files, and can stop and go to work on official correspondence at a moment's notice.

The first trip will take them to New Orleans, and they will return to Joplin, Mo., in time for the annual meeting July 5-6. Then they will return to St. Joseph and start immediately for the other terminus of the highway, Winnipeg, Canada.

The trip will not be made as the average tourist makes it, however, but by easy stages. At every principal town or city, they will stop to hold meetings and to attend to the business of the association with the local organizations.

McDougal has had a training that fits him admirably for his new work. He has written for, or edited, everything from a country weekly to a metropolitan daily, and knows the needs of them all, so far as articles go.

He is intensely interested in the development of the smaller community and has been active in Commerce club work ever since coming to St. Joseph, serving on a number of its committees and always being one of its most active publicity men. For several years he has been a lecturer, and his latest lecture, "It Happened in Podunk," made up of the philosophy of community development, told in the story of a small country town.

— Build Roads Now —

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TRAVEL NOTES

BY THE PUBLICITY COMMISSIONER

A NEW MAN ON THE JOB

W. T. Clements is a new highway enthusiast at Raytown, Mo., on the Jefferson Highway just out of Kansas City. He became the cashier of the Raytown bank a year ago, and at once plunged into work on every project for the community good.

— Build Roads Now —

IS WOOING THE AUTO WITH TROLLEY LINE

W. E. Winner, known all through the middle west as a railroad promoter and constructor, and whose monument for a long time has been the old Winner piers in the Missouri river at Kansas City, which a few years ago were taken over by the A-S-B bridge, is working on his eleventh railroad project. This one is a suburban electric line thirty miles long, from Kansas City to Lone Jack, and one significant part of his plan is the provision for an 18-foot cement automobile roadway paralleling the tracks of this trolley line and a part of the project. He does not consider the automobile as inimical to the plan, but a help.

— Build Roads Now —

AN OLD RAILROAD PROMOTOR FRIEND OF J-H

Judge John A. Eaton, widely known as a promoter of steam railroads, is a Jefferson Highway enthusiast living between Kansas City and Lees Summit. His experience with transportation problems has made him a staunch supporter of the Jefferson Highway as promising a solution of traffic congestion in his district.

— Build Roads Now —

A WOMAN ENTHUSIAST

Miss Esther Fields, a neighbor of Judge Eaton's, is as active a J-H worker as can be found in all the community. Her farm house has become known as the home of good chicken dinners, and automobilists for miles come to her house for meals. It is likely to become popular with tourists as it becomes better known.

— Build Roads Now —

HIS SYMPHONY IN BLUE AND WHITE

A. T. Grimes, banker and farmer living five miles south of Lees Summit, is a man who smiles in terms of Jefferson Highway. He exploits the highway at every opportunity, and his front yard is a symphony in white and blue. He has all the telephone poles in front of his house painted with the official markings, and a large sign at the corner of his front yard marks the Cass-Jackson county line and also heralds the fact that the Jefferson Highway here has a crossing.

— Build Roads Now —

"HISTORY HAS BEEN MADE TODAY"

Mrs. D. M. Gregg, the charming mistress of the lovely Gregg country home, four miles north of Harrisonville, Mo., is another woman who is a strong factor in the progress of the Jefferson Highway. She has been active in the support of her community in the contest which recently won for it the location of the highway, and when twenty-four busy farmers, the other day, left their fields to accept formally the award, she was much impressed with the occasion. "I feel that history is being made today," was her comment. She insisted that a photograph be made of the group of men to be filed away with the records of the organization.

— Build Roads Now —

A J-H BOY MAIMED IN FRANCE

Lee Spicer and George Bird are two prominent members of the J-H family at Harrisonville. Mr. Spicer is the mayor of the city and has worked hard for the highway's interests. His son recently met calamity in France where he was serving as a member of an ammunition train. In an accident his arm and shoulder were blown off. Mr. Bird is one of the best known road and drainage engineers of this part of the state and has been identified with many large projects. He came to Harrisonville in 1879 and has learned the history of the county, especially as regards its surveys and bounds, by heart. His hobby, perhaps, is an aversion to township organization, which he calls "a political kindergarten."

— Build Roads Now —

HIGHWAYS ARE BIG BUSINESS

F. C. Ream, Butler, Mo., is one of the vital forces in highway improvement in his part of the country. He is a man of large business affairs and handles all highway matters in the same broad way. He gives his untiring energies to the promotion of good roads and to the highway movement in Bates County.

— Build Roads Now —

A HEALER AND A HIGHWAY

Prof. S. A. Weltmer, Nevada, Mo., famed as a magnetic healer, is the chairman of the road committee of the commercial club, and recently headed the movement to construct a military road to Camp Clark, three and one-half miles southeast of the city. The county voted thirteen to one in favor of a \$30,000 bond issue for this purpose.

— Build Roads Now —
WINNING ITS WAY

What Others Think of The Declaration.

During the last few months, considerable correspondence has passed between the headquarters of the National Highway Association at Cambridge, Mass., and the Jefferson Highway Association relative to increasing the field of the Declaration, originating in the cordial recognition of the Declaration as a good highway organ, by Mr. Davis.

At the time of the arrival at Cambridge, of our last letter on the subject, it seems that a letter had been received from the Pacific coast treating on the same subject and suggesting a magazine for the Pacific slope along the lines of a well known trade journal.

Mr. Charles Henry Davis, president of the National Highways Association, in replying to this party, wrote in part:

"I am not quite clear whether a publication such as you suggest along the lines of the A ——— M ——— would be as good as the form adopted by the Jefferson Highway in what they know as the 'Jefferson Highway Declaration.' I speak of this because under date of March 13th, Mr. J. D. Clarkson, to whom a copy of this letter goes, has written this office on the same subject. His letter is the result of some considerable correspondence between this office and Mr. E. T. Meredith, past president of the Jefferson Highway."

"Of all the publications that we know we have considered that the Jefferson Highway Declaration was by all odds the best publication issued in the good roads campaign." * * * "For example, supposing you should decide to issue a publication and you should adopt the size, the form and general temper and policy of the Jefferson Highway Declaration, eventually you would have the nucleus around which a national publication could be established."

"One of the difficulties under present conditions is to get anything done that cannot be tacked up to the war and its immediate necessities. This letter is partly in answer to Mr. J. D. Clarkson's letter to this office of March 13th in this particular. We share Mr. Clarkson's views. We believe that roads are essential. We believe that only through National Highways can we get good roads everywhere. We believe that only through national highways can we have military highways advantageous to our great country."

"In closing we suggest that you get in touch with Mr. Clarkson in regard to this important matter and we suggest that he send you a copy of the Jefferson Highway Declaration. Of course it goes without saying that you would accentuate in such a publication a military system of highways and the military idea in general for which the Pacific Coast Defense League stands primarily."

— Build Roads Now —
MALIGNED.

Reports were current before the Platte County road bond election that Edgerton and Dearborn might not support the proposition but we are pleased to note that this was untrue. Edgerton supported the proposition by three and a half to one, and Dearborn by six to one.

Thus did they vindicate the teachings of the Jefferson Highway and demonstrate that if Platte County wants to stay in the mud, Dearborn and Edgerton can build a road for themselves.

— Build Roads Now —

TO THE TOURIST—The garages and hotels advertised in The Declaration are reliable places and worthy of your patronage. They help to make The Declaration possible, and The Declaration is a big factor in making and maintaining the Jefferson Highway, so that by patronizing these places, you make the proposition a mutual one.

— Build Roads Now —

Hotel Muehlebach
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MR. MEREDITH TO EUROPE

G. F. Ruhmland, assistant manager of Successful Farming, Des Moines, Iowa, writes:

"Yours of March 29, addressed to Mr. Meredith, was received after Mr. Meredith left for Europe, and, as he will be away from six weeks to two months or longer, we are writing to advise that this letter will be brought to his attention upon his return to this office.

"Mr. Meredith is in England as the guest of the British government and we have just received a cable advising of his safe arrival."

— Build Roads Now —

JEFFERSON HIGHWAY 100 PER CENT BETWEEN DENISON AND MUSKOGEE

From Denison Herald.

The Jefferson Highway scores 100 per cent between Denison and Muskogee, according to a card received this morning by W. N. King from H. G. Alexander, who left Denison Thursday morning with his wife for Miami, Okla. Muskogee, which is 184 miles from Denison, was made easily in one day. When Mr. Alexander was given a log of the Jefferson Highway he was requested to advise on arrival at Muskogee what he found in the way of roads through Oklahoma, especially in the vicinity of the Canadian river which has to be forded or crossed on a ferry until the new bridge, now under construction, is built. Mr. Alexander writes as follows:

"Roads 100 per cent excellent except twenty miles south of Muskogee, now being worked. Arrived McAlester at noon; Muskogee at 6:30 p. m. on schedule time. Canadian river crossing easy; took five minutes and did not use team; pulled sand on north side in high. No criticism to make of Jefferson Highway. Northbound travelers should make inquiry at Okataha, twenty miles south of Muskogee."

We suppose that the inquiry suggested at Okataha is about detour around construction work. If this surmise is right we trust the county chairman of the J. H. committee will see that proper detour signs are put up while construction work is going on. It is inexcusable to run tourists into construction work without giving them a chance to go around, and something the J. H. does not approve of.

— Build Roads Now —

THE OTHER END OF THE ROAD TO BERLIN.**FOREIGN TRADE LANES MAY BE SHIFTED WEST**

McAdoo Names Men to Pass on Congestion in the Eastern Ports

Washington News Item—Benjamin L. Winchell, former director of traffic of the Union Pacific system, and James L. Stewart, storage expert of the council of national defense, today were designated by Director General McAdoo to represent the railroad administration in carrying out the plan of Chairman Hurley of the shipping board for a general survey of American ports, preliminary to modernizing coal and loading facilities.

Commercial and financial experts also will aid in the survey which is expected to result in the virtual rerouting of much of the country's foreign trade to relieve the congestion at eastern ports. Growth of the merchant marine will tax dock and coal facilities beyond their capacity and Mr. Hurley, looking to the future, believes the remedy can be found best in development of other ports which are the natural gateways for trade with certain countries.

The final solution may be a zonal system for imports and exports.

Experts of the shipping and war trade boards have found that coffee shipped from South America to Chicago and the West usually goes to one of the four great eastern ports: Baltimore, Philadelphia, New York or Boston, adding to the dock and railroad congestion which could be avoided by shipping it through the south. Goods for the Middle West, it has been pointed out, could be routed through Galveston, which might virtually become a port of entry for the Rocky Mountain region.

Financial details, which formerly could be transacted only through New York, now can be handled through federal reserve banks. Officials of the federal reserve system will be asked to advise on the rerouting plans.

— Build Roads Now —

THE CHILDREN'S PART

We are just in receipt of a letter from a traveling man in Minnesota who is evidently interested in the Children's Part in the Jefferson Highway. \$1.00 was enclosed in the letter to pay the ones who guessed the riddle. The letter reads:

St. Paul, Minn., March 20, 1918.

Jefferson Highway Juniors.

How many can guess this riddle?

WHY IS THE JEFFERSON HIGHWAY MAN LIKE TOM SAWYER?

You know who I mean; Mark Twain's famous Tom Sawyer. Sure, you all know him!

Here's just a weeny teenty start to the right answer:

"Because h-k---- h-t-p----- o----- t-w----,
l---- T--- d--- w--- h- g-- h-- g--- t- w----- t--
l-----"

The first Jefferson Highway boy or girl under twelve years old who fills in the full words of the above answer will receive two war savings stamps, and the next two correct answers will get one stamp each.

The rule will be that all letters must be addressed to the Jefferson Highway Association, St. Joseph, Mo., and all letters will be numbered as received. The contest will close July 1st, when all letters will be judged and the first prize awarded to the lowest numbered letter with answer correct; the next two lowest numbers with correct answers will get the other prizes.

WILLIAM BOLTON.

J. H. Neighbors—If this "riddle" idea looks good to you, jump in with us, the water's fine.

— Build Roads Now —

On Spring River.

Dear Mr. Highway Man.

The next place says "Thrift is the power to save."

We often hear the question asked "Who is the Government?" Some people would answer "Congress," the President and his Cabinet are the government," but that is wrong for we ourselves are the government, those is Washington are the administration.

A Little Jefferson Highway Neighbor.

10 years old.

— Build Roads Now —

Dear Highwayman.

My next space to be filled says the first principle of money making is money saving. My birthday is in six more days April 3.

Revolutionary War. The cause of this war was unjust taxes. Washington was the head of the American army he was very brave and much loved by every one. The first battle was Lexington and Concord. A brave man spread the alarm to the Americans.

The Americans drove the British back. The war was a long one finally the Americans were victorious just like we are going to be in this war.

Lovingly.

9 years.

— Build Roads Now —

DOROTHY MAY.

In the Peach Orchard.

Dear Highwayman.

Since we went into this war our Government has had to take over lots of things and make a lot of new laws.

One man was appointed to tend to the laws for conserving food, one to see that the fuel was distributed equally, and another managed the railroads for the Government.

The next place on the thrift card has on it "if you want to succeed, save."

I have been working and catching rabbits and I am getting along pretty well with my other card.

Dad has paid me the money he has been owing me for two years and I am going to get two baby Bands with it.

JACK E. (10 years old).

— Build Roads Now —

A. O. Watland of Albert Lea, writes:

"The most interesting thing about Albert Lea at the present time is, of course, the fact that it is on the Jefferson Highway and is the first town that welcomes the tourist after he has crossed the Minnesota state line."

— Build Roads Now —

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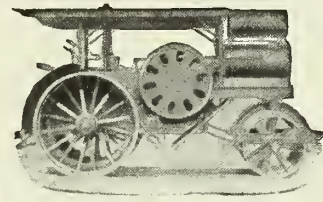
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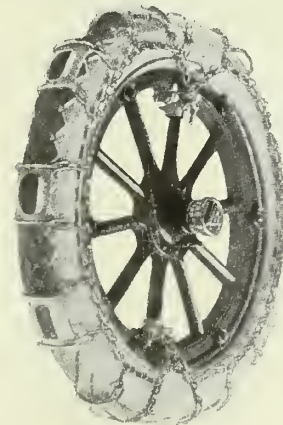
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IT IS IMPOSSIBLE for this plate to injure the tire, as the inside surface is smooth and round, and leaves no impression upon the rubber. The chain is locked around the spoke by a new device which prevents creeping and causes the flanges to take immediate effect forward, backward and sideways alike. It is easy to put on and take off—requiring no tool, except a screw driver to first put on spoke device which may remain permanently, therefore causing no wear on the spoke or felloe. Particular attention is called to the new Improved Hook, which attaches chain to spoke device. It is easy to hook, unhook and tightens the chain from the time it is open until it is closed.

Goode Anti-Skid Chain Mfg. Co.
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DEALERS

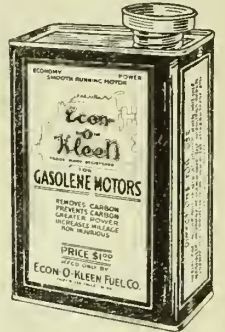
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Red Hot Seller—
Get It QUICK!

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Let Me Make Motoring More Pleasant For You—Doc O'Kleen

I'll make you forget motor troubles—
—make your car skim over the hills—
—keep your motor running smoothly—
—turn the carbon in your gasoline into power—
—consume the carbon in your motor—
—raise your gasoline mileage from 15 to 30%—
—reduce your repair bills, make motoring economical.

ECON-O-KLEEN goes in with the gasoline—it makes all carbon in gasoline burnable—keeps the motor clean as a whistle—burns out all deposited carbon—adds to the power of any motor.



Keep ECON-O-KLEEN In Your Gasoline and SMILE!

Tested and Proven by Officials of the Jefferson Highway

SPECIAL OFFER If you cannot buy Econ-O-Kleen at home send us your dealer's name and \$1.00 and we will prepay one can of Econ-O-Kleen, enough to treat 112 gallons of gasoline. **MONEY BACK** if you're not pleased.

Econ-O-Kleen Fuel Company
THIEF RIVER FALLS, MINNESOTA

THE SIZE OF 25 CENTS.

The Buchanan County, Missouri Good Roads Bonds were based on a 25 cent levy on the \$100 valuation. This 25 cents looked pretty big to some people, and it is big.

Adjust it properly before the eye and it will hide the two big loads of corn and the two big loads of hay that are needed each year to feed that extra horse that is needed to work and transport the products of a quarter section farm on a bad road. Twenty-five per cent of the value of that feed would pay the so-called road tax.

Yes, it is bigger even than that. It hides completely the consolidated school with all its privileges. Beyond the hay and corn, it hides the price of the extra horse which, if sold, and the money placed at interest, the interest alone would pay the whole tax levy each year and leave the principal intact at the end of the bond period.

But it is bigger yet than that. It will hide beyond its mammoth proportions, the way back home for that boy or that girl who has gone to town for companionship. A farmer may possess broad acres, barns filled with wheat, corn, oats, hay and fine stock, but if he has looked too closely and lovingly on the 25 cent piece which should have gone for road building, that 25 cent piece is big enough to hide all the value in these possessions, as the father and mother leave the big silent house of an evening and look lovingly down the mud road hoping for the return of that boy who has gone to town to work in the garage at 25 cents an hour and that girl who has gone to the city to work in a department store, to escape the monotony of the mud road. That 25 cent piece is big enough to crush all the joy and pleasure out of their declining years.

The farmer is not the only one who is troubled with astigmatism when the 25 cent piece is permitted to get too close to the eye.

The wage earner has been known to permit it to hide from his sight, the man who is on the way for his job when hard times come. It hides from him also that half of the unnecessary cost to the farmer of that extra horse and feed, which comes out of his hard earned

wages; and the further fact and the boy and girl who come from the farm are taking the employment which his children may want.

The rich man, too, who treats the 25 cent piece with indifference in the presence of a waiter and slips it for a tip, regards it of much more consequence when called upon to pass it to the tax collector. At such a time, it assumes such proportions as to hide the imminence of the arrival of the soup kitchen he will be called upon to subscribe dollars for, if transportation facilities are not provided by good roads.

Verily the 25 cent piece is a giant in obstructing clear vision, but happily it is just as big and just as strong when put to work in building good roads to improve, remedy and change these conditions.

— Build Roads Now —

ROAD DRAGGING IS AHEAD

Even at maximum costs road dragging is ahead of other maintenance both as to results and for economy.

— Build Roads Now —

Good roads are a vital necessity to the nation; prosperity is largely a matter of well laid and well kept highways.

— Build Roads Now —

On our highways must rest, to a large degree, the solution of our transportation problems and their maintenance should be pushed with vigor. There is no undertaking which will result in greater benefit to all of the people or count more tellingly in the prosecution of the war.

— Build Roads Now —

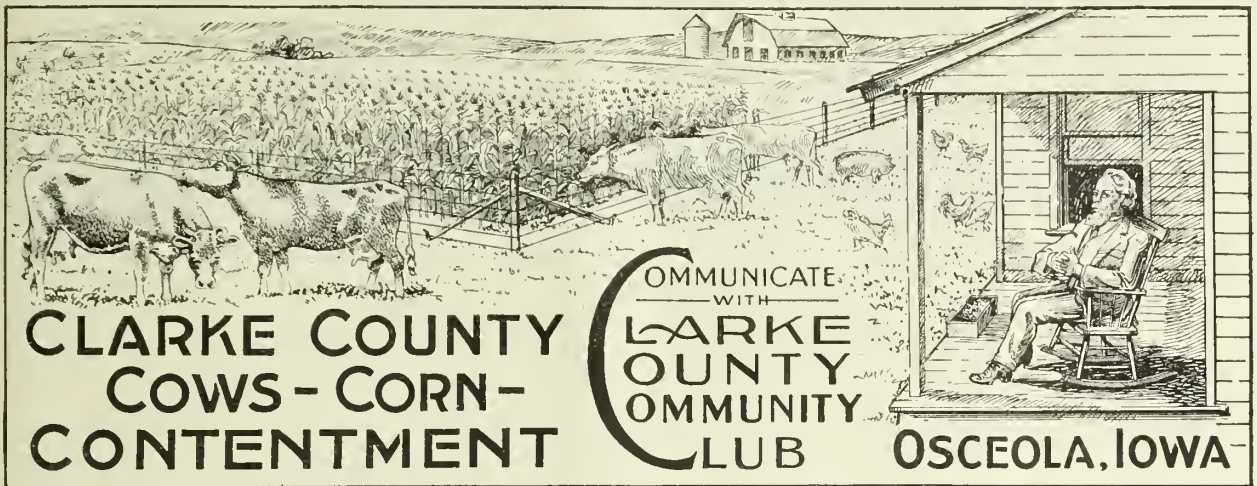
The matter of moving vast supplies of fuel, food stuffs, minerals, finished products from and to where they are needed is a task which is enormous and which has caused the transportation facilities of the railroads to be overtaxed.

— Build Roads Now —

It would be not difficult to prove that dragging the public roads regularly at the proper time probably is the most economical method of highway improvement.

— Build Roads Now —

Of all our war problems none exceeds in importance that of transportation.



**JACKSON COUNTY, MISSOURI
WILL OIL THE JEFFERSON HIGHWAY
County Judges Here Tuesday Looking After
Some Road Matters**

Judges of the county court were in this part of the county last Tuesday looking up some county road matters. They inspected two oiled roads while down here, which after the winter's wear, appear to be in fine condition. This fact has made such an impression upon the court that they will make some more oiled roads.

Judge Bulger, with whom the Journal reporter had a talk, says he thinks the oil road a fine proposition, as the work of last year appears to have left these roads thus treated in better shape for travel, with no dust, and a good, clean, hard road bed.

Judge Bulger also said the court would oil the Jefferson Highway from the Cass County line to the County Farm along the old Independence-Harrisonville roadway. He says this will make one of the prettiest drives in the county as the road lies in fine shape. It will be graded and crowned and treated with oil.

Prairie township is being treated very nicely by the court. They have given us several road inspectors, whose duties are to keep the rock roads in good condition. The appointees are now at work getting their districts in good condition. The men in charge of these sections are Cruse Kreeger, Tom Lamb, A. S. Quinn and Wm. Copeland. You'll soon find the rock roads smooth, with clean ditches along each side and when oiled, Judge Bulger says, will make travel a pleasure.

The judge is enthusiastic about the oil proposition and says the court is already spreading oil on the different rock roads, commencing two months earlier than ever before.—Lees Summit Journal.

Build Roads Now

BIG ROAD PROGRAM FOR ALL COUNTIES

From St. Cloud Times.

The entire eighty-six counties in Minnesota will carry out an extensive road-building program under the direction of the Minnesota State Highway department during the present year.

C. M. Babcock, state highway commissioner, in touch with the various county boards since fall, has just announced that state aid will be given every county in at least \$22,200, to which each county will add to the amount allotted from \$25,000 to \$750.

"There is not a county in Minnesota" said Commissioner Babcock, "that is not interested in the building of good roads. The progress that is being made is second to no state in the country."

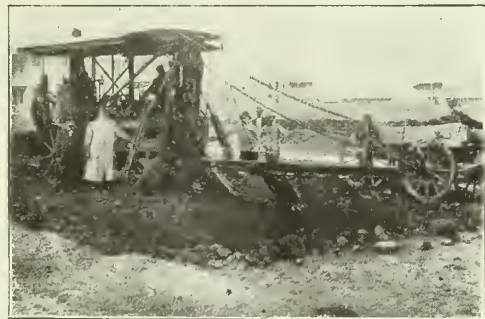
"Roads in Minnesota are being built and maintained for both summer and winter traffic. This winter many counties have had open roads every day. Traffic has been heavy, and I think the railroads' burden has been greatly lessened in Minnesota by this fact."

"As nearly as is possible the road building program in all counties, and the state program, will be carried out with the idea of doing what is best to help serve the greatest number in the nation and to build and maintain where it will do the most good toward helping to win the war."

Build Roads Now

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

Beaver Falls, Pa. Joplin, Mo. Monadnock Bk., Chicago

Packard LOW CHARGER

The "Easy to clean," Patented "High Speed" Mixing and Discharge Action is one of the few that successfully and fast handles

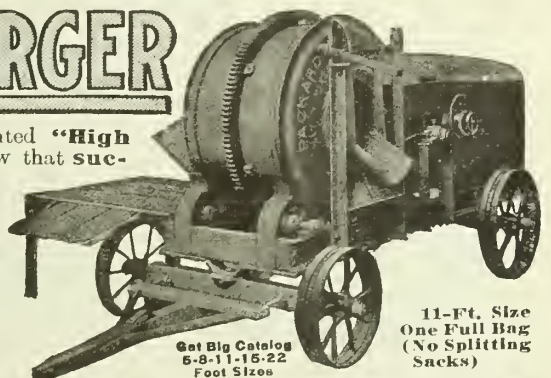
STIFF CONCRETE FOR CURBS, GUTTER AND SIDEWALK WORK

Get our astonishingly low prices on these sturdy, built-of-steel mixers—also our Terms, 6 and 11-ft. sizes—also with Loaders. Quick deliveries from stock carried in all large cities. Write nearest office.

The American Cement Machine Co. Inc

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THE 300,000 HP. ELECTRIC CITY

BRANCH OFFICES—New York, Philadelphia, Pittsburgh, Baltimore, Richmond, Cambridge, Mass., Indianapolis, Chicago, New Orleans, Minneapolis, Seattle, Spokane, Los Angeles, San Francisco, Cleveland, St. Louis, Louisville.



Get Big Catalog
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Foot Sizes

11-Ft. Size
One Full Bag
(No Splitting
Sacks)

PAVEMENT FOR WHEELS AND TRACKS



BIRDSEYE VIEW OF CITY OF BEMIDJI

The Great Spirit was imbued with optimism when beautiful Bemidji was created; from a bountiful hand was showered the good things of earth—WOOD, LAKE, FLOWERS and WONDERFUL SUMMER EVENINGS!

The Spirit of the Red Brothers still lingers around "the place of easy crossing;" the proof is the leaping muskie, the deep blue waters, the wild things and the pleasant smell of pine woods.



MARKHAM HOTEL

Endowed with the picturesque Indian life which is still numerous, the white man's Bemidji loses none of its grandeur of other days. Modern business thrives where once the tepee and wraithing smoke of the camp floated lazily away. The hum of industry has supplanted the chant of the pow-wow and pleasant, comfortable homes today house a happy, contented people.

Of varied industry, the progress of present day Bemidji lies in the cheerful "I will" enthusiasm of its citizens. Boasting of a chamber of commerce that, besides doing things, follows out to the letter its pledges to new industries and old. A factor to be considered by others in search of ideal conditions in which to grow and expand here is the welcome to a place in the sun, and Bemidji summer suns must be witnessed to be fully appreciated.

To those who seek new pleasures, recuperating from the effects of fagged nerves, the fine air of lake and forest are to be had here with metropolitan hotel comforts. What else is to be desired?

So the city of "easy crossing" still holds the same advantages for those today who will come as in the ages past when the sturdy Chippewa found this a pleasant portage.



BIRCHMONT HOTEL

"I LIVE IN BEMIDJI"



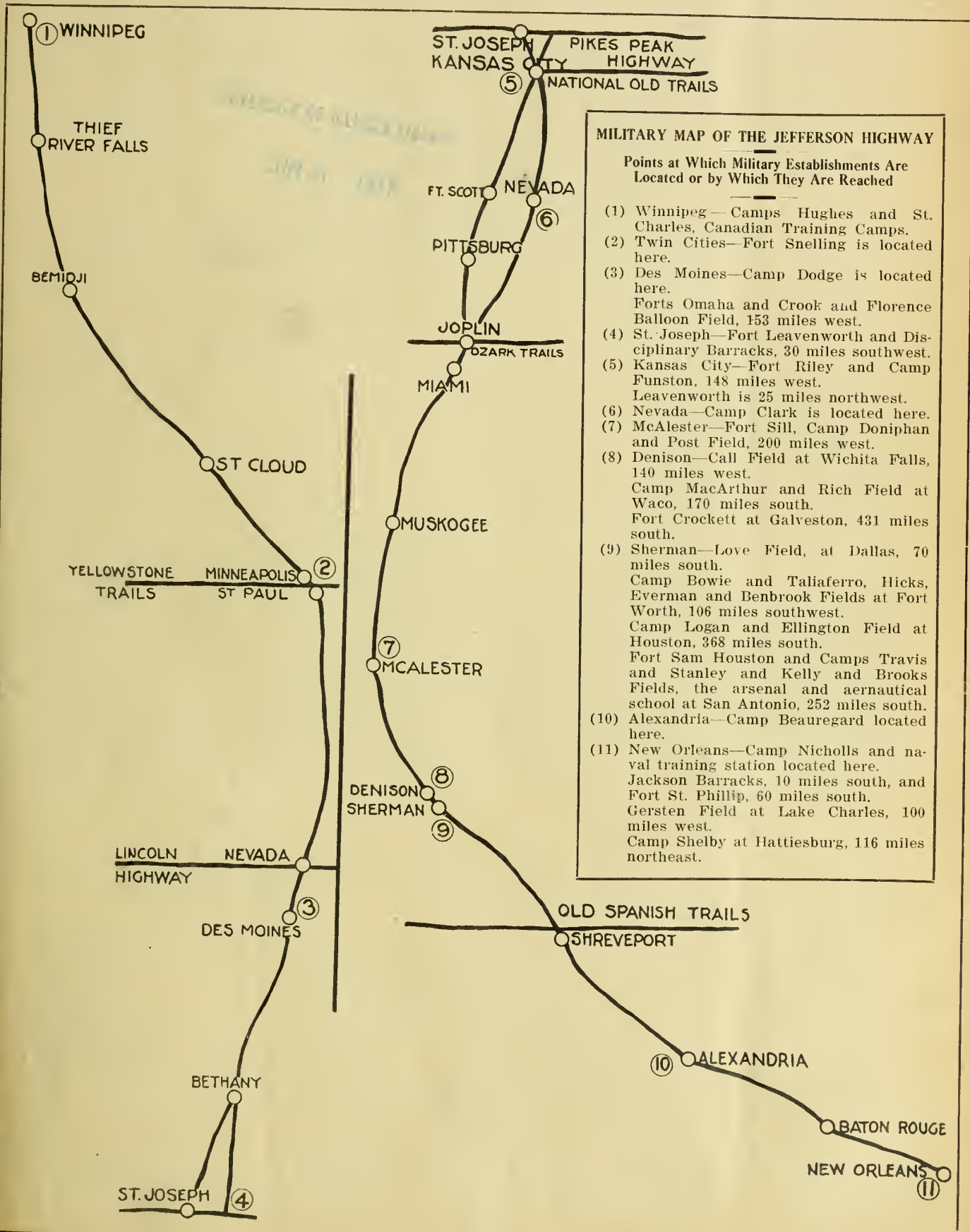
VIEW OF LAKE BEMIDJI FROM BIRCHMONT BEACH HOTEL

JEFFERSON HIGHWAY DECLARATION

50 Cents a Year
\$1.00 Three Years

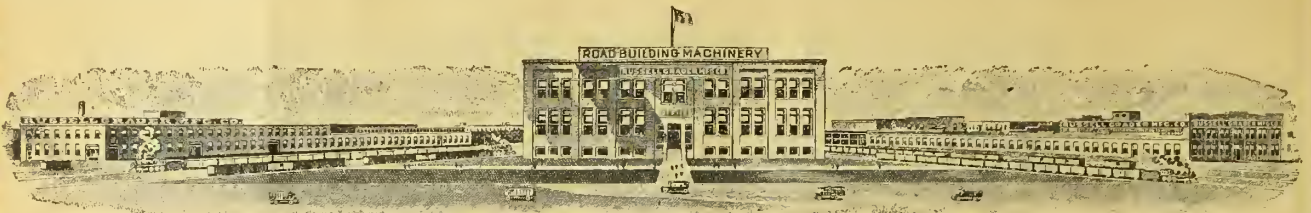
Published Monthly by
JEFFERSON HIGHWAY ASSOCIATION

JUNE, 1918



MILITARY MAP OF THE JEFFERSON HIGHWAY
Points at Which Military Establishments Are Located or by Which They Are Reached

- (1) Winnipeg—Camps Hughes and St. Charles, Canadian Training Camps.
- (2) Twin Cities—Fort Snelling is located here.
- (3) Des Moines—Camp Dodge is located here.
Forts Omaha and Crook and Florence Balloon Field, 153 miles west.
- (4) St. Joseph—Fort Leavenworth and Disciplinary Barracks, 30 miles southwest.
- (5) Kansas City—Fort Riley and Camp Funston, 148 miles west.
Leavenworth is 25 miles northwest.
- (6) Nevada—Camp Clark is located here.
- (7) McAlester—Fort Sill, Camp Doniphan and Post Field, 200 miles west.
- (8) Denison—Call Field at Wichita Falls, 140 miles west.
Camp MacArthur and Rich Field at Waco, 170 miles south.
Fort Crockett at Galveston, 431 miles south.
- (9) Sherman—Love Field, at Dallas, 70 miles south.
Camp Bowie and Taliaferro, Hicks, Everman and Benbrook Fields at Fort Worth, 106 miles southwest.
Camp Logan and Ellington Field at Houston, 368 miles south.
Fort Sam Houston and Camps Travis and Stanley and Kelly and Brooks Fields, the arsenal and aeronautical school at San Antonio, 252 miles south.
- (10) Alexandria—Camp Beauregard located here.
- (11) New Orleans—Camp Nicholls and naval training station located here.
Jackson Barracks, 10 miles south, and Fort St. Phillip, 60 miles south.
Gersten Field at Lake Charles, 100 miles west.
Camp Shelby at Hattiesburg, 116 miles northeast.

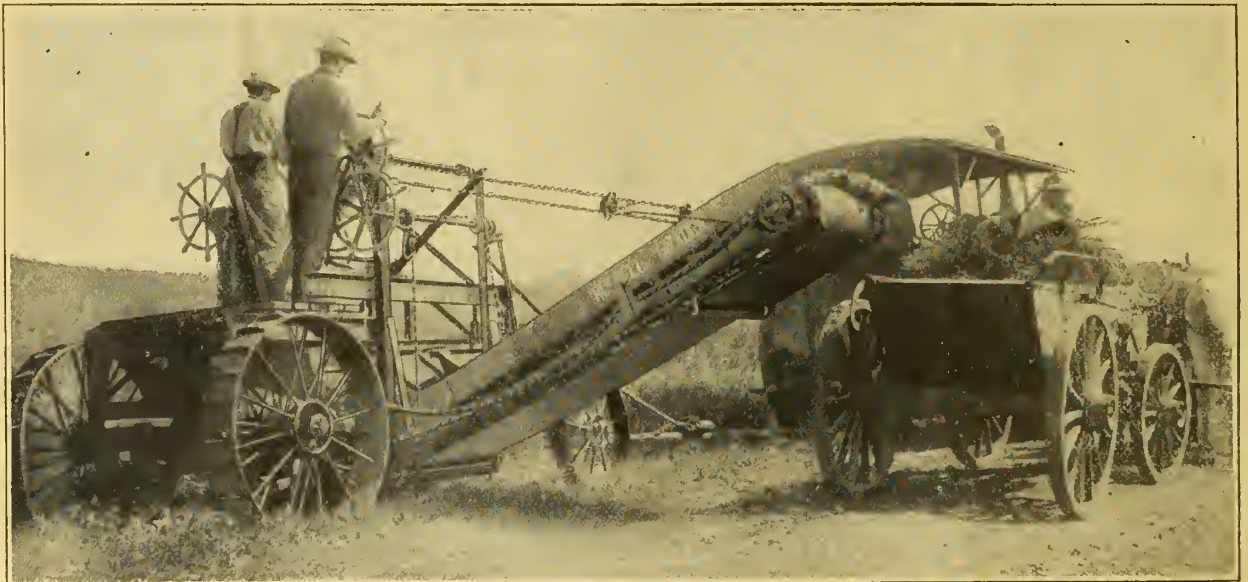


THE FACTORY

OUR STORY IN PICTURES

Russell Earth Handling Machines

THE NAME THAT STANDS FOR QUALITY
AND
The QUALITY shown by the WORK being done



THE RUSSELL ELEVATING GRADER LOADING A RUSSELL DUMP WAGON

A Million Dollar Corporation Specializing in a Complete Line Including

10 sizes and styles of Road Graders; Road Planers;
4 sizes of Scarifiers; all styles of Scrapers; Corrugated
and Cast Iron Culverts; Steel Beam Bridges, Etc.

Our 1918 Catalog is Ready; 50-page Book (8½ x 11 in.) GET IT.

RUSSELL GRADER MFG. CO. MINNEAPOLIS, MINN.

REPRESENTATIVES IN PRINCIPAL CITIES OF U. S. AND CANADA



RUSSELL ROAD BUILDING MACHINERY, CULVERTS, BRIDGES, ETC.

JEFFERSON HIGHWAY DECLARATION

Volume III



Number 5

June, 1918.

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

"Entered as second-class matter, January 16, 1918, at the postoffice at St. Joseph, Mo., under the Act of March 3, 1879."



A ROAD TO 40 ARMY POINTS

Jefferson Highway Leads to Most Important Military Establishments in the Middle West and Offers An Easy Thoroughfare to the Tourist

TO THOSE who wish to visit any of the forty military establishments lying in the middle west, the Jefferson Highway lies before them as a well marked and easy thoroughfare.

It not only offers a prime route for the automobilist who wishes to go to the cantonments, forts, flying fields and balloon schools of this section, but he may make his trip international, if he chooses, and include in it a visit to Camps Hughes and St. Charles at Winnipeg, where thousands of gallant Canadian troops have trained for over seas duty, and from which have gone regiment after regiment that has struck its telling blow for human liberty.

These camps lie at the northern terminus of the highway, while at the other end, 2,300 miles away, is the cluster of camps and naval schools and forts at New Orleans, and, in between, either directly on the highway or reached by using the highway as an important link, are some of the most important military establishments of the country.

The motorist making the trip from the north or east, will find the highway not only perhaps his most direct route, but an interesting one, with points of industrial and historical importance punctuating his trip at frequent intervals.

Seeing Sights En Route

If he is bound for the military establishments of Oklahoma and Texas, he will pursue the highway through the corn belt, traversing the Platte Purchase in North-west Missouri, will touch St. Joseph, with its many historical points and its immense commercial importance, will get a glimpse of the "loess" soil fruit country, which, already large, is merely in its incipient development, will see Kansas City, the commercial prodigy of the middle west, will swing either to the Missouri or Kansas route from Kansas City, either side presenting an interesting journey, and at Joplin will come into the lead and zinc district, which is now in a stage of feverish activity.

But his day of wonders is not yet over, for he will get into the oil country of Oklahoma, where fortunes are made as if by magic, and the hotel clerk or the train brakeman, by a lucky turn of fate, is transferred into an oil magnate over night.

In the Land of Cotton

Then comes the land of cotton, and the city of Denison appears. Here the tourist who is bound for any one of a dozen or more Texas camps and flying fields or forts, bids adieu to the now familiar blue and white markings of the highway, which have been his pillar of fire by night and cloud by day, and turns to the southwest or south for a day or two more of driving before his destination is reached and he finds the soldier boy, bronzed and straight and purposeful, for whom he has made his journey.

It is a long and interesting roll of military establishments that can be called from the Jefferson Highway map. Winnipeg was founded at an old fur trading

fort, and the spirit and daring which actuated the pioneers in the fur trade, has not departed from the men who have gathered there in these anxious, and determined days when freedom is at stake, to take their training, sometimes pitifully short, before going to the front to battle with the Huns so gallantly that the name of Canadian strikes fear to the Teuton heart.

Next down the line is Fort Snelling at the Twin Cities. This fort dates back to 1820, when Josiah Snelling established it under the name of Fort Anthony. It is at the confluence of the Minnesota and Mississippi rivers, which made it an important point in regard to the Indians. Later the name was changed in honor of its founder.

An Old Indian Fort

Camp Dodge is at Des Moines, a place which has been of military importance ever since the establishment of Fort Des Moines by the immigrants from Ohio, Indiana, Kentucky and Missouri in 1846 as a protection against the Indians. Visitors are allowed free access to Camp Dodge, but kodaks are barred. Des Moines offers camping places to tourists at Greenwood Park in the extreme western part of the city; at South Park, in the southern part, and at Union Park, in the eastern part.

It is at Des Moines that the tourist bound for Fort Crook and old Fort Omaha and Florence field, the balloon school, branch off from the highway. They here take the Great White Way for a run of 143 miles through Van Meter, Stuart, Atlantic, Oakland and Council Bluffs, or they may take the River-to-River route, fifteen miles longer, and pass through Ortonville, Redfield, Montieith, Guthrie Center, Exia, Walnut, Minden and Weston.

Can't Hide Balloons

Fort Omaha is right in the center of Omaha, and visitors are not allowed except upon matters of extreme urgency and then accompanied by a soldier. However, as this is a balloon school and balloons are hard to hide when in flight or tugging at the end of a cable, the visitor has about all the show he wants from the outside. Fort Crook is an old army post and visitors are welcome there.

Following the highway on down to St. Joseph, the tourist who wishes to visit Fort Leavenworth and the disciplinary barracks, turns to the southwest for a run of about thirty miles. This is a post that has been big in the development of the west. It dates back to 1827 when Col. H. L. Leavenworth with a small detachment of soldiers was sent out to select a site for a military establishment. It was to be a cantonment, and the colonel was instructed to locate it on the Missouri side of the Missouri river, within twenty miles of the mouth of the Little Platte river. He found no suitable place there, however, but did like the looks of the Rattlesnake Hills, and the cantonments, named after its founder, and afterwards become a noted fort, was located there.

Tourists from the south may leave the highway at



WHAT REAL ROADS DO FOR THE PEOPLE.

"In comprehensive transportation plans it is now essential that highways be given equal, if not greater, consideration than rail lines. Main arteries must accept the multiplying traffic of the tributary roads, which means rugged construction and systematic maintenance."

Kansas City and run over the King of Trails, a distance of twenty-five miles.

To Camp Funston

Fort Riley and Camp Funston, near Junction City, Kas., are attained by leaving the highway at Kansas City and running over the Golden Belt road, almost directly west, a distance of 148 miles, and passing through Bonner Springs, Lawrence—where Quantrell made his famous raid, sacking and burning the place, and where the University of Kansas is now located—Perry, Topeka, St. Mary's and Manhattan, the Kansas agricultural college being located at the latter place.

Camp Clark, the concentration camp for the Missouri state troops, is on the highway three and a half miles from Nevada, Mo.

Fort Sill, Camp Doniphan and Post field lie near Lawton, and the traveler, leaving the highway at McAlester, passes through Oklahoma City, El Reno and Lawton to reach them. Fort Sill is noted as the place where the famous Indian chief, Geronimo died. The fort was established in 1868 by Gen. Joshua Sill.

Call Field is at Wichita Falls, Texas, 140 miles west of Denison, the point of departure from the Jefferson Highway. The government has spent a million dollars in developing this field which occupies just a section of land.

After Col. Bowie of Knife Fame

Camp Bowie—named after Col. Bowie, who invented the knife of that name—and Taliafero, Everman, Hicks and Benbrooks fields are at Fort Worth, Texas. This is 106 miles from Sherman, Texas, where the tourist leaves the highway. Of this distance all is a hard surface with the exception of twenty miles, and this is a good dirt road.

Camp MacArthur, the signal corps camp, and Rich Field are at Waco, 170 miles south of Denison. One hundred and twenty-five miles of this distance is hard surfaced roads and the rest is a good dirt road.

Camp Logan and Ellington Field are at Houston, 368 miles from Sherman where the tourist from the north leaves the Jefferson Highway. Of this distance about 200 miles of the road is hard surfaced.

Fort Sam Houston, Camps Stanley and Travis, Kelly and Brooks Fields are located at San Antonio. This is 372 miles south of Sherman, where the tourist leaves the Jefferson Highway. Hard surface roads extend for 252 miles of that distance. Fort Sam Houston is a permanent garrison which has been building for a quarter of a century, and has cost five and one-half million dollars. It covers 640 acres. Camp Travis with its drill fields covers about 4,000 acres. It cost six million dollars. Remount Station No. 1 is connected with this camp. Camp Stanley contains 3,300 acres. The aviation fields, Kelly Fields Nos. 1 and 2 and Brooks Field, the aeronautical school and the arsenal, complete for the visitor the gamut of military sights.

Fort Crockett is a small military post at Galveston, 431 miles south of Denison, 253 miles of this distance being made by hard surfaced roads.

A Camp in the Pine Woods

Camp Beauregard is located on the Jefferson Highway, three miles northeast of Alexandria. The site of this camp is the campus of the old state university grounds and was secured by the state as the permanent home of the national guard of Louisiana. The tract contains more than 600 acres. It was named Camp Stafford. The location was so good that when the Mexican trouble came up the site was offered to the government, and, when the present need for cantonments arose, the place was accepted as one of the thirty-two camps. It is located in the pine woods and is plentifully supplied with artesian water. Mosquitoes are unknown there.

Camp Nichols is located in the City Park at New Orleans, and the soldiers stationed there are guarding the river front, while the naval training camp is at West End on the lake front within the city limits. Within sixty miles to the south on the New Orleans Pointe-a-la-Hache road are two camps. One of these is Jackson Barracks, just on the edge of the city, a place where regulars are trained, and the other is Fort St. Philip, fifty miles farther on. On the west side of the river, south of the city, is the naval station and ship repair plant of the navy.

Gersten Field is at Lake Charles, 100 miles to the west. Camp Shelby is at Hattiesburg, 116 miles north-east of New Orleans.

Build Roads Now

SPENDING \$182,000 FOR J-H PAVING

When This Minnesota Link Is Completed There'll Be 33 Miles In One Stretch

Bithulitic pavement connecting Osseo and Robbinsdale, Minn., and costing \$182,000, will be laid this summer, according to a letter to J. D. Clarkson, general manager, from Arthur L. Jones, vice president of the American State bank of Minneapolis, and a Jefferson Highway enthusiast.

"When this is completed and also a 5-mile stretch of pavement by the county commissioners of Ramsey County, south of St. Paul, now under way, in conjunction with the Jefferson Highway through the Twin Cities, there will be thirty-three miles of continuous pavement on the Jefferson Highway in this neck of the woods," writes Mr. Jones.

The paving from Osseo to Robbinsdale is the direct result of a big Jefferson Highway meeting held last fall at Osseo and attended by representatives of Minneapolis, Robbinsdale, St. Paul, Anoka and Champlain. The Osseo Commercial Club was the host of the meeting.

JOPLIN MEETING WILL BE BIG EVENT

Directors In a Two-Day Session, July 5-6, Will Plan Program for Year—Chamber of Commerce as Host—Three Sociability Runs Scheduled

THE JOPLIN MEETING

Time—July, 5-6.

Place—Roof Garden of the Connor Hotel.

Presiding officer—W. A. Hopkins, Lamoni, Ia., president of the association.

Delegates—The Thirty-two International Directors.

Who are Welcome—All Highway Enthusiasts.

Entertainment Features—Banquet to the Directors, 8 p. m., July 5. Automobile tour of the Joplin, Miami, Picher, Baxter Springs mining district, 10 a. m., July 6.

Headquarters of the Association—Connor Hotel.

THE most important meeting yet held, so far as the Jefferson Highway is concerned, will be that of the directors who will be in session for two days at Joplin, Mo., the confluence of the Kansas and Missouri branches of the highway, July 5-6.

The opportunity looms large for the rapid advancement of the highway as a main artery of passenger travel and freight traffic as a result of the increased traffic demands of the war, and the congestion of the railroads, and the directors, as men of large vision, will make the most of the opportunity.

Already the people along the highway have caught the significance of the highway as a means for furthering the war and are determined to push the construction and widen the scope of activity of the highway as a necessity for carrying on this end of the war.

"We Can Do It Now"

For a time, following the entrance of America into the war, it was thought that road building should cease and that tourist travel should stop.

But sober thinking has led to a reaction, and now it is realized that the most suicidal thing imaginable would be the cessation of highway activities.

"We can build the highway now easier than at any time in all history," declared George Schreiner in a recent Jefferson Highway meeting at Lamar, Mo.

"That is because we have so coordinated and unified our efforts and activities that we are accomplishing larger results than ever. "We are working harder and to more purpose. More people are working, and everybody knows that it is the busy people who do the work of the world."

That is the spirit that the directors will find expressed by the enthusiasts who attend the meeting, and

with such a sentiment, it will be easy to proceed with the bigger designs that the directors have long had in mind.

Let the Tourist Tour

As to the idea that the automobilist should back his car into the garage and let it rust out, that, too, has gone by the board as the people have had time to reason it out.

Why shouldn't the tourist tour?

He is no slacker. He has bought his Liberty Bonds, given his money to the Red Cross, donated to the Red Triangle, and contributed to the other war funds.

He probably has done an immense amount of work in these various campaigns, serving on committees and working on the various projects. He ought to have his vacation, because he has been carrying a load and needs a vacation more this year than ever, if he is going back home to plunge with renewed vigor into war work again.

Also, the communities along the highway need him. He is a free spender and he is a wonderful agent for putting money and ideas into circulation. Communities who see the tourist oft and in great numbers are better enabled to do their part in war work, to buy bonds and give to the Red Cross and Red Triangle and other funds.

And the tourist doesn't mind; so why should anyone else?

Besides, there is no embargo on gasoline in this country.

These are the expressions that are being bandied up and down the length of the highway, and these are the sentiments that are becoming stronger as the people get down to more sober thoughts. They have come to the realization that the more legitimate activity of the sort that does not hinder the war, the better, for all such activity helps the war in making all participants better able to give and buy.

With these facts before them, the directors will feel an unusual freedom to go ahead with their plans, and as a result the highway movement holds a bright promise for next year.

Crowds Will Be There

And not only will the thirty-two directors and the officials be there, but highway enthusiasts in great numbers will attend to show their spirit and cooperation and gather inspiration and information from the meeting.

Three sociability runs—one starting at Lamoni, Iowa, and one at Durant, Okla., and a third at Rosedale, Kas.,

WHEN OUR
AMERICAN ROADS
ARE GOOD THEY
ARE VERY,
VERY GOOD.

A superb concrete highway in Wayne County Michigan. Such thoroughfares as these are an asset not only to the communities which they serve directly, but to the whole nation.





SPOTSYLVANIA
COUNTY,
VIRGINIA,
BEFORE.

This is the type of road that is proving a terrible liability in the business of nation-building.

will take the highway boosters of the three states to state meetings to be held at Joplin, Mo., Miami, Okla., and Pittsburg, Kas., the evening of the Fourth of July. The delegates and visitors then will go on to the International meeting at Joplin.

These runs will be patriotic affairs, entered upon for the purpose of getting better highways to serve the country at a time when transportation problems are acute.

The Joplin Chamber of Commerce will be host to the meeting and Joseph F. Leopold, himself a noted highwayman, is planning some pleasant features for the occasion. One of these probably will be a trip through the wonderful new mining district or northeastern Oklahoma, where towns are springing up as if by magic, and millionaires are being made over night.

One of the measures that will be broached at the meeting will be the proposition to carry attractive touring advertising in some of the national magazines, setting forth the unusual sights and points along the highway, ranging from the port of New Orleans and the quaint French quarter of that city, to the scenes in that saddened but brave city of Winnipeg, with all the wonders and interests that line in the intervening 2,300 miles.

— Build Roads Now —

FOR 40 MILES OF CONCRETE

Half Million Dollar Expenditure on J-H in Joplin Mining District

Progress on the immense concrete road project from Webb City to the Oklahoma mining district, is being made rapidly under the able management of John M. Malang, manager of the Joplin special road district. The work of construction is actually under way on the first seven and one-half miles of the road, and the preliminaries for the rest of the forty miles is going forward favorably. It is expected that the total cost of the road from Webb City to Miami will be \$500,000. The project is being variously financed, state and federal aid, special district road money and contributions, furnishing the necessary funds. The citizens of Joplin alone raised \$100,000 for the road.

The road is of concrete with "chats" as aggregate. It is costing \$18,000 a mile and is 18 feet wide.

The highway over which this is being constructed, leads into the very heart of this wonderful lead and zinc district, the developments of which, in the last few months, has been such as to stagger the imagination. The hauling of heavy machinery by motor truck has worn out the good gravel roads that had been sufficient for the lighter traffic, and progress made a very insistent demand for the higher type of construction.

— Build Roads Now —

PUT UP THE HARD CASH

One-Fifth of Membership Class Taken By 100 Miles of Highway

A strip of country, less than 100 miles in length has recently evinced so much appreciation of the value of the Jefferson Highway that the members of the community therein have taken up one-fifth of the entire class of 5-year memberships in the International association, and it begins to look as if there will be nothing left in this class for the communities at the extremes of the highway, if this triumphal march keeps up as the official party travels southward.

Sixty-four of these memberships were taken by farmers living along 19½ miles of the highway between the Jackson County, Mo., line and Harrisonville in Cass County. This is a record that makes this community outstanding, but Trimble, Mo., a village in Clinton County, with its four memberships and twenty-eight subscriptions to The Declaration, is treading close upon its heels.

But the southern end of the highway insists on being heard on this matter and reports, through R. D. Nibert, secretary of the Bunkie, La., Business Men's League, that Bunkie has collected the second year's installment on its memberships.

These all are \$25 memberships, payable \$5 a year, and only 400 will be issued. Of this number 100 already have been taken, and the territory from St. Joseph to Harrisonville has taken eighty of them.

Here is the list by counties:

Buchanan County

H. C. Yates, Faucett, Mo.
S. S. Connett, St. Joseph, Mo., R. 5.

Platte County

F. E. Jeffers, Dearborn, Mo.
C. B. Turney, Edgerton, Mo.

Clay County

J. B. Woods, Smithville, Mo.
James C. Wright, Smithville, Mo.
John Williams, Smithville, Mo.
W. C. Rice, Smithville, Mo.
John E. Bronaugh, Nashua, Mo.
Allen W. Thompson, Nashua, Mo.
Ernest E. Davidson, North Kansas City.
W. E. Campbell, North Kansas City.

Clinton County

Trimble State Bank, Trimble.
G. B. Beers Lumber Company, Trimble.
Spencer Carpenter, Trimble.
W. A. Hord, Plattsburg.

Cass County

E. O. Vandeveld, Pleasant Hill.
J. P. Bunch, Pleasant Hill.
S. C. Copenhagen, Pleasant Hill.

Emily H. Campbell, Pleasant Hill.
 George W. Vorhees, Pleasant Hill.
 E. J. Stultz, Pleasant Hill.
 C. C. Colville, Pleasant Hill.
 P. J. Hulen, Pleasant Hill.
 Charles Ketterman, Pleasant Hill.
 J. R. Arnold, Pleasant Hill.
 A. J. Borer, Pleasant Hill.
 E. L. Brannock, Pleasant Hill.
 W. C. Martin, Pleasant Hill.
 A. G. Stultz, Pleasant Hill.
 H. H. Hoskins, Lees Summit.
 J. A. Mulligan, Lees Summit.
 Robert Williams, Lees Summit.
 E. P. Mulligan, Lees Summit.
 C. A. Dealy, Harrisonville.
 W. H. Dealy, Harrisonville.
 T. A. Williams, Harrisonville.
 J. G. Gillilan, Harrisonville.
 Bert Muench, Harrisonville.
 Charles Sabens, Harrisonville.
 J. F. Sabens, Harrisonville.
 John H. Phillips, Harrisonville.
 George Bird, Harrisonville.
 D. M. Gregg, Harrisonville.
 W. R. Brown, Harrisonville.
 C. F. Mager, Harrisonville.
 George Hoey, Harrisonville.
 E. L. Harrison, Harrisonville.
 Mrs. Fanny Williams, Harrisonville.
 Fletcher Smart, Harrisonville.
 L. O. Denny, Harrisonville.
 Theodore Sweitzer, Harrisonville.
 W. K. Morris, Harrisonville.
 J. R. Benjamin, Harrisonville.
 Will Leitch, Harrisonville.
 D. R. Hopkins, Harrisonville.
 W. B. Deaver, Harrisonville.
 Fred Rathjen, Harrisonville.
 Uriah Patton, Harrisonville.
 C. L. Vansandt, Harrisonville.
 W. R. Colville, Peculiar.
 J. F. Miller, Peculiar.
 George Parrott, Coleman.
 J. A. Dobson, Coleman.
 J. H. Roupe, Raymore.
 J. R. Arnold, Raymore.
 F. L. Kite, Raymore.
 Z. T. Ferguson, Raymore.
 Thomas Pierce, Raymore.
 John Belcher, Raymore.
 R. G. Milligan, Raymore.
 Homer Arnold, Raymore.
 E. M. Harper, Raymore.
 D. D. Shawhan, Greenwood.
 G. W. Belcher, Greenwood.
 C. H. Parish, Archie.
 J. W. Hockings, Kansas City.

— Build Roads Now —

J-H OFFER TO MOVE TROOPS

**Drafters From Carthage and Joplin Would Have
 Been Whirled to Camp Dodge in 24 Hours**

BE READY!

This spectacular run was thwarted by red tape this time, but the next time it will go through. Its success will depend on whether your link in the chain of organization will stand the strain.

Your enthusiastic cooperation will mean a big thing to the country, to your community and to the highway.

Are you ready?

The Jefferson Highway would have been a military highway for 400 miles of its length May 25th, had the offer of General Manager J. D. Clarkson been accepted promptly by the war department. In a telegram to Adjutant General J. H. McCord of Missouri, Mr. Clarkson proposed to relay the eighty-six men of the Carthage, Mo., contingent to Camp Dodge by automobile, making the run, if necessary, in 24 hours. The men from Joplin would have been taken over the Kansas branch.

The proposition was looked upon with favor by Sheriff Oil Rogers of the Carthage draft board, but it was discovered that authority to make the test must come from Washington, and not enough time intervened to untangle the red tape, get the necessary order from Washington and then organize the run.

If the project could have gone through, it would have demonstrated in a spectacular way the value of the highway for military purposes, and that particular strip of highway would have been a continuous ovation for the soldiers, rousing every one of the forty-five towns and cities along the way to patriotic demonstrations and showing the boys in the draft how solidly the country is behind its army.

The plan would have engaged all the larger communities directly as the principal towns would have been called upon to supply automobiles to carry the soldiers forward on that lap.

Only a highway organized as thoroughly as the Jefferson could have made such an offer, as the cooperation of the local organizations is necessary in such a project.

All of which emphasizes the necessity for keeping the organization and spirit alive in every community, for there is no telling when a sudden demand will arise for instant cooperation in some such enterprise.

— Build Roads Now —

SPOTSYLVANIA COUNTY, VIRGINIA. AFTER.

And here is a real asset, not only to the farmer who uses it every day, but to all the people who buy that farmer's produce.



TO PIN A MEDAL ON THE ROAD DRAG

The Humble Implement of Polished Thoroughfares Is to Receive Recognition at the Hands of the Jefferson Highway

IS THIS YOUR PRIVILEGE?

FIVE HUNDRED MEN are at work dragging the Jefferson Highway through its 2,600 miles from New Orleans to Winnipeg. Many of them are doing it altogether for a love of the highway. None are being adequately paid.

Every one of them ought to be receiving a copy of The Declaration every month. They all would enjoy it and be encouraged in their good work by it.

Do you want to send it to them with your compliments?

It would be a big thing for them to know that someone was watching and appreciating their work. The appearance of The Declaration, month after month, winter and summer, would be a continual inspiration, doubly so, if presented to them as a gift of appreciation.

These men are in competition for the various gold medals. The competition lasts three years. The Declaration will be sent for this term for \$1 a man. Here's effective work for \$500.

THE humble road drag, that faithful implement which has made more road improvement in the United States in the last generation than was ever made in all the history of the country before, is to get its just recognition from the Jefferson Highway Association.

It is to have a gold medal pinned on its cutting bar, so to speak, and it will be accepted on its own merits into the honor class.

All of which is a way of saying that the highway association has in progress at this very minute a contest whereby some road dragger in every county along the highway is to get a gold medal for his efforts to keep the highway in good condition and bring joy to the heart of the tourist.

And Unbeknownst to the Recipient

Didn't know the contest has started?

Of course not. Neither did the other eighty-eight men who are to win the trophies. You don't have to know. All you have to do is to get out and drag.

That is, drag, if that's the way to keep up the sort of road you are working on, or do whatever your style of road requires. The fact that you have a bad section of road needn't discourage you. That's where good work will make the biggest showing.

You don't have to fill out any entry blank, nor apply for authority nor ask anybody's leave; just chirrup to Old Baldy and Moll and start to leveling down the ruts and getting the dirt out of the ditches so the water will have a chance to run off.

Some of these days, next fall, the members of the county committee of the highway will come trundling out your way in their tin lizzie and will give your stretch of road a good looking at. Then they'll go back to the county seat and make up their opinion as to who ought to get the medal.

Try It on Two Miles

The only requirement that is made in the contest is that two miles or more must be kept in condition in order to make the tender eligible to the prize.

The prize will go to the man who is responsible for the quality of work that goes onto the road. This may be the man who actually does the dragging, or the man who employs the worker, depending on who puts the quality into the job.

These medals will be contributed by the Russell Grader Manufacturing Company of Minneapolis, which has set aside \$500 for this purpose. A recent letter from the company anxiously inquires if the men have gone to work, and what more the company can do to further the contest.

But, with one medal going to each county, there are eleven medals left out of the one hundred that will be struck.

What about them?

They will go, eight of them, to eight of the very men who have been so busy winning the county medals that they have quite forgotten about the honors that may be additional.

Win by Forgetting

And perhaps the best way to win them is to forget about them, for they will be awarded for the identical work that has taken the prizes in the county contests, one medal to the best worker in each state.

That will make two for these eight men. Three medals yet remain, what of them?

Again forgetting will be a good thing, for the work that has won for the eight men in the state their two medals each, will be in competition for the three international medals remaining, and the best three draggers along the 2,300 miles of the highway will wear them.

Always bearing in mind that keeping a hard surface road in apple pie order, counts the same as dragging a dirt road.

But that isn't all. The three winners of the international medals will be the guests of the association at the winter meeting of the directors, and all the expenses of these guests of honor will be paid by the association. The trip to this meeting will really be the big prize, for nowhere else will there be found a finer and more constructive and uplifting spirit than here.

Like all trophies, these medals will become the permanent property of the holder who wins them three years in succession.

— Build Roads Now —

CAN'T BALK CLAY COUNTY

It Will Go Ahead With Highway Plans, Without the Government's Aid

That the Jefferson Highway will be improved through Clay County, Mo., is indicated by the activity now going on there, this spirit being shown by the following from the Kansas City Star:

"Still strong in the faith, despite the refusal of the government to participate in its good roads program for the period of the war, Clay County is going right ahead with the work of improving its highways. If it cannot get what it wants one way, it proposes to get it in another.

"The good roads plans of Clay County called for the issuance of 2¼ million dollars in road bonds and the hard surfacing of more than two hundred miles of roads. The program was agreed upon at a time when it appeared that the United States would not be called upon to become the decisive factor in the war.

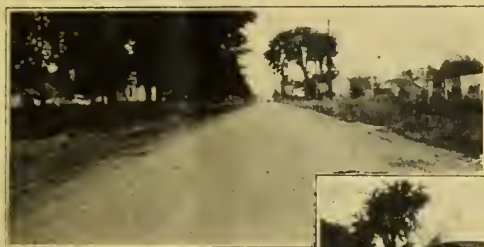
"When even modification of the plan failed to interest the government, the Liberty Commercial Club adopted tentative plans of forming good roads clubs throughout the county and the improvement of the highways by small districts, the county court subscribing dollar for dollar with the people living or owning land in the district, with the work to be largely contributed.

"The first of these clubs was formed at a recent meeting of farmers living on the Plattsburg road, north of Liberty, with the Commercial Club. The amount needed for grading and oiling the road was subscribed at the organization meeting and others who had been unable to attend the meeting requested to be let in and the subscription list went soaring far over the requirement, with the county court yet to issue its warrant for an equal amount. Farmers in other districts are arranging the preliminary plans for similar clubs.

"Meanwhile, the county court has announced that it will go ahead with road improvements to the limit of the money available for that purpose and build against the time when the government will join in the program."

— Build Roads Now —

The Standard Method of Surface Treatment



Here are two water bonded roads—top one gravel, lower one Macadam—treated with Stanolind Paving Asphalt at 300° F., 145 pounds pressure, applied one-half gallon to the square yard by special pressure wagon shown in the center illustration.



One application of Stanolind Paving Asphalt on Macadam and Gravel Roads has given three years service with practically no expense. Builds more substantial road at one-half the cost of light oil treatment for three years. Can be applied on roads previously treated with Road Oil.



Write today for free booklet, "Stanolind Paving Asphalt."

STANDARD OIL COMPANY

(INDIANA)

910 Michigan Avenue

Chicago, Illinois

PROVING MILITARY VALUE

Truck Trains Over J-H Bring War Home to Osceola, Iowa—Betterments at Once

The people in the streets of Osceola were just a little surprised last Thursday afternoon when two military truck trains appeared on the streets, one running about thirty minutes behind the other, southward over the Jefferson Highway. The big war machines, twenty in number, each weighing five and a half tons. With the exception of one which carried two tons of oil, the trucks were not loaded.

Besides the officers in charge there were two men in each truck and while they halted for some minutes on main streets armed sentinels patrolled each side of the train. It was bringing the war a little nearer home and hundreds of spectators gathered to witness the unusual sight.

The men were unwilling to give out any definite information as to their orders but as nearly as could be learned they were enroute from Moline Illinois to Camp Funston, Kansas. For what reason no one seemed to know.

The first train was a unit of the 92 Division in command of Captain Douglas and the second was of the 89 Division under the command of Captain Cole. The men of the latter are all colored. It was a genteel detail of men who in every way are worthy the uniform they wear. As the result of money contributed by the crowd the soldiers were given a box of cigars and a truck was sent ahead of them to plank an unsafe bridge some four miles south of the city, which it is understood the road authorities are going to replace at once with a new one. The collection taken for the cigars, etc., was indicative of the liberal spirit of our people. The collector would allow no one to give more than 25c but for this a hat full of dollars might have resulted. Keep your eye on the Jefferson Highway.

The big public highways have proved the salvation of France in time of war and the United States is begin-

ning to recognize its organized interstate roads—Osceola (Iowa), Sentinel.

Build Roads Now
Farm Necessities

Prof. E. W. Lehmann of the College of Agriculture is conducting rural surveys which will bring out some interesting facts. One is that the number of motor cars far outnumbers the number of bathtubs.—Kansas City Star.

Build Roads Now

MAPS FOR TOURISTS

EVERY GARAGE on the Jefferson Highway ought to be a Highway station, ready to give precise and accurate information to the tourist and to render him service of value.

The only guide that the tourist needs is an official map to show him how to get onto the Highway. After that the signs and marks do the business.

The official, map folder gives every town through which the Highway passes, with total and intermediate mileage. It is just what every tourist needs.

Garages may buy them at the following:

Prices:

100	\$1.00
300	2.50
500	3.75
1,000	7.00

Or, with the garage advertisement, your own wording:

500	\$ 8.00
1,000	15.00

Commercial bodies and community clubs will find these splendid advertisements, too.

THE JEFFERSON HIGHWAY ASSOCIATION
ST. JOSEPH, MO.

TOURING THE JEFFERSON HIGHWAY

Official Party, Southward Bound, Finds Much to Attract the Tourist—Nearly Every Community Boasts Something of New or Historical Interest

By Herbert F. McDougal

Publicity Commissioner, Jefferson Highway

WHEN a stranger to the Joplin lead and zinc district hears about the "piles of tailings mountain high," he is likely to reach for the salt, and remark to himself, "little mountains." But when the members of the Jefferson Highway official party—J. D. Clarkson, general manager, and the writer—came rolling into the field and in the distance there loomed up

his interest and sought to turn it over to someone else, the red tape with which the government holds the Indians in leash, seems to have become tangled.

A Town in a Wheat Field

Up farther to the northeast, in Missouri still, the old town of Waco is having a boom. Jack has been discovered on its outskirts, and the town is trying to move fast enough to keep out of the way of progress. So it has laid out additions amidst the growing wheat, and is spreading out at a rapid rate, with new houses going up over a wide area.

Near Waco the traveler spies an enclosure made of burlap, and his curiosity is excited. It contains perhaps a space of a city lot, and he is told that it is a jack-rabbit corral. It turns out, after the traveler has decided that he isn't being "kidded," that the boys chase rabbits therein with dogs, and that the rabbits are kept moving so fast that they don't have time to jump out.

Pittsburg, Kas., is considerable of a city. The notable thing about it, is its wide main street, fittingly called Broadway. It is so wide that a man, seeking to cross to avoid a creditor, attracts the attention of the whole town. It is several miles long, and it certainly must require a lot of money to "white way" it. Pittsburg has 20,000 inhabitants, and 1,100 students at a state normal school help swell the population and decorate the thoroughfares with pretty schoolma'ams.

How a Plug Hat Figured

Galena, Kas., is an energetic little city built upon zinc mines and noted as being the home of former William H. Sapp, the statesman of plug hat fame. Sapp was a prominent Democrat, always in politics, and his plug hat was in evidence at nearly every state convention and at the national assemblages of the party. Walt Mason, the bard of Emporia, once immortalized Sapp and hat with an item in which he mingled hat, Sapp and Bill in bewildering confusion, speaking of Billsapp, Billsat, Hatsapp, as the notion struck him.

The country here is hilly and the soil is mostly gravel and rock. Wheat may be seen growing amidst pebbles and rocks as big as one's fist, and scrub oak struggle through a miserable existence on hills and in valleys made up of the same sort of soil. But underneath is the magic "jack" that has made the region famous.

Forty Acres of "Chats"

A pile of "chats," covering a forty acre field to a depth of 100 feet is one of the sights that is shown the Jefferson Highway tourist at Webb City, Mo. It represents in a startling way the amount of labor that had to be expended in taking from the mines the wealth

what seemed to be either banks of clouds, or the outline of a mountain range, and the Clarksons, who had lived in the district for years and had seen the mountains grow, explained patiently that the mountains were man-made and nothing else than the self same tailing piles, the writer pushed the salt cellar back and accepted the situation.

And these mountains are not merely a local affair, which have to be sought out. There are, as the young and gushy girls put it, "oceans of them." They are strung all the way from Carthage, through Webb City, Carterville, Joplin and Baxter Springs and now are encroaching fast into Oklahoma, where the richest of all mines have been discovered, and the mills are going up so fast that one loses count.

Once in Carthage the traveler may take to the trolley for tours of a large territory, as the country is penetrated by a number of lines radiating from Joplin. It is rather odd to one who has heard that railroad construction has stopped in the United States, to see the speed with which one line is being pushed to Miami, branching off from the Galena line.

Joplin, Mining Metropolis

Joplin rightly looks upon herself as considerable of a metropolis. Its streets are busy, automobiles crowd the thoroughfares, and the garage men wear a worn and haggard look.

In the lobby of the Connor hotel, one sees a cosmopolitan crowd. Mine operators, engineers, speculators and men in civilian dress all are there. Greasy overalls mingle with clothes of the ultimate minute, and there is no haughty glance bestowed upon the begrimed and unshorn man who rubs against you. The chances are that he has something, either in his pocket or in his head, that you would like to have.

If you'll wait long enough, you no doubt will see some man off at one side with a handful of ore spread out in his palm, looking at it critically with a magnifying glass.

When a trolley car stops in Baxter Springs, Kas., the passengers are besieged by the jitney men who will take the visitor, so it seems, almost anywhere he desires. The taxi and anything with four wheels is dignified with the name—run to the various points in the new fields. Baxter Springs has an Indian who thought he wanted to own a hotel, and then backed out. He is Charley Goodeagle, and his three-story hotel is about half completed and boarded up. So long as he was in charge, the work proceeded, but when he lost

that has made Webb City one of the foremost mining centers of the whole country.

The pile contains 9,000,000 tons of fine rock, and so great a pressure does it exert that, despite the 200 feet of solid rock that roofs the mine, part of the mine caved

Call for Missouri Meeting

I, as President of the JEFFERSON HIGHWAY ASSOCIATION of the State of Missouri, hereby call a State Convention to be held at Joplin, Missouri, on the evening of July 4th, 1918, at 8:00 o'clock p. m.

You are hereby notified to call a meeting of your County Delegates of the County Association for the purpose of electing three delegates to the State Convention to be held in Joplin, July 4th, at 8:00 o'clock p. m. At such meeting there will be elected a vice-president and three directors of the International Association for the State of Missouri, and such other business as may properly come before the convention.

JOHN M. MALANG.

Call for Oklahoma Meeting

I, as President of the JEFFERSON HIGHWAY ASSOCIATION of the State of Oklahoma, hereby call a State Convention to be held at Miami, Okla., on the evening of July 4, 1918, at 8 o'clock.

You are hereby notified to call a meeting of your County Committee for the purpose of electing three delegates to the State Convention to be held in Miami, July 4th, at 8 p. m. At such a meeting there will be elected a vice-president and three directors of the International Association for the State of Missouri, and such other business will be transacted as may properly come before the convention.

(Signed)

PAUL NESBITT.



THE EARLY HOME OF THE YOUNGER BOYS

This house, erected in 1855 in Jackson County, Mo., is now on the Jefferson Highway. In those days the road was the old military highway between Westport and Fort Scott. The house still bears bullet holes that might tell something of the early history of the Younger gang.

in some time ago, sinking for a distance of probably thirty feet.

This pile of "chats" or "tailings," is located on the Davy mine of the American Lead & Zinc Company, and from it has been taken millions of dollars' worth of lead and zinc. The ore runs about in the proportion of four or five parts of zinc to one of lead, but the rock yields only about 3 per cent of ore, and some of it is the hardest possible sort of flint.

The difficulty and expense of getting out this ore is not generally appreciated. All the ore bearing rock had to be drilled and blasted out first, run through a mill and then separated by floatation, the lighter rock being washed away with water, while the heavier lead and zinc settles to the bottom and is caught and saved.

Saving the Squeal

All of which may seem simple enough, but isn't. Especially is this realized when the tourist is shown the sludge tables, where water that is seemingly as clear as that from a spring is made to give up lead ore so fine that it floats on the surface of the still water in the tanks.

The Davy mine has been worked for a circuit of four miles, and still has much ore left. The working level is 220 feet from the surface and the vein is thirteen feet thick, so that there is plenty of room for the miners as they proceed with their work.

The rock comes up with a rush that makes the on-looker dizzy, being brought up in iron buckets that hold a barrel or more and which are whisked up with a speedy cable and dumped into the chute leading to the mill. Here it is crushed to the size of ordinary gravel and sent through a series of vats and over screens where the water is churned through it as it is sent forward with constant agitation. What settles to the bottom is then ready for the sludge tables, which are, as their names indicate, large tables, slightly inclined and with thin slats on them. They are kept in constant agitation and, as the sand and water run down their slight inclination, the lead drops out first, the zinc next and the sand and water run on off. This process is repeated, time after time, until there really is nothing left. The lead, zinc and sand are deposited in clear lines across the table and run off into their proper tanks.

When the mines were first opened, the sludge table was unknown and only that part of the ore that could be saved by floating off the rock and sand was saved. The introduction of the sludge table enabled the mines to "save the squeal."

Paving Material Galore

The Jefferson Highway is twice interested in all these piles of "chats" in the mining district. First, because they are objects of interest along the highway, and secondly because they contain more than enough ma-

terial to hard-surface the highway from New Orleans to Winnipeg.

If the process of mining zinc ore is a hard and tedious one, that of getting out the fine building stone at Carthage is still more so. This stone is not blasted out in the way rock is got out in the quarry where the product is to be crushed, but is chiseled out with steam engines that run patiently back and forward on a track, picking away, day and night at a line that finally develops into a channel, perhaps two inches wide, and ultimately ten feet deep. Then workmen with iron wedges, plant the wedges at frequent intervals along this channel, and by driving them with progressive blows, finally tip the big blocks of stone enough to break them loose at the bottom.

But the work has only just begun when the huge blocks are hoisted out of the quarry with an immense derrick and placed on a car to be run to the factory. Here it is sawn into whatever thickness of slabs are desired, the sawing being done with thin steel blades set in frames and running horizontally and fed with sand and water as abrasives. These saws cut away at the stone at the rate of one and a half inches an hour, which is apt to make a nervous man fidgety. It was at this rate that all the stone for the Missouri state capitol was cut out.

World's Biggest Steam Shovel

Jumping from the quarries and the zinc mines to the coal mines of the Pittsburg district, one finds more speed. Here the biggest steam shovel in the world, one that bites off nine wagonloads of earth at a time from the coal bed, shows a speed that is in contrast to the inch and a half of the stone saw. Then smaller steam shovels step in to load the coal, and that's about all there is to it in the open mines. This is the greatest steam shovel center in the world, more than sixty of the powerful machines being used here in the open mines.

There are also many mines operated in the ordinary way, and the total output of the district is 7,000,000 tons a year.

It has just come to light that the Jefferson Highway played an important part last winter in keeping the mines in operation at a time when a shut down would have meant much suffering. Railroad cars could not be obtained for the shipment of dynamite from the powder mill at Carterville, fifty miles away, so the powder company put on a truck service over the highway, running the trucks in pairs and carrying 6,500 pounds of dynamite at a time. By doing this the mines were kept going and the fuel supply continued. If the roads had been the ordinary thoroughfares, the feat could hardly have been accomplished.

Pittsburg has gone squarely back on Harold Bell Wright since his suit for divorce on the ground of "mental cruelty." Wright was well liked when he was the pastor of the First Christian church there, from

Kansas City to Joplin (Thru Kansas)

Read Down	Read Up	Intermediate	Station
00.0	203.8	00.0	Kansas City
30.5	173.3	30.5	Olathe
35.9	167.9	5.4	Bonita
38.9	164.9	3.0	Ocheltree
40.7	163.1	1.8	Spring Hill
48.0	155.8	7.3	Hillsdale
55.1	148.7	7.1	Paola
67.1	136.7	12.0	Osawatometie
73.2	130.6	6.1	Beagle
81.3	122.5	8.1	Cadmus
91.4	112.4	10.1	Farlinville
99.4	104.4	8.0	Mound City
106.5	97.3	7.1	Manty
113.7	90.1	7.2	Fulton
125.5	78.3	11.8	Ft. Scott
140.0	63.4	14.9	Anna
149.1	54.7	8.7	Farlington
157.2	46.6	8.1	Girard
162.4	41.4	5.2	Washer
171.2	32.6	8.8	Pittsburg
180.7	23.1	9.5	Carlisle
196.8	7.0	16.1	Carl Junction
203.8	00.0	7.1	Joplin

St. Paul to Kansas City

Read Down	Read Up	Intermediate	Station
00.0	503.0	00.0	St. Paul
15.6	487.4	15.6	Rosemount
23.1	479.9	7.5	Farmington
29.6	473.4	6.5	Castle Rock
37.2	465.8	7.6	Northfield
40.5	462.5	3.3	Dundas
52.2	450.8	11.7	Faribault
61.0	442.0	8.8	Medford
68.1	434.9	7.1	Owatonna
86.5	416.5	18.4	Geneva
100.8	402.2	14.3	Albert Lea
108.8	394.2	8.0	Glenville
120.0	383.0	11.2	Northwood
126.7	376.3	6.7	Kensett
131.5	371.5	4.8	Manly
137.5	365.5	6.0	Freeman
142.5	360.5	5.0	Mason City
154.2	348.8	11.7	Rockwell
160.9	342.1	6.7	Sheffield
164.9	338.1	4.0	Chapin
171.1	331.9	6.2	Hampton
189.2	313.8	18.1	Iowa Falls
205.1	297.9	15.9	Hubbard
215.4	287.6	10.3	Zearing (1/2 m. E.)
225.6	277.4	10.2	Colorado
232.8	270.2	7.2	Nevada
245.2	257.8	12.4	Cambridge
258.8	242.2	13.6	Ankeny
271.0	232.0	12.2	DES MOINES
283.6	219.4	12.6	Somerset
289.7	213.3	6.1	Indianola
300.1	202.9	10.4	Cool
303.7	199.3	3.6	Medora
308.2	194.8	4.5	Liberty
320.9	182.1	12.7	Osceola
331.1	171.9	10.2	Weldon
333.1	169.9	2.0	Van Wert (1 m. W.)
343.1	159.9	10.0	Leon
352.2	150.8	9.1	Davis City
359.5	143.5	7.3	Lamoni
373.6	129.4	14.1	Eagleville
389.3	113.7	15.7	Bethany
392.1	110.9	2.8	Junction
399.7	129.8	7.6	New Hampton
408.0	121.5	8.3	Albany
423.9	105.6	15.9	Ford City
430.8	98.7	6.9	King City
439.5	90.0	8.7	Union Star
448.8	80.7	9.3	Rochester
456.9	72.6	8.1	Avenue City
466.2	63.3	9.3	ST. JOSEPH
487.0	42.5	20.8	Dearborn
495.7	33.8	8.7	Edgerton
502.1	27.4	6.4	Trumble
508.8	20.4	6.7	Smithville
515.3	14.2	6.5	Nashua
519.0	10.5	3.7	Gashland
529.5	00.0	10.5	Kansas City

VIA CAMERON

Read Down	Read Up	Intermediate	Station
392.1	110.9	2.8	Junction
410.8	92.2	18.7	Pattonburg
424.6	78.4	13.8	Winston
439.6	63.4	15.0	Cameron
448.6	54.4	9.0	Keystone
454.1	48.9	5.5	Perrin
462.1	40.9	8.0	Plattsburg
475.6	27.4	13.5	Trimble-Junct.
482.3	20.7	6.7	Smithville
488.8	14.2	6.5	Nashua
492.5	10.5	3.7	Gashland
503.0	00.0	10.5	Kansas City

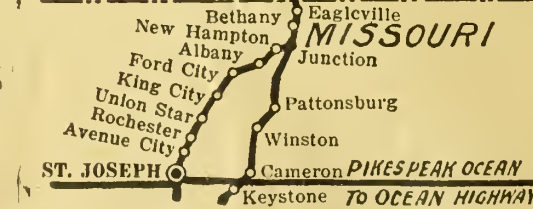
Kansas City to Denison

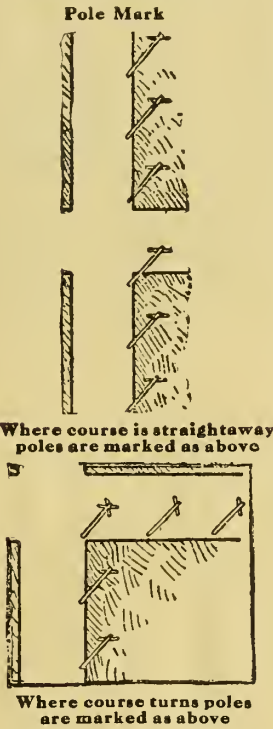
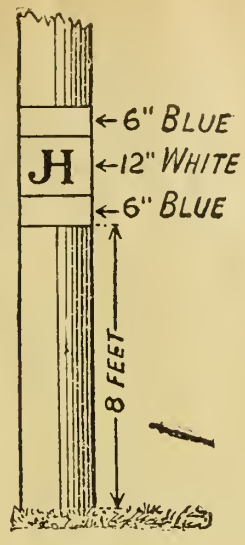
Read Down	Read Up	Intermediate	Station
00.0	518.4	00.0	Kansas City
For Kansas Route, See Left-hand Top.			
For Missouri Route, See Right-hand at Bottom.			
195.6	322.8	6.0	Joplin
204.6	313.8	9.0	Galena
208.6	309.8	4.0	Lowell
211.7	306.7	3.1	Baxter Springs
230.2	288.2	18.5	Miami
242.4	276.0	12.2	Welch
261.9	256.5	19.5	Vinita
272.2	246.2	10.3	Big Cabin
281.5	236.9	9.3	Adair
292.4	226.0	10.9	Pryor
303.0	215.4	10.6	Choteau
320.3	198.1	17.3	Wagoner
334.3	184.1	14.0	Muskogee
355.1	163.3	20.8	Okataha
364.1	154.3	9.0	Checotah
380.1	138.3	16.0	Eufaula
392.1	126.3	12.0	Canadian
396.2	122.2	14.1	Crowder
411.6	106.8	15.4	McAlester
420.2	98.2	8.6	Savanna
428.8	89.6	8.6	Kiowa
449.7	68.7	20.9	Stringtown
457.7	60.7	8.0	Atoka
463.1	55.3	5.4	Peck
471.3	47.1	8.2	Caney
481.1	37.3	9.8	Caddo
494.0	24.4	12.9	Durant
499.8	18.6	5.8	Calera
509.4	9.0	9.6	Colbert
518.4	00.0	9.0	Denison



MILEAGE
Winnipeg to St. Paul

Read Down	Read Up	Intermediate	Station
000.0	557.5	00.0	Winnipeg
5.5	552.0	5.5	St. Vital
9.7	547.8	4.2	St. Norbert
24.4	533.1	14.7	St. Agatha
40.8	516.7	16.4	Morris
47.0	510.5	6.2	St. Jean Baptiste
55.9	501.6	8.9	Letellier
67.9	489.6	12.0	Emerson
68.9	488.6	1.0	Noyes
73.9	483.6	5.0	St. Vincent (1 m. W.)
79.9	477.6	6.0	Humboldt
85.9	471.6	6.0	Northcote
92.0	465.5	6.1	Hallock
108.4	459.1	16.4	Bronson
124.9	442.6	16.5	Halma (Just to E.)
168.6	398.9	43.7	Karlstad
177.6	389.9	9.0	Thief River Falls
189.6	377.9	12.0	St. Hilaire
206.1	361.4	16.5	Red Lake Falls
217.3	350.2	11.2	Brooks (1/2 m. S.)
224.6	342.9	7.3	Oklee (1 m. N.)
228.6	338.9	4.0	Trail
237.6	329.9	9.0	Gully (1/2 m. S.)
244.4	323.1	6.8	Conwick
258.0	309.5	13.6	Clearbrook
264.0	303.5	6.0	Shevelin
270.0	297.5	6.0	Solway
289.4	278.1	19.4	Bemidji
324.8	242.7	35.4	Itaska State Park
348.3	219.2	23.5	Park Rapids
362.3	205.2	14.0	Menahga
371.7	195.8	9.4	Sebeka
387.0	180.5	15.3	Wadena
395.8	171.7	8.8	Aldrich
407.7	159.8	11.9	Verndale
422.7	144.8	15.0	Staples
431.7	135.8	9.0	Lincoln
437.8	129.7	6.1	Cushing
449.8	117.7	12.0	Randall
462.9	104.6	13.1	Little Falls
470.0	97.5	7.1	Royalton
483.3	84.2	13.3	Rice
485.7	81.8	2.4	Sauk Rapids
498.5	69.0	12.8	St. Cloud
506.7	61.8	7.2	Clear Lake
513.9	43.6	8.2	Becker
521.4	36.1	7.5	Big Lake
533.3	24.2	11.9	Elk River
539.5	18.0	6.2	Anoka
543.5	14.0	4.0	Osseo
547.5	10.0	4.0	Robbinsdale
557.5	00.0	10.0	Minneapolis





Denison to Shreveport

Read Down	Read Up	Intermediate	Station
00.0	280.9	00.0	Denison
11.4	269.5	11.4	Sherman
34.9	246.0	23.5	Whitewright
43.9	237.0	9.0	Trenton
52.7	228.2	8.8	Leonard
62.1	218.8	9.4	Celeste
75.9	205.0	13.8	Greenville
86.8	194.1	10.9	Campbell (1 m. N.)
92.3	188.6	5.5	Cumby
100.3	180.6	8.0	Brearshear
109.0	171.9	8.7	Sulphur Springs
122.3	158.6	13.3	Weaver
128.3	152.6	6.0	Satillo
135.4	145.5	7.1	Mt. Vernon
144.4	136.5	9.0	Winfield
153.4	127.9	9.0	Mt. Pleasant
165.4	115.5	12.0	Pittsburg
184.8	96.1	19.4	Gilmer
200.0	80.9	15.2	Gladewater
213.0	67.9	13.0	Longview
236.7	44.2	23.7	Marshall
245.8	35.1	9.1	Scottsville
255.5	25.4	9.7	Jonesville
259.1	21.8	3.6	Waskom
280.9	00.0	21.8	Shreveport

Shreveport to New Orleans

Read Down	Read Up	Intermediate	Station
00.0	418.2	00.0	Shreveport
11.5	406.7	11.5	Keithville
15.1	403.1	3.6	Stonewall
29.6	388.6	14.5	Grand Cane
36.8	381.4	7.2	Mansfield
60.0	358.2	23.2	Pleasant Hill
73.7	344.5	13.7	Marthaville
81.5	336.7	7.8	Robeline
96.7	321.5	15.2	Natchitoches
120.5	297.7	23.8	Montgomery
137.0	281.2	16.5	Colfax
144.1	274.1	7.1	Darro
146.1	272.1	2.0	Bagdad
158.6	259.6	12.5	Tioga
163.9	254.3	5.3	Pineville
164.4	253.8	.5	Alexandria
179.1	239.1	14.7	Lamouri
182.3	235.9	3.2	Lecompte
184.5	233.7	2.2	Mecker
186.4	231.8	1.9	Lloyd
190.5	227.7	4.1	Cheneyville
195.5	222.7	5.0	Bennetville
200.8	217.4	5.3	Bunkie
216.5	201.7	15.7	Morrow
225.0	193.2	8.5	Rosa
233.1	185.1	8.1	Palmetto
252.8	165.4	19.7	Melville
266.0	152.2	13.2	Fordoché
276.4	141.8	10.4	Marringouin
282.7	135.5	6.3	Rosedale
298.9	119.3	16.2	Port Allen

MISSISSIPPI RIVER

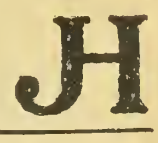
Read Down	Read Up	Intermediate	Station
297.7	118.5	.8	Baton Rouge
306.7	111.5	7.0	Country Club
315.6	102.6	8.9	Hope Villa
322.1	96.1	6.5	Dutchtown
324.8	93.4	2.7	Geismer
327.2	91.0	2.4	Belle Helene
342.7	75.5	15.5	Burnside
355.1	63.1	12.4	Convent
365.2	53.0	10.1	Lutcher
368.3	49.9	3.1	Mt. Airy
371.7	46.5	3.4	Garyville
375.1	43.1	3.4	Reserve
380.7	37.5	5.6	La Place
397.6	20.6	16.9	St. Rose
403.1	15.1	5.5	Kenner
407.8	10.4	4.7	Harrihan
418.2	00.0	10.4	New Orleans

Passes through 264 towns and cities.
 Passes through 89 counties.
 Passes through 7 states and 1 province

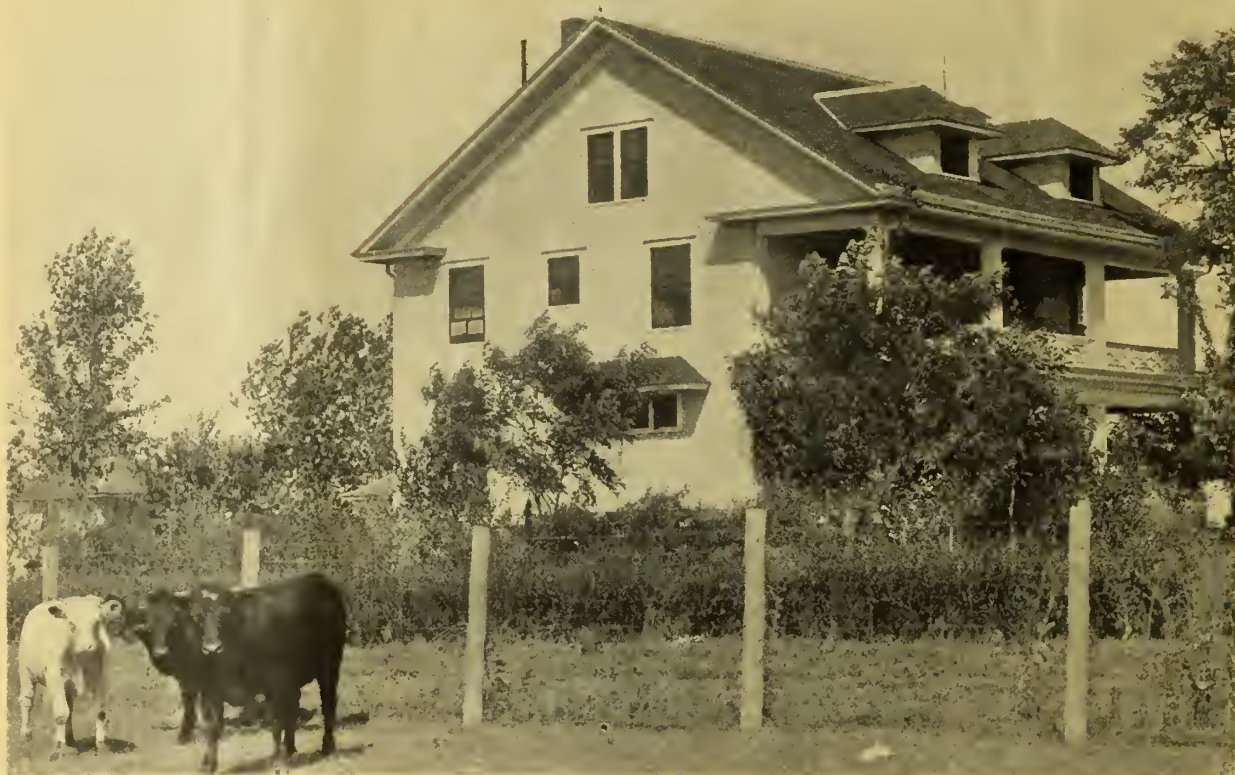
Kansas City to Joplin Thru Missouri

Down	Read Up	Intermediate	Station
0.0	518.4	00.0	Kansas City
2.2	507.2	11.2	Rayton
2.7	485.7	21.5	Lee's Summit
1.1	468.3	13.6	Harrisonville
1.6	453.8	14.5	Archie
2.1	446.3	7.5	Adrian
7.7	440.7	5.6	Passiac
2.4	435.0	5.7	Butler
0.0	419.4	15.6	Rich Hill
3.8	411.6	7.8	Arthur
1.2	407.2	4.4	Horton
2.8	395.6	11.6	Nevada
1.8	386.6	9.0	Milo
0.6	378.8	7.8	Sheldon
5.6	372.8	6.0	Irwin
2.6	365.8	7.0	Lamar
9.5	358.9	6.9	Boston
6.2	352.2	6.7	Jasper
1.2	347.2	5.0	Carytown
7.6	340.8	6.4	Carthage
7.6	330.8	10.0	Carterville
9.6	328.8	2.0	Webb City
5.6	322.8	6.0	Joplin

Intersects all the great International Highways extending east and west, the National Parks Highway at St. Paul, the Lincoln Highway at Nevada, Iowa, the Pikes Peak Highway at St. Joseph, Missouri, the Old Trails Highway at Kansas City, the Ozark Trails at Joplin, and the old Spanish Trail at Shreveport.



NEW ORLEANS



A JEFFERSON HIGHWAY HOME

This is the residence of Mr. and Mrs. D. M. Gregg, four miles north of Harrisonville, Mo., on the new cutoff, where sixty-two farmers signed a contract with the association to produce a hard surface road over nineteen and a half miles of the highway in twelve months.

1898 to 1903, and it was with a good deal of pride that the residents of the city used to point out the little house near the corner of Catalpa and Kansas streets where he wrote "That Printer of Udell's." All the characters of the book are said to have been taken from Pittsburg and the old timers will point out these various persons to the visitor.

Back to "Befoah de Wah"

Visiting Fort Scott, Kas., is like turning a page of history and seeing old fashioned woodcuts stare at you from the pages. Block houses, a parade ground that was surrounded by a stockade and in use in 1843 when the Osages had to be kept in the fear of armed troops, the identical houses that were used as barracks in those stirring times, all these are yet standing to take the visitor who rolls into that city over the Jefferson Highway, back three-quarters of a century.

And, if the visitor happens to be fortunate, he may find Mrs. Elizabeth Goodlander, born in that old fort, hovering among the historical society's rooms in the court house, tending them with loving care. Mrs. Goodlander, when a girl, attended school in St. Louis, and her journeys always were made by stage to Westport, thence by river boat to St. Joseph and then over the Hannibal and St. Joseph railroad. She always stopped at the Patee House in St. Joseph, and, as the trains in those days didn't run at night, she had to make two days of the trip by rail.

The old block house, known as Fort Blair, is about fifteen feet square and two stories high. It is made of heavy timbers, and loop holes grace its walls. The old plaza is now a public park, and at its edge are the houses built for officers' quarters and now used as private residences. One of them, after they were abandoned by the government in 1855, was the home of the Free State hotel, a name that gives yet another little insight into early Kansas history.

Block House Still Stands

The original fort gave the name to the town, the forts used during the Civil War were all named, but the only one of the three now standing is Fort Blair. A military bridge also still stands across the Marmaton river.

But in these days Fort Scott is more likely to point out to the visitor one of the largest milk condenseries in the country. It takes care of the milk from 4,000

cows and its capacity is great enough to meet the increase in milk production for several years, although Bourbon County, of which Fort Scott is the county seat, is speeding up the dairy interests as fast as possible.

This condensery was bought by good roads, for Wichita coveted the enterprise and offered \$50,000 bonus for its location there, but Wichita didn't have the good roads that Fort Scott has about it, and the brains behind the condensery looked forward to the days when mud might intervene between the cows and the plant, and chose Fort Scott where the motor trucks flit in and out, all over the county, despite weather, bringing in the milk from more than 4,000 cows.

Twenty Calves on a Motor Truck

One of the sights that the Jefferson Highway official party saw on the streets of Fort Scott last week, was a big motor truck—one of the big platform affairs with a fence about it—carrying twenty little calves through the streets. They belonged to a herd of fine cattle that we being driven from one pasture to another, and these were too young to make the trip, so gasoline helped them on their way.

Between Fort Scott and Pittsburg is a country that is full of coal shafts, dogs and children. The Houn' Dawg song would not be amiss in that country, but the old theory that children and dogs go with poverty, fails here, as the dogs and children belong to miners who get from \$5 to \$12 a day. The dogs look well fed, and every school house in the district has from one to three additions to it, which indicates that the children are receiving attention, too.

Girard at once means to the stranger two things—the Henry Laurens Call airship and the Appeal to Reason. The airship, which is still considerable of a mystery in Girard, was the mainstay of the newspaper paragrapher along about 1909-13, as it did more plowing in the fields than flying. It might be said that it was the pioneer advocate of deep plowing. It was a monstrosity of curved wings, a head like a rooster and with a tail like that of a rooster of the Democratic persuasion the morning after a Republican landslide. It's principal failing was that it wouldn't fly, although the whole town turned out to Vincent's pasture one fine summer day to see it do so. Finally the helpful crowd tied a rope to the airship and pulled it like a kite, but still it wouldn't fly. It did, however, kill a man one day when he walked into one of its twin propellers.

MARK SOUTHERN TERMINUS OF J-H

Daughters of American Revolution Place Appropriate Stone at Intersection of St. Charles and Common Streets, New Orleans

The southern end of the Jefferson Highway has just been marked by a granite monument appropriately inscribed, the stone being erected by the New Orleans chapter of the Daughters of the American Revolution of which Mrs. T. D. Stewart is the regent.

The stone is of Georgia blue granite, a foot square and six feet high. It bears a bronze tablet carrying the inscription:

The End of the
Jefferson Highway
Marked by the
New Orleans Chapter
D. A. R., 1917

Below, chiseled in the stone are the words:

WINNIPEG
TO
NEW ORLEANS

The stone was placed in position April 16, as a large crowd looked on. Suitable dedication services will be held later.

— Build Roads Now —

ANOTHER COUNTY IN LINE

Survey Ordered For 28½ Miles of Rock Road on J-H in Linn County, Kansas

As the result of a rousing meeting of highway enthusiasts, including a delegation from Bourbon County and the county commissioners of Linn County, recently, the commissioners ordered County Engineer J. A. Mundell to survey the route of the Jefferson Highway in that county for the purpose of making a rock road of the entire twenty-eight and a half miles of the highway in that county.

The meeting was a rousing one and brought the two communities, both of which have a vital interest in the highway, closer together and provided for closer cooperation on all mutual enterprises in the future.

The meeting was called by the Commercial Club of Mound City, and the petitioners, who already had presented their request to the board, were represented by H. W. Underhill and John O. Moore of Mound City. Other speakers were: H. A. Russell, secretary of the Fort Scott Chamber of Commerce; Douglass Hudson, Griff Hughes, Supt. Ramsey of the Fort Scott schools, and others.

Others who were present at the meeting by invitation were: J. Clark Hicks, W. K. Calhoun, Streeter Blair, Clyde Defenbaugh, Rex Walls, Walter Glunz, Will Seckler, A. T. McMichael, Theodore McIntyre, W. Harvey, John McGrey, Charley Herman, Bert Shoemaker, D. W. Johnson, Elmer Johnson, O. Whitson and a number of others.

The board was unanimous in its vote, Commissioners Curry, Priser and Perrine all voting for the measure.

— Build Roads Now —

BUY ROADS INSTEAD OF TIRES

Motorists of St. Joseph Alone Could Invest \$75,000 Annually With Profit

The motor car owners of St. Joseph, Mo., could invest \$75,000 annually in good roads and streets and it wouldn't cost them a cent, according to Lewis S. Stubbs, secretary of the St. Joseph Automobile Club.

Here's how he figures it:

There are 3,000 automobiles in St. Joseph. Each car has an average of five tires, and placing the average cost per tire at \$25 would be too low, but he lets it go at that. This would make the tire equipment cost \$125 per car.

The argument then proceeds with the estimate that the depreciation in tires is increased more than 20 per cent by bad roads and pavements, or that the extra cost per car is \$25 for each of the 3,000 cars or a total of \$75,000, which he believes is a high tax for bad roads.

— Build Roads Now —

TRAIL STATE BANK

Trail, Polk County, Minnesota
On the Jefferson Highway
6% PAID ON TIME DEPOSITS
RESOURCES OVER \$140,000.00

When at STAPLES, MINNESOTA Stop at the

St. Charles and Fletcher Hotels

On the Jefferson Highway
Tourist Headquarters Cafe in Connection
C. L. CORPENING Proprietor

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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 prevade your private home.

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



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In Saint Paul

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Storage, Supplies, Accessories, Buick Cars.
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MANLY, IOWA

SUPPLIES, REPAIRS, OILS
Dealer in BUICK, REO, SAXON and DODGE CARS
PROMPT ATTENTION TO TOURISTS

JEFFERSON HIGHWAY DECLARATION

Published Monthly by

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Editor

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Vol. III

JUNE, 1918

Number 5

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



WARNING!

Beware of the stranger who comes briskly into your midst with some proposition, alleged to be a Jefferson Highway project, and cannot show credentials signed by J. D. Clarkson, general manager.

He's a fraud.

The official party has crossed the trail of a number of these men, and those who have had dealings with them have usually sorrowed in consequence.

All persons officially connected with the highway, and seeking to do business with you, come properly accredited.

— Build Roads Now —

THE GOOD DIRT ROAD

Don't overlook the dirt road.

Not even if you are a highwayman, bubbling over with enthusiasm for a 365-day thoroughfare; intense on laying down rock, or macadam, or cement, or brick, or asphalt.

About 95 per cent of all the roads in the United States are dirt roads, and the percentage will run high for a long time. No matter how much we may desire a permanent road, the time has not yet come when every farmer can drive out of his barnyard gate and find solid bottom awaiting him all the year around.

And, at that, a dirt road isn't such a bad proposition—when it's a good dirt road. If we could take our dirt roads in out of the rain, and could provide just the right amount of moisture to lay the dust in dry seasons, and could be sure that the beneficent drag had its appointed use, there would be no road problem.

For there isn't any better road than a dirt road—when it is. It is solid, yet resilient; noiseless, easy on tires and hoofs, and altogether a fine thoroughfare.

In addition, in most places, the dirt road is about all there is for the traveler's use.

It is true that for perhaps sixty days in the year the dirt road may be an abomination. It also is true that the number of days of bad roads may be cut by patient and judicious work on them. The cure for a bad dirt road is drainage, culverts and dragging.

We are going to have to live with the dirt road for a long time yet. Let's get along pleasantly with them.

— Build Roads Now —

ENTHUSIASM

"Enthusiasm," writes P. Ogden Armour in the Manufacturer's Magazine, "is the dynamics of your personality. Without it whatever of abilities you may possess lie dormant; and it is safe to say that nearly every man has more latent power than he ever learns to use. You may have knowledge, sound judgment, good reasoning faculties, but no one—not even yourself—will know



it, until you discover how to put your heart into thought and action.

A wonderful thing is this quality which we call enthusiasm. It is too often underrated as so much surplus and useless display of feeling, lacking in real substantiality. This is an enormous mistake. You can't go wrong in applying all the genuine enthusiasm that you can stir up within you; for it is the power that moves the world. There is nothing comparable to it in the things which we can accomplish.

We can cut through the hardest rocks with a diamond drill and melt steel rails with a flame. We can tunnel through mountains and make our way through any sort of physical obstruction. We can checkmate and divert the very laws of nature, by our science.

But there is no power in the world that can cut through another man's mental opposition, except persuasion. And persuasion is reason plus enthusiasm, with the emphasis on enthusiasm.

Enthusiasm is the art of high persuasion.

And did you ever stop to think that your progress is commensurate with your ability to move the minds of other people? If you are a salesman this is pre-eminently so. Even if you are a clerk, it is the zest which you put into your work that enkindles an appreciation in the mind of your employer.

You have a good idea—don't think that other people will recognize it at once. Columbus had a good idea, but he didn't get "across" with it without much of this high persuasion.

If you would like to be a power among men, cultivate enthusiasm. People will like you better for it; you will escape the dull routine of a mechanical existence and you will make headway wherever you are. It cannot be otherwise, for this is the law of human life. Put your soul into your work, and not only will you find it pleasanter every hour of the day, but people will believe in you just as they believe in electricity when they get into touch with a dynamo.

And remember this—there is no secret about this "gift" of enthusiasm. It is the sure reward of deep, honest thought and hard, persistent labor.

Glad to Meet You, Mr. Fear

The Declaration is glad to welcome to its exchange table again the Southwestern Automobilst, published by Charles W. Fear, staunch highwayman and able editor, at Joplin, Mo.

An Old Friend in New Guise

The celluloid collar, the old-time reliance of the joke-smith, has turned up again. This time it has had the shine taken off and the crackle taken out and it looks like an honest-to-goodness, witable neck piece. It is heralded as a boon to motorists, and the announcement certainly ought to take all the joy out of the laundryman's life, as it can be cleaned without even taking it off.

At It Sixty Years Ago

"One of the delightful features of our prairie country is the good condition of the roads at all seasons. After the heaviest rains, an hour of wind or sunshine will render the roads perfectly dry, in fact, they cannot be called muddy, even while the rain is falling on them. Some emigrants who came from the east this spring left home during a rainy spell and it required two spans of horses to draw them in a common carriage about a mile to a railroad station, and they found it difficult work at that. When they arrived in Kansas they were greatly astonished to find that, although it was raining just as hard as when they left home, the roads were in very best condition for travel. It is somewhat different in the bottoms, yet the roads there are far more passable than the mud roads in most of the eastern states.—"Sixty Years Ago" item in Kansas Chief, Troy, Kas.

— Build Roads Now —

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Cafe in Connection—Reasonable Prices.
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Tourists Will Receive First-Class
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305 to 311 So. 8th St.
Jefferson Highway Goes by Our Door.

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Repairs and Accessories. SMITHVILLE, MO.

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Special attention given to Highway Construction. Plans, specifications and estimates furnished that will insure the sale of your bonds.



Approaching "The City Worth While" on the Jefferson Highway. In voting \$2,000,000.00 credit for roads St. Joseph successfully defended her right to the title "The City Worth While."

Numerous great canyons and enormous hills have already been made in Buchanan County. These canyons are to be deepened, fills raised, and hundreds more are to be constructed, to bring the Jefferson Highway to standard grade.

Note that the top of the phone pole is far below the top of the cut.

A fact worth while considering in connection with the great initiative taken by St. Joseph and Buchanan County, is that it is in a locality on the Jefferson Highway where it will require more outlay to make the roads than anywhere else on the great highway. North Missouri and Southern Iowa is the Berkshire Hills district of the highway.

St. Joseph, having thus taken the lead in the most difficult locality, there is no excuse for other communities to longer delay forward movement.

— Build Roads Now —

PROGRESS ALONG THE WAY**If You Think Nothing's Doing, Just Read About These Live Ones**

They stood on the bridge at midday, if you don't mind having a well known line of poetry paraphrased.

It was on a bridge in the Marias des Cygnes river between Butler and Rich Hill and they were holding a Jefferson Highway meeting, the result of which was renewed activity along a stretch of the highway that had been a problem. But the problem was solved at the meeting, and the work of taking the road up out of the mud started at once.

That stretch of road aptly illustrates the truth of the old adage about giving a dog a bad name and hanging him, for the news that came floating up out of the bottom to Butler just before the official party reached there, had sent tourists scurrying back lest they get stuck.

But the 4,200 pound official car went steadily through without chains, which adds weight to the assertion that you can't always believe what you hear.

The fact, moreover, emphasizes the absolute need for complete cooperation between the various communities along the highway, for that stretch of bottom, and the reputation it gained that day, lost several tourists to the towns farther south.

While that piece of road is a dirt road, and cannot be paved this year, it is now being graded up and drained and will be dragged to make it a good dirt road and a good foundation for hard surfacing, so that tourists may proceed with confidence.

All Authorities Agree

At Nevada highway matters are booming. The contract for six and a half miles of hard surface on the Jefferson Highway leading south from that city already

has been let and the actual work of construction will begin about June 15.

The road will be sixteen feet wide and will be of "chats," the crushed rock from the Joplin zinc and lead mines. Five inches of chats will be laid down and compacted with enough clay to act as a binder, and then 5 inches more will be laid on top and compacted. This design met the approval of the United States engineer, Mr. Wonder, the state engineer, A. W. Graham, and the county engineer, H. W. Wood. The contract price was \$29,600, the bond issue having been \$30,000.

Nevada is very much alive these days. When the official party went through there, May 15, a committee from the Chamber of Commerce had just come back from Washington, D. C., with the near assurance, probably confirmed by the time this goes to print, that one of the new cantonments would be located at Camp Clark, the state concentration camp, three and a half miles southeast of the city. One thousand acres of land had been bought or leased for that purpose.

Glad news for the tourist is that the Mitchell hotel, the hostelry at Nevada, has passed into the hands of that prince of bonifaces, J. B. Ellis, who for twenty years ran the Depot Hotel at that place and made hosts of friends by his hospitality and good food. The plant has been much improved and real food is now served. Mr. Ellis has associated with him in the management of the place, J. J. Lycett, who for three years had been with him at the Depot Hotel.

An Oyster Man Enters

The Chamber of Commerce at Nevada is now taking a big part in the progress of the city. It has been reorganized along the most approved lines, and Dortch Campbell, formerly the editor of one of the leading dailies at Biloxi, Miss., and the secretary of the state oyster commission, has been employed as secretary. He has fallen into a niche where he is going to make a new reputation for himself and where he will be a big factor in the advancement of the city.

The Jefferson Highway is fortunate in having a splendid committee in Vernon County, it being made up of: F. H. Glenn and E. E. Levens, bankers, and W. J. Wainscott, a leading merchant of Nevada; W. A. McGovney, a farmer near Milo; Bert Triplett, banker of Sheldon; Clyde Daugherty, farmer, Arthur, and Elmer Deatley, a famer of Horton.

These directors work in close harmony with the good roads bureau of the Chamber of Commerce, which is headed by Prof. S. A. Weltmer, whose hobby is good roads.

Hold Fast to Chats

There was sudden activity at Lamar when the official party reached there and, in a meeting held at the court house, gave notice that the tender of 500 carloads of "chats," made to Barton County two years ago by Charles A. Blair of the American Lead & Zinc company, was just about to expire and that it would take quick action to make sure of the gift which is becoming more valuable every day. This is the coarser limestone chats, the very best in the district for road work, and its value is appreciated by the Barton County road enthusiasts who at once named a committee to take immediate action to get the chats onto the highway. A limit of ten days was given the committee to confer with the donor and make acceptance, but ten days was more than enough, judging from the temper of the dozen prominent men who attended the meeting.

The meeting was presided over by T. W. Harkless, who named for the committee: George Schreiner, C. D. Goodman, Mel Gelwicks and Will Hagney. The latter is the county highway engineer.

He Took Time Off

A new feature was injected into the Lamar meeting by the presence of E. R. Carleton, owner of the Gelwick Garage—unusual because garage men are so busy taking care of autoists' troubles that they usually neglect the very thing that makes them business, the highway. But Mr. Carleton is one of the discerning ones and he left his business to help make more business.

If the way in which the steel signs of the highway are erected in Barton County is any indication of the spirit of the residents of the county, the start on paving the highway with chats, made in this meeting, will bring results, for at no place on the highway is the road better marked.

Building the Canadian Bridge

"Work on the bridge across the Canadian river is progressing nicely," writes Carl W. Gust of Eufaula,

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Accessories and Service
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Okla. "We have every reason to believe that it will be finished on schedule time. We are having no trouble in getting material, in fact, material of all kinds is being delivered faster than it can be used. The state highway department has just approved the plans for the roads from Eufaula to the bridge and it will be built with state money at once. The department expects to let the contract in about ten days (May 20), and to have the work completed by August 1. This is in addition to the federal aid which has been promised, and we expect to use this federal aid in surfacing this road with concrete. The rest of the highway through McIntosh County is in good shape and the county commissioners have recently purchased a Monroe road planer to use in keeping it in good shape."

Looks Good for Clear Lake

"We are looking forward to a good season if the weather is favorable," writes Albert Halvorson, secretary of the Clear Lake, Iowa, Commercial Club. "We have contracted for our regular professional park band and expect considerable patronage from people who usually tour quite extensively, but, owing to the war, will curtail expenses.

"On looking at the map on your stationery, I note that the North Iowa pike, which crosses the J-H at Mason City, is not shown. Would it be possible to have this added, showing ten miles of paved road to our lake?"

A Beauty Hint

What about that avenue of trees along the Jefferson Highway? Arbor Day will soon be here. Could it not be worked up?—Emerson (Manitoba) Journal.

Credit J-H With This

At last Thief River Falls is on one of the great road maps of the country, again demonstrating the advantages of the Jefferson Highway through this city.

Of course, this city was for some time shown on maps prepared by the Jefferson Highway Association, yet not until now has it been shown on maps prepared by other organizations giving the highways of the entire country.

The map in question is one just issued by Motor Age, a copy of which has been sent to Scott Laird, secretary of the local auto club. It shows the great American highways in two colors, having been prepared with a view to especially giving the location and routes to the Army and Navy camps and the U. S. Army truck routes.—Thief River Falls Times.

Curbing Rice Flume Damage

"No longer will the festive rice flume permanently disarrange the Jefferson Highway in Louisiana, according to Hy. G. McCall, vice chairman of the Good Roads Bureau of the New Orleans Chamber of Commerce. That is, if a move now on foot is successful. The suggestion of a way to obviate the trouble comes from C. M. Weeks of Garyville, La., and is being followed up by Mr. McCall. One parish requires a deposit of \$25 from the person placing the flume, and this is held until the road materials are properly replaced. The state highway department is cooperating in the matter.

Like Money in the Bank

"It is worth \$500 to me to have the Jefferson Highway pass so near my door," said L. E. Slyter, one of the most prominent farmers of Lake Pleasant, Iowa, the other day. The highway makes my farm all the more valuable and it has saved me much time in traveling to and from town. My neighbor, Regis Gagnon, who lives seven miles out of town says that the highway has moved him three miles nearer town, from the standpoint of time. The Jefferson Highway is a real tangible asset and a great thing for the country through which it passes."

They Prize the J-H There

Up in Minnesota the people look upon the Jefferson Highway, to quote E. T. Winship, vice president of the Minnesota Automobile Association, "as one, if not the greatest highway in our development."

But here's the whole paragraph:

"The state legislators and the Minnesota Automobile Association have worked hand in hand in the great work of development until today Minnesota is in the limelight through its medium of good roads and the fact that it is a wonderful vacation state for all seeking recreation, bringing thousands of dollars into the treasury of Minnesota and incidentally into the pockets of

the resort people, to say nothing of the 'real value' of all—and that the building up of property values throughout the state makes us recognize the Jefferson Highway as one, if not the greatest, in our development."

Here's Actual Work

"We have secured permission to round the two corners just north of Eagleville on the Jefferson Highway and have the fences set back and will move the dirt just as soon as we can get the farmers to do it," writes Oscar W. Curry of Eagleville, Mo. The date was April 30, so the job's probably done now.

To Take Out a 3-Mile Kink

Three miles will be eliminated from the Jefferson Highway mileage and a bad bottom road avoided in Vernon County, Mo., by the building of a new bridge over the Marmaton river and the rerouting of the highway. This bridge is being built by subscription, Joseph Mitchner of Council Bluffs, Iowa, who owns a big ranch in the community, contributing \$1,000 to the cost. U. G. Mitchner, a brother, who operates the ranch, also is a highway enthusiast and is helping further the project.

A Good Job of Marking

Judge John A. Daugherty of Carterville, Mo., has just put every tourist along the Missouri branch of the J-H under obligations to him by the very excellent and thorough way in which he had had the highway marked through that city and its approaches.

Good Marks Here, Too

If every part of the J-H was marked as well as the eight and one-half miles of that thoroughfare in Jasper County, Mo., over which S. E. Wheeler, manager of the Carthage special road district, presides, the tourist would never go astray. It is permanently and skilfully done.

Worth While? Certainly

"If Ade or McCutcheon should see the May Declaration," writes Johnson Richards of Osceola, Iowa, "they might have some difficulties in locating Clarke County, but then, maybe the hunt would be worth while."

(Note—The allusion is to a remark about McCutcheon's getting an idea from the Clarke County advertisement, for illustrating a George Ade fable).

— Build Roads Now —

People Along the Highway

The official party of the J-H had the pleasure of meeting M. R. Jewett of the Chalmers Motor Sales Company in St. Joseph recently. Mr. Jewett is a firm friend of the Jefferson Highway and uses it a great deal in his travels up and down the country.

— Build Roads Now —

A. H. Shafer of Pittsburg, Kas., vice president for the sunflower state, believes he has a just cause of complaint against W. N. King, vice president for Oklahoma. Mr. Shafer recently went with his family on a little tour of the Jefferson Highway, and in returning, made three attempts to get out of Muskogee on the highway, each time seeking more minute directions, before he was able to find the marks out of that city. He invites Mr. King to come up to Pittsburg and see how easy the tourist has it.

— Build Roads Now —

When Paul Russell of Paola, Kas., married a short time ago, he did a good turn for the highway at the same time that he obtained for himself a charming bride. Mrs. Russell is much interested in the Jefferson Highway, and it is likely that supplementary honeymoons will be spent in touring this popular thoroughfare.

— Build Roads Now —

Keith Clevenger of Osawatomie, Kas., editor of the Graphic there, is one of the foremost workers in Jefferson Highway matters in that community. He puts much time and personal effort into the work, and then turns the Graphic loose on the proposition.

— Build Roads Now —

C. E. Dallas, owner and editor of the Border Sentinel at Mound City, is another editor whose personal and editorial effort count big in Jefferson Highway matters. Mr. Dallas is so enthusiastic about the development of the highway that he has made a combination subscrip-

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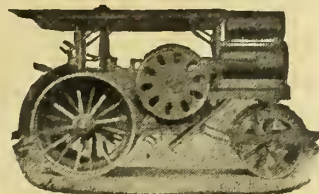
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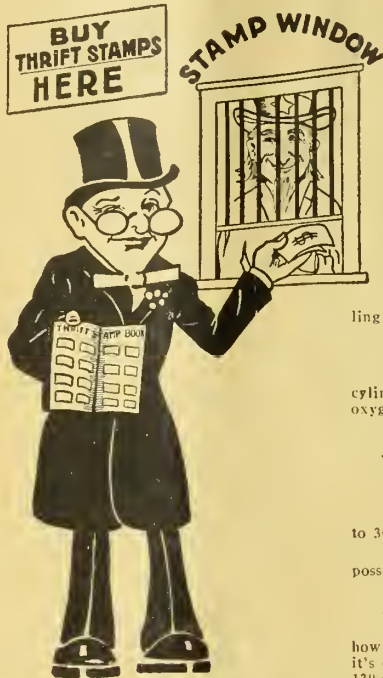
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Easy to operate, Automatic
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Two Machines for the cost of 1

Write for particulars

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THRIFT STAMPS for nothing! And a lot more motoring pleasure thrown in! Who wants both? Here are the facts:—

Old Doc O'Kleen will actually buy you thrift stamps if you'll let him—and he'll make you enjoy motoring as you haven't for years.

Put Econ-O-Kleen, Doc O'Kleen's Pet Prescription, into your gasoline. It absolutely does away with carbon. You'll never have to scrape or burn carbon out of your motor while Doc O'Kleen rides in your gasoline tank. Put the amount you used to pay for carbon cleaning into thrift stamps.

And Econ-O-Kleen does more.

Eliminate carbon and you make your motor more economical of gasoline—you make it run farther per gallon. In that way alone you save many times the cost of Econ-O-Kleen.

And Again Econ-O-Kleen does still more.

It purifies the gasoline we get nowadays and makes it perfect fuel—every drop is live, bristling with power. It makes it burn clean—absolutely clean—it leaves no residue at all.

How?

Simply by introducing enough extra oxygen into the gasoline so that when the explosion occurs in the cylinder there is enough oxygen there to consume every particle of carbon in the gas mixture, enough extra oxygen to burn all the carbon already deposited in the cylinders and on the piston and valves, too.

Econo-Kleen Is Guaranteed.

- It is guaranteed to make motoring more pleasant.
- It is guaranteed to do away with all carbon troubles as long as it is used.
- It is guaranteed to increase your power and gasoline mileage from 15% to 30%.
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Money Back Without Argument If You Are Not Pleased.

Get our free book—"Carbon"—entertaining, true information, tells how to avoid motor troubles—write today. Send \$1 for a trial can prepaid—it's enough to treat 112 gallons of gasoline and make it do the work of 130 gallons.



Econo-O-Kleen Fuel Company, Thief River Falls, Minn.

110 Labree Ave.

tion rate offering the Sentinel and the Declaration together.

— Build Roads Now —

Barney Sheridan, a veritable "wheel horse" in Kansas affairs, has been pounding away for months on the necessity of better road transportation, and is a warm advocate of the Jefferson Highway as one of the broadest and most effective factors in transportation matters. His editorial efforts are having much effect, and the official party began to see the results for miles before reaching Paola, where Mr. Sheridan's Western Spirit has its home.

— Build Roads Now —

W. D. Greason—another editor!—what would any movement do without the intelligent, well directed work of the editors?—has a most comprehensive grasp of the highway principle and is expounding it constantly through his Paola Republican. "We need to build roads; we must have highways; the fact of war makes them all the more important, and we must build roads and keep up the highways as a part of the work of winning the war," he says.

— Build Roads Now —

Joseph F. Leopold, secretary of the Chamber of Commerce of Joplin, is an old highwayman himself, having been one of the promoters of the Jackson and Dixie highways. He has been in Joplin only a short time, having come from the secretaryship of the Chamber of Commerce of Athens, Ohio, but he already has become a force in Joplin affairs.

— Build Roads Now —

George E. Quimby of Paola, Kas., has put every automobilist on the highway under obligations to himself by the clear way in which he voluntarily has marked the highway through that city. The poles are properly banded, and the fact that the highway runs through the city with only the one necessary turn, also is something that makes the tourist glad. The fewer corners, the better the motorist is pleased, always.

— Build Roads Now —

Mrs. Grace A. Wallace, editor of the Rosedale (Kas.) Interstate News, shines brightly as one of the Jefferson

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.

Quotations on Request

MANHATTAN OIL CO., Des Moines, Iowa

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

Beaver Falls, Pa. Joplin, Mo. Monadnock Bk., Chicago

Highway's best friends. She just naturally can't help it, because she is right in the forefront of all progressive movements in that city, the first on the highway



**CLARKE COUNTY
COWS - CORN -
CONTENTMENT**

COMMUNICATE
WITH
**CLARKE COUNTY
COMMUNITY CLUB**

OSCEOLA, IOWA

in Kansas, and she classes the highway along with waterworks and winning the war and other big movements. The association looks upon Mrs. Wallace as one of its strongest allies.

Build Roads Now
THE CHILDREN'S PART

On Spring River
May 7, 1918.

Dear Highway Man.

The war will end about 3 years. I expect it will it might only last two years it might last 4 years it might last quite awhile it has been a year since we have been in the war.

I dont know when the war will end it May never end and it might end soon that is all I can think of now.
lovingly
Dorothy May.

age 8 years.

p s the next space to be filled is a penny saved is a penny earned.

In the Peach Orchard.

Dear Highway Man.

We have organized a Junior poultry club and We get the eggs free for setting from the state experiment station.

In the next thrift stamp space is written "Thrift is the power to save."

Did you read about that big American gun? the gutters weigh seventyfive tons apiece it was planned and built in ten weeks. Mr. Schwab was a steel man and he got very rich the Government put him in for the head of ship building and he knows a whole lot about the steel.

We saw the train of war relics that was traveling through the country, we saw one of the French seventy five that had been in use, there was a big U. S. gun too, there were two machine guns too, there was a wrecked German airplain also. We saw a Canadian soldier that put on a gas mask and the steel trench helmet and made a speech.

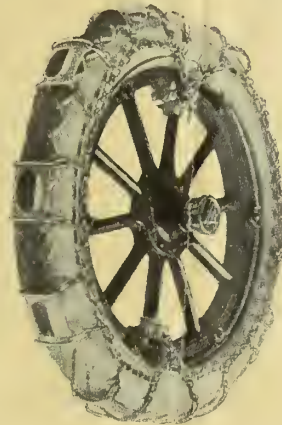
School will be out tomorrow and I can write to you oftener.

Ten years old.

Jack C.

Build Roads Now

**You Can't Skid if You Use
Goode's Anti-Skid Chains.**



**Prevents Slipping and
Side Skidding on
Slick Streets, Muddy
or Icy Roads**

**Saves the Tire
Reliable and Safe for
Hill Climbing**

**Easily and Quickly
Adjusted**

Made of Steel

FACTS YOU SHOULD KNOW

IT IS IMPOSSIBLE for this plate to injure the tire, as the inside surface is smooth and round, and leaves no impression upon the rubber. The chain is locked around the spoke by a new device which prevents creeping and causes the flanges to take immediate effect forward, backward and sideways alike. It is easy to put on and take off—requiring no tool, except a screw driver to first put on spoke device which may remain permanently, therefore causing no wear on the spoke or felloe. Particular attention is called to the new Improved Hook, which attaches chain to spoke device. It is easy to hook, unhook and tightens the chain from the time it is open until it is closed.

Goode Anti-Skid Chain Mfg. Co.
316 S. W. 9th St., Des Moines, Iowa

Packard LOW CHARGER

The "Easy to clean," Patented "High Speed" Mixing and Discharge Action is one of the few that successfully and fast handles

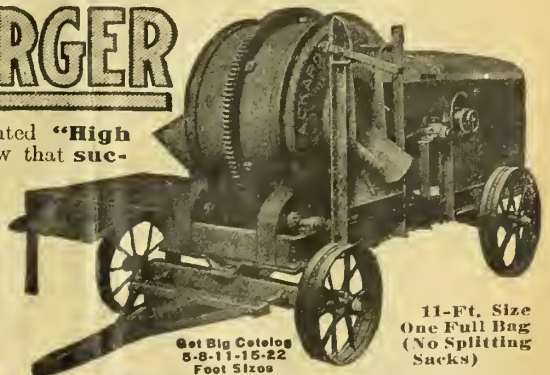
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Get our astonishingly low prices on these sturdy, built-of-steel mixers—also our Terms. 6 and 11-ft. sizes—also with Loaders. Quick deliveries from stock carried in all large cities. Write nearest office.

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THE 30000 HP ELECTRIC CITY

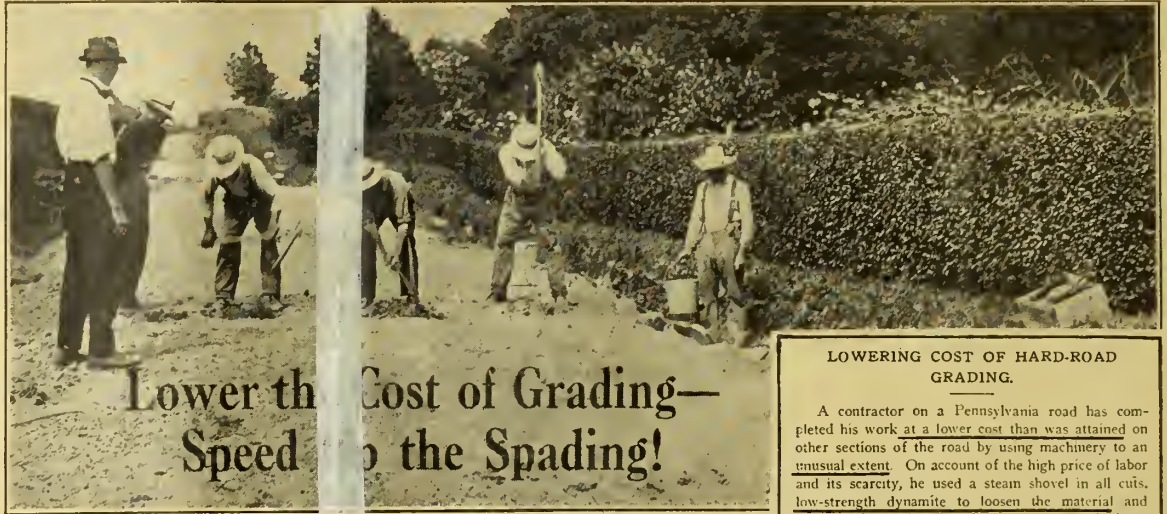
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11-Ft. Size
One Full Bag
(No Splitting
Sucks)

Get Big Ceteros
6-8-11-15-22
Foot Sizes

PAVING, STREETS, ROADS, SIDEWALKS, CURBS, GUTTERS, BRACKETS



Lower the Cost of Grading—
Speed up the Spading!

LOWERING COST OF HARD-ROAD GRADING.

A contractor on a Pennsylvania road has completed his work at a lower cost than was attained on other sections of the road by using machinery to an unusual extent. On account of the high price of labor and its scarcity, he used a steam shovel in all cuts, low-strength dynamite to loosen the material and speed up the work of the shovel, and automatic dump wagons to remove the earth and shale as it was excavated. The outfall drainage ditches were blasted out with dynamite, thereby reducing the cost of excavation and of trimming the slopes.

The work was finished on time, in addition to being done at a relatively low figure for the conditions, while the other contractors were unable to do so because of the difficulty of securing labor by the older methods, utilizing plows, scrapers and hand work.

A PENNSYLVANIA contractor was "up against" a time contract, labor shortage and very hard excavating. By using low-strength dynamite to

Blast Ahead of Shovels

they handled the gravel and shale easily and quickly and the contract was completed on time.

With a few cartridges of Red Cross Extra Dynamite exploded ahead of the shoveling gangs, it takes less time and labor to grade and yardage per day increases. Blasting takes the strain off the steam shovel,—helps to dig faster, cheaper and easier.

Ask for free booklet, Road Construction and Maintenance. Learn how to use Red Cross Explosives to lower the cost of grading and "speed-up" spading. Mention "Jefferson Highway Declaration" and address Advertising Division.

E. I. du Pont de Nemours & Co.,
Powder Makers Since 1802
Wilmington, Delaware

NOTE: When in Atlantic City visit the Du Pont Products Store, Boardwalk and Pennsylvania Avenue, and Du Pont Shooting School on Ocean Blvd of Young's Million Dollar Pier.

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E. I. du Pont de Nemours & Co., Wilmington, Del., Explosives.
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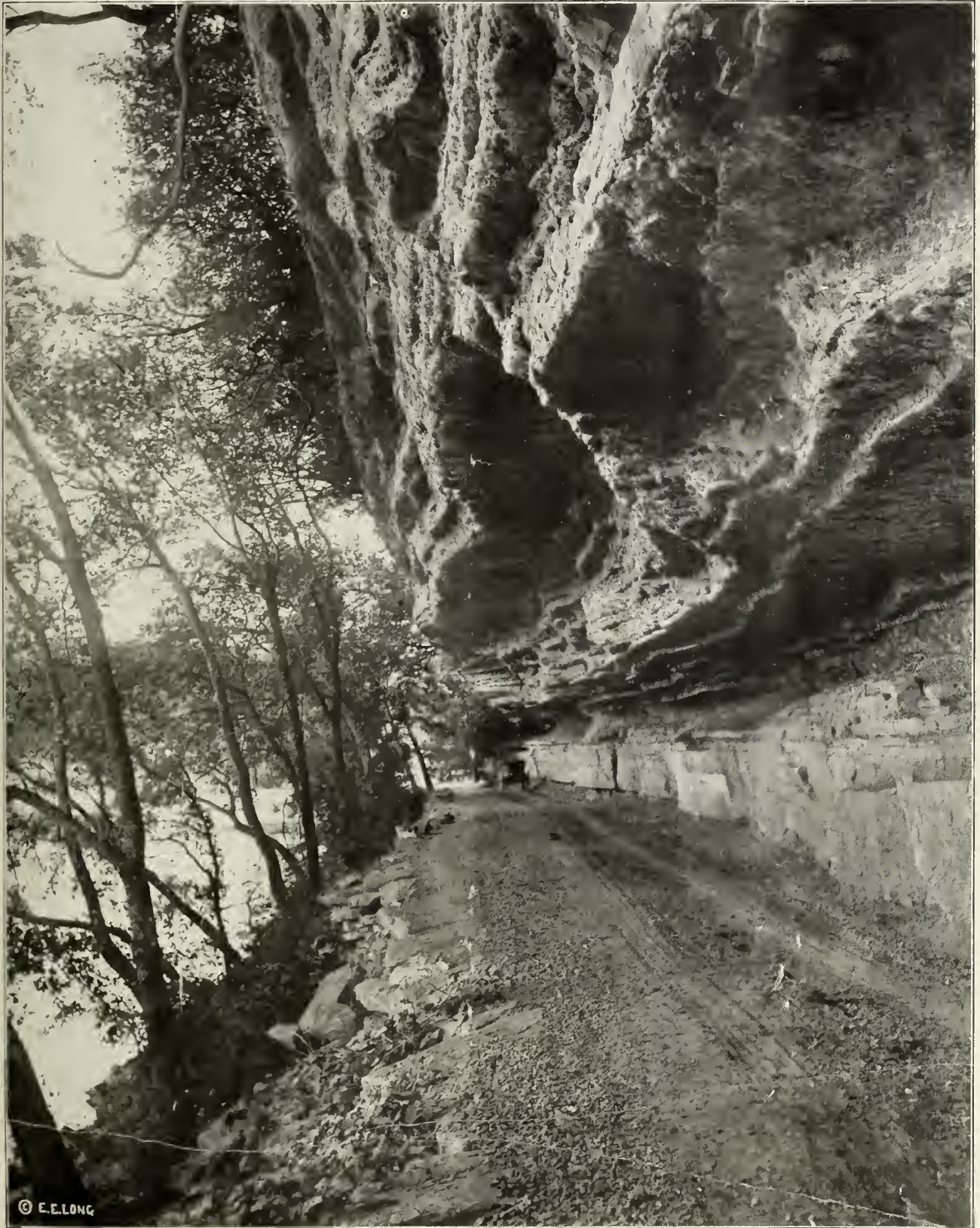
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0 Cents a Year
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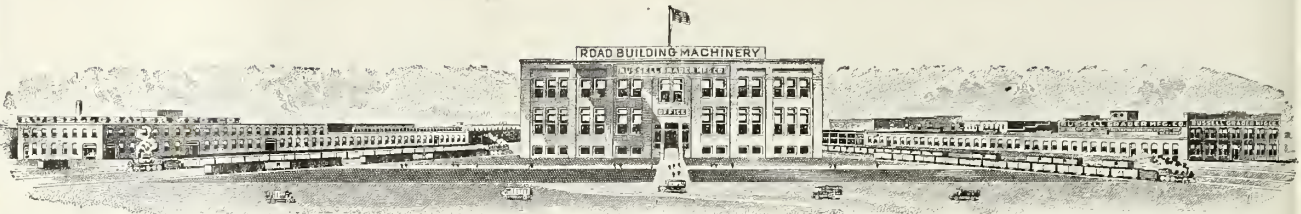
JULY, 1918



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MAKING A ROAD OUT OF SCENERY

This is the length to which Joplin, Mo., went in building its system of Good Roads. This scene is just outside the city.



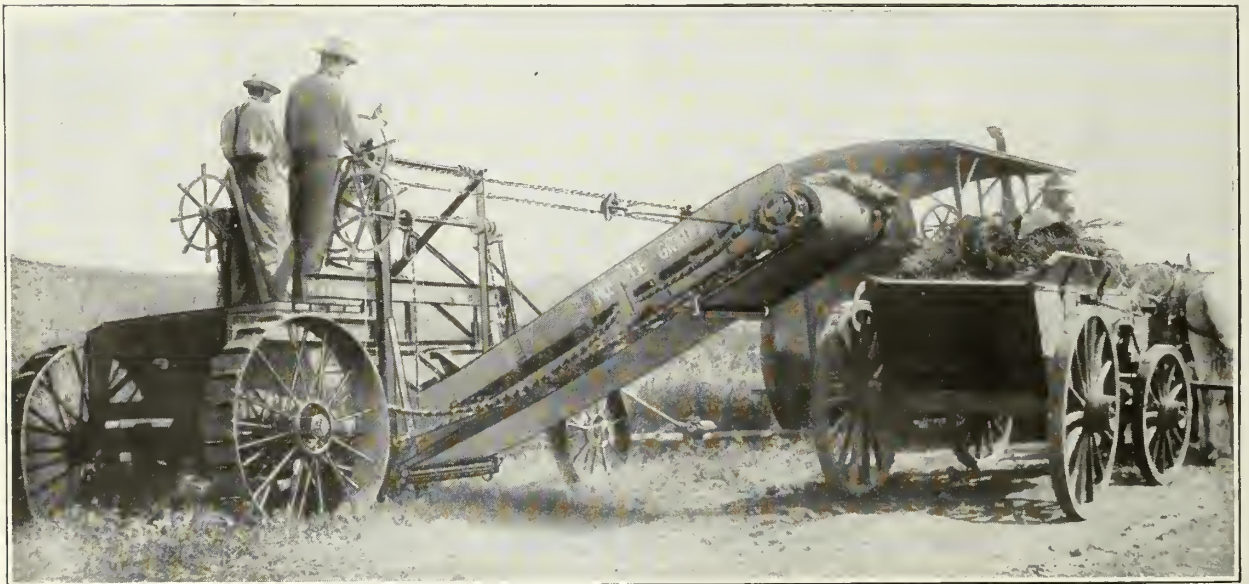
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THE NAME THAT STANDS FOR QUALITY
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A Million Dollar Corporation Specializing in a Complete Line Including

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JEFFERSON HIGHWAY DECLARATION

Volume III



Number 6

July, 1918

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

"Entered as second-class matter, January 16, 1918, at the postoffice at St. Joseph, Mo., under the Act of March 3, 1879."



GRIM WAR'S DEMAND ON THE J-H

Struggle for Freedom Makes Necessary Immediate and Effective Work to Provide Transportation Both for War Gear and Movement of Civilian Supplies

DO YOU WANT TO FIGHT?

DO YOU WANT to help fight this war for freedom?

HOW?

Must you seize a gun and go over the top amid the clash of battle, with you blood boiling and the eyes of the world focussed upon you?

Or, unable to do that, do you really mean what you say when you declare you are ready to do anything in your power to whip the German demon?

Are you willing to do a more prosaic thing, to fight with the implements of construction instead of with the weapons of destruction? Are you willing to help do the things over here that are absolutely necessary to win victory over there?

WAR has made a grim demand upon the Jefferson Highway. It is demanding that the highway furnish immediate and satisfactory thoroughfare for the carrying on of the fight for democracy on this side—to make it possible that food and supplies for the army, and to carry on at the highest possible pitch the activities of civil life on which the whole success of our arms now rest be transported over the highway as expeditiously and easily as possible.

Pushing a Century Ahead

It would have been a hundred years before peace would have made so urgent a necessity for the highway. But now the railroads are tied up and almost helpless. Higher rates are being imposed on both passenger and freight traffic and that burden is being added to an already staggering load of increase in production of every article, agricultural or manufactured.

The railroad lines are blockaded and the short haul business is paralyzed. Shipping is being discouraged over the steam roads.

Man power is running shorter and shorter. Those at home must speed up. The old, slow ways of transportation will not meet the need, nor can we spare the man power for it. The motor truck and the automobile, with their ability to deliver directly from place of production to place of consumption point to the only solution by the cutting out of time of transportation and the necessity for the extra handling of the cargo.

Traitor Mud Holes

With this condition now upon us, the Jefferson Highway becomes a matter of patriotism, and a mud hole is a form of treason, hindering victory and giving aid and comfort to the enemy. The road drag that fails to make its regular trip after a rain, is a slacker, and a weak culvert is a weak place in the line of defense.

Nor is this Fourth of July talk; idle talk; bombast. Look at the thousands of trucks running over poor roads to the eastern coast, running on night and day

schedules, laboring through the mud and over illy kept roads, delivering the necessities of war to the government, delivering while the sluggish freight trains creep helplessly along.

It was bad enough last winter, but it will be worse this. The demand will be greater, and railroad equipment will be in worse shape after having borne the burden of a year of overload and lack of repairs.

The government realizes—realizes in the midst of all the urgency at the battle front, on the high seas, at tidewater. It sees the necessity through the smoke of battle, amidst the vision of German submarines upon our eastern coast. And, despite the food situation, the cry for ships, the urgency of an ever increasing army, the fever heat of Liberty Loans, Red Cross drives, the Y. M. C. A.'s necessities, the anxiety over threatened coal famine and the multitude of other insistent demands, the government is planning an auxiliary transportation system over the national highways, the work to be carried on in charge of Director McAdoo of the railways. These lines will be over the best kept highways, of course.

A Need and An Opportunity

That's the need, and that is the opportunity for service that is offered the people along the 2,300 miles of the Jefferson Highway. It is not an opportunity for so spectacular service, perhaps, as of fighting a boche a mile above the clouds, but it is just as essential.

It has been apparent in the east, and we of the middle west have viewed it as something quite apart from us. But now it is our problem and our opportunity. The government, realizing that the east is congested beyond remedy, is moving its munition plants to the interior.

The submarine raid off the eastern coast, and the order to darken the lights of New York City, also presents a new and significant phase of the situation. Already it was seen that much of our shipping must be from gulf ports and farsighted ones are preparing for this shifting in the lines of transportation. The Jefferson Highway thus becomes automatically a main artery of traffic.

Gradually and surely, development to meet the new needs has been made on the Jefferson Highway. Springing up here and there, have appeared local truck service. One of these is between Mason City, Iowa, and Albert Lea, Minn. Another is between McAlester, and Kiowa, Oklahoma, the latter town getting all its supplies from the larger city by truck, thus relieving the railroad of all necessity of local hauls between the two places. There are two public service lines here, open to all shippers.

In nearly every principal town on the highway wholesale houses have established their own truck lines, serving a wide territory, and cutting down the short haul demand upon the railroads largely.

Eufaula, and McAlester, Okla., are building a \$150,000

(Continued on Page 15)

WORK FOR THE JULY MEETING

Here Are Some of the Vital Matters That Need the Thoughtful Attention of the International Board of Directors at Joplin July 5-6

THE JEFFERSON HIGHWAY is one of the most notable evolutions of its kind in recent years. For this reason the Directors' meeting, to be held at Joplin, Mo., July 5-6, will be the most important one ever held.

When the turbulent organization meeting, held in New Orleans, in November, 1915, was about to close, it was discovered that so much time and attention had been given to securing places, by the various communities on the highway, that no fundamental law for its guidance had been given consideration, so a constitution and by-laws that happened to be on file in the office



W. A. HOPKINS.

President of the International Association, who will preside at the Joplin meeting.

of the New Orleans Association of Commerce, was hastily secured and read and adopted.

It so hapened that this constitution and by-laws, thus hastily secured, did not fit the Jefferson Highway very well. Two attempts have been made to adapt it to Jefferson Highway needs but, like a rebuilt house, it leaves much to be desired. Any written constitution, however well it may fit on the start, is liable to get unwieldly and unduly restrictive with developments taking place as rapidly as they do nowadays.

At New Orleans the financing of the organization was overlooked, but this was remedied in a measure, at the Kansas City meeting three months later. But even at that time few, if any, had formed an adequate idea of the tremendous hold the Jefferson Highway would take on the people along the line, and proper provisions for giving expression to this favorable sentiment were not made, and, in fact, could not be made because the volume of this sentiment could not be forecast.

Some Misfits

One of these misfits was a provision that no money could be withdrawn without the signature of the president and treasurer, overlooking the fact that these officials might reside over two thousands miles apart. This provision is still in the fundamental law of the organization and has caused untold difficulties and has now become a dead letter by usage.

Provisions were made for holding county meetings

at the county seat, overlooking the fact that there are ten where the highway does not run through the county seat, and in some cases many miles from it. In some cases the county seat town was a contender for the highway and lost out. This creates a very embarrassing situation for the winners and possessors of the highway, as any attempt to hold a highway meeting in the county seat town might result in the possessor of the highway being swamped by adverse voting. This provision has survived two revisions.

Didn't Get Into the Constitution

Another provision directs that "No contracts or obligation shall be entered into involving an expenditure of over \$200.00 without the consent of the Executive Committee or Board of Directors," although the members of both bodies is scattered over 2300 miles of territory. This was found so impractical that at the St. Paul meeting in June, 1917, an Advisory Committee was intervened, but this committee has never received the recognition of the constitution and by-laws.

In practice few state meetings were held. To overcome this difficulty the General Manager was authorized, with the consent of the President, to reorganize any state where regular state meetings had not been held. But, inasmuch as no ultimate date was fixed when the state officers would become officially delinquent and might order the meeting the week or the day before the International meeting, and be in perfect harmony with the by-laws, the provision for the General Manager to take up this business is a dead letter.

A Chance for Remedy

This difficulty could be remedied, now that midsummer meetings have been definitely determined upon, by providing that state meetings must be called prior to the midsummer meeting, or after that date the authority to call state meetings will devolve upon the General Manager.

Provisions are made that each number of the association shall have one vote, but there is no definition as to what constitutes a member.

Provisions are made for nine kinds of memberships, but the holders of the memberships are not given a voice in the affairs of the association.

It has therefore been suggested the constitution and by-laws be amended to remedy these defects, and the Advisory Committee was instructed to suggest the necessary changes at the July meeting.

Build Roads Now

Trucks Carry Cargo of Used Cars

Much curiosity was excited recently when three used automobiles were seen on board three motor trucks passing through Wilmington, Del. It was learned that these were being sent to Richmond, Va., to supply the demand for used cars, three Richmond youths taking advantage of the fact that they thus could get freight free for the old cars, which they had bought with the idea of repairing and putting on the market.

Build Roads Now



STREET SCENE IN JOPLIN

Connor Hotel in distance at left, is where sessions of International Directors will be held.

ONE COMMUNITY WENT TO SLEEP

So Another Stole Away Its Jefferson Highway and Now There's a Big Fight On—They'll Both Be At Joplin In Force

CELESTE, TEXAS, went to sleep, dead asleep, on its opportunities in the Jefferson Highway.

But she is awake now! Oh, very much awake. She's awake in an effort to get back the highway which was stolen away from her by Bells, Bonham, Wolfe City and White Rock. Not stolen in the sense of criminality, understand, but quietly removed while Celeste slumbered on, unfindful of the fact that she was about to be so bereft.

And the bad thing about the situation is that Celeste lost the highway also to Whitewright, Trenton and Leonard, all of which were fully alive to the value of the highway and which begged Celeste with tears in their eyes, so to speak, to rouse herself and do her share.

But Celeste didn't. Somehow Celeste got the idea that the highway once located, was a property right and that she could cooperate with the other communities up and down the highway in the promotion of the enterprise, or that she needn't, and that it wasn't anybody else's business.

Surely This Isn't True!

It is even being told about Celeste that she argued thus about the highway; that is was located permanently there and that, if Celeste herself didn't build a hard surface road through that section, the International Association would be forced to do so some time.

But that's not to be believed, of course. A town may go to sleep, but that doesn't argue that it is stupid.

But, anyhow, Celeste failed to vote bonds, she didn't take any interest in the highway, and, not taking any interest and not putting anything into it, of course, got nothing out.

Celeste understands the situation now, and is doing many times as much work to get the location back than she would have had to do to remain in peaceful possession of it. She is fully alive to the benefits and value of the highway, the truth of the old saying, "Blessings brighten as they take their flight" being proved again in this case.

It Will Be a "Hoss Race"

It also is equally true that Celeste will know that she's been to a "hoss race," whether she wins or loses, for the towns on the new route, located by the Texas organization of the association some time ago at a meeting in Denison, have all the zeal of new converts to the highway gospel, and are building up an organization and a spirit that will be hard to surpass.

But both routes will be represented largely at the Joplin meeting, to which the decision of the Texas organization has been appealed, and there will be a wonderful display of highway enthusiasm there.

Whitewright, Leonard and Trenton are all in the fight, happy in the knowledge that Celeste is back in line again, and forgetting, in their eagerness to stand together, that there had been any remissness on her part. The utmost of cooperation is being manifest, and, win or lose, these communities have discovered the value of community cooperation, which is the fundamental principle of the highway movement.

A Trip Over Both Routes

The official party recently made a trip over both routes and interesting meetings were held at each of the towns interested. At Bells the meeting was held in the Journal office, where probably fifty men assembled on a few minutes' notice and listened to talks by General Manager Clarkson and Publicity Commissioner McDougal. A delegation from here accompanied the party on to Bonham, where conferences were held with some of the highway enthusiasts and the party was entertained at the golf club.

At Wolfe City a big meeting was held in a drug store which dismissed business for the time and gave full sway to highway business.

A short stop was made at White Rock, where a crowd gathered on the streets to learn more of the highway proposition.

The following day the party paid a visit to Whitewright and held a meeting in a bank when Whitewright was fully advised as to her rights and privileges in the matter of the appeal. Then, accompanied by a delegation from Whitewright, General Manager Clarkson went on to Trenton and addressed a crowd in a bank, and thence to Leonard where a meeting was held in the city hall.

The last stop was at Celeste where Mr. Clarkson spoke to a crowd in the directors' room of a bank.

At all these places on both routes the highway principle was carefully explained and each community was frankly told of the situation and wherein their rights and privileges lay and also what rights and privileges the communities on the competing route had.

Build Roads Now

If road drags and religion cost \$1.00, we'd all have good roads and salvation.

Build Roads Now

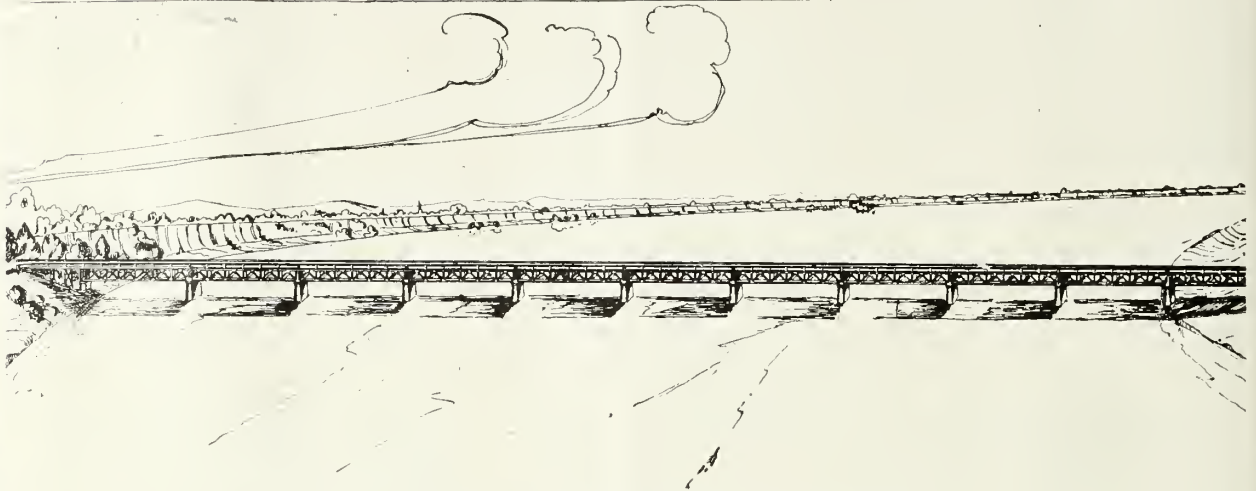


THE PRICE OF
GOOD ROADS,
LIKE THAT OF
LIBERTY, IS
ETERNAL
VIGILANCE.

Having built a highway, it is sound economy to keep it in perfect condition. Here a roadmender, with his supply train to the left, is seen repairing cracks in the highway surface.

THANKS TO THE SILO, A BRIDGE

When Steel Couldn't Be Procured for Caissons, Engineer Went to Farm For Solution of Problem



CANADIAN RIVER BRIDGE AT EUFAULA, OKLAHOMA

HARRINGTON, HOWARD AND ASH, CONSULTING ENGINEERS.

AN AIRPLANE VIEW OF A BIG PROJECT

What the aviator sees here will cost \$150,000 and provide a crossing to the Canadian River, which has been a bar to progress in eastern Oklahoma.

WOODEN SILOS, seven and one-half feet in diameter and thirty-five feet high, are making possible the construction of the \$150,000 bridge across the Canadian river at Eufaula, Okla., to carry the Jefferson Highway. These silos are being used as caissons for the construction of the concrete piers, and instead of the steel tubes that would have been used in times of peace, but which are now out of the question on account of the war. Twenty-four of them will be required, and all the engineering difficulties in their use have been met and conquered.

The big silos are made of pine 2 by 6s, tapered just enough in their width to make the arc of the circle required. They are held together with hoops, like a silo, and are provided at the bottom with a cutting edge of steel. An air chamber is provided in the bottom and this is roofed over with a bulkhead of timber, calked and bolted together and through which a 3-foot cylindrical opening for the passage of the men and the maintaining of the air pressure leads. The principles employed are exactly those of the regular steel caisson, but the practice had many difficulties.

For one thing, the tube, being of pine, floated, and to be of any use, it must sink. To accomplish this, a big box of heavy timbers had to be built on the top of every one, and fifty tons of sand were placed therein.

Another difficulty was in making the tubes and bulkheads tight enough to withstand the pressure of the water when they were sunk empty, or to retain the air, which is put in under pressure to keep the water out. At first the cylinders leaked like a sieve, but a method of calking was finally found which proved effective.

Already, two of the twelve pairs of piers have been completed, and progress from now on will be rapid.

The use of the silo model of caisson was worked out by L. R. Ash, a member of the firm of Harrington, Howard and Ash, Kansas City, Mo., which designed the bridge and is superintending construction. The contract was let to the Midland Bridge Company of Kansas City. D. K. McLeod is the resident engineer.

The bridge, which will be the only crossing of the Canadian river for a distance of probably 250 miles, will open up an immense traffic between the north and south through Oklahoma. It is being financed entirely by local capital, the stock and bonds being taken by citizens of Eufaula, McAlester and Muskogee. Ten months was the time set for the completion of the structure, under ordinary conditions. The work began March 15.

The bridge will have a total length of 3,384 feet of which 1,296 feet will be of steel. There will be a fill

of 756 feet on the south side of a river leading to a trestle approach 950 feet long. A short fill and trestle will be required on the north side. The trestle on the south already has been constructed.

The piers go down to bed rock, thirty-six feet below low water mark, and the floor of the bridge will be eight feet above high water. The width of the roadway will be 18 feet.

A part of the project will be a road leading from the bridge to Eufaula, 3.24 miles away. This will lead through a broken country providing a wonderful drive. It will at no place have a grade to exceed four per cent, and will be entirely above flood conditions. The project has been approved by the government engineers and the contract for the grading has already been let at the price of \$11,086.

Rocks as big as small houses will be blasted to make way for the road, trees will be cut and hills leveled and a viaduct will carry the road over the one railroad crossing.

— Build Roads Now —

HORSE SENSE ABOUT ROADS

Oklahoma Editor Talks Plainly About What Is Needed There

"There is no reason why Muskogee County should not have a better system of highways, better public roads," declared A. S. Koonce, good roads editor of the Muskogee Phoenix, in a recent issue of that paper.

"What mostly is required is what our fathers termed just 'horse sense.' One trouble is we have too many men with a mania for 'building roads' and no sense of regard for their maintenance. Such officials are a menace to the community. To build a good road, even a dirt road, and then neglect to maintain it is like buying an expensive piece of furniture and putting it out in the woodshed.

"It is not likely we will be able to build hard surfaced roads in Muskogee County for some time to come, but we can have reasonably good dirt roads and we can maintain them. Getting good roads is largely dependent on the views and actions of the farmers themselves. Oklahoma is near the bottom of the list of states having hard surface roads, less than one per cent being surfaced in any manner whatever. The farmer must get busy for on him rests the burden of demanding road reforms in Muskogee County."

— Build Roads Now —

THIS INJUN LENDS AN ENGINE

"Go and Pick It Out," He Tells J-H Men Bent On Working the Road

"Sure, got plenty," replied Eastman Richards, a full-blood Choctaw Indian of near Eufaula, Okla., the other day when a representative of the local organization of the Jefferson Highway, went to his home to borrow a tractor for working the highway.

The highway man went out and selected the tractor suited to his needs and drove it away, and kept it until he had done all the work needed.

Richards is a millionaire, owns the town of Richardville, near Eufaula, has installed electric lights and waterworks, and has built a \$10,000 bridge across a small stream so as to truck his products to Checotah, his nearest market.

He came wealthy through his oil royalties, but isn't averse to taking a flyer in cotton, as the following from the Eufaula Indian Journal testifies:

"Last fall when cotton went sky high, Richards is said to have put the New York market out of the running. If cotton was worth 30 cents in New York, it was selling for 31 cents at Richardsonville. The Indian being a ward of the government, the story goes, that the cotton buyers of Checotah, were practically put out of commission, and were unable to meet the big chief's prices, had the government to send a representative down to Richardville to call the Indian off, but by the time the government men had reached Richardville cotton had advanced on the New York market more than ten dollars a bale and it was no trouble for the Chief of Richardville to show the government officials he had made more than five dollars on every bale he had purchased, and had cleaned up around ten thousand dollars by cornering the market in that section of the country. All of his employes, perhaps more than fifty, are said to own automobiles, and he is starting a net work of good roads leading into his town. He has donated liberally to the Red Cross and has purchased a large amount of liberty bonds."

— Build Roads Now —

LOOK AGAIN, BROTHER AULL

Bewitched By Lizzies, Or are the Tourists Really Avoiding Lamar, Mo.?

Those who take some note of the traffic on the Jefferson Highway these days, observe that, while there are few tourists, that new Heneries go past in flocks. Dealers are bringing them down, in some instances, from Kansas City, perhaps in others from Detroit. That's one advantage the automobile industry has over others. Denied railroad transportation, its output can transport itself. A machine could be driven, quite easily, from Detroit to this part of the country, in four, or at most five days.

—Lamar Democrat.

Is Brother Arthur Aull so enamoured of the Lizzy that he cannot enlarge his vision to take in the bigger cars that go trundling down the Jefferson Highway, filled with happy tourists, or can it be that all these tourists, frightened by the bear stories of bad roads on the Missouri branch of the highway, are going down the Kansas side?

It might pay Brother Aull to stroll around the corner to Gelwick's garage and ask the manager what about it.

There's a mere chance that the tourists don't all call around at the office of the very excellent Democrat to register in. They may have been missing something all the time, but tourists have a habit of sticking pretty closely to the highway and to making their stops at places where special invitations are extended, Gelwick's garage being among them.

But somehow, some way, the tourists are on the highway south of Lamar, as the official party can well testify. Ask the ferryman at the Canadian river at Eufaula, Okla. He'll tell you that eighty-two went across with him one day recently and that forty is a pretty fair average.

Let us hope that these all don't pass up Lamar, or go through in the night. If they are, Lamar is missing something.

That bear story is a hoax anyhow.

— Build Roads Now —

WILL DEDICATE IT SOON

Appropriate Program Will Be Arranged For New Orleans Monument Ceremony



MARKING THE SOUTHERN TERMINUS

Plans for the dedication of the beautiful monument recently erected at St. Charles and Common streets by the Daughters of the American Revolution to mark the southern end of the Jefferson Highway, probably will be made at the Joplin meeting of the association.

This monument is six feet high and twelve inches square. It is of blue granite and carries appropriate inscriptions.

— Build Roads Now —

HERE'S DAILY TRUCK SERVICE

Project Between Mason City and Albert Lea Cuts Cost and Saves Time—Actual Figures Prove Money Worth of the J-H

THE Jefferson Highway took another step forward in meeting the transportation needs of the present world crisis, when a daily motor truck service was put into operation over the forty-three miles of the highway between Albert Lea, Minn., and Mason City, Iowa, May 15th.

The establishment of the service attracted wide attention and much newspaper space was given to accounts of it. The farmers living along the route took keen notice of the enterprise and many of them stopped the car along the way to inquire if regular stops could not be arranged for taking on their products to be carried to market.

The project was hailed with satisfaction not only because of the immediate need that it fills, but also



BEATS RAIDROADS IN COST AND TIME

This Truck Service is attracting wide attention along forty-six miles of Jefferson Highway.

because it exemplifies the service the Jefferson Highway is giving the people of its territory, and emphasizes the need for the immediate improvement of the highway throughout its entire length.

The service was inaugurated by Wilson & Company of Albert Lea, and the truck used is a one and one-half ton International. It is running on schedule, making the initial trip in 7 hours and 10 minutes actual running, with a 1 hour and 40 minute stop at the terminal.

The condition of the road was not the best, as a heavy rain had fallen all night and five miles of the road had just been graded and was heavy going. Twelve miles, all told, was mud. The load also was not well placed and shifted considerably.

There were no stops for adjustments nor repairs, but six stops were made for other reasons. The truck carried two men, and a cargo weighing 3,800 pounds. Fourteen gallons of gasoline was used and one and three-fourth quarts of oil, and five gallons of water was required.

The total cost of the round trip was \$13.27, as against \$40.12, the cost of transporting the same load round trip by railroad. The load was handled only twice by truck, while by freight it would have been handled five times. It reached its destination in less than eight hours, while twenty-four hours would have been the elapsed time by freight.

Here are the detailed figures:

Cost by Truck	
14 gallons gasoline at 25 cents.....	\$ 3.50
1 3/4 quarts oil at 60 cents a gallon.....	.25
Repairs at 2 cents a mile (estimated).....	1.72
Tires at 2 cents a mile (estimated).....	1.72
Garage, per day.....	.50
Driver, per day.....	3.50
Interest on investment at 8 per cent of \$2,200..	.48
Depreciation at 25 per cent.....	1.50
Insurance and license.....	.10
Total cost for round trip.....	\$13.27

Cost by Railroad	
1,200 lbs. of fresh meat at 28 cents per 100.....	\$ 3.36
400 lbs. of smoked meat at 14 cents per 100....	.56
800 lbs. of packed sausage at 19 cents per 100..	1.52
1,400 lbs. of fresh sausage at 23 cents per 100...	3.22
Total freight and cartage.....	\$20.06

The average cost by rail is 21 cents per 100 pounds and the cartage 30 cents per 100, or a total cost by rail of 51 cents per 100 as against an average of 33 cents by truck.

According to the above figures, there was an actual saving on the one way trip of \$6.79 cents in addition to the advantage of quick delivery. This leaves the whole receipts of the return trip, which by rail would have been \$20.60, in the profit column.

— Build Roads Now —

TRUCKS MUST CARRY BURDEN

Traffic Expert Points Out That Real Transportation Strain Is Coming This Fall

Preparations in America for the traffic difficulties that are bound to arise, is urged by W. C. Rowley, of the Federal Motor Truck company. Rowley was for thirty years general freight agent for the Michigan Central railroad, and is a thorough student and authority on railroad traffic conditions.

Rowley points out that when American ships that are now being built begin operation, the strain upon the railroads will be far greater than it is now, and that some definite means of relief must be devised. This means, obviously, is the motor truck. The performance of American motor trucks throughout the war and particularly the work they did last winter during the serious railroad traffic tie-up, show positively that the trucks are the agency to settle this problem.

Agricultural production such as never has been dreamed of in this country is demanded for the year 1919. The ships which are to be built and will be launched during the coming summer will carry greater cargoes of American products abroad to our own soldiers in France and to the people of England and France particularly, than ever before. This means that the railroads will have to carry greater volumes of goods to the Atlantic seaboard and that they will be overwhelmed with work. The motor truck must come to the rescue and the American public must make preparations to meet the great transportation demand. The trucks have proven conclusively that they can relieve the railroads of much of the short haul traffic and that many kinds of freight can be transported on long hauls with great success and at a reasonable cost.

— Build Roads Now —

JOIN THE SOCIABILITY RUNS

Make July 4th a Big Day and Do Some Good for the Cause of Bettered Highway

There are three Sociability Runs scheduled to go over the Jefferson Highway July 4th—you're invited.

One will start at Lamoni, Iowa; one at Rosedale, Kas., and one at Grenville, Texas. They'll all get together at Joplin, Mo., for the meeting of the International Directors, July 5-6.

Two big contests are adding interest to the meeting—one of these being on the two routes between Lees Summit and Harrisonville, Mo., and the other between contesting routes from Sherman to Greenville, Texas.

The Oklahoma J-H organization will hold its meeting at Miami, the Kansas state meeting will be at Pittsburg, and the Missouri meeting at Joplin, all the evening preceding the International meeting at Joplin.

— Build Roads Now —

It's pretty expensive these days to let an iron bridge rust out.

— Build Roads Now —

If you have cider or something to sell the tourist, put out your sign so that by the time he has his mind made up, he'll be at the cider—or something.

— Build Roads Now —

The tourist starts out with the idea of spending money. Why not get your part of it?

— Build Roads Now —

APPLYING BUSINESS PRINCIPLES

Down in Louisiana a Neglected Section of the Jefferson Highway Was Turned Into a Good Road by the Quick Application of an Easy Remedy—A Problem and Solution

If you want to do a thing—why, that's all there is to it. Take a page out of the experience of Grand Parish Louisiana, where an inexpressibly bad condition of the highway had been tolerated for a long time, and where a week made a speedway out of it, and nobody was worked to death, either.

But here are the documents:

The following is reprinted from the Colfax (La.) Chronicle and is self-explanatory:

Mr. Clarkson Severely Criticises Lack of Work on Jefferson Highway

To the Citizens of Colfax and Grant Parish—Greeting!

En Route, Colfax, La., June 11, 1918.

You took considerable trouble to convince us that you wished the Jefferson Highway to traverse Grant Parish and pass through Colfax. In doing so many representations and promises were made in reference to what Grant Parish would do for the highway.

In coming into the parish on an inspection trip today, I find between Billis and Aloha, several miles north of Colfax, the worst stretch of road on the entire highway between Winnipeg and New Orleans. The condition of this road is manifestly from neglect.

We also find that although the signs have been in Colfax for months they have not been put up. Neither have the marks been put on the posts to direct travel.

We are now on our way to New Orleans and will return next week, and if by that time the parties who are responsible for the maintenance of this road cannot put it in reasonable travel condition, we shall take it as a gentle hint that Colfax and Grant Parish no longer care for the highway.

Sincerely yours,

J. D. CLARKSON,

General Manager Jefferson Highway.

Editorial in same issue of Chronicle:

Condition of the Jefferson Highway

In relation to the criticism by Mr. J. D. Clarkson, as to the condition of the Jefferson Highway in Grant Parish, which will be found in another place in this issue, we will say that while his criticism is deserved, there are some complications that in a measure extenuate the conditions of which he complains.

While on an inspection tour of the highway, Mr. Clarkson is, of course, expected to call attention to all neglect. The road at Aloha and northward, which he specifies, is built on stiff clay land that has never been graveled. A train of military trucks passed over it after a rain and cut it all to pieces. The parish being out of available funds, and the bonds voted to build the road not being allowed to be floated by the government, neglect followed the complication.

As a matter of fact, at the very time the criticism was made, men were at work on the White motor truck and the parish road machine, getting it in order to work that identical stretch of road, and if Mr. Clarkson had delayed his trip two or three days he would probably have found things all right. However, we do not regret the criticism, and hope it may be the cause of more careful attention to the road in the future.

Communication to the Chronicle:

Colfax, La., June 13, 1918.

Editor Colfax Chronicle:

I was told of the statement by Mr. Clarkson concerning the Jefferson Highway in this parish, and later saw the statement. The road must be kept up. Concerning that statement, I wish to say that I understand the trouble to be that the Police Jury has been unable to sell the bonds owing to the policy of the government to stop sale of other than government bonds during the war. Of course, every patriot endorses this policy of the government. But the government wants roads built, and maintains at Washington a special department for that purpose, the Good Roads Bureau.

Now, our people can keep the Jefferson Highway

and build, gravel and maintain it by a tax for that purpose, if they desire to recall and cancel the bond issue and vote the tax. They are paying taxes now on bonds which they cannot use. The idea is to recall the bond issue, keep on paying the tax, and use the tax as collected. The bond issue was for Road District No. 8. I think Road District No. 8 could reach the trouble and cure it by petitioning the Police Jury to submit to the people for their approval or rejection the question of cancelling the bonds (none of them have been sold) and continuing the tax for a specified number of years, and using the tax so collected on the roads in District No. 8. The matter could be solved by submitting to the people the proposition in the following form. If this carried, the bonds would be cancelled and the tax voted; if not bonds would stand (and we might lose the highway):

For the Proposition—To recall and cancel the bond issue voted in Road District No. 8 on—day of—191— and vote instead thereof a tax of—mills on the dollar of assessment in said district for a period of—years, beginning with the year 1918.

Against the Proposition—To recall and cancel the bond issue voted in Road District No. 8 on—day of—191— and vote instead thereof a tax of—mills on the dollar of assessment in said district for a period of—years, beginning with the year 1918.

I submit this suggestion to the people of Road District No. 8, through the columns of your progressive paper, for their consideration. As I take it, all of us would feel a personal loss if the Jefferson Highway were taken away from us and routed elsewhere. We wanted this road so bad that "we fit, bled and died for it," so to speak, but we must remember that to keep it we have got to pay for it also. We know that we cannot do so with bonds, for we cannot sell them. We must adopt some other plan. Any plan that will build the road will be satisfactory to every lover of good roads. The idea is for everybody to get together in a general agreement and proceed with the work. Let us keep the Jefferson Highway by all means. Yours respectfully,

J. B. ROBERTS.

This criticism was directed at the lack of maintenance, and not at lack of construction. I am entirely familiar with war transportation and financing conditions as applied to road building and make proper allowance for them, but they should not be overplayed.

The explanation that a train of military trucks had run over the highway and cut up the road was made with a pessimistic note, suggesting that such a thing was undesirable. As a matter of fact, we are inviting just such use of the highway, and this should have been treated as an opportunity instead of a mischance.

Upon my return from New Orleans a week later I found eight miles of this bad road had been put into such fine condition that my car leaped to a 35-mile clip upon reaching it.

Three Solutions

Banker Roberts' suggestion may be all right, but there are two other solutions of the problem that might be tried first.

One way is for the Police Jury to retire so much of the bond issue as is represented in the taxes already collected and use the money under the supervision of the state highway department to build as much of the road as possible each year till the war closes or restrictions are removed from floating road bonds.

The Police Jury of St. Landry has done this and is proceeding in the way outlined.

Another way is to divide the \$150,000 bond issue of Grant Parish in two and float \$75,000 of it. That amount is all that could be used economically this year, anyway.

Quite a number of parishes and counties on the highway have adopted this method and are building roads.

It would seem the part of wisdom not to vacate the bond issue yet, at any rate.

J. D. CLARKSON.

Charter of the Jefferson Highway Association

Be it known, that on this 28th day of the month of July, in the year 1916, before me, E. B. Glenn, a notary public, duly commissioned and qualified, in and for the parish of Orleans, State of Louisiana, and in the presence of the witnesses herein named and undersigned, personally came and appeared Messrs. L. E. Lyons, Jr., Ginder Abbott, W. E. Atkinson, W. P. Parkhouse, Walter Parker and Wm. T. Ritter, all residents of the City of New Orleans, State of Louisiana; who declared that, availing themselves of the provisions of the laws of the State of Louisiana, relative to the organization of non-trading corporations, they have contracted and agreed and bind and obligate themselves, as well as such persons as may hereafter become members thereof, to form, and constitute a corporation and body politic in law for the objects and purposes and under the agreements and stipulations following, to wit:

Article I.—Name. The name and title of the said corporation shall be The Jefferson Highway Association (Inc.), by which name it shall be known as well as sue and be sued.

Article II.—Purposes and Objects. The purposes and objects for which this corporation is formed are hereby declared to be the promotion and encouragement of the building and maintenance of a continuous improved highway or highways from New Orleans, Louisiana, 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.

Article III.—Domicile. The domicile of the said corporation shall be in the city of New Orleans, State of Louisiana.

Article IV.—Memberships. This corporation shall have no capital stock and shall issue no shares of stock. Membership shall be divided into nine classes: (1) Endowment membership at \$10,000; (2) Founders membership at \$1,000; (3) Councillor membership at \$500; (4) Life membership at \$250; (5) Supporting membership at \$100; (6) International membership at \$50; (7) National membership at \$25; (8) Touring membership at \$10; (9) Annual membership at \$5.

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

Article V.—Government. Except as regards the terms and conditions upon which membership may be acquired or forfeited all powers shall be vested in the following:

(1) The General Officers; (2) The Board of Directors; (3) The General Executive Committee; (4) The State Executive Committees, there being one for each state through which the highway is to pass; (5) The County Associations, there being one for each county through which the highway is to pass.

(1) The general officers shall consist of a president, vice-president, secretary and a treasurer. They shall be elected by the board of directors at their annual meeting, as is hereinafter more fully set forth, and shall have such powers and duties as usually attach to their respective offices and such other powers, authority and duties as may be vested in them by the board of directors or the executive committee. Any vacancy shall be filled by the board of directors for the unexpired term. All legal process against the corporation shall be served on the president or secretary or other agent specially authorized to accept service by action of the board of directors.

(2) The board of directors shall be composed of the general officers, the vice-president, and the three committee men from each state. A quorum shall consist of not less than seven (7) members, representing not less than three (3) states. Directors may vote by written proxy at all called meetings.

The president or the secretary shall notify each member of the board of directors by letter or wire at his last registered address at least ten (10) days prior to the annual meeting. The board of directors at the annual meeting shall elect a president, vice-president, a secretary and a treasurer, from the general membership and take up all other business coming before the meeting relative to the welfare of the Jefferson Highway.

The board of directors or the general executive committee is empowered to employ a secretary and an engineer and such other employees as may be required in their judgment, and to fix their salaries and define their duties.

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 the secretary to each member of the board at least five (5) days prior to the meeting, stating object, time and place of meeting.

Vacancies in the board of directors shall be filled by the state executive committee in the state from which the vacancy occurred.

(3) The General Executive Committee shall consist of the president, vice-president, secretary and treasurer, and the state vice-presidents. A quorum shall consist of not less than three (3) members.

The duties of the General Executive Committee shall be to consider and pass upon all matters laid before them relative to the Jefferson Highway. In case of conflict between the Executive Committee and the board of directors, the latter shall rule.

(4) The State vice-president or the State Executive Committee of each State shall issue a call for a State Convention to be held at a convenient date, and in said call shall designate the time and place of the said meeting. The first State Convention cannot be held until at least three-fourths of the county delegates for that state shall have been chosen by their respective counties. The State Convention shall be composed of delegates elected by each coun-

ty convention and of the members of the State Executive Committee. Each delegate shall have one vote in the election of the State Vice-President and the three State Committees and any other matters coming before the State Convention.

The State Convention of each State is empowered to provide for its organization and for the annual election of the State vice-president and the three State Committeemen. These four officials shall constitute the State Executive Committee for that State.

The members of the State Executive Committee are to be members of the board of directors of the General Association.

(5) There shall be maintained a County Association in each county through which the Jefferson Highway passes of which the officials shall consist of a chairman, vice-chairman, secretary, treasurer and three advisory members.

The officials of the County Association shall meet at the call of the chairman or vice-president whenever in their opinion the interest of the road requires such a meeting, and each official shall faithfully perform the functions and duties of his office.

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 for best promoting the interest of the road in that county, during the coming year; also for the election of the three delegates to attend the Jefferson Highway State Convention for the purpose herein stated.

Each member of the Jefferson Highway Association shall be entitled to one vote in the County Convention in 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 VI.—Duration. The corporation shall exist and continue for a period of ninety-nine (99) years, unless it is sooner legally dissolved.

Article VII.—The members of this corporation shall never derive any profit or financial gain therefrom. If, upon dissolution of this corporation there shall remain any surplus after the payment of all debts, said surplus shall be disposed of in the discretion of the board of directors.

Article VIII.—Liability of Members. No member shall ever be held liable or responsible for the contracts, faults or debts of the corporation, if any, beyond the amount of his membership subscription due thereto.

Article IX.—Amendments. The charter of this corporation may be amended by a three-fourths ($\frac{3}{4}$) vote of the board of directors present at a special meeting called for that purpose after at least ten (10) days' written notice thereof sent by registered mail to the post office address of each member or to his last known address, which notice shall state fully the proposed amendment, provided that such alteration or amendment shall not be in conflict with any law or laws of the State of Louisiana. Members may vote at such meetings by proxy but no proxy shall be considered in determining whether or not there is a quorum present.

Article X.—Dissolution. This corporation may be dissolved upon a three-fourths ($\frac{3}{4}$) vote of the members of the board of directors at a special meeting called for that purpose after at least ten (10) days' written notice thereof sent by registered mail to the post office address of each member or to his last known address, which notice shall clearly state the object of the meeting. Members may vote at such meetings by proxy but no proxy shall be considered in determining whether or not there is a quorum present. At said meetings three (3) liquidating commissioners shall be elected with full power and authority to liquidate the affairs of the corporation, and, in the event of the death, resignation or other disability of one or more of said liquidating commissioners before the affairs shall have been liquidated, the remaining one or two shall have power to fill the vacancy or vacancies thus created.

Article XI.—The following named persons shall constitute the first board of directors and shall hold their offices until their successors shall have been elected and qualified as hereinabove provided. The General Officers: E. T. Meredith, president; D. N. Fink, vice-president; Walter Parker, secretary and treasurer pro tem. State Executive Committees: Louisiana—Lucien E. Lyons, vice-president, W. E. Atkinson, J. T. Bullen, Alex. Grouche, Jr., directors.

Oklahoma—Dr. Oliver Bagby, vice-president; D. N. Fink, R. N. Dick, W. F. Dodd, directors. Arkansas—S. M. Dickey, vice-president; Geo. D. Locke, J. M. Putnam, Hon. Geo. Single, directors. Nebraska—R. K. Brown, vice-president; Clark G. Powell, E. V. Parish, Robert H. Manley, directors. Missouri—John M. Malag, vice-president; E. J. Kling, Geo. E. McIninch, W. B. Scruggs, directors. Iowa—H. H. Polk, vice-president; W. S. Hopkins, H. H. Shepard, E. C. Harlan, directors. Minnesota—J. H. Beek, vice-president; Herman Roe, Henry H. Orme, Thos. E. Cashman, directors. South Dakota—H. P. Brownell, vice-president; H. B. Harlan, Walter M. Cleever, N. O. Monseroude, directors. Texas—W. N. King, vice-president; W. N. Harrison, E. C. Bracklen, B. K. Coghlan, directors. North Dakota—J. P. Hardy, vice-president; F. A. Irish, J. D. Grant, C. J. Koehelhoff, directors. Kansas—R. S. Tiernan, vice-president; A. H. Shaefer, Marion Coulter, Paul Russell, directors.

— Build Roads Now —

L. S. Whitcomb, Albert Lea, writes:

"Tourist travel is getting heavier right along and the highway in this county is fine with very little exception."

— Build Roads Now —

Sociability Run

SOCIABILITY RUN—JEFFERSON HIGHWAY

Lamoni, Iowa, to Joplin, Mo., for meeting of International Directors at Joplin, Mo., July 5th and 6th, 1918.

Starting from Lamoni 7:30 a. m., July 3rd., with President W. A. Hopkins in the pilot car.

Schedule A

Town	Pilot	Inter-mediate miles	Total miles	Leave
Lamoni	W. A. Hopkins	00.0	00.0	7:30 A. M.
Eagleville	O. W. Curry	14.1	14.1	8:13 "
Bethany	W. C. Cole	15.7	29.8	8:59 "
New Hampton		10.4	40.2	9:26 "
Albany	Dr. C. C. Covert	8.3	48.5	9:56 "
Ford City		15.9	64.4	10:42 "
King City		6.9	71.3	11:06 "
Union Star		8.7	80.0	11:37 "
Rochester		9.3	89.3	12:05 P. M.
Avenue City		8.1	97.4	12:30 "
St. Joseph	L. S. Stubbs	9.3	106.7	12:55 "
St. Joseph		0.0	106.7	2:00 P. M.
Dearborn	T. J. Means, Jr.	20.8	127.5	3:08 "
Edgerton	C. B. Turney	8.7	136.2	3:40 "
Trimbell		6.4	142.6	4:03 "
Smithville	James C. Wright	6.7	149.3	4:30 "
Nashua	Allen Thompson	6.5	155.8	4:55 "
Gashland		3.7	159.5	5:20 "
Kansas City		10.5	170.0	6:12 "

HEADQUARTERS MUEHLEBACH HOTEL.

VIA CAMERON

Schedule A Continued

Town	Pilot	Inter-mediate miles	Total miles	Leave
Bethany	W. C. Cole	00.0	29.8	8:59 A. M.
Pattonsburg	F. L. Shoemaker	21.5	51.3	10:24 "
Winston		15.8	67.1	11:03 "
Cameron	Geo. S. Harris	15.0	82.1	12:02 P. M.
Cameron	Cameron	00.0	82.1	1:22 "
Keystone	Keystone	9.0	91.1	1:49 "
Perrin		5.5	96.6	2:06 "
Plattsburg	E. C. Jones	8.0	104.6	2:59 "
Trimble		13.5	118.1	4:03 "

FOR BALANCE OF RUN SEE SCHEDULE A.

Arrive at Muehlebach Hotel, Kansas City, at 6:12 p. m.

Parties from the North can choose either route they desire, either via Kansas or via Missouri.

JEFFERSON HIGHWAY for State Meeting at 8 p. m., Connor Hotel, July 4, Joplin, Mo. International Meeting July 5th and 6th, Convention at 10 a. m., July 5th.

MISSOURI—Schedule B

LEAVE MUEHLEBACH HOTEL JULY 4th, at 7 A. M.

Go south on Baltimore Ave. to 14th Street, east on 14th to Paseo, south on Paseo to 31st Street, east on 31st to the end of street. Turn right and follow rock road to Raytown.

Town	Pilot	Inter-mediate miles	Total miles	Leave
Kansas City		00.0	00.0	7:00 A. M.
Raytown		12.3	12.3	7:30 "
Lee's Summit	A. T. Grimes	11.3	23.6	8:00 "
Harrisonville	D. M. Gregg	20.0	43.6	9:00 "
Archie		15.1	58.7	9:45 "
Adrian		8.0	66.7	10:15 "
Passaic		6.5	73.2	10:37 "
Butler	C. M. Norfleet	5.9	79.1	11:03 "
Rich Hill		16.3	95.4	11:53 "
Arthur		8.0	103.4	12:17 P. M.
Horton		4.7	108.1	12:32 "
Nevada	C. M. Ewing	12.6	120.7	1:06 "
Nevada		00.0	120.7	2:12 "
Milo		9.4	130.1	2:41 "
Sheldon		6.4	136.5	3:02 "
Lamar	Geo. Schriener	13.2	149.7	3:44 "
Boston		7.5	157.2	4:07 "
Jasper	Bert Webb	7.9	165.1	4:31 "
Carthage	W. C. Bryant	12.5	177.6	5:04 "
Cartersville		10.0	187.6	5:34 "
Webb City		2.0	189.6	5:40 "
Joplin		7.0	196.6	6:01 "

SOCIABILITY RUN THROUGH KANSAS

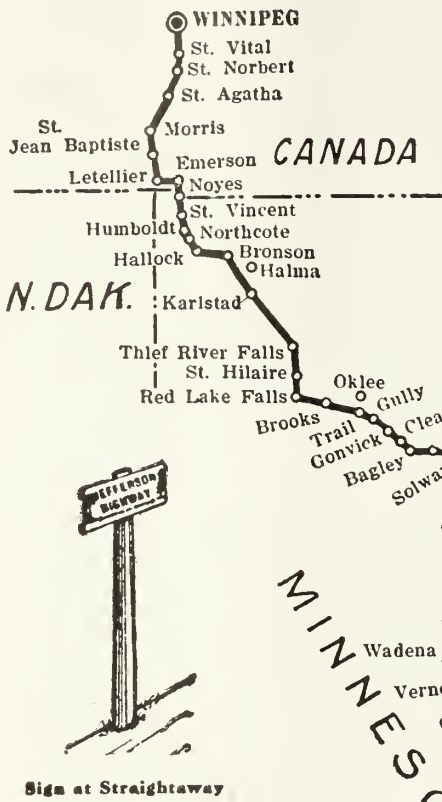
JEFFERSON HIGHWAY

Kansas City to Joplin, Mo. For State Meeting at Pittsburg, Kansas, for State Meeting, July 4th at 8 p. m.

International Meeting at Connor Hotel, Joplin, Mo., July 5th and 6th, convening at 10 a. m., July 5th.

KANSAS—Schedule C

Town	Pilot	Inter-mediate miles	Total miles	Leave
Kansas City	(Muehlebach H.)	00.0	00.0	7:00 A. M.
Rosedale	T. L. Ricksecker	4.5	4.5	7:30 "
Olathe	Fred House	26.00	30.5	8:45 "
Bonita		5.3	35.8	9:01 "
Ocheltree		3.2	39.0	9:08 "
Spring Hill		2.0	41.0	9:14 "
Hillsdale		7.9	48.9	9:40 "
Paola	Paul Russell	9.3	58.2	10:10 "
Osawatomie	K. Clevenger	10.7	68.9	10:50 "
Beagle		6.6	75.5	11:10 "
Cadmus		9.2	84.7	11:40 "
Farlingville		11.4	96.1	12:15 P. M.
Mound City	C. E. Dallas	9.1	105.2	12:45 "
Mound City		0.0	105.2	1:45 "
Manty		7.8	113.0	2:08 "
Fulton		8.3	121.3	2:33 "
Fort Scott	Harry Russell	13.8	135.1	3:15 "
Anna		14.9	150.0	4:00 "
Farlington		8.7	158.7	4:30 "
Girard	Marion Coulter	8.1	166.8	5:08 "
Pittsburg	A. H. Shafer	14.0	180.0	5:53 "
Pittsburg		00.0	180.0	8:00 A. M.
Opolis		9.5	189.5	8:33 "
Carl Junction		16.1	205.6	9:23 "
Joplin		7.1	212.7	9:52 "



Kansas City to Joplin (Thru Kansas)

Read Down	Read Up	Intermediate	Station
00.0	203.8	00.0	Kansas City
30.5	173.3	30.5	Olathe
35.9	167.9	5.4	Bonita
38.9	164.9	3.0	Ocheltree
40.7	163.1	1.8	Spring Hill
48.0	155.8	7.3	Hillsdale
55.1	148.7	7.1	Paola
67.1	136.7	12.0	Osawatomie
73.2	130.6	6.1	Beagle
81.3	122.5	8.1	Cadmus
91.4	112.4	10.1	Farlinville
99.4	104.4	8.0	Mound City
106.5	97.3	7.1	Monty
118.7	90.1	7.2	Fulton
125.5	78.3	11.8	Ft. Scott
140.0	63.4	14.9	Anna
149.1	54.7	8.7	Farlington
157.2	46.6	8.1	Girard
162.4	41.4	5.2	Washer
171.2	32.6	8.8	Pittsburg
180.7	23.1	9.5	Opolis
196.8	7.0	16.1	Carl Junction
203.8	00.0	7.1	Joplin

St. Paul to Kansas City

Read Down	Read Up	Intermediate	Station
00.0	503.0	00.0	St. Paul
15.6	487.4	15.6	Rosemount
23.1	479.9	7.5	Farmington
29.6	473.4	6.5	Castle Rock
37.2	465.8	7.6	Northfield
40.5	462.5	3.3	Dundas
52.2	450.8	11.7	Faribault
61.0	442.0	8.8	Medford
68.1	434.9	7.1	Owatonna
86.5	416.5	18.4	Geneva
100.8	402.2	14.3	Albert Lea
108.8	394.2	8.0	Glenville
120.0	383.0	11.2	Northwood
126.7	376.3	6.7	Kensett
131.5	371.5	4.8	Manly
137.5	365.5	6.0	Freeman
142.5	360.5	5.0	Mason City
154.2	348.8	11.7	Rockwell
160.9	342.1	6.7	Sheffield
164.9	338.1	4.0	Chapin
171.1	331.9	6.2	Hampton
189.2	313.8	18.1	Iowa Falls
205.1	297.9	15.9	Hubbard
215.4	287.6	10.3	Zearing (1/2 m. E.)
225.6	277.4	10.2	Colo
232.8	270.2	7.2	Nevada
245.2	257.8	12.4	Cambridge
258.8	242.2	13.6	Ankeny
271.0	232.0	12.2	DES MOINES
283.6	219.4	12.6	Somerset
289.7	213.3	6.1	Indianola
300.1	202.9	10.4	Cool
303.7	199.3	3.6	Medora
308.2	194.8	4.5	Liberty
320.9	182.1	12.7	Osceola
331.1	171.9	10.2	Weldon
333.1	169.9	2.0	Van Wert (1 m. W.)
343.1	159.9	10.0	Leon
352.2	150.8	9.1	Davis City
359.5	143.5	7.3	Lamoni
373.6	129.4	14.1	Eagleville
389.3	113.7	15.7	Bethany
392.1	110.9	2.8	Junction
399.7	129.8	7.6	New Hampton
408.0	121.5	8.3	Albany
423.9	105.6	15.9	Ford City
430.8	98.7	6.9	King City
439.5	90.0	8.7	Union Star
448.8	80.7	9.3	Rochester
456.9	72.6	8.1	Avenue City
466.2	63.3	9.3	ST. JOSEPH
487.0	42.5	20.8	Dearborn
495.7	33.8	8.7	Edgerton
502.1	27.4	6.4	Trimble
508.8	20.7	6.7	Smithville
515.3	14.2	6.5	Nashua
519.0	10.5	3.7	Gashland
529.5	00.0	10.5	Kansas City



MILEAGE
Winnipeg to St. Paul

Read Down	Read Up	Intermediate	Station
000.0	557.5	00.0	Winnipeg
5.5	552.0	5.5	St. Vital
9.7	547.8	4.2	St. Norbert
24.4	533.1	14.7	St. Agatha
40.8	516.7	16.4	Morris
47.0	510.5	6.2	St. Jean Baptiste
55.9	501.6	8.9	Letellier
67.9	489.6	12.0	Emerson
68.9	488.6	1.0	Noyes
73.9	483.6	5.0	St. Vincent (1 m. W.)
79.9	477.6	6.0	Humboldt
85.9	471.6	6.0	Northcote
92.0	465.5	6.1	Hallock
108.4	459.1	16.4	Bronson
124.9	442.6	16.5	Halma (Just to E.)
168.6	398.9	43.7	Karlstad
177.6	389.9	9.0	Thief River Falls
189.6	377.9	12.0	St. Hilaire
206.1	361.4	16.5	Red Lake Falls
217.3	350.2	11.2	Brooks (1/2 m. S.)
224.6	342.9	7.3	Oklee (1 m. N.)
228.6	338.9	4.0	Trail
237.6	329.9	9.0	Gully (1/2 m. S.)
244.4	323.1	6.8	Convick
258.0	309.5	13.6	Clearbrook
264.0	303.5	6.0	Bagley
270.0	297.5	6.0	Shevelin
289.4	278.1	19.4	Solway
324.8	242.7	35.4	Bemidji
348.3	219.2	23.5	Itaska State Park
362.3	205.2	14.0	Park Rapids
371.7	195.8	9.4	Menahga
387.0	180.5	15.3	Sebeka
395.8	171.7	8.8	Wadena
407.7	159.8	11.9	Aldrich
422.7	144.8	15.0	Verndale
431.7	135.8	9.0	Staples
437.8	129.7	6.1	Lincoln
449.8	117.7	12.0	Cushing
462.9	104.6	13.1	Randall
470.0	97.5	7.1	Little Falls
483.3	84.2	13.3	Royalton
485.7	81.8	2.4	Rice
498.5	69.0	12.8	Sauk Rapids
505.7	51.8	7.2	St. Cloud
513.9	43.6	8.2	Clear Lake
521.4	36.1	7.5	Becker
533.3	24.2	11.9	Big Lake
539.5	18.0	6.2	Elk River
543.5	14.0	4.0	Anoka
547.5	10.0	4.0	Osseo
557.5	00.0	10.0	Robbinsdale
			Minneapolis
			St. Paul

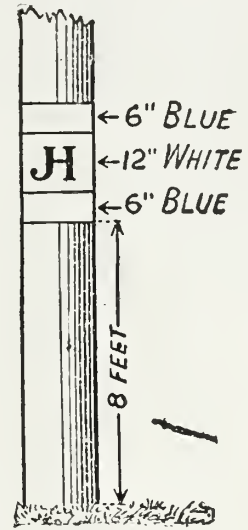
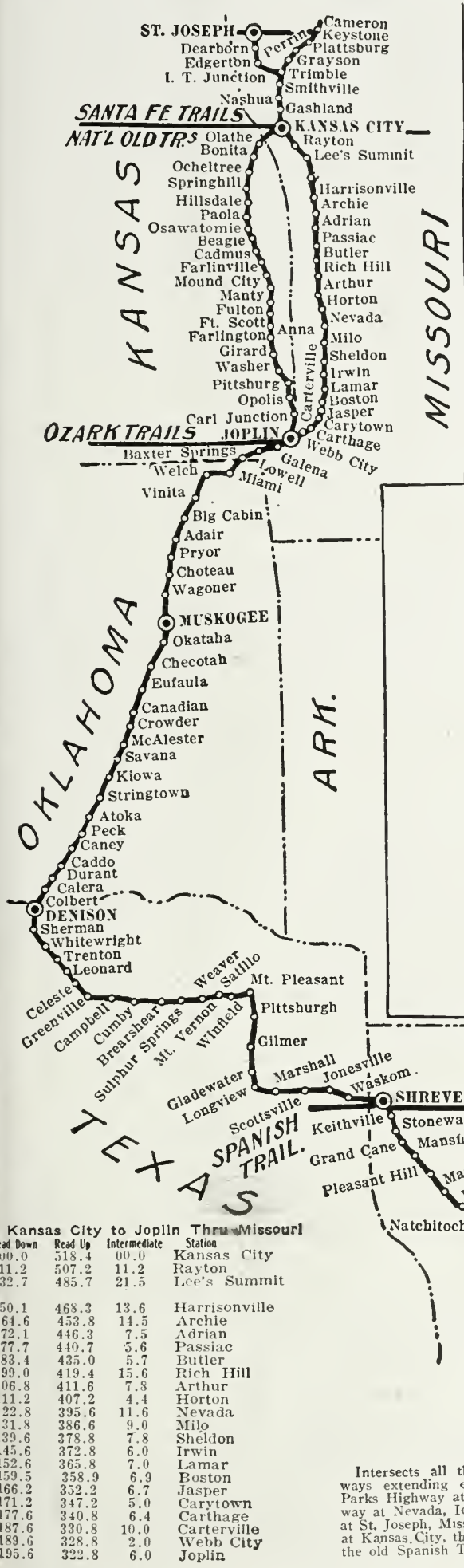
VIA CAMERON

Read Down	Read Up	Intermediate	Station
392.1	110.9	2.8	Junction
410.8	92.2	18.7	Pattonsburg
424.6	78.4	13.8	Winston
439.6	63.4	15.0	Cameron
448.6	54.4	9.0	Keystone
454.1	48.9	5.5	Perrin
462.1	40.9	8.0	Plattsburg
475.6	27.4	13.5	Trimble-Junc
482.3	20.7	6.7	Smithville
488.8	14.2	6.5	Nashua
492.5	10.5	3.7	Gashland
503.0	00.0	10.5	Kansas City

Kansas City to Denison

Read Down	Read Up	Intermediate	Station
00.0	518.4	00.0	Kansas City
For Kansas Route, See Left-hand Top.			
For Missouri Route, See Right-hand Bottom.			
195.6	322.8	6.0	Joplin
204.6	313.8	9.0	Galena
208.6	309.8	4.0	Lowell
211.7	306.7	3.1	Baxter Springs
230.2	288.2	18.5	Miami
242.4	276.0	12.2	Welch
261.9	256.5	19.5	Vinita
272.2	246.2	10.3	Big Cabin
281.5	236.9	9.3	Adair
292.4	226.0	10.9	Fryor
303.0	215.4	10.6	Choteau
320.3	198.1	17.3	Wagoner
334.3	184.1	14.0	Muskogee
355.1	163.3	20.8	Okataha
364.1	154.3	9.0	Checotah
380.1	138.3	16.0	Eufaula
392.1	126.3	12.0	Canadian
396.2	122.2	14.1	Crowder
411.6	106.8	15.4	McAlester
420.2	98.2	8.6	Savana
428.8	89.6	8.6	Kiowa
449.7	68.7	20.9	Stringtown
457.7	60.7	8.0	Atoka
463.1	55.3	5.4	Peck
471.3	47.1	8.2	Caney
481.1	37.3	9.8	Caddo
494.0	24.4	12.9	Durant
499.8	18.6	5.8	Calera
509.4	9.0	9.6	Colbert
518.4	0.0	9.0	Denison

ST. JOSEPH
To OCEAN HIGHWAY



Denison to Shreveport

Read Down	Read Up	Intermediate	Station
00.0	280.9	00.0	Denison
11.4	269.5	11.4	Sherman
34.9	246.0	23.5	Whitewright
43.9	237.0	9.0	Trenton
52.7	228.2	8.8	Leonard
62.1	218.8	9.4	Celeste
75.9	205.0	13.8	Greenville
86.8	194.1	10.9	Campbell (1 m. N.)
92.3	188.6	5.5	Cumby
100.3	180.6	8.0	Brearshear
109.0	171.9	8.7	Sulphur Springs
122.3	158.6	13.3	Weaver
128.3	152.6	6.0	Satillo
135.4	145.5	7.1	Mt. Vernon
144.4	136.5	9.0	Winfield
153.4	127.9	9.0	Mt. Pleasant
165.4	115.5	12.0	Pittsburg
184.8	96.1	19.4	Gilmer
200.0	80.9	15.2	Gladewater
213.0	67.9	13.0	Longview
236.7	44.2	23.7	Marshall
245.8	35.1	9.1	Scottsville
255.5	25.4	9.7	Jonesville
259.1	21.8	3.6	Waskom
280.9	00.0	21.8	Shreveport

Shreveport to New Orleans

Read Down	Read Up	Intermediate	Station
00.0	418.2	00.0	Shreveport
11.5	406.7	11.5	Keithville
15.1	403.1	3.6	Stonewall
29.6	388.6	14.5	Grand Cane
36.8	381.4	7.2	Mansfield
60.0	358.2	23.2	Pleasant Hill
73.7	344.5	13.7	Marthaville
81.5	336.7	7.8	Robeline
96.7	321.5	15.2	Natchitoches
120.5	297.7	23.8	Montgomery
137.0	281.2	16.5	Colfax
144.1	274.1	7.1	Darro
146.1	272.1	2.0	Bagdad
158.6	259.6	12.5	Tioga
163.9	254.3	5.3	Pineville
164.4	253.8	.5	Alexandria
179.1	239.1	14.7	Lamouri
182.3	235.9	3.2	Lecompte
184.5	233.7	2.2	Meeker
186.4	231.8	1.9	Lloyd
190.5	227.7	4.1	Cheneyville
195.5	222.7	5.0	Bennetville
200.8	217.4	5.3	Bunkie
216.5	201.7	15.7	Morrow
225.0	193.2	8.5	Rosa
233.1	185.1	8.1	Palmetto
252.8	165.4	19.7	Melville
266.0	152.2	13.2	Fordoché
276.4	141.8	10.4	Marringouin
282.7	135.5	6.3	Rosedale
298.9	119.3	16.2	Port Allen

MISSISSIPPI RIVER

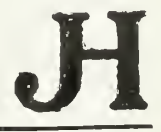
Read Down	Read Up	Intermediate	Station
297.7	118.5	.8	Baton Rouge
306.7	111.5	7.0	Country Club
315.6	102.6	8.9	Hope Villa
322.1	96.1	6.5	Dutchtown
324.8	93.4	2.7	Geismer
327.2	91.0	2.4	Belle Helene
342.7	75.5	15.5	Burnside
355.1	63.1	12.4	Convent
365.2	53.0	10.1	Lutcher
368.3	49.9	3.1	Mt. Airy
371.7	46.5	3.4	Garyville
375.1	43.1	3.4	Reserve
380.7	37.5	5.6	La Place
397.6	20.6	16.9	St. Rose
403.1	15.1	5.5	Kenner
407.8	10.4	4.7	Harrihan
418.2	00.0	10.4	New Orleans

Passes through 264 towns and cities.
 Passes through 89 counties.
 Passes through 7 states and 1 province

Kansas City to Joplin Thru Missouri

Read Down	Read Up	Intermediate	Station
00.0	518.4	00.0	Kansas City
11.2	507.2	11.2	Rayton
32.7	485.7	21.5	Lee's Summit
50.1	468.3	13.6	Harrisonville
64.6	453.8	14.5	Archie
72.1	446.3	7.5	Adrian
77.7	440.7	5.6	Passiac
83.4	435.0	5.7	Butler
99.0	419.4	15.6	Rich Hill
106.8	411.6	7.8	Arthur
111.2	407.2	4.4	Horton
122.8	395.6	11.6	Nevada
131.8	386.6	9.0	Milo
139.6	378.8	7.8	Sheldon
145.6	372.8	6.0	Irwin
152.6	365.8	7.0	Lamar
159.5	358.9	6.9	Boston
166.2	352.2	6.7	Jasper
171.2	347.2	5.0	Carytown
177.6	340.8	6.4	Carterville
187.6	330.8	10.0	Webb City
189.6	328.8	2.0	Joplin
195.6	322.8	6.0	Joplin

Intersects all the great International Highways extending east and west, the National Parks Highway at St. Paul, the Lincoln Highway at Nevada, Iowa, the Pikes Peak Highway at St. Joseph, Missouri, the Old Trails Highway at Kansas City, the Ozark Trails at Joplin, and the old Spanish Trail at Shreveport.



NEW ORLEANS

Sociability Run

SOCIABILITY RUN—JEFFERSON HIGHWAY

GREENVILLE, TEXAS, to JOPLIN, MO., for meeting of International Directors, July 5th and 6th, 1918.

Schedule D Via Appealed Road

Town	Pilot	Inter- mediate miles	Total miles	July 3rd Leave
Greenville.....		00.0	00.0	8:00 A. M.
Celeste.....		13.8	13.8	8:45 "
Leonard.....	Joe Hall.....	9.4	23.2	9:15 "
Trenton.....	M. G. Davis.....	8.8	32.0	9:45 "
Whitewright.....	Mayor Eckles.....	9.0	41.0	10:20 "
Sherman.....		23.5	64.5	11:30 "
Arrive				
Denison.....	Pearce.....	11.4	75.9	12:04 P. M.
Leave				
Denison.....		00.0	00.0	1:00 "

GREENVILLE to JOPLIN, via Official Route, July 3d.

Town	Pilot	Inter- mediate miles	Total miles	July 3d Leave
Greenville.....	Dr. Joe Becton.....	00.0	00.0	8:00 A. M.
Wolfe City.....	J. Riley Green.....	20.0	20.0	9:00 "
Bonham.....	C. R. English.....	19.0	39.0	10:00 "
Bells.....		15.0	54.0	10:45 "
Sherman.....		14.0	68.0	11:30 "
Denison.....		11.4	78.4	12:04 P. M.

SOCIABILITY RUN—JEFFERSON HIGHWAY

DENISON, TEXAS, to JOPLIN, MO., for meeting of International Directors at Joplin, Mo., July 5th and 6th, 1918.

Schedule D

Town	Pilot	Inter- mediate miles	Total miles	July 3rd Leave
Denison.....	Mr. Pearce (of Pearce Auto Co.).....	00.0	00.0	1:00 P. M.
Colbert.....		9.0	9.0	1:27 "
Calera.....		9.6	18.6	2:20 "
Durant.....	Mr. Leo Thompson— Thompson Motor C.....	5.8	24.4	3:00 "
Caddo.....	W. H. Dodd.....	12.9	37.3	3:30 "
Caney.....		9.8	47.1	3:54 "
Peck.....		8.2	55.3	4:15 "
Atoka.....		5.4	60.7	4:49 "
Stringtown.....		8.0	68.7	6:00 "
Kiowa.....		20.9	89.6	6:27 "
Savana.....		8.6	93.2	6:54 "
McAlester.....	J. D. Jones.....	8.6	101.8	

SOCIABILITY RUN—JEFFERSON HIGHWAY

OKLAHOMA—Schedule D

For State Meeting at Miami, July 4th at 8 p. m., and International Meeting at Joplin, July 5th and 6th, at Connor Hotel, convening at 10 a. m., July 5. Hon. Paul Nesbitt, Oklahoma State President, will join party here.

Town	Pilot	Inter- mediate miles	Total miles	Leave
McAlester.....	J. D. Jones.....	00.0	00.0	6:45 A. M.
Crowder.....		15.4	15.4	7:32 "
Canadian.....		4.1	19.5	7:45 "
Eufaula.....	R. L. Simpson.....	12.0	31.05	8:36 "
Checotah.....	J. D. Falkner.....	16.0	47.5	9:26 "
Okataha.....		9.0	56.5	9:44 "
Muskogee.....	D. N. Fink.....	20.8	77.3	10:47 "
Arrive				
Wagoner.....	R. E. Roberts.....	19.0	96.3	11:47 "
Leave				
Wagoner.....		00.0	96.3	12:47 P. M.
Choteau.....		17.3	113.6	1:40 "
Pryor.....	C. L. Samuel.....	10.6	124.2	2:13 "
Adair.....		10.9	135.1	2:46 "
Big Cabin.....		9.3	144.4	3:26 "
Vinita.....		10.3	154.7	4:00 "
Welch.....	H. B. Campbell.....	19.5	174.2	5:00 "
Arrive				
Miami.....	Mr. W. H. Seed, sec'y Commercial Club.....	12.2	186.4	5:36 "
Leave				
July 5th				
Miami.....		00.0	186.4	7:45 A. M.
Baxter Springs.....		18.5	204.9	8:45 "
Lowell.....		3.1	208.0	9:00 "
Galena.....		4.0	212.0	9:20 "
Joplin.....		9.0	221.0	9:47 "

NOTES ON THE RUN

LAMONI, IOWA—The Run will be joined at this point by President Hopkins.

BETHANY, MO.—International Director, Hon. Ezra H. Frisby, will join the Run at this point.

ST. JOSEPH, MO.—International Director, Geo. E. McIninch, Missouri Highway Commissioner, and James E. Combs, International Treasurer will join at this point.

NEVADA, MO.—International Director, E. J. Kling, will join the Run here.

JOPLIN, MO.—Upon reaching Joplin, the highway people in the Run will be received by Senator John H. Malang, International Vice-President for Missouri.

The Sociability Run through Kansas will start from Rosedale at 7:00 a. m., July 4th, with T. L. Ricksecker as pilot, and Dr. O. M. Longenecker, President of Rosedale Board of Trade, in charge.

OLATHE, KAS.—Fred House and other Olathe people will join Run here.

PAOLA, KAS.—At this point, International Director, Paul Russell, will join Run.

FORT SCOTT, KAS.—Harry A. Russell, Secretary Chamber of Commerce, will join Run here.

PITTSBURG, KAS.—At this point, the Run will tarry over night and hold the Annual Kansas State meeting. Headquarters will be at rooms of Pittsburg Chamber of Commerce. Leave for Joplin next morning. The Run will be received at Pittsburg by International Director, A. H. Shafer, Vice-President for Kansas.

GREENVILLE, TEXAS—The Run will start from this point at 8:00 a. m., July 3rd, with Dr. Joe Becton driving pilot car, who will be accompanied by Fred Horton, International Director for Texas, and they will be joined at this point by J. F. Reynolds of Pittsburg, International Directors for Texas.

For the territory between Greenville and Sherman, Texas, an appeal contest for the highway franchise will be taken up for the consideration of the International Board at Joplin and a large number of people will go on to Joplin on the Run, to show the International Board the interest taken in the highway by the residents along the rival routes.

DENISON, TEXAS—International Director, W. N. King, Vice-President for Texas, will join the Run here.

CADDO, OKLAHOMA—International Director, W. F. Dodd, will join Run here.

MCALISTER, OKLA.—Hon. Paul Nesbitt, Vice-President for Oklahoma, will join Run here.

MUSKOGEE, OKLA.—D. N. Fink and H. H. Ogden, International Directors, will join Run here.

MIAMI, OKLA.—The Oklahoma and Texas people will tarry over night of July 4th at Miami, where the Oklahoma State Meeting will be held at 8:00 p. m. in the new seven story Miami hotel. The journey to Joplin will be resumed the next morning at 8:00 a. m.

DO NOT WAIT :000

In the event of the Run being more than ten minutes late arriving, do not wait longer. Start for Joplin and the others will overtake you at noon or night control. KEEP MOVING and run on schedule time.

EACH CAR IN THE RUN should carry name of town and state to which it belongs.

MARK THE ROAD

If any portion of the highway is not yet properly marked, it should be done before the Run.

If any portion of the Sociability Run has to go without marks, that portion of the country where this occurs will undoubtedly come in for a good roasting and the absence of proper marks may well raise the question about moving the highway to where people will take enough interest in it to properly mark it and put up the signs.

HOOVER AND GOOD ROADS

Food Administrator In Message Declares the Relation Between Roads and Food

Speeding up construction on good roads is an integral part of government war work. Efficient transportation is necessary to reduce the margin between producer and consumer—Herbert C. Hoover, Food Administrator.

There is practical wisdom in this message, telegraphed by Mr. Hoover to the Wisconsin Good Roads Association at Madison. Transportation, so important to the economic processes of peace, is absolutely essential to those of war.

The Hennepin Board of County Commissioners has, by the adoption of a definite and forward-looking program of road improvement for the coming season, shown its appreciation of this truth. It has rejected the counsel of timidity which would restrict all road work of war time to mere maintenance, and has decided to make a practical start on the hard surfacing of the arterial roads of the country.

Out of over a third of a million dollars to be spent this summer on road work in Hennepin County, more than half will go into the building of permanently paved roadway. Most of this will be used for extending the pavement on the Osseo Road from Robbinsdale to Osseo, a distance of seven miles. This is one of our main traveled roads, and it seems wise to push its permanent surfacing out through the county, since it is already a paved route from the city to the outer border of Robbinsdale.

It is a goodly program, considering the board's resources. Of course, we ought to build more than eight miles of paved roadway a year—and we shall, once we get fairly started. The important thing is to get started.—Minneapolis Journal.

— Build Roads Now —

GREETING THE TOURIST

Welcome Signboards Put a Goon Feeling Into Traveler's Heart

What Jefferson Highway tourist could keep feeling a bit kindly toward a town that puts out a welcoming message reading "Always Glad to See You?"

That's the way a big, plainly read sign just outside Mt. Pleasant, Texas, greets the tourist. There were no fancy doodads on it; it was just a plain, frank statement of the town's hospitality, and no traveler can read it without a little glow of satisfaction.

Of course, there must be the real welcome awaiting the tourist in the city. All the hospitality must not go onto the signboard, because these tourists are stopping in the towns, staying at the hotels, doing business with the garages and stores, and the spirit in which they are met will test the genuineness of the greeting.

But there is small likelihood that a town with so clear a welcoming message at Mt. Pleasant's will fail to live up to it.

— Build Roads Now —

GRIM WAR'S DEMAND

(Continued from Page 3)

bridge across the Canadian river to further this traffic. The Joplin-Miami mining district has commenced a project for forty miles of concrete road which ultimately will cost \$500,000; Minneapolis and St. Paul and vicinities are building thirty-three miles of hard surface road. Thus the story reads.

And What of Your Community?

What is your community doing?

Are you working on or for a hard surface road?

If you aren't—if that is not possible just now—are you keeping your temporary road in the best possible condition? Do you realize that a dirt road can be a good road most of the time, and that a little patriotism will make it so?

Are you helping the busy man who is traveling by automobile to find his way quickly by keeping the highway well marked? Are your culverts and bridges in shape for the best possible travel? Are your corners clear and safe to avoid accident, knowing that every accident weakens the nation by just that much?

Are you a 365-day road patriot, or just a Fourth of July patriot?

— Build Roads Now —

**DIRECTORY
Garages and Hotels**

To the Tourist—The Jefferson Highway is a cooperative project. It grows better as we each help the ones who help us. These advertisers patronize the Declaration, which in turn does its part toward furnishing you with a good highway. When you patronize these advertisers, you complete the circle.

TRAIL STATE BANK

Trail, Polk County, Minnesota

On the Jefferson Highway

6% PAID ON TIME DEPOSITS

RESOURCES OVER \$140,000.00

When at STAPLES, MINNESOTA Stop at the

St. Charles and Fletcher Hotels

On the Jefferson Highway

Tourist Headquarters

Cafe in Connection

C. L. CORPENING Proprietor

YOUR HOTEL

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

Rooms from \$2 single and \$3 double

Excellent restaurants serve the choicest food of the world



THE SAINT PAUL

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Storage, Supplies, Accessories, Buick Cars.

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Published Monthly by

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J. D. CLARKSON
Editor

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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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Vol. III

JULY, 1918

Number 6

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



Send Photographs

The publicity of commissioner of the Jefferson Highway is in constant need of photographs of scenes and points of interest along the way. These are used, not only in the Declaration, but in Sunday newspapers, magazines and advertisements, and are very valuable in exploiting the attractions of the highway.

So send us anything that you can that will help show up your community and make the tourist want to travel your way over the Jefferson Highway.

Not street scenes, not tall buildings, not anything that the tourist is able to see in any one of a hundred towns the size of yours.

But nearly every community has something distinctively in the way of a historical point or a beauty spot of unusual attraction.

Send that—and don't forget to tell us about it.

JEFFERSON HIGHWAY ASSOCIATION,
St. Joseph, Mo.

FILLING THE WASTE BASKETS

The government, loud in its cry of conservation, is not adorning its crown with the jewel of consistency when it floods the mails with "press dope" for the newspapers of the land in such quantities that the weary editors, merely glance at their mail long enough to identify it as government publicity matter, and then with a sigh at the stupidity of the publicity men, dump it all into the waste basket.

It is a senseless waste of energy, good white paper and mail car space to send out the vast quantities of dull reading matter that the government is indulging in now.

A little, interesting, well written, publicity "copy" would be wise and welcome, but the government is overdoing it. The ordinary print shop is getting so much that it would have to hire extra hands if all were to be only read. As to printing it all, that is a physically impossibility.

Take the instance of the Sheldon, Mo., enterprise, of which H. C. Storrs is the editor and owner. It is a typical small town paper, well edited, a power in its community and respected for its judgment.

But it can't print all the government matter sent it, not by a good deal. Like papers in most towns of its size, the Enterprise sets about six columns of reading matter a week.

The government send it 200 columns—in dull weeks!

When all the press agents in the United States employ are working well, the Enterprise gets 600 columns of matter, with the request to print.

Is it any wonder that Mr. Storrs, and his fellow newspaper men have developed their muscles just in throw-



ing away the surplus mail, and that once in awhile a check goes into the discard along with the printed matter?

Every newspaper is having the same difficulty. As much as they desire to help the government in this crisis, they resent the stupid cumbering of their mail with such quantities of press stuff. They haven't even the time to read and rewrite the few grains of wisdom that are contained therein, and they are growing callous to the calls that are being made upon their space.

And it's the fool press agent's fault.

— Build Roads Now —

ARE YOU DISCOURAGED?

Remember this:

When Abraham Lincoln was a young man he ran for the Legislature in Illinois, and was badly swamped.

He next entered business, failed, and spent seventeen years of his life paying up the debts of a worthless partner.

He was in love with a beautiful young woman to whom he became engaged—then she died.

Later he married a woman who was a constant burden to him.

Entering politics again, he ran for Congress and was badly defeated.

He then tried to get an appointment to the U. S. Land Office, but failed.

He became a candidate for the U. S. Senate, and was badly defeated.

In 1856 he became a candidate for the Vice Presidency and was again defeated.

In 1858 he was defeated by Douglas.

One failure after another—bad failures—great setbacks. In the fact of all this he eventually became one of the country's greatest men, if not the greatest.

When you think of a series of setbacks like this, doesn't it make you feel kind of small to become discouraged, just because you think you are having a hard time in life?

— Build Roads Now —

CONTINUE ROAD BUILDING WORK

About that improvement you are planning—

Why not go ahead with it?

Every reason in the world says you should.

At no period in our history have we been so sure of the future. The eastern world's stomach is feeling the pinch of hunger, and its demands on the products of America's broad acres and American industries are growing with every passing hour. A great market is opening wider and wider. Honest and fair profits in all lines of legitimate effort are certain.

There should be no curtailment in building and in road construction. Let both public and private useful construction work proceed. Road and street improvements in particular should be continued. Bad roads and streets are factors of first importance in the present high cost of foodstuffs. Never before was the improvement of highways so essential.

The right thing to do is to continue all building and road construction work planned.—Southwestern Automobilist.

— Build Roads Now —

"KEEP THE ROADS WE HAVE"

John Field of Oklahoma sounded a keynote at the Ozark Trail convention at Tulsa when he said: "We should plan to keep the roads we have, as well as plan to get more roads." That sentence was a big sermon. Maintenance of roads already made is a big problem, and the people of every community should guard well their roads and see that any little defect is quickly and properly remedied, thereby saving the roads the community already has secured.—Southwestern Automobilist.

— Build Roads Now —

J. VAN KAMPEN GARAGE

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Cafe in Connection—Reasonable Prices.

We Serve to Please. J. H. Sundell, Prop.

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Ford Parts, Supplies, Repairs

Fully Equipped to Give Efficient Service

Open Night and Day

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R. H. WOODBURN

Cafe and Bakery

HAMPTON, IOWA

Modern Rooms by Day or Week

Meats and Lunches Served at All Hours

RUDE AUTO CO., NEVADA, IOWA

FORD SERVICE STATION

GOODYEAR TIRES, OILS AND STORAGE

Tourists Will Receive First-Class
Accommodation at

HARRIS & EVERS

Auto Supply Station

NEVADA, IOWA

Accessories—Storage—Oils Phone 233

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NEVADA,
IOWA

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

JOHN F. BEEBE, Proprietor.

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24-HOUR SERVICE

STORAGE, REPAIRING, ACCESSORIES

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HOTEL HOWE
 Osceola, Iowa
 First Class Accommodation
 Reasonable Rates
 Our Motto: "Service" P. E. SHIRLEY, Prop.

AT THE
HOTEL CENTRAL
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 You Will Find the
 BEST ACCOMMODATIONS AT MODERATE
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 Mrs. J. H. Casebolt, Prop.
 One of the Best Hotels in the Best Town
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 Storage, Supplies, Accessories
 Expert Workmanship, Prompt Service
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ALBANY, MO.
AUTOMOBILE, SUPPLIES, STORAGE.
 Every Convenience for the Tourist.
 Phone 269. Walter Cox, Prop.

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AMBLE INN GARAGE
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 Phone No. 1 Rufus H. Limpp & Van Agee, Props.
 SERVICE THAT SATISFIES

Corner 7th and Jule Sts. Phone 160 Main
 DON RILEY'S
MOTOR INN
 Best Equipped Home for Automobiles in
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 My Motto: Quick Service, Personal Attention

ST. JOSEPH, MO.
 Overland and Willys-Knight Service
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 305 to 311 So. 8th St.
 Jefferson Highway Goes by Our Door.

WALLER & WILLIAM
 CITY GARAGE
 Repairs and Accessories. SMITHVILLE, MO.

GEORGE BIRD, Civil Engineer
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 Special attention given to Highway Construction. Plans, specifications and estimates furnished that will insure the sale of your bonds.

Quimby's "Service First" Garage
 Largest Exclusive Garage in Eastern Kansas.
 Hodges Phone 57 Farmers Phone 67
 127-133 W. Wea St. PAOLA, KANSAS

COMMERCIAL HOTEL
 J. W. BRUER, Proprietor
 Modern PAOLA, KANSAS

CLUBS HEAR J-H DOCTRINE

Business Men At Various Points Entertain Official Party

Besides the many exclusively Jefferson Highway meetings that have been held by General Manager J. D. Clarkson on the trip over the highway to the south from general headquarters in St. Joseph, he and Publicity Commissioner, Herbert F. McDongal, have been the guests at the regular meetings of many commercial bodies.

At Webb City, Mo., they were entertained by the Southwest Mine Safety and Sanitation Association. At Miami, Okla., the Business Men's League had them as its guests. At McAlester, Okla., the Rotary club entertained, as did also the Rotary club at Denison, Texas. At all these places Mr. Clarkson told of the work of the highway and met with enthusiastic reception.

— Build Roads Now —

MAY USE DRY SHOD ROADS THERE

Article in Country Gentlemen About J-H Road Plan, Brings Inquiry From California

The wide publicity regarding the plan of J. D. Clarkson, general manager of the Jefferson Highway, as outlined by John E. Pickett in a recent article in the Country Gentlemen, may lead to the adoption of the same method in California.

James K. O'Brien of Smartsville, Calif., who seems to have made a thorough investigation of road conditions in his community, has written Mr. Clarkson for a more detailed description of the method, and for suggestions for conditions which he names.

The dry shod plan in brief calls for an oil seal of the base of the road so that the moisture from below cannot rise to the surface. This, with good drainage and a well kept surface, makes a most satisfactory dirt road.

— Build Roads Now —

PLAN BOND ISSUE IN KANSAS

It Would Provide the Kansas Link In J-H Concrete Road

Good roads advocates of Galena, Kas., are planning to vote bonds to build the Kansas part of the concrete road from Webb City, Mo., to Miami, Okla., a distance of forty miles. This is the route which the Jefferson Highway takes through the lead and zinc mine fields, and over which such tremendous truck traffic goes, carrying heavy mining machinery and supplies.

John McClaren, chairman of the Galena Good Roads committee, and Mayor Browne are behind the movement.

— Build Roads Now —

MAPS FOR TOURISTS

EVERY GARAGE on the Jefferson Highway ought to be a Highway station, ready to give precise and accurate information to the tourist and to render him service of value.

The only guide that the tourist needs is an official map to show him how to get onto the Highway. After that the signs and marks do the business.

The official map folder gives every town through which the Highway passes, with total and intermediate mileage. It is just what every tourist needs.

Garages may buy them at the following:

Prices:

100	\$1.00
300	2.50
500	3.75
1,000	7.00

Or, with the garage advertisement, your own wording:

500	\$ 8.00
1,000	15.00

Commercial bodies and community clubs will find these splendid advertisements, too.

THE JEFFERSON HIGHWAY ASSOCIATION
ST. JOSEPH, MO.

JACK EVANS WINS PUZZLE PRIZE

Ten-Year-Old Missourian First Figured Out Tom Sawyer Saying

Jack Evans, 10 years old, of Olden, Mo., was the first to submit the correct solution to the Mark Twain dropped letter puzzle for which Will Bolton of St. Paul, Minn., offered a prize of two thrift stamps.

The answer is:

"Because he knows how to persuade others to work, like Tom did when he got his gang to whitewash the fence."

The second was from Clifford Thor, 11 years, Gully, Minn., who will receive the second prize of one thrift stamp.

The third answer was from Maurine Schooler, 10 years, Carthage, Mo., who will receive the third prize of one stamp.

— Build Roads Now —

A TASK FOR STATESMEN

President Wilson Points Out the Vast Importance of the Good Road to the Nation

"My interest in good roads is not merely an interest in the pleasures of riding in motor cars; it is not merely an interest in the very much more important matter of affording the farmers of this country and the residents in villages the means of ready access to such neighborhood markets as they need for economic benefit, but it is also the interest in weaving as complicated and elaborate a net of neighborhood and state and national opinions together as it is possible to weave. I believe that the development of great systems of roads is, psychologically and physically speaking, a task of statesmanship. I believe that it is the proper study of the statesman to bind communities together and open their intercourse so that it will flow with absolute freedom and facility."—Woodrow Wilson.

— Build Roads Now —

OTTAWA COUNTY TO GO TO COURT

Will Try To Retrieve Loss of Election By Appeal to Law

While the road partisans of Ottawa County, Okla., were looking the other way, April 23, those opposed to the issuance of road bonds for \$350,000 to build a concrete road over the Jefferson Highway from Miami to the Kansas state line, defeated the bonds, which had previously been voted by a good majority and then declared illegal because a clerk had made a return on a wrong blank.

However, the county is not going to take either the defeat at the polls nor the adverse decision as final, but will carry the matter into the courts to ascertain if the technicality will balk the project.

— Build Roads Now —

AND THE J-H WAS BEST OF ALL

Family, Touring From Florida to Minnesota, Were Glad to Reach the Highway

The very best roads in all of 2,461 miles of travel from St. Petersburg, Fla., to Wadena, Minn., was over the Jefferson Highway, according to an account of the trip written for the Wadena Pioneer Journal, by Mrs. A. J. Merickle.

Their actual running time was eleven days, or an average of a little better than 223 miles a day. They went through Georgia, Tennessee, Kentucky, Illinois and Iowa and into Minnesota, going through Austin, Owatonna and on up the highway to Wadena.

— Build Roads Now —

Would Take the Skid Out of Skidmore

Now that so many towns are trying to encourage automobile tourists to come their way, it has been suggested that Skidmore change its name.—Lee Shippey in "Missouri Notes." Kansas City Times.

— Build Roads Now —

Truck Routes Call for Road Tar

The increasing use of trucks on country roads, especially where manufacturers have established regular truck routes, has created a demand for road tar as a binder for macadam.

— Build Roads Now —

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



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

Be sure to Arrange Your Tour so as to Stop at

THE INN

BUTLER, MO.

One of the Most Comfortable Hotels on the J-H.

HOTEL HUBER

MRS. MARTHA CRAIG, Proprietress
CLEAN ROOMS GOOD MEALS

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V. E. Boyles Instant Service Garage

Tires, Storage and Repairs.

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PITTSBURG, KAS.

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Automobile Repairing and Storage—Supplies.
Corner First and Broadway.

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Auto and Electrical Works

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NEVADA, MO.

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All Night Service.

Battery Work a Specialty.

Oldsmobile Sales and
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W. C. BRYANT GARAGENight and Day Service. Modern 150 Car Garage.
Standard Accessories and Tires, Best Workmen.
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Fire Proof Building.

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HOME GARAGE

"Best in the Long Run."

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Forty-five Minutes from Joplin, by Auto.

CARTHAGE AUTO COMPANY

Buick Service Station.

Michelin Tires, Oils and Storage.

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Best Material and Workmanship.

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Phone 350

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Storage and Expert Repairing.

Tel. 7

HOTEL TERRY

PRYOR, OKLAHOMA

BONHAM ENTERTAINS J-H PARTY**Keeps Up Reputation of South for Hospitality and Pretty Women**

The official party of the Jefferson Highway was royally entertained May 31, when it reached Bonham, Texas, which has just come into the J-H family on a ruling of the state board, changing the routing of the highway. Following a dinner at the Alexander hotel, the party was whirled out to the delightful golf club house where a number of the leading citizens gathered. Many charming and beautiful women were in the party and assisted in entertaining.

Punch was served and a round of toasts drunk to the Jefferson Highway and the towns along its way.

— Build Roads Now —

An Invitation to Church

When the members of the Jefferson Highway official party went down to breakfast at the hotel in Greenville, Texas, Sunday morning, they found in their mail boxes, invitations from the Wesley Methodist and Central Christian churches to attend services at these two places of worship.

We realize, of course, that we merely represented names on the hotel register, but we also understood that these two churches were alert to their opportunities, that they really wanted us to come to church and that they had gone to some little trouble to tell us so.

More than 500 miles from home, it was a pleasant sensation to find personal and individual invitations awaiting us, and we felt better all day for it, and carried away a mighty appreciative impression of the Greenville churches.

— Build Roads Now —

Your Tires Will Be Glad

Manufacturers have announced that they will make fewer bottles this year, as a part of the conservation movement. It's an ill wind that blows nobody good. This ought to mean that fewer bottles will strew the roads to be broken and prove a menace to tires.

— Build Roads Now —

They're Telling This in Texas

A bunch of southern darkies were sent to an eastern training camp and were given the usual opportunity to insure their lives. Most of them thought that they were doing wonders when they asked for \$1,000 and \$2,000 insurance, but one insisted on \$10,000. When the others, big-eyed at his nerve, asked for an explanation, he said: "Ah reckon ah knows what ah's doin.' The gov'ment sure gwine take keah of us expensive niggahs, but it'll shore put all you cheap niggars right out in dem front ranks."

— Build Roads Now —

There's Sense in This

A move is being started to ask for a national trademark for this country in order to protect our manufacturers in their foreign trade after the war. As it is, there is much piracy of trade-marks in foreign countries, and the American manufacturer who, after building up a reputation for a product here, on seeking a market for it abroad, once his business has developed to that extent, is likely to find some foreign pirate in legal possession of the mark there, taking unscrupulous advantage of the law and the reputation that the American has built up.

— Build Roads Now —

H. A. Russell, secretary of the Chamber of Commerce at Fort Scott, Kas., is an invaluable ally of the Jefferson Highway. He is in a position to see its value, and he can, the Declaration is confident, put all the rest of the highway communities under obligations to him.

— Build Roads Now —

Patriotically Stand Pat

If you bought Liberty bonds, hold them. Don't grow cold and throw them on the market; that's not standing by the government. In this crisis men and women and children are needed who can be depended upon. The sort that gives us at the first pinch, isn't the sort that preserves the blessings of liberty. When you sell your Liberty bond, you sound the retreat of your forces; you surrender your front line. And you throw them upon the market to depreciate them and thus make it harder for every other person, here or in France, who is fighting for freedom.

— Build Roads Now —

WILL ROUTE THEM BY J-H

Hoosier Motor Club is Adding to the Popularity of the Highway

"Just now a great many of our people are going to Texas. There seems to be a regular migration," writes M. E. Noblet, secretary of the Hoosier Motor Club, Indianapolis. "I suppose the hot weather will begin to bring the tourists north, in which case we shall certainly see that they go via the Jefferson Highway.

"Thank you very much for the Jefferson Highway map folders; they are very attractive and we shall enjoy sending tourists this route south."

— Build Roads Now —
Only 45 Pounds, Please

A mistake in the Standard Oil Company's advertisement in the June number of this paper made it appear that Stanolind Paving Asphalt ought to be applied at a pressure of 145 pounds. It should have read "45 pounds."

— Build Roads Now —
Setting Ourselves Right

In the last number of the Declaration, by some inadvertence, due credit was not given to Jackson County, Mo., for the memberships in the International Association of the Jefferson Highway. The full list should read: John A. Eaton, A. T. Grimes, H. H. Hoskins, J. A. Mulligan, Robert Williams, E. P. Mulligan, Clove Fields, George W. Hagan and H. C. Cox of Lees Summit, and H. B. Frey of Little Blue.

— Build Roads Now —
The Sort That Stay

Hordes of autos now remind us
 We must build our roads to stay,
 And, departing, leave behind us,
 Roads that will not wash away.

When our sons pay for the highways
 Over which we've hauled our loads,
 They'll not have to ask the question:
 Here's the bonds, but where's the roads?"

— Build Roads Now —

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912.

Of Jefferson Highway Declaration, published monthly at St. Joseph, Mo., for April 1, 1918.
 STATE OF MISSOURI,)
 County of Buchanan.) ss.

Before me, a notary public, in and for the state and county aforesaid, personally appeared J. D. Clarkson, who, having been duly sworn according to law, deposes and says that he is the editor of The Jefferson Highway Declaration, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management, etc., of the aforesaid publication for the date shown in the above caption, required by the act of August 24, 1912, embodied in section 443, Postal Laws and Regulations.

1. That the names and addresses of the publisher, editor, managing editor, and business manager are:
 Publisher, Jefferson Highway Association, St. Joseph, Mo.
 Editor, J. D. Clarkson, St. Joseph, Mo.
 Managing editor, J. D. Clarkson, St. Joseph, Mo.
 Business manager, J. D. Clarkson, St. Joseph, Mo.

2. That the owners are: (Give names and address of individual owners, or, if a corporation, give its name and the names and addresses of stockholders owning or holding 1 per cent or more of the total amount of stock). Jefferson Highway Association. (No stock issue).

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.) None.

4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company, but also in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest, direct or indirect, in the said stock, bonds or other securities than as so stated by him.

5. That the average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the six months preceding the date shown above is: (This information is required from daily publications only).

(Signed) J. D. CLARKSON,
 Sworn to and subscribed before me this 20th day of March, 1918.
 (Seal) (Signed) EDWARD A. BRITAIN,
 (My commission expires March 25, 1918).

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 CODY & ROBERTS, Proprietors
 WAGONER, OKLA. Phone 162
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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.
 Quotations on Request
MANHATTAN OIL CO., Des Moines, Iowa

Calling the Roll

Here's a Link Bettering Itself

"I am glad to report that work on the St. John Parish link of the Jefferson Highway is progressing nicely," writes C. M. Weeks of Garyville, La. "The road across the parish is approximately sixteen miles in length. Nearly all of this has been graded and about four miles of gravel already is in place."

— Build Roads Now —

A Weekly Condition Service

The Yellowstone trail is issuing a weekly bulletin giving the condition of its highway, section by section. By reference to a large map of the trail, the tourist can tell immediately whether any section is in good condition or not.

— Build Roads Now —

T. M. Kerbow, secretary of the Chamber of Commerce at Sulphur Springs, Texas, had just as well surrender to the desires of the Sulphur people and accept his job for life. He tried to break away from it once, but after eighteen months without him, the citizens persuaded him to come back to the position.

— Build Roads Now —

Judge Y. D. Harrison of Marshall, Texas, one of the most active friends of the Jefferson Highway in that county, is deep in war work, and expects to carry his county over the top in the war savings campaign. The judge knows negro nature from the ground up and is making a big effort to lead them into the ways of thrift by way of the savings campaign. The negroes, who represent about 65 per cent of the population of the county, have been prosperous for a year on account of the price of cotton, and are looking forward to big prices this year.

— Build Roads Now —

Building J-H in Louisiana

"I am glad to report that the Jefferson Highway is being built through Ascension parish now and that actual work is in progress on the bridge across Bayou Manchae at Hope Villa," writes A. B. Singletary of Baton Rouge. "There also is some work completed and some in progress in other parishes down the line, comprising the Baton Rouge-New Orleans Jefferson Highway territory."

— Build Roads Now —

Bethany Bonds are Sold

"I take pleasure in advising you that we have sold our bonds," writes J. E. Noll of Bethany, Mo., referring to the \$75,000 bond issue voted by Bethany township last December to hard surface the highway. "We have the money on deposit; have made our application for state and federal aid, are pushing everything as fast as possible, and expect to get the work started in the next sixty days."

— Build Roads Now —

It's Only 300 Yards, at That

The fact that neglecting even a short stretch of highway, is a blot on the whole thoroughfare, is illustrated in the East Caney bottom between Sulphur Springs and Weaver, Texas. A 300 or 400-yard length of the highway there has not had a bit of work on it for three years, residents of the vicinity say, and the material for one little bridge lay on the ground for two years before the bridge finally was built.

— Build Roads Now —

"It's Great," She Said

"This highway is a great thing; we are following the marks and signs with all confidence, and we find that so long as we stick to them, we are all right," declared Mrs. J. G. Hobbs of Houston, Texas, who was at the wheel of the Hobbs car recently when the official party of the J-H met the Hobbs family en tour at Tishka, Okla. They were just about to plunge into a bad road being used as a detour, but they were willing to trust the marks to bring them back to good going again.

— Build Roads Now —

"Avoid Narrow Highway"

"The west does not want to make the mistake of the east and make its paved roads, especially the main arteries, and state highways, too narrow," writes Oval Quist, city editor of the Mason City, Iowa, Globe Gazette, who is a Jefferson Highway enthusiast. He wants the J-H paved for a width of twenty feet, and is using his influence to that end.

— Build Roads Now —

Miss Georgia Tucker is a 16-year-old girl with so much ability and judgment that her father doesn't hesitate for a moment to go off and leave her in complete editorial and business charge of the Daily Mirror, his newspaper at Gilmer, Texas. The Tuckers are all born newspaper folks, however, as Miss Georgia has three brothers, all of whom were newspaper men, before two of them went to war. And even at that one of them has taken a typewriter to the trenches with him and is writing back letters to the Mirror to the tune of bursting shrapnel.

— Build Roads Now —



A ROAD SCENE NEAR JOPLIN

John M. Malang of Joplin, Mo., state vice-president of the Jefferson Highway, is being boomed for the Republican nomination for congress from his district. Mr. Malang is making an ever widening reputation as a public spirited citizen, is a big factor in Joplin's progress and is taking an important part in the various Red Cross, Liberty Loan and other drives.

— Build Roads Now —

Carl W. Gust of Eufaula, Okla., secretary of the Jefferson Highway Bridge company which is building the \$150,000 structure across the Canadian river near Eufaula, recently had a letter from one of his Indian clients who for three months had been in training at Camp Bowie, Texas. Along in the middle of the letter, which was principally about his business affairs, the Indian threw in this astonishing statement: "I just hearn we at war with Germany; captain tell me."

— Build Roads Now —

Will H. Evans, chairman of the Jefferson Highway committee in Fannin County, Texas, on the newly selected route from Sherman to Greenville, was the chairman also of the Liberty Loan campaign of that county and went "over the top" for a third of a million dollars more than the quota of \$1,333,000. We was at once named as the chairman of the next drive, and started out with his family for a 1,500 mile automobile tour to recuperate and be ready for his next job.

— Build Roads Now —

F. M. Echols, mayor of Whitewright, Texas, and secretary of the town's chamber of commerce, is just recovering from a serious surgical operation. However, he has not been able to keep out of the fight which that town is making to win back the routing of the Jefferson Highway, recently wrested away from it.

— Build Roads Now —

Mr. and Mrs. J. Riley Green are among the fervent and effective friends of the Jefferson Highway at Wolfe City, Texas. They are both thirty-second degree enthusiasts and are workers, both of them.

He is an auctioneer of more than local note, and she is the secretary and treasurer and the sales manager of the Texas Jersey Cattle club.

Together they run the Red Roof Stock Farm, just outside Wolfe City.

— Build Roads Now —

Charles English, reformed newspaper man and secretary of the Bonham, Texas, Chamber of Commerce, will figure hereafter in J-H history unless Bonham should happen to lose the highway. He appreciates fully the value of the highway and is doing his utmost in the fight to keep the location at Bonham.

— Build Roads Now —

W. N. King, vice-president for Texas, of the Jefferson Highway, is one of the men of the hour in Denison where he is the secretary of the Chamber of Commerce. That is indicated by the oft repeated admonitions to "see King," or the demand, as frequently reiterated: "What does King say?"

— Build Roads Now —

W. F. Dodd, director of the Jefferson Highway for Oklahoma, and Mrs. Dood were so much interested in the highway in Texas, their old home, that they made the trip with the official party recently from Bonham to Wolfe City, attending meetings held at these places.

— Build Roads Now —

Joe M. Moore, represents a new wrinkle in civic bodies. He is the assistant to the president of the Greenville, Texas, Chamber of Commerce. He has been

HOTEL YOUREE

In the Heart of the Business District

EUROPEAN PLAN, PRIVATE DINING ROOMS

"Modern Fireproof"

250 Rooms

150 With Bath

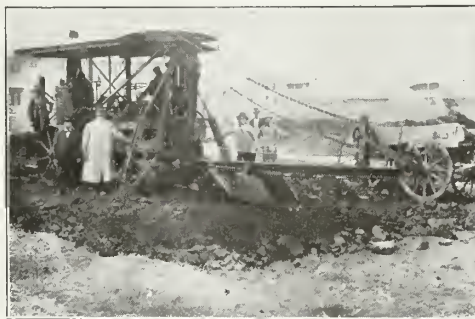
The Shreveport Hotel Co.

FRED H. SCHEER, Mgr.

SHREVEPORT, LOUISIANA

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

Deaver Falls, Pa. Joplin, Mo. Monadnock Bldg., Chicago

in that position, created especially for him, for four months. He is an old newspaper man and was transported to Texas from Missouri.

— Build Roads Now —

Dr. Joe M. Beckton of Greenville ought to have been born earlier so as to have been incorporated in one of Dickens' novels. He has so much personality that Dickens would have made him the hero of a new story. He is a surgeon of note in his part of the state and has a private hospital that is constantly full of patients. He is an example of the fact that if you want anything done, go to a busy man, for he is one of the premier J-H men of Texas.

— Build Roads Now —

Fred Horton, publisher of the Greenville Banner, is a state director of the J-H and one of the active men in its affairs. His paper yields a large influence and this is exerted always in favor of the immediate development of the highway.

— Build Roads Now —

Packard LOW CHARGER

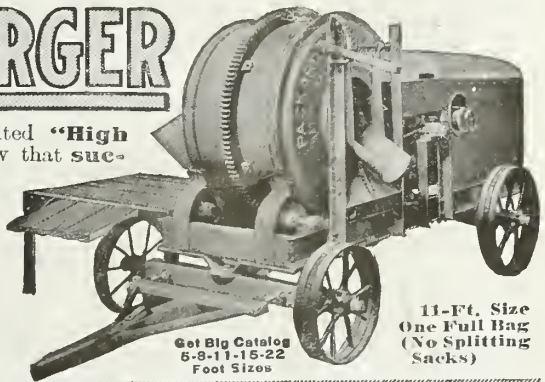
The "Easy to clean," Patented "High Speed" Mixing and Discharge Action is one of the few that successfully and fast handles

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11-Ft. Size One Full Bag (No Splitting Sacks)

PAVING CONTRACTORS STOCKHOLDERS

Lower the Cost of Grading Speed-up the Spading

A Pennsylvania contractor was "up" "a fine contract" labor shortage and very hard excavating. By using low-strength dynamite to

Blast Ahead of Shovels

they handled the gravel and shale easily and quickly and the contract was completed on time.

With a few cartridges of Red Cross Extra Dynamite exploded ahead of the shoveling gangs, it takes less time and labor and yardage per day increases. Blasting takes the strain off the chain of the steam shovel,—helps it to dig faster, cheaper and easier.

Ask for free booklet, "Road Construction and Maintenance." Learn how to use Red Cross Explosives to lower the cost of grading and "speed-up" spading. Mention "Better Roads and Streets" and address Advertising Division

E. I. du Pont de Nemours & Co.,
Powder Makers Since 1802
Wilmington, Delaware



LOWERING COST OF HARD-ROAD GRADING.

A contractor on a Pennsylvania road has completed his work at a lower cost than was attained on other sections of the road by using machinery to an unusual extent. On account of the high price of labor and its scarcity, he used a steam shovel in all cuts, low-strength dynamite to loosen the material and speed up the work of the shovel, and automatic dump wagons to remove the earth and shale as it was excavated. The outfall drainage ditches were blasted out with dynamite, thereby reducing the cost of excavation and of trimming the slopes.

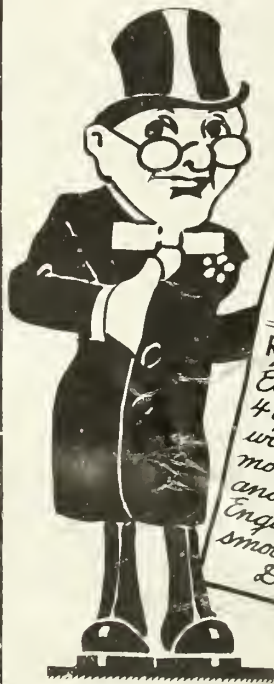
The work was finished on time, in addition to being done at a relatively low figure for the conditions, while the other contractors were unable to do so because of the difficulty of securing labor by the older methods, utilizing plows, scrapers and hand work.

NOTE: When in Atlantic City visit the Du Pont Products Store, Boardwalk and Pennsylvania Avenue.

"Full of Carbon Full of Trouble"

—Doc. O'Kleen

Carbon nuisance is unnecessary. Besides the expense of cleaning it out, down goes the efficiency of your motor, and trouble begins.



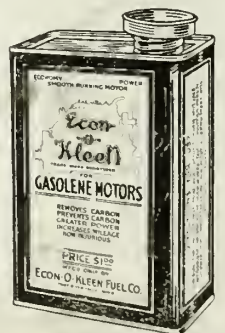
Convert Carbon Into Power with ECON-O-KLEEN

Gasoline consists of six parts carbon and one part hydrogen. Pure gasoline burns clean. But who gets pure gaso ine?

Econ-O-Kleen turns present day gasoline into perfect fuel. It introduces enough extra oxygen into the gasoline to consume every particle of carbon in the cylinders when the explosion occurs; also enough extra oxygen to burn all the carbon already deposited.

GUARANTEED—to add to motoring pleasures—to clean out and prevent carbon—to increase power and gasoline mileage from 15% to 30%—to be free from acids and all other elements which can possibly injure a motor.

Send \$1 for a trial can, prepaid, enough to treat 112 gallons of gasoline. Put what you save into Thrift Stamps. Your money back if you are not pleased. Get our free book, "Carbon," tells how to save repairs.



Officials of the Jefferson Highway are (365 day) users and endorsers of ECON-O-KLEEN

Econ-O-Kleen Fuel Co., 110 Labree Avenue, Thief River Falls, Minn.

JEFFERSON HIGHWAY DECLARATION

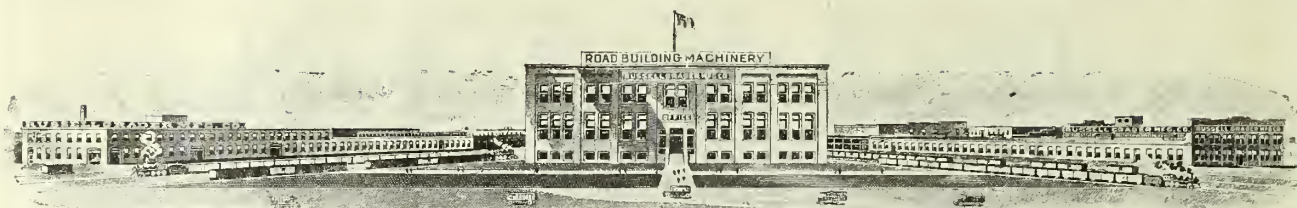
50 Cents a Year
\$1.00 Three Years

Published Monthly by
JEFFERSON HIGHWAY ASSOCIATION

AUGUST, 1918



THE WONDERFUL HIGH BRIDGE ON THE HIGHWAY AROUND OAHU, HAWAIIAN ISLANDS. There are no such engineering problems as this on the Jefferson. It is said, however, that the scenic values justify the expense of this structure.



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OUR STORY IN PICTURES

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THE NAME THAT STANDS FOR QUALITY
AND
The QUALITY shown by the WORK being done



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A Million Dollar Corporation Specializing in a Complete Line Including

10 sizes and styles of Road Graders; Road Planers;
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and Cast Iron Culverts; Steel Beam Bridges, Etc.

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JEFFERSON HIGHWAY DECLARATION

Volume III



Number 7

August, 1918

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

"Entered as second-class matter, January 16, 1918, at the postoffice at St. Joseph, Mo., under the Act of March 3, 1879."



TOURING THE JEFFERSON HIGHWAY

Official Party Strikes Country of Coal Mines and "Houn Dawgs"—There's Always Something Interesting to See and Learn About the Way

— Build Roads Now — Build Roads Now — Build Roads Now —

By HERBERT F. McDOUGAL,
Publicity Commissioner.

WHEN the official party of the J-H reached Kansas, it found between Fort Scott and Pittsburg is a country that is full of coal shafts, dogs and children. The Houn' Dawg song would not be amiss in that country, but the old theory that children and dogs go with poverty, fails here, as the dogs and children belong to miners who get from \$5 to \$12 a day. The dogs look well fed, and every school house in the district has from one to three additions to it, which indicates that the children are receiving attention, too.

Girard at once means to the stranger two things—the Henry Laurens Call airship and the Appeal to Reason. The airship, which is still considerable of a mystery in Girard, was the mainstay of the newspaper paragrapher along about 1909-13, as it did more plowing in the fields than flying. It might be said that it was the pioneer advocate of deep plowing. It was a monstrosity of curved wings, a head like a rooster and with a tail like that of a rooster of the Democratic persuasion the morning after a Republican landslide. Its principal failing was that it wouldn't fly, although the whole town turned out to Vincent's pasture one fine summer day to see it do so. Finally the helpful crowd tied a rope to the airship and pulled it like a kite, but still it wouldn't fly. It did, however, kill a man one day when he walked into one of its twin propellers.

Airship Pavilion at Girard

After the first airship failed, Call tried a different model or two and then finally adopted the monoplane type that then had proved a success. It is said that Call really did invent a pretty good engine, and that he sold some of these, but the information isn't very definite, and Call is considerable of a mystery in Girard yet. His old Airship Pavilion, however, still stands to remind the tourist of his existence.

The Appeal to Reason, situated on the Kansas branch of the Jefferson Highway, is more or less connected with the Missouri branch historically, as J. A. Wayland, the founder, ran a paper in Harrisonville, Mo., back in 1877, just before he went back to Greensburg, Ind., and started the Coming Nation, a socialist paper which attained much success and led to the purchase by Wayland of 2,000 acres of land in Tennessee in 1894 and the founding of the Ruskin colony which turned out disastrously.

Fred Warren, come to fame as the editor of the Appeal, in 1899 ran the Critic, a socialist paper at Rich Hill, Mo., and, later, having purchased what was left of the Coming Nation, ran it at Rich Hill. The Appeal itself was started by Wayland at 807 Main street, Kansas City, August 31, 1893, and was moved to Girard, where expenses would be small, April 3, 1895.

John Brown of Osawatomie

History again has left visible traces at Osawatomie, Kas., where John Brown lived and fought and thought. His old cabin has been moved to the battleground, and

this battleground has been made into a public park. The park was scheduled for dedication about 1911 and Roosevelt drew a large crowd for the occasion, but T. R. became so engrossed in his own matters that he quite forgot John Brown and the park, and so the park has gone undedicated to this day.

A man with an idea about cider has recently brought Osawatomie into the limelight. He is Frank Pyle, who owns a big orchard near there, and he adapted the "cold pack" method of canning to cider and has been able to preserve the juice of the apple in such harmless form that even the bone dry laws of Kansas can find no flaw with it. He sells his sterilized cider by mail all over the country, and has built up such a demand that he has to ship bottles in by the carload.

A Little Dragging Works Wonders

Something of the interest that the people take in the highway may be judged from the condition of the road between St. Joseph and Kansas City. We were told that from Dearborn on, we would find the way rough, but when we reached the supposedly rough place, we found that the farmers had rallied 'round their road drags just after the last rain and that the whole way almost had been made into a smooth, easily traveled highway.

A week previously, it had been rough and uncomfortable, but that had happened, we were told, because there had been a rain that left the road right for dragging Sunday, and by Monday it was too dry. Of course, you couldn't get a Platte countian to work on Sunday!

One is struck on the run from St. Joseph to Kansas City, by the large number of small cemeteries. Can it be that at some time some of these same Platte countians maintained private graveyards?

At Kansas City I sat at a restaurant table with a young lieutenant on leave of absence. The waitress asked him if he wouldn't take corn bread instead of bread made of wheat, evidently having been coached to urge corn instead of the other cereal.

The young lieutenant declined.

At first I rather resented his action, as I had bowed to Mr. Hoover without demur, and then it occurred to me that this was the very chap I was saving wheat for, and I withdrew my subconscious rebuke.

Swatting the Pro-Germans

Harrisonville is dealing with a nest of pro-Germans with a strong hand, and at least one of the members of a band which had been holding secret meetings, had been run out of the country. This man is now badly wanted by the authorities as it has been discovered that the members of the band had been sending wheat out of the county, presumably to German agents, as all traces of it was lost at Kansas City. So strong is the sentiment against these pro-Germans, that persons of

German names are appealing to the chairman of the county counsel of defense for re-assurance.

Lamar has come to the limelight in the matter of Red Cross auctions, a kiss having been sold there the other day for \$35. It strained the finances of the girl's sweetheart pretty badly, but he succeeded in keeping the kiss in the family.

The merchants, who put up advertising signs over the country, adding, to catch the traveler's attention, the supposed information as to the distance to the nearest town, are getting themselves into disrepute on account of their inaccuracy. For who is going to believe anything an advertiser says, when one sign declares the distance to Podunk to be four miles, while ten feet farther on another sign proclaims the distance as five miles?

Hooray for the Old Men!

Score one for the old men! C. N. Crotsenburg, formerly the assistant editor of the Fruit Grower at St. Joseph, and now a big orchardist at Carthage, says that he has found old men more venturesome, less afraid and more agile at the job of picking apples than young boys. He discovered this fact last fall when he apprehended trouble in getting his apples gathered, and threw down the bars to all comers in the shape of labor. The old men, admitted with misgivings, proved much superior, and this fall he is going to make the age limit the same as Osler's, 60 years—but applied differently, and without chloroform.

The only man who escaped the massacre, staged by Quantrell and his gang at Baxter Springs, Kas., as the wounded lay on that field after the battle there October 6, 1863, Frank D. W. Arnold, lives at Lamar, Mo. Thus again is there a connection between the Kansas and Missouri branches of the Jefferson Highway

Arnold was a member of Col. J. G. Blunt's bodyguard.

and that officer was removing his headquarters from Fort Scott to Fort Smith.

The command consisted of 117 men, and 98 of them fell in the assault. Arnold was shot down by one of Quantrell's men and as he lay on the field, was shot four more times. He was gathered up for dead by a party of Union men which came up later, and was about to be placed in the trench with the other dead, when signs of life were noticed, and he was taken to the hospital tent and given treatment.

He survived and lived to unveil a monument on that field to the men who fell there. The monument was dedicated May 30, 1886.

A Tack That's Not a Tack

When you get out of bed in a hotel in Baxter Springs and step on a tack, the chances are that it isn't a tack at all, but a chunk of lead ore.

That's how complete is the organization for getting the infection into your system.

This is being written in the lobby of a mushroom hotel in Baxter—leave off the "springs," if you want to get into the swing of custom. It has seventy-five rooms and a big lobby like a store building; there is a leak in the ceiling and the only attempt at adornment is a few mining maps and moving picture posters, but, taken night in and night out, there is more lead and zinc mined here than anywhere else possible in the whole district.

The mine operators and prospectors and their following begin to gather here a little before supper time, and from then on to midnight, there is nothing but a swirl of mining talk, easy money and feverish enthusiasm. Here and there will be groups of men with their chairs gathered in a small circle, talking excitedly over a blueprint mining map on the knee of the spokesman, and a lead pencil point will be indicating the exact spot where a fortune can be taken from the ground if only capital enough may be interested to swing the prospecting or to get the lease.

All Pay Dirt There

And it's all pay dirt that gets into the lobby at the hotel. Low grade ore would be mighty lonesome if it should show its face. It's just as easy to talk big as to talk little, here under the bright lights, and, as there's plenty of foundation for big talk, why big talk is current.

Along about 6 o'clock of any afternoon, just after a pretty good crowd has gathered, some chap, dressed in khaki, will stroll carelessly into the lobby with a chunk of lead ore and hand it to some friend. At once there is a buzz of excitement. Everybody who has any excuse at all will get into the rush of questions, and the rest will crane their necks and strain their hearing. That chunk of ore may mean much either favorable or adverse to the man with the lease next to the mine where it was found.

The nearest to the roads in Flanders that



MARKS THE SCENE OF A QUANTRELL RAID

Only one man was left alive on the field at the Battle of Baxter Springs, Kas., October 6, 1863.



THE ONE SURVIVOR

Capt. Frank DeWitt Arnold, shot through the body eleven times, is still living at Lamar, Mo.

I have seen, is the road from Galena to Baxter Springs. It gets worse from here to Miami, I am assured. It is cut deep by the heavy hauling that is constantly going on over it, and there are more immense motor trucks, laden with heavy machinery and supplies, there than any other place I have seen. We even overtook a two-room house that was being hauled twenty-five miles to Picher, it being quicker and cheaper to buy and haul than to haul and build. The roof had to be sawed off and laid flat in order to get under bridges, but it was being hurried through in two days and a half, notwithstanding, the cost of the work being \$125.

Using the Auto Recklessly

Late the other evening a most terrific rain come on, and the stream of automobiles and trucks that came

hurrying through Baxter from the mine fields, was worth seeing. The drivers all were anxious to get home and call it a day, and the way they raced those cars and trucks over the chock holes and across ruts would have made the owners shiver, unless, as was the case with many of the high power automobiles, the owners themselves were driving. In that case there was no thought of saving the car, it was a race to shelter.

The automobile is most recklessly used here. There seems to be no appreciation of the fact that production is being limited and that cars are going to be hard to get a little later. The fever of finance is not upon the mine operators and prospectors and they are trying to make mineral hay while the sun of prosperity is shining.

— Build Roads Now — Build Roads Now — Build Roads Now —

J-H TRAFFIC CENSUS A SURPRISE

Notwithstanding the Busy Season 1815 Cars Pass Over the Big Auto Road in Seven Days—290 Inter-State Tourists in a Week—5,769 Persons Counted by the Government Census Takers—More Than One Per Minute.

— Build Roads Now — Build Roads Now — Build Roads Now —

A Week's Traffic on the Jefferson Highway

	Tues.	Wed.	Thurs.	Fri.	Sat.	Sun.	Mon.	Total
Autos in seven days.....	189	209	200	230	308	408	222	1766
Trucks in seven days.....	3	8	10	5	12	3	8	49
Passengers in seven days.....	549	619	608	717	983	1551	742	5769
Their Destination								
From Farm to Town	130	111	131	131	149	111	150	913
From Town to Town.....	59	77	66	80	121	153	75	631
Inter-County	28	42	30	38	48	84	37	307
Interstate	28	24	26	42	53	85	32	290



Johnson Richards, the wide-awake and enterprising secretary of the Clark County, Iowa, J-H committee has just sent in the above picture and the following information:

Incidentally it is but just to say that the Iowa State Highway Commission is going about its federal aid projects in a most business-like and thorough manner.

In its issue of July 15 the Osceola Sentinel says:

The government traffic census takers, who during the past week were stationed on the Jefferson Highway at the southern entrance of Osceola completed their work Monday and left for points south, to continue their investigation. Notwithstanding the inspection was made during the most busy season on the farm the results are surprisingly favorable to the big inter-

national highway. The tabulation published below bears record of 1815 automobiles and trucks having passed the given point during the time of the investigation. Of these 290 cars were carrying interstate tourists and 307 were inter-county travelers. In 5,769 passengers passed over the road in seven days of ten hours each, this would be at the rate of one and one-third persons per minute. The highway boosters are very much pleased with the report. It is confidentially trusted that the results will be helpful in securing favorable consideration of the application made our government aid for the Jefferson Highway.

The traffic census party was made up of Clarke County engineer, M. V. Norris, of Osceola, Ia., C. L. Ecked, Winnebago, Minn., and W. E. McDowell, Ames, Iowa.

— Build Roads Now —

THIRD SEMI-ANNUAL DIRECTORS MEETING

At Joplin, Mo., July 5 and 6, 1918—General Manager's, Treasurer's and
Publicity Commissioner's Reports and Recommendations

— Build Roads Now — Build Roads Now — Build Roads Now —

FOREWORD

Upon my request the general manager and treasurer of the Jefferson Highway Association have prepared their semi-annual reports in writing, covering also their recommendations.

A copy of these reports will be handed to each director on their arrival at Joplin. This will give time to look over the reports in advance of the semi-annual meeting and save precious time for business and discussion.

W. A. HOPKINS, President.

Lamoni, Iowa, June 24, 1918.

SPECIAL STATEMENT

In submitting my report, I wish to thank officers and directors, one and all, for their hearty co-operation during the many months I have had the active management of the affairs of the association.

It is scarcely probable that any association of the magnitude of this one, covering such a large extent of territory and with so few precedents to guide it, has made such progress with as little friction. So far as I know, every official action has been unanimous in its final form.

In its evolution from an idea into a fixed fact, the Jefferson Highway has now come to the parting of the ways. It can proceed along the ordinary lines of such organizations in a mediocre existence, or it can garner the experience of itself and others and by wise action at this meeting, proceed to a full realization of our hopes. The choice lies before us.

When I accepted the responsibilities of the active management of the association, at the invitation of your committee, neither of us knew enough about the proposition to properly define the relationship—it was agreed that it must be a feel-out in many ways, as to the duties, authority and compensation. We have now reached a point and have had sufficient mutual experience to more definitely define the main features of our purpose and activities and the authority and compensation of the person who is to put them into effect. It is therefore my desire to definitely terminate the contract made with your committee, appointed at the Kansas City meeting.

If it is the desire of the association to have me continue in the management of its affairs, the subject can be referred to the advisory committee with full power to act after mature consideration of the new features that have developed since March, 1916.

In the event that some other plan seems desirable or that a satisfactory basis cannot be reached for continuing my services, I desire to express my appreciation of the relationship heretofore existing, my continuing interest in the Jefferson Highway and to help along in the new financing plan, by subscribing for a counselor's membership of \$500.00.

Respectfully submitted,

J. D. CLARKSON,

General Manager Jefferson Highway Association.

Win the War

The promotion of the building of highways is a Win the War measure of such transcendent importance that this simple statement should gain unanimous support of the principle. Yet I find in many communities a disposition to side-track consideration of highway matters for almost any new enterprise brought into existence by the war, overlooking the obvious fact that the highway is just as much the foundation for a successful war as it is the foundation for a successful civilization and fully half of my time in these communities is consumed in getting a joint hearing for the highway with other measures to win the war.

This is not to be wondered at when we consider the force of publicity the Government is putting behind its major projects and our only salvation is to learn the lessons of the war quickly and increase our efforts along well defined and well proven lines.

If it was necessary to build highways, under fire, in France and use three thousand Italian women building

highways under fire in Italy, last spring, is it not equally necessary to build highways to the farm-side in the United States, which must provide these people with food and raiment?

Resume

The Denison directors' meeting of last November determined to hold semi-annual meetings of the directors, instead of annual meetings as was determined upon at the St. Paul meeting in June, 1917.

This action made it possible to postpone the consideration and adoption of a permanent financing plan till the mid-summer meeting and the advisory committee was instructed to formulate, present and recommend a permanent financing plan.

As the amount in the association treasury was quite small, I hastily took account of the available resources which could be turned into cash, under ordinary circumstances, during the intervening seven months and advised the directors that, in my judgment, the running expenses of the association could be provided for till the time of the Joplin meeting. This assurance was based upon the promise of the prompt payment of some large sums that had been due for some time, and upon the further intention on my part to personally provide the shortage, if any, necessary to bring the association affairs to the Joplin meeting with all debts paid.

The delay in making these payments rendered it impossible to open an office in St. Joseph, causing the storage of all office files and documents in an unavailable shape, emasculated the winter's program to quite an extent and made it necessary for me to personally supply the sum of \$900 to carry on the work of the association.

Moving Headquarters

St. Joseph's \$3,000 Membership Subscription.

The St. Paul directors' meeting authorized me to remove the headquarters of the association to a more central point on the highway. St. Joseph, Mo., seemed to be the most available point and hence it was selected.

To show their appreciation for this selection, three organizations, the Automobile Club, the Goods Roads Club, and the Commerce Club, of that city, each subscribed to a one thousand dollar founders' membership, payable in three annual payments, and promptly made the first payment of \$1,000. This is in addition to supplying two hundred subscriptions to the Declaration ever since it was put on a subscription basis.

Headquarters were removed to St. Joseph in December and the publishing office of the Declaration established there, but owing to lack of funds, no headquarters office has yet been opened.

Working Under Difficulties

It will be necessary only to refer to the disadvantage of conducting the Jefferson Highway affairs, including the publication of the Declaration, without an office, office files and an office attendant, to have it understood.

This condition has prevailed for a year and rendered the successful conduct of the business quite difficult. For five months in Des Moines, the office was closed, except during the temporary and very short visits I made to it, and since the removal of headquarters to St. Joseph all office furniture, appliances, files and documents used and originating prior to that time have been unavailable.

For over a year all business has had to follow me when away from headquarters until it caught up with me on the road.

The Advisory Committee

I wish to thank most heartily Mr. McIninch and Mr. Combs, the resident members of the advisory committee, for their cordial and helpful co-operation in all matters needing their attention. Every action taken was by unanimous consent.

Thanks also are due Mr. Hopkins for timely advice

in all matters that his distance from headquarters made it possible to get to him.

Mr. Johnson of Winnipeg, being so far away, early indicated that the committee would have to act without his participating, which was very much regretted by all.

The Chalmers Automobile

The Chalmers Motor Co. co-operated to the extent of furnishing a touring car for use for a year and when informed of the relay run from Winnipeg, to New Orleans and return took in the touring car and furnished for another year one of their elegant new Sedan cars. The year expired on the first of May and they asked for the return of the car. As the use of a car was necessary to the carrying out of our program, a proposition to purchase this car was made and accepted. The \$2,000 car was offered for \$900, but there were only \$875 in the treasury at this time. Had this been invested in the car, there would have been no funds for other uses.

After consultation with Mr. Combs and Mr. McIninch, it was agreed that I should buy the car myself and use it on the proposed southern trip and until the directors' meeting when the association would have the privilege of obtaining the car by paying me the \$900, or I would retain the ownership in the car and the association would pay me for the use of it.

Southern Trip

On April 1st, a trip over the south end of the highway was commenced by the publicity commissioner and myself, which was terminated a few days prior to this meeting.

The trip was quite successful in stirring up renewed interest in actual road work and other vital highway interests, including the securing of over one hundred fifty national memberships, amounting to over \$3750, and the first payment on same of over \$750.

Physical Conditions of the Highway

On the southern inspection trip just terminated I found the physical condition of the highway quite satisfactory with a few exceptions, making due allowance for war conditions.

A reasonable amount of construction was found to be in progress. The Canadian river bridge is being pushed. Ramps are being provided at Melville, La., and eleven construction gangs were counted between Baton Rouge and New Orleans. Between Melville and Port Allen, I drove over forty miles of model road where no road existed a year ago, much of it through swamps where, up to this time, it had been considered a physical impossibility to build an acceptable road.

Assets

The property of the association consists of office furniture and appliances worth \$300, and the net cash on hand.

The other assets are the Declaration—a going publication, enjoying second class postage and recognized as one of the best highway journals in the country—well worth all it has cost to establish it, the name, marks, signs and good will of the Jefferson Highway Association, well worth all they have cost, and the loyal support of the directors and thousands of people in Jefferson Highway territory. It would be an impossibility and a sacrilege to place a monetary value on the latter assets.

Liabilities

The liabilities of the association are the loyal, honest, intelligent working out of its destiny by those in charge of its affairs.

Military Highway

Much discussion and correspondence was had during the last few months regarding the securing of the adoption of the J-H as a military road. Mr. Shepard, President Hopkins, Director McIninch, Treasurer Combs and others joined in it and at one time it seemed possible that a committee might be sent to Washington but it was found impossible to get the committee together for such a trip. This feature is well worth continued and earnest attention.

The End of the Highway

Great interest has been manifested always in New Orleans in the Jefferson Highway. Its latest and most

pleasing manifestation was the placing of a granite marker, bearing a bronze tablet, at the south end of the highway at the junction of St. Charles and Common streets in New Orleans.

This was done through the kindly interest of the New Orleans chapter of the Daughters of the American Revolution. Upon my recent visit to that city, a little ceremony was had and I tentatively accepted the monument on behalf of the association, with the understanding that the board of directors would altogether likely wish to appoint a committee to take part in a regular dedication ceremony later.

Inasmuch as the winter meeting is booked for the south, that might be a propitious time to officially receive and dedicate the monument. Meanwhile it would not be out of place for the board to give some expression of its appreciation at the current meeting.

A picture of the monument may be seen on page 7 of the July Declaration.

Bond Issues

Numerous bond issues for road construction or the highway have been held up by injunction suits, especially in Louisiana. Prospects now are for a speedy termination of these suits when, if the government restrictions are not too severe, construction will progress more rapidly. The shortage of man-power for road building is largely a myth, if the large number of idle men seen on our three months' trip is any criterion.

Resolution to Advance Injunction Hearing.

While in New Orleans recently, I looked into the status of the Texas & Pacific railroad injunction suits concerning road bonds and found the situation quite favorable. As it is not seemly to discuss probable court actions in print, I will reserve such details on this subject as the directors may desire, for verbal expression on inquiry.

Meanwhile, the legal department of the New Orleans Association of Commerce desires a resolution from our board requesting the advancing of this case on the docket, for the reason that it is a "Win the War" measure of paramount importance. Several New Orleans Associations have taken similar action.

Minneapolis Markings

When in the north last fall, definite arrangements were made with the St. Anthony Commercial Club and North Side Commercial Club, both of Minneapolis, to pay the mileage through that city and mark the highway. The mileage has been paid and reports from both clubs state that the marks and signs have been properly placed. The city council of Minneapolis giving special permission for the placing of the J-H marks on the artistically designed lamp posts. So far as reports have reached me, Minneapolis is the first big city to thus honor the Jefferson Highway.

Similar arrangements were made with St. Paul, but no reports have reached me as to their consummation.

St. Joseph and Des Moines are well marked but not signed. Winnipeg is partially marked. Kansas City and New Orleans are not marked. These markings and the completion of some of the markings in some of the counties and parishes, where they are not yet complete, was part of the work planned to be done during the months I was detained at headquarters.

Marking and Re-signing the Highway

Our costly enameled signs have proven a sad disappointment in many localities and their deplorable condition suggests that we should, at once, adopt a plan for the re-signing of the entire highway in the very near future. Experience teaches that this and the pole markings should be taken over by the International Association and a sufficient sum be provided therefor.

The pole markings are too high for night driving, under the new light laws that are being adopted in many states.

It will be desirable to add to our marking designs the R and L, indicating right and left turns, and the danger design for the sharp curves, right-angle turns, embankments, railroad crossings and bad hills.

A properly organized re-marking and re-signing tour of the highway could be made of great constructive value, both in actual road building and also in acquainting the people with highway principles and values.

I would also suggest the adoption in highway af-

fairs, the plan which proved so efficacious and inspiring in raising funds for war purposes. This could be done by placing a marker at the boundary of each county, parish or municipality, bearing its name and the score of its standing in Jefferson Highway affairs.

Correction in Texas Mileage

An error was made in assessing the Texas mileage at \$7.50 per mile in place of \$9 per mile. This mistake has been corrected and the money is now in the treasury, which closes the incident. Only a few minutes' explanation was necessary at each point to secure a cheerful acquiescence as to the propriety of the full payment.

Texas Contest

When I reached Texas I found that the contest in that state had been handled by the state board and an award made to the contestants.

How thoroughly highway matters had been discussed in the hearing of this contest, I am not advised, but feeling that they could not be too fully informed of their privileges and obligations under the franchise, I took occasion to visit all the locations and in all but one place, was given an opportunity to go more or less fully into the principles included in the highway franchise, which not only involves the building of the road on the ground, but also the support of and co-operation with the International Association in its manifold activities.

After these visits, Wolfe City people sent in forty-nine international memberships for \$1,245 and a check for \$245, covering first payment on same, and Celeste sent in a check for \$117, covering their mileage, the payment of which, up to this time, had been neglected.

Grayson-Fannin-Hunt County, Texas, Contest

Finances Involved.

If the new location is disapproved, there will have to be returned to subscribers in Fannin County the sum of on mileage and \$245 on memberships subscribed at Wolfe City.

If the new location is approved, there will have to be returned to Whitewright \$63, Trenton and Leonard \$117, a total of \$180 on mileage under the ruling of the Texas State Highway Board.

Cass and Jackson County, Mo., Contest

In January, 1917, parties in the above named counties instituted a contest for the re-location of the highway in the above named counties. Under the rules, this was referred to the Missouri state board, but without action. About a year later, it was referred to me and the first week in April I scored the two roads and awarded the Jefferson Highway franchise to the contestants.

I understand that the losers are going to appeal from my award to the Missouri state board. This is the first appeal taken from my findings. In all the other cases all the parties at interest agreed before the scoring took place to abide by the first findings.

Carthage, Mo., April 11-18.

The Award

Mr. D. M. Gregg, et al.,
Harrisonville, Mo.

Gentlemen: In the scoring of the contest for the relocation of the Jefferson Highway between the north Cass County line, near Lee's Summit, and the school house, north of Harrisonville, Mo., as against the route from the public square in Harrisonville east and north, to and via Pleasant Hill to Lee's Summit, the direct road or short line between Harrisonville and Lee's Summit won, and the franchise for building a 365-day road for the use of the highway is awarded to the Harrisonville-Lee's Summit route, as against the Harrisonville-Pleasant Hill-Lee's Summit route.

This award will become operative upon the filing with the Jefferson Highway Association, of its acceptance.

In securing the award of the Jefferson Highway franchise, for the direct road between Harrisonville and Lee's Summit, you have not only secured a great privilege, but assumed some obligations which I have no doubt will be discharged in a satisfactory manner, to the international association. The major obligations you have assumed are:

First—To see that the road in its present form of

construction is kept in the best possible condition for traffic, by dragging and otherwise.

Second—To mark and place signs upon the road according to the rules and regulations of the association, and maintain them in good condition.

Third—To proceed as rapidly as possible to produce a 365-day road from the corner of the square in Harrisonville to the Miller corner in Lee's Summit. You will be allowed one year to produce this result. If after having done everything in your power to produce the road, you are prevented from doing so by war conditions or adverse court action, you will be made time allowances to cover such periods. During process of construction, you will be expected to provide the best available detours with proper signs and temporary marks, to guide traffic.

Fourth—Some of your water-ways are not now of permanent construction. These, of course, will be changed to permanent structures.

The maximum grade is not to be over six per cent. The outside of every turn is to be on a radius of not less than a two hundred foot circle.

Danger at each turn is to be reduced to a minimum by the removal of hedges, brush, signs or other obstructions, to clear vision, to the extent of a minimum of one hundred feet on each side of the turns.

Fifth—As long as you retain the franchise for the highway, you will be expected to support the international association, financially and otherwise, in its efforts to make the Jefferson the best built, the best known and the most popular highway on the continent, in conforming with the rules and regulations and usages now extant, or that may hereafter be a part of its code of laws and unwritten principles.

J. D. CLARKSON,

General Manager Jefferson Highway Association.

The Acceptance

Cass County, Mo., April 12, 1918.

Jefferson Highway Association,
St. Joseph, Mo.

Gentlemen: We the undersigned Cass County, Missouri, Jefferson Highway contest committee accept the award for the franchise of the Jefferson Highway, promising to do to the best of our ability, to fulfill its conditions with the understanding that, having discharged our obligations, are to be protected by the parent association, against contest for the relocation of the highway franchise for the term of two years from this date, and as long thereafter as we furnish the best facilities for the prosecution of the highway purpose and its many activities.

CASS COUNTY, MO., CONTEST COMMITTEE.

By D. M. GREGG, President.

By E. L. HARRISON, Secretary.

Cass and Jackson County Contest

Financing Involved.

If the new location in Cass and Jackson counties, Mo., is disapproved by the association, the sum of \$175 for mileage and \$350 paid on memberships will have to be returned to the contributors, a total of \$525, and if the new location is approved the sum of \$100 will have to be returned to Pleasant Hill contributors for mileage, but nothing on memberships.

Trust Funds

I wish to impress on the directors and the treasurer that the money in the treasury on contingent payment of mileage and memberships are trust funds, unless routes from which they are derived are accepted by the association.

Returning Mileage

It might be well for the board to consider and define the equity involved in the return of mileage after the lapse of many months when the locality which has had the highway franchise loses it from neglect.

In the cases handled from their origin, by the general manager in Minnesota, Louisiana and Missouri, the rule was established that the possession of the highway franchise for one year was good consideration for one-half the mileage and the possession of the franchise for two years was good consideration for all the mileage. This rule is established and now had stood unquestioned for over two years.

Modifications in Constitution and By-Laws

Will respectfully suggest that the constitution and by-laws of the association be changed to embody the following principles and methods and to remedy defects noted on page 4 of the July Declaration:

A member of the Jefferson Highway Association, as designated in article X of the constitution and by-laws, shall be such person as reside upon the highway and who takes sufficient interest in the highway to attend highway meetings in person and is owner of property subject to taxation for highway improvement, who favors taxation for that purpose and supports the association by subscription to the official organ of the association or one who holds membership in the association upon which payment has been made for the current year, as such member is entitled to one vote in person at any Jefferson Highway meeting held in the county of his residence.

Each holder of annual, touring or national membership present in person has a right to one vote on any subject coming before the county meeting, provided that prior to the time of holding such meeting the holder thereof has paid the current year's dues thereon.

Each holder of an international or supporting membership, present in person, has the right to vote on any subject coming before the state convention, provided that at the time of holding such convention, the holder thereof has paid the current year's dues thereon.

Each holder of a life, counsellor, founder or endowment membership, present in person at any international meeting, shall have the right to vote on any subject coming before such meeting, provided the current year's dues have been paid on such memberships, prior to the time of casting the vote.

Memberships may be taken out by persons, clubs, associations, city councils or other organizations interested in community welfare, but in the case of organizations in order to exercise the right to vote, some one person must be officially designated by such organization to attend the meetings and cast the vote in person. No proxy voting allowed on memberships.

Support of International Association

I recommend the apportioning of the privilege of supporting the international association to the various localities as follows:

That the association be now financed for the term of three years on a basis of a minimum of \$1,800 per month by memberships, subscriptions and advertising.

That of this sum 10 per cent be set aside in the international treasury for local uses and 10 per cent for state uses.

That the financing be apportioned to territory on the basis of population, mileage, bank resources and assessed valuation, except for the large cities of New Orleans, Kansas City, Des Moines, St. Paul, Minneapolis and Winnipeg, which shall be separately considered in an equitable manner in accordance to benefits derived and to be derived.

That in making the estimates due credit shall be made for those communities which have contributed liberally in the past, so that those communities which have done little or nothing so far, can have a chance to average up during the next three years.

The Grant Parish, Louisiana, Incident

By referring to the July number of the Declaration a full exposition of this subject may be found on page 9.

Mr. Goodwyn's letter, which follows, brings the subject up to date:

Colfax, Louisiana, June 19, 1918.

Mr. J. D. Clarkson, Carthage, Mo.

Dear Sir: At the meeting of the citizens and directors of the Jefferson Highway last night it was determined to take steps to go ahead with work on the highway. If the proposition to float our \$150,000 bond issue in two offerings of \$75,000 each can be carried out, that plan will be followed.

In any event we can command \$15,000 now, the special taxes for our bond issue for 1917 and 1918, and will find a way to utilize that, together with an additional \$15,000 our bank will put up on the proposition if it becomes necessary. So altogether I believe we are in a fair way to get to work before long.

You doubtless saw that repair work on the road at Aloha and northward was in progress as you passed upon your return trip. Also the truck and road machine is to be put to work for ten or fifteen days on

an eight or nine-mile stretch of the highway next to the Rapides parish line, as you approach Camp Beau-regard.

Yours very truly,
H. G. GOODWYN.

The Declaration

This publication is conceded by all to be the life-blood of the association and its largely increased circulation, a vital necessity.

Much correspondence has been had with Mr. Davis, the president of the National Highways Association, looking to the widening of the sphere of action. He has expressed himself as regarding it as the best highway journal that comes to his desk. No doubt, something along this line would have materialized had it not been for war conditions which seem to be accepted by many as a good reason to halt everything that does not smell of powder or that is not used in the front trenches of France.

As a part of a three-year financing plan, I will suggest that the Declaration be put on a circulation basis of a minimum of 20,000 along the highway and as many more as can be secured off the highway, in co-operation with the National Highways Association, or any other highway association extending east and west. This co-operation to include subscriptions, advertising and exchange of traffic.

Declaration Finances

Cash receipts on subscriptions (7 months).....	\$ 997.58
Cash receipts on advertising (7 months).....	1,772.51
<hr/>	
Total (7 months)	\$2,770.09
Cash accounts receivable, outstanding origi- nating within 7 months.....	\$ 445.20
Cash accounts receivable, outstanding origi- nating prior to 7 months.....	342.05
<hr/>	
Total cash accounts receivable.....	\$ 787.25
Trade accounts receivable (estimated).....	500.00
<hr/>	
Total	\$1,287.25
Deduct for slow and uncollectable accounts (estimated)	287.25
<hr/>	
Credit due Declaration account.....	1,000.00
Add 7 months' gain shown by treasurer's report	457.76

Total credit to Declaration account...\$1,457.76

The new postal laws taking effect July 1 will have to be considered in viewing the future of the Declaration.

International Publicity

When I took charge of the association it was my ambition to so conduct it as to make its affairs of sufficient interest to have the story told in publications of national circulation within two years. This ambition has been fully realized. Several magazines of national circulation have carried stories about the Jefferson Highway and one is now in type to be published shortly in a publication with a circulation on both sides of the Atlantic.

Many inquiries have been received recently from space writers for information regarding the highway, which promises a still more prolific harvest in the future.

Publicity Commissioner

The depleted condition of the treasury rendered necessary the adoption of a stringent measure of economy, so on April 1st, Mr. Herbert F. McDougal, of St. Joseph, Mo., was put on the working force of the highway as publicity commissioner, and has been qualifying in a very satisfactory manner ever since.

It also seemed wise to familiarize someone else with the association affairs in the event of my illness, death or acceptance of other highway work.

Prior to the time he came to us, he had been with the St. Joseph Gazette for some years and is a thoroughly trained publicity man of years experience. He has relieved me of much of the work on the Declaration in a very acceptable way and has been running a regular Jefferson Highway news bureau also. His report is embodied herein.

A Complete Itemized Accounting

Owing to the fact that in the early months of the association there were no funds with which to pay the expenses of the association, and that they had to be supplied by Mr. Meredith and myself to the extent of \$3,500 on a fifty-fifty basis, with the understanding that my money was to come out last in the event of there not being sufficient to pay all debts, the expense on bookkeeping was minimized.

Now, however, that there are funds in the treasury that can be used for that purpose, I would most strongly recommend that all records of the association be gotten together and a full itemized account be made showing distribution according to our present plan and that the same be audited by a competent auditor and published in the Declaration.

Finances

It gives me great pleasure to report that the finances of the association now are in excellent condition. There has been received, since the meeting of the directors at Denison last November, from the following sources:

Subscriptions to Declaration.....	\$ 997.58	
Advertising in Declaration.....	1,772.51	
Total for Declaration		\$2,770.09
Memberships		3,905.01
Mileage		1,078.30
General (unclassified), duplicate or cancellation entries)		143.78
Total receipts		7,897.18
Balance on hand last November.....		536.82
Total		\$8,434.00

OUTLAY FOR SAME PERIOD

For Declaration	\$2,312.33	
For salaries	2,229.16	
For traveling expenses	1,458.63	
For office expenses	462.87	
For general	109.27	
	\$6,572.26	
Amount in treasury	1,861.74	
Total	\$8,434.00	
Amount of receipts over outlay.....		\$1,342.92
Amount in treasury.....	\$1,861.74	
Amount in hands of general mgr. ...	384.50	
Total available funds.....		2,210.24
Due on cash advertising accounts (estimated)	787.25	
Due on trade advertising accounts (estimated)	500.00	
	\$1,287.25	
Outstanding bills (estimated).....	400.00	
Book resources (net).....	\$ 887.25	887.25
Total		\$3,907.49

SUPPORT PLEDGES IN FORCE

Founders' memberships to mature.....	\$ 5,700.00
Counsellor memberships	300.00
Supporting memberships	160.00
National memberships	3,635.00
Touring memberships	140.00
Annual memberships	115.00

 Total

Of this sum, \$2,000 is due or to become due before the next annual meeting and the balance, \$8,050, at stated intervals thereafter.

Of these sums, \$6,300 is unconditional and \$3,750 contingent.

Report of Herbert F. McDougal

Publicity Commissioner of the Jefferson Highway, for the Three Months, April-June, 1918.

Upon assuming my connection with the highway, April 1, I proceeded upon the theory that two things were to be desired of the publicity department—publicity that first of all would attract the tourist, and secondly, publicity that would encourage and inspire the builders of the highway to greater effort.

Realizing that the organization is a voluntary one and that the tourists come or stay away as suits their own sweet will, I went back to the old political axiom

that "kisses go by favor," and determined to pursue my established policy of writing only interesting matter, believing that it would be only as I attracted by building upon interests already existing, would I achieve any results.

To this end I have avoided dry and dull enunciation of doctrine, the filling of mere space, or writing for any locality. What I have aimed at has been to be as broadly interesting as possible, while dealing strictly with the subject at hand.

I have kept always the tourists in mind, feeling that when we offer to the various localities that are building the highway and supporting the international association, a stream of tourists, it was a first obligation to attract these tourists to the highway. I have looked both to the highway itself and to other localities for these tourists, feeling that the better the people along the highway know this thoroughfare, the more they will travel it, and that an intimate knowledge of their own highway was due them. At the same time I have tried to lay my lure for the traveler from afar.

The first move was to seek entrance to the press with stories that would have a value from the editor's own standpoint, feeling that it not only would be merely fair to give him something of value in return for his space, but that the more valuable he would find it, the more likely it would be of value to us.

So I began right at home and offered to the St. Joseph Gazette, whose staff I was just leaving, a series of Sunday stories on our trip over the highway. These appear to have been a success and to have been widely read. They have carried with them always the subtle suggestion of the attractions of the highway, and thus something like 25,000 words have been spread abroad, a fairish volume if printed separately and having the value of repeatedly calling attention to the highway, week by week.

These stories also have been offered to the New Orleans Item, and accepted, for simultaneous publication there, and a move has been made, and by the time this is published, may have resulted in getting these articles into papers that will give almost total circulation along the highway and for miles on either side.

With this general background of favorable publicity, the more intensive publicity, which has been carried along with it, will be more effective and more likely of handling by the newspapers. This is being handled by a press bureau which includes 240 newspapers along the course of the highway, the Associated Press in its mail service out of Kansas City, and by special articles for trade and technical journals and magazines.

All this is aside from the Declaration, with the May, June and July issues of which I have had much to do. The same theory that this ought to be made of general interest has prevailed there, although it has not been possible to attain this yet so fully as in the other cases.

All this has been done while traveling 2,000 miles with the general manager, helping in meetings, calling on the newspaper men of the towns where we happened to be and giving out or writing interviews for them, besides doing considerable business for the association in the way of advertising, subscriptions and collections.

From the experience of these three months, perhaps these conclusions ought to be drawn:

That an advertising campaign ought to be carried forward in newspapers and magazines of general circulation to bring inquiries concerning the highway.

That more extensive and more attractive literature ought to be got out for distribution to inquirers.

That the Declaration ought to be allotted more time and expense in order that it may gain more circulation and that this increased merit ought to be met by greater co-operation among the general organization to increase the circulation.

That a central office from which matter may be mailed out and to relieve the strain of the detail work, ought to be established for this as well as other reasons. To illustrate this point, whenever a matter is given special publicity in a state, four separate and distinct stories must be written for the newspapers there, in order to avoid duplication and to gain the attention of the editors. That means twelve stories where three states are involved, as in the case of the publicity matter for the sociability runs in Kansas, Missouri and Oklahoma. This all had to be written, rewritten and carbon copied at odd times and under the most trying circumstances, and the envelopes to carry it, addressed likewise. If a central office were main-

tained a draft of the stories could have been written and sent in and the detail work done better and much more expeditiously and certainty there.

Coming down to the actual bread-and-butter accomplishments of the three months, I have:

Obtained 29 advertisements for the Declaration totaling\$587.00
 Sold 7,000 map folders 30.00
 Taken one membership 5.00
 Taken 57 subscriptions to the Declaration..... 57.00
 Collected five old accounts, settled for..... 172.00

Total\$750.00

These old accounts seemed well nigh worthless and were settled in many cases for much less than their face because the debtor made claims that his advertisement had run beyond the contract, there being a clause in the contract, frequently overlooked, that the contract was in force and the advertisement was to be run until ordered out in writing.

Very truly,

HERBERT F. McDOUGAL.

Mr. McDougal's three months' salary and traveling expenses amounted to \$620.95.

Other Publicity

1,800 folders and 5,900 maps are now in hand for future use.

— Build Roads Now — Build Roads Now — Build Roads Now —

INTERNATIONAL DIRECTORS MEETING

Minutes of the Third Semi-Annual Meeting Held at Joplin, Missouri, Two Days, July 5 and 6, 1918

— Build Roads Now — Build Roads Now — Build Roads Now —

Meeting called to order at 11 o'clock a. m. by W. A. Hopkins, President, and presided over by him.

Opening address by W. A. Hopkins, President.

I am certainly pleased to meet so many of the International Directors here at our semi-annual meeting this morning, and am also pleased to have present so many people and visitors who are interested with us in the building of the Jefferson Highway. We are engaged in one of the most important works now going on in the United States—the building of the Jefferson Highway from New Orleans to Winnipeg, and it seems from the very inception of the highway we have been fortunate, in that we got it started just in time. We commenced to build the highway in 1911. The section then commenced was known as the Interstate Trail, built from Kansas City to Saint Paul. Then in the fall of 1915 the New Orleans convention was held, at which time the Jefferson Highway was organized, extending from New Orleans to Winnipeg, adopting as a section of the road the Interstate Trail extending from Kansas City to Saint Paul. How well we were organized is evidenced by the success that has been achieved since the organization of the Jefferson Highway.

While some of our directors are not here today, we have letters from them that give good excuses for their absence and show that they manifest no less interest in the highway than they would if they had been present. The distance from the extreme north to the extreme south is great and in these war activities in which we are now engaged, men of affairs, such as compose the directors of the International Board, find it impossible, at times, to leave their homes.

I say we commenced this organization just in time. I mean by that, in commencing in 1911 and completing the organization in 1915, we have the road sufficiently developed so that it is now of some real benefit to our Government in winning the war. Had it not been organized at that time, it is highly probably it could not have been taken up now and we might never have had the Jefferson Highway; but we now have one permanently organized and the road actually built for a great deal of the mileage and marked and traveled.

I wish you could come up in Iowa—located as we are, on the central portion of the highway, and see the immense amount of traffic back and forth each day, at this season of the year especially. You would feel it paid, that it was a good investment for the people of the Louisiana Purchase to make in organizing this great Jefferson Highway.

Treasurer's Statement

Jefferson Highway Association, November 19, 1917 to July 1, 1918.

RECEIPTS

Balance on hand Nov. 19, 1917.....	\$ 536.82
Subscriptions	\$ 997.58
Advertisements	1,772.51
Memberships	3,905.01
Mileage	1,078.30
General	143.78
Total	\$8,434.00

DISBURSEMENTS

Declaration	\$2,312.33
Salaries	2,229.16
Traveling expense	1,458.63
Office expense	462.87
General expense	109.27
Balance on hand July 1, 1918.....	1,861.74
Total	\$8,434.00

Respectfully submitted,

JAS. E. COMBS, Treasurer.

Now, the Government is making more or less use of the highway on different sections up and down the line, where they are moving their army trucks and various army equipment over this road, with much more ease than would have been possible if Jefferson Highway had not been organized and completed as it has been. Also the location of many forts and cantonments make it extremely valuable from a military standpoint. It has increased travel greatly, forming an important connection between these forts and cantonments and affording a way for the relatives and friends of the soldiers in the cantonments to visit them. I know from your state—Missouri—you sent several thousand men to Camp Dodge in the last contingent, and after these men were located at Camp Dodge you would have been surprised to see the number of relatives and friends touring over Jefferson Highway en route to Camp Dodge. It did not mean one or two of the family went, but the whole family went in the car. They think enough of their boy, when he has gone into the army and is likely to be moved to France, into the trenches—perhaps never to return—that they want to see him and they have a right to see him. And we should feel thankful we started the road just in time—that we have provided a way to travel. While it is not rocked all the way, it is marked and the corners have been turned, it is a safe way to travel, and they don't have to stop and ask directions.

I do not know that I can add anything as a preliminary remark any further than to say we are here to further organize the Jefferson Highway and take up such business as may come before us for the further perfecting of our constitution, rules and regulations and we want to get right down to business—we have no time for foolishness. All you gentlemen are busy, the same as I am, in war activities, and one of the first things for us to do is to help win this war in any and every way it is possible for us to do. You have been selling bonds, War Savings Stamps, you have helped the Red Cross, the Y. M. C. A., and you want to continue to help to the very limit. The Fourth Liberty Loan, for six billion dollars, is going to be sold the 25th of October. The banks all over the country have received notice and the bankers all know about it. Every bank has received orders from the Treasury Department to set apart 2½ per cent of their total assets each two weeks, beginning June 25th to buy certificates of indebtedness of the United States, preparatory to financing the Fourth Liberty Loan. Now, gentlemen, for all

the banks in this country to put up 2½ per cent of their total assets every two weeks means a large amount of money and a heavy drain on their cash reserve. The time has come when people have to economize. We have been going a fast gait and we will now have to economize, and the very best way to save money is to buy these bonds. Keep on buying War Savings Stamps in order that the Government can be supplied with the money necessary to finance the war. We are living in a day that none of us in our generation have ever seen the equal of—the atrocities being committed across the water are unspeakable and we must not pause until we have a peace guaranteed by a league of nations that will be an everlasting peace.

Now, gentlemen, we are going to get right down to business and one of the first things, in the absence of Walter Parker, is the election of a secretary pro tem., and of course we must impose this duty on one, and I think that should be our good friend, James F. Harvey.

Motion seconded by Mr. Russell.

Mr. Harvey accepted the nomination and delivered a short address.

Roll call.

On roll call the following directors were present either in person or by proxy:

TEXAS—

W. N. King, Denison.
Fred Horton, Greenville.
Theo. Wester, Sulphur Springs.

OKLAHOMA—

Hon. Paul Nesbitt, Miami.
D. N. Fink, Muskogee.
H. B. Campbell, Welch, represented by Mr. Newman (proxy)

MISSOURI—

John M. Malang, Joplin.
Ezra Frisby, Bethany, Mr. Cole (proxy).
Hon. G. E. McIninch, St. Joseph, represented by Mr. Combs (proxy).
Mr. Combs, St. Joseph.

IOWA—

W. A. Hopkins, Lamoni.
James F. Harvey, Leon.

KANSAS—

A. H. Shafer, Pittsburg.
Paul Russell, Paola.
E. B. Van Ness.
H. A. Russell.

At this time letters were read from the following named directors expressing continued interest in the highway work and assigning reasons why they could not be present:

Walter Parker, general secretary; J. F. Reynolds of Texas; H. B. Campbell of Oklahoma; E. C. Harlan, Iowa; Thos. E. Cashman, Minn.; Hon. T. H. Johnson, Winnipeg. Wire from Johnson Richards, Osceola, Ia. Appointment of Committee on Credentials waived.

MR. HOPKINS:

I think now would be the proper time to take up the appointment of such committees as are needed, so that the Directors may know what their duties are.

Mr. Hopkins announced the appointment of the following committees:

CONSTITUTION AND BY-LAWS:

John Malang, Joplin, Mo.
W. N. King, Texas.
Paul Russell, Kansas.

RESOLUTIONS:

Paul Nesbitt, Oklahoma.
H. A. Russell, Kansas.
W. C. Cole, Missouri.

WAYS AND MEANS:

J. E. Combs, Missouri.
D. N. Fink, Oklahoma.
Fred Horton, Texas.
A. H. Shafer, Kansas.
Jas. F. Harvey, Iowa.

Mr. Hopkins: We have at least two contests before us—one from Texas and the other from Central Mis-

souri, and I believe it is our duty to take these matters up early so these gentlemen—while they are perfectly welcome to stay and we would be glad to have them—may feel free to return to their homes if they so desire. If there are no objections, we will take up the Central Missouri contest now and immediately after dinner we will take up the Texas contest. I will state briefly that the Central Missouri contest came to my knowledge in a letter from Mr. George A. Bond of Pleasant Hill, advising that the road in his locality had been re-routed and making objections to Mr. Clarkson's findings. At that time I supposed the matter had been taken up with the State Board of Missouri. On arriving in Joplin I found it had not been passed on by the Missouri State Board, and that any other appeals from Mr. Clarkson's findings either have been or will be taken before the Missouri State Board. If it is an Interstate matter it would then be appealed to the International Board. Mr. Malang, the vice-president of Missouri, has indicated to me that he would be willing to call a meeting of the State Board, to be held at Harrisonville for the purpose of hearing this contest on the ground where the road could be gone over, and that he would try to have all four of the members present, so that the matter can be dealt with fairly. If the matter can be disposed of in that way I think it would be advisable to have a ten minutes' speech from Mr. Bond and from the gentlemen representing the other side, Mr. E. L. Harrison.

MR. E. L. HARRISON:

Our chairman of the county is not here. I am secretary and treasurer of the county organization, and if he does not come in before time to take up the matter, I will take it up for him.

MR. MALANG:

While we will be glad to hear this discussion on this road, it is a matter which the whole State Board will have to pass upon. For the benefit of those present, I will say I will call a meeting, to be held at Harrisonville, Mo., August 15th, at 10 o'clock in the morning. I do not want in any way to stop the discussion or prevent anyone having a full and complete hearing in the matter, but in order to get through with our reports and other business by tomorrow noon, it is going to take all the time we have. However, if the board and contestants desire to present this matter to this board, it is all right. However, it seems to me premature and irregular, because the board will act in a judicial capacity on this matter.

MR. FINK:

I, like Mr. Malang, think we are trying this case without evidence. While we will be glad to hear these gentlemen talk about this matter, it seems to me, at this time, that we should act in a legal and regular way. Let the Missouri delegation review this case, go over it and take testimony and present their evidence before the International Board of Directors at their meeting this fall, if the case is appealed. We could not dispose of anything now unless we wanted to pass on everything, and I never was in Pleasant Hill and it would be unfair and unjust to decide it now.

MR. HOPKINS:

My suggestion was not that we take action on this matter, at this time. It is merely a case where these men are here and if this matter should be appealed to the Board of Directors, it will give them an opportunity of having a knowledge of it. I think if we could give each side ten minutes that would let the directors know the nature of the case. It is not with the idea of taking any action. I feel sure that these gentlemen will be satisfied with the arrangement of holding a meeting at Harrisonville.

I am going to ask these gentlemen to speak about five minutes, as I think each person present would like to know something about it and it would be educational as well. I cannot see where there would be any objections, in that we are not attempting to take any action.

MR. HASSELL of Denison, Texas:

For the benefit of both sides in the Texas contest, I would like to know what time this afternoon we may have a hearing.

MR. HOPKINS:

If there are no objections the Texas contest will be taken up immediately after convening this afternoon.

MR. HOPKINS:

One matter that has been overlooked in the preliminaries is the report of the general manager and treasurer. I want to compliment Mr. Clarkson and the commissioner and treasurer on this report and the fine way in which they are presenting it. It puts the information in the hands of the directors in the beginning of the meeting. I want you to look over the reports and see what the recommendations are and we will take them up and pass on them this afternoon.

We will now hear from Mr. Bond.

Mr. Bond and Mr. Harrison then made brief statements of contentions involved in the Cass County, Mo., contest.

Mr. Hopkins announced the appointment of

Mr. Theo. Wester, Texas

Mr. E. B. Van Ness, Kansas

as members of the Auditing Committee.

Mr. Malang announced that a banquet for the members and all visitors would be held at 8:30 p. m. in the private dining room of the Connor hotel.

On motion made and seconded, meeting was adjourned until 3:00 p. m.

AFTERNOON SESSION, JULY 5TH, 1918

Meeting called to order at 3:00 o'clock by President W. A. Hopkins.

MR. HOPKINS:

According to promise I think we should first take up the Texas contest.

MR. KING:

Mr. President, there is no contest until Texas is ready to make report.

MR. HOPKINS:

We will hear the Texas report.

MR. KING:

Mr. President, members of the Board of Directors, ladies and gentlemen:

The resolution we offer will speak for itself. (Mr. King then read the following resolution):

"Whereas, the communities of Trenton, Celeste and Kellogg, Texas, representing approximately 21 miles in two sections on the Jefferson Highway between Sherman and Greenville, Texas, have failed for a period of more than two years since the said Jefferson Highway was located and designated to pass through said communities to improve their respective sections of roads on the Jefferson Highway, although repeatedly urged by the Texas representatives of the Jefferson Highway to do so; and,

Whereas, the communities of Bells, Savoy, Ector, Bonham, Wolf City and White Rock between Sherman and Greenville, Texas, have either hard surfaced highways constructed or road bonds voted to build the Jefferson Highway hard surfaced complete between the points of Sherman and Greenville;

THEREFORE, BE IT RESOLVED, that the Texas International Directors, in call session assembled in the city of Denison, this 18th day of April, 1918, after having inspected the route between Sherman and Greenville, through Bonham and Wolf City, and having heard all interested parties on the Bonham and Wolf City route and the Trenton-Celeste and Kellogg route, by virtue of their authority to settle contests, do hereby relocate and designate the said Jefferson Highway by declaring the official route through the towns of Bells, Ector, Savoy, Bonham, Wolf City and White Rock, between Sherman and Greenville, Texas."

Mr. King also read the following report:

"Denison, Texas, July 5th, 1918.

President and International Board of Directors,
Jefferson Highway Association,
Joplin, Missouri.

Gentlemen: The Texas International Directors of the Jefferson Highway Association beg to submit the following report of their action in relocating the route of the Jefferson Highway between Sherman, Texas, and Greenville, Texas.

Following the organization of the Jefferson Highway at New Orleans, November 15, 1915, the vice-president of the Texas division called a meeting at Greenville, Texas, on January 19th, 1916, for the purpose of selecting a route through Texas. The Greenville convention adopted the route as it stood prior to April 18, 1918.

At a meeting of the International Board of Directors at Kansas City, held on February 2d, 1916, upon the recommendation of the Texas International Directors the route of the Jefferson Highway was officially located south of Denison, which was at that time the only officially recognized point in Texas as far as Greenville, through Sherman, Whitewright, Trenton, Leonard, Celeste and Kellogg. The route east of Greenville to Shreveport was not officially recognized at the Kansas City meeting on account of a contest which was settled by the Texas International Directors in June, 1916, and ratified by the International Board of Directors at the St. Joseph meeting that year.

The Texas International Directors realizing the importance of improving the roads commenced as soon as the route was established to urge the various communities in Texas to vote bonds and build hard surfaced highways. This campaign resulted in bonds for road improvement in all the territory east of Greenville except about twelve miles in Hunt County and about eight miles in Hopkins County.

Between Greenville and Denison the highway formerly ran through Kellogg, Celeste, Leonard, Trenton, Whitewright and Sherman. The territory between Denison and Whitewright was already provided for when the Jefferson Highway was organized. In the Leonard section in Fannin County bonds were voted and splendid roads built eighteen months ago, the signs and markings were also put up on the Leonard roads. In the Trenton district of Fannin County no attempt was made to vote bonds for two years after the highway was located through that community, and when they did try the issue was lost. The Celeste-Kellogg community in Hunt County voted against a county road bond election in 1916, which was lost in that county but which if it had carried would have provided for their section of the Jefferson Highway.

Neither Whitewright nor Trenton during the two years they had the Jefferson Highway showed the slightest interest except to pay their mileage assessments. Celeste paid no mileage. None of the points mentioned put up their signs or markers and aside from having impassible roads in wet weather through the Celeste and Trenton districts, there was no marks to direct the traveler.

For more than a year the Bonham-Wolfe City route between Sherman and Greenville through Bells, Ector, Savoy, Bonham, Wolfe City and White Rock have from time to time requested that their route be considered which the Texas International Directors declined, first because it was proposed to give the official route an opportunity to make good, and second because all the territory on the Bonham-Wolfe City route had not been provided for and the Texas International directors did not propose to lift the Jefferson Highway out of one mud hole and put it into another. This condition continued until the early part of April of this year when the Bonham-Wolfe City people presented evidence that road bonds had been voted to fill in one of the gaps and that the money was in the bank at Bonham to construct the other section. On the strength of this information the Texas International Directors arranged to inspect the proposed route on April 18, not with the idea of re-locating the Jefferson Highway without giving the people on the official route a hearing after the inspection but the Whitewright, Trenton, Leonard and Celeste people asked to be heard on the date of the inspection so that was arranged and the Texas International Directors heard both sides after going over the proposed route. The hearing developed that Trenton had ordered another road bond election following their first defeat. Celeste when they heard of the proposed chance hurriedly got up a petition for an election and secured a few signers so the degelates stated.

Following the hearing at which both sides were given ample opportunity to discuss their advantages, the three international directors unanimously adopted the following resolution:

"As to the physical conditions attending both routes, hard surfaced roads are necessary either way because the soil is black, waxy, impassible in wet weather and very rough until it dries and is dragged.

One section of the Jefferson Highway in Grayson County between Sherman and Whitewright was never finished owing to litigation over the location which makes it necessary to travel through Bells to Whitewright.

In regard to comparative mileage. The general man-

ager shows the distance through Celeste from Denison to Greenville 75.9 on the trip of inspection the speedometer registered from Greenville to Denison 77.8, or a difference of 1.9 miles in favor of the former route.

So far as population in the towns, hotel accommodations and garage facilities are concerned, the Bonham-Wolfe City route has the best of the argument. Bells is a town of about 700 people; Estor and Savoy are both small places. Bonham has about 6000 population and is the county seat of Fannin County. Wolfe City has about 2000 population and is a progressive community.

Both routes have approximately the same number of miles of hard surfaced roads, namely about 50, but this fact should be taken into consideration, the money is in the bank to build eight miles, which will leave only 14 miles on the new route for which bonds are voted.

The question might be asked why did the Texas International Directors not wait to see what Trenton and Celeste would do, in answer to which we submit that for two years these communities had failed to take advantage of the opportunities given them without even the asking and the Texas Directors did not feel warranted in further extending their time when there was a chance to relocate the highway where it was already provided for. Moreover even if road bonds are voted now, under a ruling of the Government the bonds will not be approved even if there was a market for the bonds, which means that Trenton and Celeste probably will not be able to sell their bonds recently voted until after the war, which would mean that the Jefferson Highway would have to remain in its present state for several years if it ran through Whitewright, Trenton, Leonard and Celeste.

The re-locating of the Jefferson Highway was strictly in accordance with the constitution and by-laws of the Jefferson Highway Association.

The communities on the new route paid their full International mileage assessment which is now in the hands of the vice-president of the Texas division, ready to be paid into the treasury of the Jefferson Highway Association when the action of the Texas Directors is ratified by the International Board.

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

MR. KING:

I move the adoption of the report of the International Directors.

A full discussion was then allowed by representatives of each route.

MR. HOPKINS:

You have heard the discussion over this contest, are you ready to report?

Mr. Fink made the following motion:

In the matter of the contest between the towns located on the Jefferson Highway in the State of Texas, beginning at Sherman, by way of Bells, Savoy, Ector, Bonham, Wolf City, intersecting Greenville Pike in Hunt County, and known as the Northern Route, and Sherman, Tom Bean, Whitewright, Trenton, Leonard and Celeste and Kingston, intersecting the Greenville Pike in Hunt County, known as the Southern Route, the same coming on an appeal before the International Board of Directors of the Jefferson Highway Association held in Joplin, July 5, 1918, after full and complete discussion having been heard from representatives of both sides, motion was made to sustain the action of the State Board of Directors of the Jefferson Highway Association for the State of Texas, conditioned on the mileage of the Northern Route being paid into the treasury of the International Association.

Motion seconded by Mr. Nesbitt.

Motion carried unanimously.

MR. FINK:

I move that the mileage collected by Mr. Clarkson, on the Southern Route be returned to them.

Motion duly seconded and unanimously carried.

REPORTS OF COMMITTEES

Mr. Harvey read the following report of the Ways and Means Committee:

The Ways and Means Committee beg leave to report as follows:

It was decided, on motion, that we inaugurate a membership campaign and a system by which it may be carried out.

It was decided, on motion, that only those who have taken a membership and paid \$5.00 in cash can vote in a county meeting, and their membership card shall be their credentials allowing them to vote.

It was decided, on motion, that the membership campaign and plans for the same be worked out and provided for by our Advisory Committee.

It was decided, upon motion, that we recommend to the Board of Directors that a committee, including the General Manager of our State Board, first prepare such data as is necessary, then that they be sent to Washington to confer with the War Department with the view of having the Jefferson Highway established as a military road and built by the Federal Government, local communities to pay the expenses of the delegates.

J. E. COMBS, Chairman,
D. N. FINK,
FRED HORTON,
A. H. SHAFER,
JAS. F. HARVEY.

MR. FINK:

Speaking on the first part of the motion, it was decided by your committee that there must be some plan by which finances can be raised to take care of our expenses. We have in mind now that the Government is not going to permit much permanent road building as has heretofore been planned and that the Declaration is going to be the source of our greatest income, and to properly finance the Declaration we want to have membership subscribed. Our Advisory Board will work out plans by which the campaign will be conducted, to the end that each member will have a certain part of his money go, through subscription, to the Declaration, and a certain part remain in the county. We will not get into any trouble with reference to subscription to the Declaration, and we are going to have a part of it direct subscription for the paper. We had in mind getting a large membership throughout the length and breadth of the country from those along the road.

I do not believe it advisable to have members voting generally in the county election or in the selection of state delegates for the purpose of electing International Directors, who are not members of the association. We think a man who will pay his membership fee will be interested enough to go and do his duty or feel inclined to go. I think we can get enough memberships to sustain this organization for a number of years.

With reference to the second part of the resolution. I am satisfied we would not do any good now.

There are now located in the small state of Texas (and I don't blame them for being pigs—I would be one, too, if I had a chance), forty-four army camps, every one located on the Jefferson Highway or tributary to it—Galveston, Houston, Dallas, Fort Worth, El Paso, San Antonio, Waco, Austin, Wichita Falls. There are five or six camps at some of these places. There is also a camp at Funston, Des Moines, Little Rock. There are now hard roads to most of these camps. Army trucks by the thousands are now traversing these highways in place of waiting on the railroads which are over-taxed.

I say to you, that the government would not take hold of a thing of that kind and finance it. With some state aid they would no doubt ask us to show our interest in the matter and build a great highway. They are building them from camps to towns and all that sort of thing. Just roughly speaking, fifteen million dollars is to the United States a mere bagatelle. I really believe someone is going to get a government highway built across this country during this war. If this cannot be done, it will be well to find it out and to learn how the government expects us to go about it. However, the effort will make us stronger and I think it is worth trying.

MR. NESBITT:

I made the remark that it would not do any good to go to Washington now. I want to say the Resolution Committee has already prepared a resolution along the same line. I think we should use our efforts to place before the Federal Government the data and, more than that, the desire of the people on the Jefferson Highway to have the government designate this as a military highway and assist in building it, because after this war is over, the government is going to build highways in this country.

If we had mentioned using billions of dollars before

this war, as I said last night, we would have had to sit up with every congressman in Washington. But since the war we have learned of the great strength and resources of this country. Never again will we have to beg for money to build things as we did before the war, because we know our strength as never before. If we keep pounding on the Jefferson Highway they will say, those fellows must have something worth while, let's look at it.

My remark was, as to the advisability of spending time and money to go up there now. I am thoroughly and heartily in favor of making this a military highway—the great highway that leads from the North to the South, where the government has established its military contonments and camps. It is not because of the fact that Texas has political pull or anything of that kind, it is because the Southland is the place to establish camps, where maneuvers may be carried on in the winter time. We in Oklahoma wanted these camps and have one.

MR. COMBS:

On this committee to Washington, I think there is no time like the present time. If the committee goes there, even if they don't succeed, they have laid the foundation for success. I believe it should be done as quickly as possible.

MR. MALANG:

There is no question about the wisdom of going to the government with the Jefferson Highway. We have had considerable experience with the Public Roads and Rural Engineering Departments at Washington. We are the first in Missouri to receive federal aid—and, I think the first in the western part of the country. I know that the War Department knows nothing of the public roads in the Rural Engineering Department. These fellows are so far apart they don't know they are living in the same town. If we expect to get before the War Department and make it a military road, we will have to do that directly with the War Department.

Much has been said about the great influence of Texas in the locating of the camps and cantonments. I want to say here and now that since the American people commissioned Mr. Wilson and he has appointed Mr. Baker, I have the utmost confidence in his patriotism, and I believe the camps and cantonments were put in Texas on account of the eternal fitness of the place. They are training and building a scientific army and they had to take into consideration the climatic conditions.

MR. HOPKINS:

I think Mr. Malang's suggestion a good one. I am sorry that I have not the letter Mr. Shepherd received from the War Department, regarding the attitude towards the highway, but it indicated that, at this time, they were not giving much attention to anything but the East and West roads.

Of course that letter, while a little pessimistic, might not indicate they would not be interested in a North and South road, such as Jefferson Highway, if properly brought before them, with the data and information. It would appear they would need North and South roads as much as they do the East and West.

MR. NESBITT:

I want to say it will not hurt a bit to send a delegation to Washington. I find those people sometimes get so centered upon certain things that they need someone to broaden their vision a little as to the great central part of the United States and what it means as a part of this country. When in a road convention last winter, made up mostly of eastern men, the most astonishing thing to me was that these fellows did not know anything about the roads west of the Mississippi river. In discussing military roads a motion was made and seconded, one man being from Massachusetts, the other from Connecticut, that they ask the War Department to have their engineer pick out the most feasible roads east and west from the Mississippi. One fellow made the remark that half of the soldiers in the United States were in Texas and Oklahoma. They don't even think of west of the Mississippi river, and when we get into Washington there are a whole lot like them.

MR. HOPKINS:

Some two months ago I appointed a committee to go to Washington, but I decided it best to let the matter
(Continued on page 18)

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

Forms close the 20th of month preceding date of issue.

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Vol. III

AUGUST, 1918

Number 7

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



Send Photographs

The publicity of commissioner of the Jefferson Highway is in constant need of photographs of scenes and points of interest along the way. These are used, not only in the Declaration, but in Sunday newspapers, magazines and advertisements, and are very valuable in exploiting the attractions of the highway.

So send us anything that you can that will help show up your community and make the tourist want to travel your way over the Jefferson Highway.

Not street scenes, not tall buildings, not anything that the tourist is able to see in any one of a hundred towns the size of yours.

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St. Joseph, Mo.

Thanks are due Charles W. Fear, editor of the Southwest Automoblist, for hearty co-operation, both in his journal and personally in making the Joplin meeting a success.

— Build Roads Now —

The Association of Commerce of New Orleans is to be highly commended for the lively interest taken by its Good Roads Bureau in the Jefferson Highway matters in Louisiana and especially with reference to the injunction suits of the Texas and Pacific Railroad, which for a time threatened to paralyze constructive action in that state.

— Build Roads Now —

“IF AT FIRST —”

Road District in Texas Lost Election By Eight Votes
— Will Try Again —

When a special road district which includes Saltillo and Weaver, Texas, lost an election to empower the issuance of \$45,000 road bonds largely for the building of the Jefferson Highway there, the leaders simply smiled a bit and started work on another campaign.

This district is a part of Hopkins County, and among the leaders in the road movement are W. D. Bryce, president, and C. J. Parchman, cashier of the First State Bank of Saltillo.

— Build Roads Now —



UP IN ARMS OVER ROAD CONDITION

The Little River Falls, Minn., Transcript, under date of July 2, says:

"Business men, farmers, tourists and all drivers of teams or cars are very indignant over the condition of the Jefferson Highway near the Boerg (Palmer) farm. This road has been in a deplorable condition all summer and apparently no attempt has been made to apply a remedy. Tourists going through are giving Little Falls and the highway some very undesirable advertising along the route and will divert travel to other roads unless something is done immediately. It is said that the road is on the line between the city and Pike Creek town and very naturally the "let George do it" game is the result. A committee of local men propose to take the matter up at once and see if some action cannot be secured."

— Build Roads Now —

THREE PARISHES IN A MEET

Representatives From Avoyelles, St. Landry and Point Coupee Were There

Renewed enthusiasm was put into Jefferson Highway matters in the three parishes of Avoyelles, St. Landry and Point Coupee, Monday, when representatives of these three parishes met at the town hall in Melville for a meeting with J. D. Clarkson, general manager of the highway, and Herbert F. McDougal, publicity commissioner, June 17.

"The slate was cleaned" at this meeting as Mr. Clarkson put it, and definite arrangements were announced for the building of the ramp for the Melville ferry and the putting into shape of the temporary road being used, and also for the marking of the highway through these parishes. It also was announced that the engineering work on the new road out of Melville would be done next week, the promise being made by H. H. Hollaway, the engineer. A number of other vexing matters were taken care of, and cooperation among the three parishes is now assured.

The principal address was made by Mr. Clarkson, who expressed satisfaction at the progress made on the highway in Louisiana despite the handicaps of the T. & P. injunction suit and the inability to get gravel and labor. He declared that all communities were working under similar handicaps, but that they all were determined to make the highway a part of the winning of the war and were working to that end. He foresaw a settlement of the injunction suit, favorable to the construction of the highway, and went away highly pleased at the promise of work here. He asked to be kept advised of the progress being made.

Mr. McDougal spoke briefly of the publicity work being done, and asked for all possible data on local attractions that would interest the tourist. He also insisted on the importance of taking care of the tourists who come this year, declaring that this probably would be the only time that this year's tourists would come over the highway and that the various communities ought to seize this opportunity to impress them and to cause them to spread the fame of the highway among their friends.

Among those at the meeting were:

Point Coupee: J. W. Green, H. H. Hollaway, J. M. Bergeron and H. T. Brooks, police jurors. St. Landry: K. T. Catlett and W. M. Rushing, police jurors, Henry Lowrey, J. E. Hicks, A. Richard, William Cloptom and C. D. Andrews. Avoyelles: J. P. W. S. Aymond, C. J. Pope, E. H. Taliafero. Town of Melville: E. J. Richard, president of levee board; L. H. Lyons, mayor; W. A. White, postmaster; O. E. Hamilton, marshal; Dr. H. S. Joseph, C. A. Goudchaud, P. E. Lefleur, W. M. Hathorn, S. J. Deloach, J. B. Cason and Dr. G. Morgan.

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(Continued from page 15)

rest over until this meeting. My opinion now is, if we send a committee we should have one from each state, making seven on the committee, and possibly the General Manager, making eight.

MR. DODD:

No time like the present to have the government take notice of road building. I think this is the time to send a delegation to Washington and that after we show what we have and the benefit to be derived to the Federal Department, and the War Department, we will have no trouble in getting assistance.

MR. COMBS:

I wish to get to the formal motion, that the report of the Ways and Means Committee be adopted.

Motion seconded by Mr. Malang.

MR. HOPKINS:

That would include the committee to Washington. The other recommendation is, that the expenses be paid by the local community.

MR. RUSSELL:

Is that \$5.00 for life membership?

MR. MALANG:

Due annually.

MR. HOPKINS:

The intention would be to make the membership for three or five years, the international membership \$25, one-fifth payable each year. The amount raised from memberships would be apportioned to meet the expenses of the association, perhaps according to population, so each state and county would know how much membership money to raise to keep in good standing each year. The details of that matter would have to be worked out by the Advisory Committee.

MR. KING:

I do not know just what I would favor about that membership proposition. I realize we have to finance the Jefferson Highway, but just how is best to do it, I do not know. I am rather inclined to favor a mileage assessment rather than an individual membership. Take in my town—I would rather the Denison Chamber of Commerce pay a reasonable mileage than to have anyone go out to our citizens and say I want you to take ten or twenty-five dollars in membership in the Jefferson Highway Association in order to finance it. They might not understand it.

MR. FINK:

We said in this meeting that we expected each director to take a certain number of memberships and let the directors in each state get the membership.

MR. HOPKINS:

I think the population basis would be the best.

MR. KING:

I had not thought it out. I do not know whether the directors would undertake it or not. I would undertake anything reasonable.

After a further discussion the motion to adopt the report was again stated and was, upon vote, unanimously adopted, with the understanding that the report be referred to the Advisory Board.

MR. HOPKINS:

If the Auditing Committee is ready to report, we will hear them.

The following report was submitted by Mr. Wester, chairman of the Auditing Committee:

To the Jefferson Highway Association:

We, the auditing Committee, beg leave to report that we find the accounts and books of Treasurer, Jas. E. Combs, in perfect condition, each debit and credit tallying, with vouchers attached, showing a balance on hand, July 1st, of \$1,861.74.

Respectfully submitted,

THEO. WESTER, Chairman
 E. B. VAN NESS.

On motion, duly made and seconded, the meeting was adjourned until 8:30 a. m. Saturday, July 6th, 1918.

SATURDAY, JULY 6, 1918

Meeting called to order at 9:15 a. m.

Permission was granted Mr. Malone to submit to the meeting a proposition for publishing a Jefferson Highway catalog.

Upon hearing Mr. Malone's proposition, Mr. Malang made the following motion:

That a committee of three or five be appointed to confer with Mr. Malone and to report back to the meet-

ing at 12 o'clock. The motion was afterwards amended so that the committee conferring with Mr. Malone should report their recommendations to the Advisory Committee. Motion duly seconded and unanimously adopted.

Mr. Hopkins announced the following committee: Mr. Combs, Mr. Shafer, Mr. Harvey, Mr. Fink, Mr. King.

MR. NESBITT:

The Resolutions Committee is ready to report.

MR. HOPKINS:

We will hear the report.

MR. NESBITT:

I will say, as one member of that committee, that I have been in the legislature so long and have become disgusted with resolutions that I am not very long on resolutions, and it is vary hard for me to find something to resolute about. I did not see much to resolute about, so we got together and put in a few little things so as to make a report.

"We, your Committee on Resolutions, beg leave to submit the following report:

WHEREAS, roads are essential for the purpose of transportation of products from the farm to the town and from distributing points to consumers, and more so in this critical time of war than ever before;

THEREFORE, BE IT RESOLVED, that we earnestly ask the government to assist, as far as is possible, all road building that seeks to better transportation facilities; and that we call upon the officers of the Jefferson Highway Association and those living along the highway to use their influence with members of Congress to such accomplishment; and,

BE IT FURTHER RESOLVED, that the Jefferson Highway, traversing as it does a large section of the country from which the government draws both supplies and men; and running into the section of the country where the United States Government has located camps and cantonments has a military significance, and the directors and members of the Highway Association should use their efforts with the government to have the Jefferson Highway designated as a military road; and,

WHEREAS, uncertainty discourages human effort and permanency inspires confidence;

THEREFORE, BE IT RESOLVED, that it is the sense of the directors of this association that contests should be discouraged as far as possible and that only such sections as refuse to do constructive road building or indicate that they do not appreciate the Jefferson Highway, should be subject to change of route, and then only when the International Board of Directors, upon recommendation of the State Board of Directors, think it is advisable.

WHEREAS, official reports are to the effect that there are now over one million United States soldiers in Europe fighting for the institutions and liberties we hold dear; that these soldiers are enduring the rigorous hardships of war and battle with no comfortable automobile cushion seats in which to ride around in the cool of evenings;

THEREFORE, BE IT RESOLVED, that it is the sense of the Directors of the Jefferson Highway Association that for the period of the war the great citizen army in America, whose duty it is to support the men on the front and in the trenches, should dispense with joy riding and all use of automobiles except for service in our avocations and thus conserve gasoline and money, both of which are so essential to the winning of the war.

WHEREAS, road construction along the Jefferson Highway between Baton Rouge and Shreveport in the parishes of Avoyelles, St. Landry, Rapides, Natchitoches and Sabine is being delayed pending a hearing and settlement of injunction suits of the Texas and Pacific Railroad against the above named parishes, preventing the issuance of bonds, and

WHEREAS, the above delay in road building has seriously hampered the completion of a large section of the 2,400 miles of road comprising the Jefferson Highway connecting New Orleans with Winnipeg, Canada;

BE IT RESOLVED, by the Directors of the Jefferson Highway Association that we petition Honorable Judge Rufus E. Foster to advance the date of hearing of all evidence in the case of the Texas and Pacific Railroads

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vs. the parishes of Avoyelles, St. Landry, Rapides, Natchitoches and Sabine with relation to the injunction suits against the issuance of road bonds.

WHEREAS, the City of Joplin has splendidly entertained the directors and members of the Jefferson Highway Association during the meeting here, and Senator John Malang, whose name is inseparably connected with the Jefferson Highway Association, has left nothing undone for the pleasure and entertainment of all Jefferson Highway visitors;

THEREFORE, BE IT RESOLVED, that the Directors of the Jefferson Highway Association most cordially thank the Chamber of Commerce, the people of Joplin, and Senator John Malang for the hospitality enjoyed by all.

PAUL NESBITT, Chairman,
H. A. RUSSELL,
W. C. COLE."

On motion made and duly seconded, the report of the Committee on Resolutions was unanimously adopted.

MR. MALANG:

Your Committee on By-Laws and Constitution sought merely to change the present organic law to take care of the ways and means suggested and adopted by our board for financing the institution and relieve, if possible, the objection to the by-laws and constitution as to the disposition of the funds of the association. It is suggested by the officers and General Manager that the clause prohibiting the expenditure of more than \$200 without the consent of the directors or executive committee, be amended so as to be more elastic and easily handled. I will ask Mr. King to read the report.

Amend Article X, line 3 (as printed in the January issue of the Jefferson Highway Declaration), by adding the words "or at other suitable place."

Amend Article X, lines 3 and 4, by striking out all the words "in the County Court House or other suitable place."

Also amend Article X, line 15, by adding the words "or other suitable place."

Amend Article V by adding the paragraph:

"All persons residing in the county through which the Jefferson Highway passes may become a member of the Jefferson Highway Association and shall be entitled to a vote in the County Convention after they have paid their annual membership dues. All persons holding a touring membership or a National Membership shall have the right to vote in all County Conventions," so that when said article is amended it shall read:

"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 or at 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 Conventions, for the purpose hereinafter stated."

Amend Article XIV, line 7, by striking out the words "or the" after the word "committee" and adding, after the word "directors" in line 8, the words, "or the Advisory Committee," so that the article, when amended, shall read:

"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 without the consent of the Executive Committee, Board of Directors or the Advisory Committee."

Amend Article XII by adding a paragraph between the fourth and fifth paragraphs, to read as follows:

"The Board of Directors, at a regular meeting, may appoint an Advisory Committee of five members, of which the President and Treasurer shall be members ex-officio. Three members of the Advisory Committee shall constitute a quorum," so that the article, when amended shall read:

"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

ways. It can proceed along the ordinary lines of such organizations in a mediocre existence, or it can garner the experience of itself and others and by wise action at this meeting, proceed to a full realization of our hopes. The choice lies before us.

When I accepted the responsibility of the active management of the association, at the invitation of your committee, neither of us knew enough about the proposition to properly define the relationship—it was agreed that it must be a feel-out in many ways, as to the duties, authority and compensation. We have now reached a point and have had sufficient mutual experience to more definitely define the main features of our purpose and activities and the authority and compensation of the person who is to put them into effect. It is therefore my desire to definitely terminate the contract made with your committee, appointed at the Kansas City meeting.

If it is the desire of the association to have me continue in the management of its affairs, the subject can be referred to the Advisory Committee with full power to act after mature consideration of the new features that have developed since March, 1916.

In the event that some other plan seems desirable or that a satisfactory basis cannot be reached for continuing my services, I desire to express my appreciation of the relationship heretofore existing, my continuing interest in the Jefferson Highway and to help along in the new financing plan, by subscribing for a counselor's membership for \$500.00."

The contract under which I have been acting is unsatisfactory, first, because there is not a man in this room who knows what it is, and second, because of the manner in which it was made and which I put up with at that time because of its being a new proposition.

It was a resignation to the extent that I do not care to continue longer under the old contract existing. If the Board of Directors care to refer this matter to the Advisory Committee to take under consideration a contract for the future, I am entirely willing and would be only too glad to take the matter up with them.

MR. FINK:

I move that the Advisory Committee take up with Mr. Clarkson the proposition he presents on the first page, or his special statement so as to speak and that they make such arrangements with Mr. Clarkson or any one else they see fit, if they cannot reach satisfactory arrangements with Mr. Clarkson. If they can do so, they might make this arrangement with Mr. Clarkson subject to the approval of the Board of Directors in January, but that they work out a plan to continue on in the future. I am talking about the future to be subject to the approval of the Board of Directors.

Motion seconded by Mr. Malang and unanimously adopted.

MR. HOPKINS:

If there is no other matter before us at this time, I think we should take up the question as to where we shall hold our next meeting.

MR. MALANG:

I move that the selection of a place for the next meeting be left with the Advisory Committee.

Motion duly seconded and carried.

Motion to adjourn duly seconded and carried.

— Build Roads Now —

HIGHWAY MAKERS BANQUETING

Paul Nesbitt, Speaker of Oklahoma House of Representatives, Is Toastmaster at C. of C. Banquet

After an all-day session in which important business matters were discussed and settled the international board of directors of the Jefferson Highway were entertained last night by the Chamber of Commerce with a banquet at the Conner hotel, says the Joplin Globe.

More than sixty good roads workers from seven states were present at the session yesterday and attended the banquet last night.

The most important action taken yesterday was the disposition of the route contest waged by two contending communities in Texas over the designation of the official route of the Jefferson Highway in that state. In this contest the supporters of the Bonham-Wolfe City

route won out over the supporters of the Whitewright-Leonard route.

W. A. Hopkins of Lamoni, Iowa, president of the highway, president at the session yesterday. Paul Nesbitt of McAlester, Okla., speaker of the Oklahoma house of representatives, presided as toastmaster at the banquet last night. J. D. Clarkson of Carthage, general manager of the highway, helped Mr. Hopkins in disposing of all business matters at the session held yesterday afternoon.

Nesbitt Is Toastmaster

At the banquet last night Joseph Leopold, secretary of the Chamber of Commerce, introduced Nesbitt as toastmaster and made a short address of welcome. Mr. Nesbitt responded and reminded his hearers that he once lived in Joplin and worked on a Joplin newspaper as a reporter. He then called on Judge David D. Hoag to respond in behalf of the city of Joplin.

Judge Hoag reviewed the early history of the Jefferson Highway and told of the first trip he made to New Orleans at the organization meeting.

"The vision of the men at that time has come true and we now have this highway which will some day be one of the greatest arteries of traffic in the union," he said. "In all the deliberations and selections of routes Joplin always was included in all combinations and we people of Joplin are proud of this great highway."

Toastmaster Nesbitt then introduced Judge Hassell of Denison, Texas, who made an interesting speech in which he told of the greatness of Texas as a state. He spoke especially of the work of the University of Texas.

"This university has turned out 4,000 men who are now at the front wearing the uniform of Uncle Sam," declared Judge Hassell, "and at present this university is turning out 100 trained men a month for service in the war."

James Harvey of Laon, Iowa, and John Malang of Joplin, were among the others who talked last night. Both made interesting speeches along good roads lines. Mr. Harvey complimented Jasper County on the road work being done here and on the good roads that are found in this county.

Manager Clarkson submitted a report on the financial condition of the association. He declared that the body is in excellent condition financially. In the last six months the receipts of the association from all sources amounted to \$7,897.18. The outlay for the same period amounted to \$6,572.26. Support pledges in force amount to \$10,500. Total general expenses, according to the report of Treasurer J. E. Combs, amounted to \$6,572, and the balance in treasury \$1,861.74.

— Build Roads Now —

APPRECIATE J-H

More Tourists Than Ever Seek Accommodations In This City This Year

(Wadena, Minn., Journal).

That Wadena is exceedingly fortunate in being on the Jefferson Highway and that its people do not fully appreciate its worth to the community is the opinion of Mike Kvamme, for years day clerk of the Merchants Hotel of this city but now managing the Parak Hotel of Fergus Falls. This opinion was expressed Tuesday in conversation with F. R. Stedman who had gone to Fergus to attend the funeral services for Arthur Thomas. Hotel patronage is not what it was before the war and there are comparatively few hotels making any money this year as a consequence.

St. Cloud, Anoka, Little Falls and Wadena are some of the favored points doing a flourishing business a great deal of which must be credited to the Jefferson Highway, which has been instrumental in bringing the tourist here. Registers of the local hotels show a healthy tourist patronage.

Mr. Kvamme feels that the hotel business generally will not flourish again until the close of the war and that the people of cities so fortunately situated as is Wadena, should be a little more appreciative of what they have.

— Build Roads Now —

Kansas vs. Missouri

Carthage, Mo., July 2, 1918.

Mr. J. D. Clarkson,
Carthage, Mo.

Dear Sir: The writer has just returned from a trip to Kansas City, going from Carthage up the Missouri side; returning the Kansas side and following the Jefferson Highway as far as possible on both routes.

We wish to congratulate you upon the markings of the Jefferson Highway in many parts, but failure to place prominent marks at turns of the road caused us to lose the Jefferson Highway five times going up and times without number coming back. As we were very anxious to know just where the Jefferson Highway ran we retraced our route in order to pick up the markings. One especially bad marking is that on the north of Nevada at the Asylum where it turns from the main highway. There is also great difficulty in following the Jefferson Highway out of Kansas City to Olathe and the markings were picked up and dropped a number of times from that point south, and we were unable, on several occasions, to relocate them at all until miles farther on we suddenly found them again.

We cannot understand the necessity of the detour of seven miles west out of Ft. Scott, thence south to Girard and back into Pittsburg. One naturally follows the highway with the idea of getting some place and not to do a "quilt dance" all over the state.

We found the roads, as a whole, on the Kansas side very much better cared for than those on the Missouri side and the progress was very much faster as a result. We beg leave to suggest that the turning markings should be more emphatically emphasized. That they are so poorly marked at present that the traveler loses a large amount of time hunting for the markings and in losing the route. Do not misunderstand us, that this trouble is universal on the road because in places the markings are most excellent and it is quite probable that it is because of the excellence of these markings that the poor markings become so annoying.

Yours truly,

FRANKLIN MOTOR CAR CO.

By Albert L. Caulkins.

Build Roads Now

Kansas State Meeting

At a duly called convention held at Pittsburg, Kansas, July 4, 1918, the following Directors from Kansas to the International Jefferson Highway Association were elected:

- A. H. Shafer, Pittsburg, vice-president.
- Paul Russell, Paola, director.
- H. A. Russell, Fort Scott, director.
- E. B. Van Ness, Mound City, director.
- A. H. Shafer, chairman.

Build Roads Now

Missouri Meeting

July 4, 1918.

Missouri state meeting of the Jefferson Highway Association was convened at Joplin, Mo., 8:30 p. m., July 4th, 1918, pursuant to the call of the president.

The following representatives were present:

- Jackson County, Hon. Jno. A. Eaton and C. Fields.
- Harrison County, W. C. Cole.
- Jasper County, J. M. Malang and H. C. Murphy.
- Clinton County, J. B. Kepler and R. C. Cook.
- Buchanan County, Jas. E. Combs.
- Cass County, D. M. Gregg, I. Smart and E. L. Harrison.

The meeting was called to order and presided over by J. M. Malang, president, who announced the object of the meeting.

Upon motion, duly seconded, and carried, Jas. E. Combs of St. Joseph, Mo., was elected secretary.

The present directors and state vice-president were placed in nomination for re-election, and upon motion duly seconded and carried, were declared elected for the ensuing year.

JNO. M. MALANG, Chairman.
JAS. E. COMBS, Secretary.

Build Roads Now

ANOTHER LETTER FROM JACK

In the Peach Orchard.

Dear Highwayman:

The Government is doing all it can now to get people to buy Thrift Stamps and U. S. S. There is going to be some speakers from away from here speak to-morrow at the school house.

On hot afternoons Homer and I have been going over to the sink hole pond and I have been learning how to swim.

The next place on the Thrift Card says "The first principle of money making is money saving."

JACK.

Build Roads Now

Wagoner County's Good Marks

"Wagoner County has the best pole markings of all the counties in Oklahoma," declared General Manager Clarkson the other day as he turned confidently at a cross roads and stepped a little harder on his accelerator."

Build Roads Now

Good Work With the Drag

One of the best stretches of road passed over by the official party in its trip back from New Orleans recently was that running east from Welch, Okla. It was a polished thoroughfare, albeit but a dirt road, which again emphasizes the fact that, however much we may yearn for hard surfaced roads, there is nothing better than a good dirt road—in dry weather.

Build Roads Now

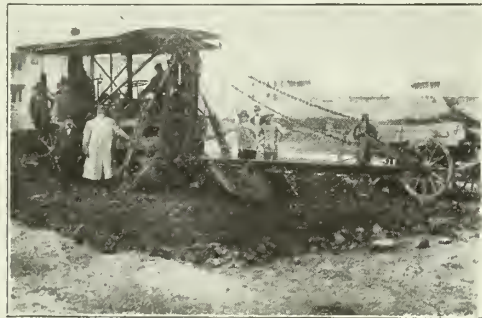
A Little Paint Well Applied

Judge J. A. Daugherty of Carterville, Mo., has his section of the Jefferson Highway marked absolutely without flaw. There are neatly painted poles at every necessary point, and his signs are mounted on turned porch pillars, and they are in the right position and with the arrows pointing in the right directions.

Build Roads Now

KEYSTONE 10-TON TRACTION SHOVEL

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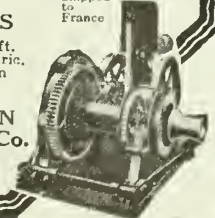
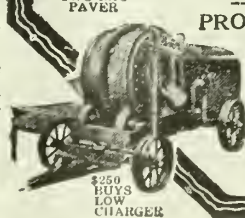
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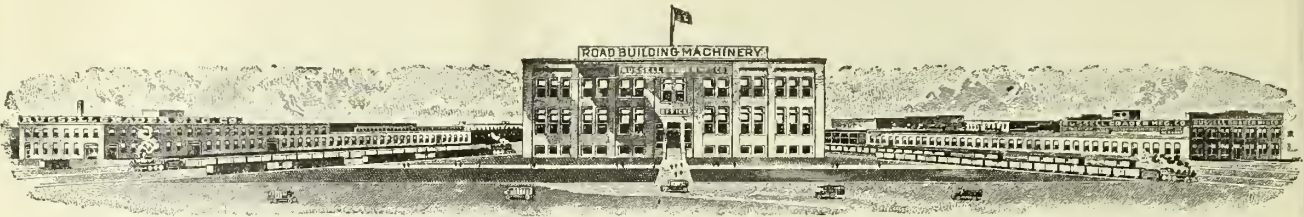
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SEPT., 1918.



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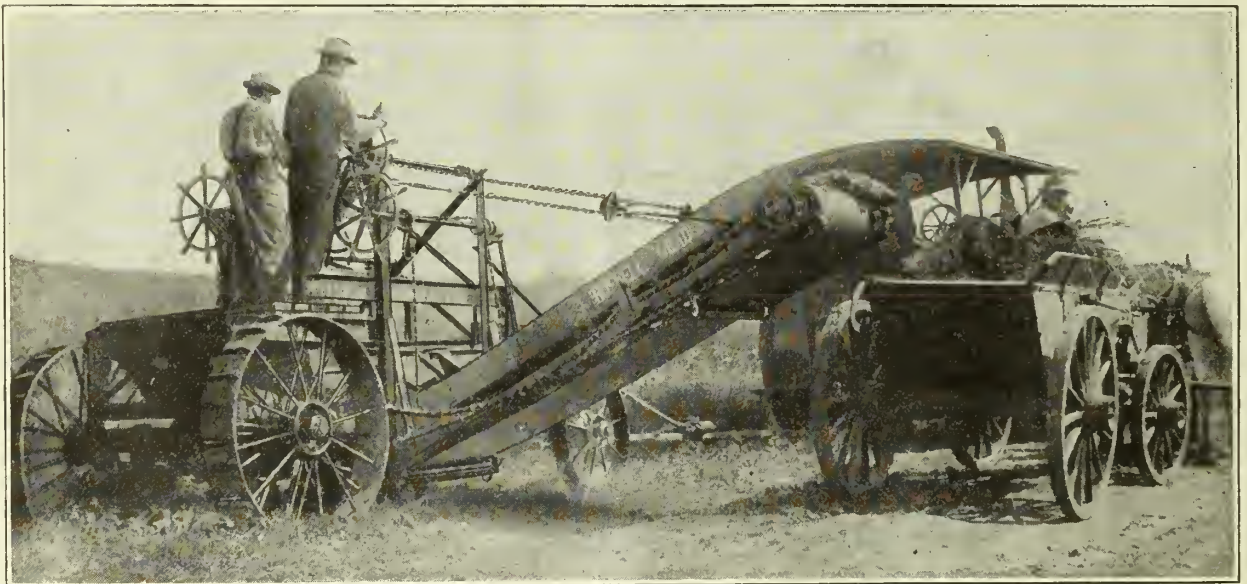
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JEFFERSON HIGHWAY DECLARATION

Volume III



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TOURING THE JEFFERSON HIGHWAY

An Interesting Story of More Than a Century Old Landmarks and Happenings
in and About the J-H Southern Terminus

— Build Roads Now — Build Roads Now — Build Roads Now —

By HERBERT F. McDOUGAL

There are two cities of New Orleans, and the Jefferson Highway tourist, whether setting out to roll along the 2,300 miles of the highway from the south to Winnipeg, or making this end the culmination of an interesting trip, will find either one of these towns worth several days of study.

At least that is the common experience and the experience of the official party of the Jefferson Highway Association, consisting of J. D. Clarkson, general manager, and the writer, which spent several days in the Crescent City before beginning the northward journey, now in progress.

And the task will not be a dull one, for the chances are that they will leave the city with regret and will look forward to another time when he may partake of the hospitality of the city and dally again among its points of historic and present day values.

It seems that a gentleman by the name of Bienville established the town, back in 1718, and the tourist can well believe the date when he sees the corroded statuette of that hero in the collection of the state historical society. He bore, if the statuette is truthful, every evidence of having been a swashbuckler knight, his garments and bold pose telling the tale.

Bienville was the Spanish governor of Louisiana and had decided to move the capital of the territory from Biloxi to the new location. So he sent his engineers down to lay out a fortified city that would stand off the bold pirates of those early days when less refined methods of getting the other fellow's money and property were in vogue.

The Old Town—and it deserves the capitals usually given it—was a mile square and Canal street was one of the moats that bordered its walls and allowed the residents to rest easy of nights. There was a wall running about this mile of city, bastioned and angled for protection, and the remnants of this wall did not disappear until the time of the Civil War. There also were some defenses on Lake Ponchartrain and Bayou St. John, and some ridiculous cannon still are in place there to prove the fact and to make one sigh that the fashion in cannons were trifled with by Mistress Bertha Krupp. Canal street is now a prosaic sewer, protecting the lives of the people in quite another way than that originally intended, and lending itself much less to the culture of mosquitoes.

Within this mile square are crowded the Old Town points of interest, although the French influence overspread the rest of the city as fact as it developed, and you still could get enough filigree iron work off the porches of the French style houses to build a transcontinental railroad. Of course, you wouldn't call them porches—they're galleries, and you'd have to saw the ends off the end of the rockers if you'd get much com-



You would not call them porches—they are galleries.

fort in a rocking chair on one of them. They are delightful to look at, however, and always extend the full height of the two or three story houses.

The streets of the Old Town are so narrow that no vehicle traffic at all is allowed in some of them, while the most of them are one-way thoroughfares and difficult at that, where the parking of automobiles is allowed on one side. It is a bit confusing at first to discover that you have to learn two names for each street, one for the street northerly—one never goes so far as to say outright "north"—of Canal street, which is "below town," and another for the end "uptown" or to the south of Canal street.

But this is all preliminary. What the tourist wants to see the first thing is Jackson square, bordered by the Contalba houses on the left as one looks from the river, the St. Louis cathedral directly in front with the Cabildo at the left of the cathedral and the Presbytere at the right.

All of which at once assumes commanding interest when it is remembered that the formalities attending the transfer of the Territory of Louisiana to the United States took place in the upstairs corner room of the Cabildo December 20, 1893, while outside, where the heroic statue of Andrew Jackson now stands, the flag of the United States unfurled to replace the flag of France at the culmination of these ceremonies.

It will be remembered, of course, that France transferred the territory to Spain in 1762, but kept the transaction a secret for two years. When the new Spanish governor did arrive, he was expelled, but a new governor arrived with a large military force and kept the Creoles in subjection for thirty years. In 1800 the territory was ceded back to France, and in 1803 the French prefect came to take charge, only to learn that the territory had been sold to the United States. Then came two transfers of the territory—from Spain to France and from France to the United States Commissioners, Clairborne and Wilkinson.

It seems a good deal like delving into history to walk about a place of so many traditions and where so many events of such great significance have been transacted. But there it is, and the evidences are all there to prove it—from the life size picture of Thomas Jefferson, who made the little deal with the French and afterwards gave his name to a highway, to a photographic copy of the treaty itself.

A death mask of Napoleon stares in ghastly likeness from a show case in one of the rooms, along with the information that it was presented to the museum by Napoleon's own physician who took the mask himself, and then, coming to America when he found life in Europe tame without his royal patient stirring things up, brought the souvenir along. It is fitting that the mask should come to New Orleans, both because of the French character of the city as well as because Louis Philippe, after his brother's deposition, built here a house, still standing, which was to have become the home of Napoleon. The French of New Orleans even went so far as to fit up a ship to effect the release of the royal prisoner of St. Helena, but for obvious reasons the former emperor never occupied the house. Now it has become a negro apartment house.

The Old French Opera House, where Patti made her American debut, still is the home of opera, despite the fact that it was built in 1859. The recurring opera seasons see always the presentation of some opera here, although it is shut up for long periods. The Mardi Gras ball always is held here, however, and it is still a notable place, kept up by the French opera society.

No tourist will overlook the Old Absinthe House, with its atmosphere of almost a century clinging to it, but now the resort only of the curious and of the French who still insist that absinthe is the only drink with the proper "kick" to it. Most tourists walk timidly and call for a soft drink, and so sadly have the traditions gone to ruin, that the barkeep no longer looks with silent scorn upon the request, but takes it as one of the inevitabilities of these latter days.

An old bell, swung on a spring and in former days operated by a string jerked by impatient gentlemen at tables, hangs in silence over the bar, and the marble slab lends credence to the old axiom that the constant dripping, whether of water or something else, will wear away stones, for it is pitted deeply where the drops of almost a century have played upon it. Ever and anon, the modern police raid the upper rooms of this old

citadel and revelry and cart away a varied company of sinners—to such a pass has modern times brought us.

Then, there's the Haunted House, made famous by George W. Cable in his story, and occupied at various time of Lafayette, Marshal Ney and Louis Philippe. It is a fortunate tourist who catches a glimpse through the passage and into the sacred privacy of its old time court, where, behind a forbidding exterior, this old house and others of its kind always imprisoned a bit of nature.

It is a matter of regret to every tourist that the old St. Louis hotel, built in 1816 at the cost of \$1,500,000, has had to bow to the hand of time and the frenzy for rat proofing, had to be torn down. In those days, when "war babies" were unknown, a million and a half of dollars would build considerable of an inn. The main lobby was richly adorned with fine paintings, and in this was formerly held the slave mart, the old slave block being a part of the furniture of the big room. Most of the notables of the country, and many foreign notables had been entertained here.

But the old building would not stand the modern test of sanitation, and the problem of rat proofing was too difficult to be solved, so romance and history fell before the fear of the roaring germs, and the old building became the prey of the house wreckers who distributed its treasures to the four winds.

Now that "rat proofing" has been dragged into this narrative, it had just as well be explained that New Orleans went about that problem in a way that proved that the New Town had arrived and taken hold of affairs. Old buildings that for years had been chummy with the rodents had to put a barrier of cement, two feet underground and eighteen inches above, between themselves and their old friends, for too many ships came into the port of New Orleans with rats as passengers, and rats, when they tour, are likely to have germs as companions.

The city went about the rat proofing job in a thorough manner, kept rigidly on the job by the strict supervision of United States army engineers. In cost the property owners a pretty sum, but it is almost worth the money as something to brag about.

When you come to the subject of guarding against the rats, you are in the realm of the New Town, and the residents will tell you that the transfer of dominion was recent. Back of any movement, any enterprise, of course, is the personality of some man or group of men, so I called for the genius who made New Orleans new. The answer came with confidence: "Walter Parker and E. E. LaFaye." For it seems that there are twin geni. Parker is now the general manager of the Association of Commerce, the big, constructive force of progress in the city. At one time he was a newspaper man with a vision.

A dozen years ago Parker began demanding an industrial canal for the city, and the other day I stood in what formerly had been a swamp, with cypress stumps as thick as corn in a Missouri cornfield, and saw the beginning of construction work on a project that will cost \$6,000,000 before it meets the dreams of Parker. It is a ship canal that in six months will be dug through from Lake Pontchartrain far enough to allow any boat built in the meantime to reach the sea through that lake and the gulf. In eighteen months it is to be completed with a depth adequate to any demand that may be made upon it, with locks fifty-five feet high and other things in proportion. It will cut through the outskirts of the city to the Mississippi and will be lined with industries, among them several gigantic shipyards. Already \$30,000,000 in capital has found location along the route of the canal. What this canal will mean to the city can hardly be conceived, and it is only by floundering about the territory afoot that one can form even an idea of the immensity of the project.

And Parker, the realization of this dream being assured, has gone on to dream of an adequate transportation project for the Mississippi.

E. E. LaFaye reads like a story book. A few years ago he was working away industriously as a grocer with a few investments in realty as a side line. Then the commission form of government loomed up in the offing—so the story told me runs—and the politicians were about to lose their hold on affairs. So they did a little commission governmenting themselves, modified a bit the thing they feared, and put in their own bunch, throwing in LaFaye to appease the good government crowd. LaFaye took the job as a diversion, thinking to

run over to the city hall for an hour or two each day sign some papers and look wise. He tried that for a week and then took off his coat and started to do the job right, first having sold out his business interests so as to have nothing to conflict with his public duties, and giving up a \$10,000 a year position with his old company. His present salary is \$4,000 less than that.

All of which may give the reader a little notion of what sort of man Mr. LaFaye is. When it is learned that as the paving situation became acute and the bithulistic folks were carrying on things with a high hand, LaFaye put in a plant for the city and cut the cost of paving, you have a further light on his character. When the electric light company refused to listen to reason of the LaFaye brand, he made arrangements for an opposition company to enter the field under the proper contract—and the old company capitulated. Little matters like these, I was told, strew the pathway of this man LaFaye.

The old idea that municipalities and states can't handle public utilities is rather refuted by the experiences of New Orleans where the state owns the docks, the cotton warehouse, the belt railroad and a few other enterprises, and where everything seems to be moving along very satisfactorily so far as the people are concerned, although it may be a little hard sledding for the politicians and the public utility folk.

New Orleans seems always, sooner or later, to find a way. For years the canal project was held up, not because the people didn't have faith enough to vote bonds, but because there seemed no way to carry these bonds until the project was far enough along to have an income of its own. Finally some good figurer suggested that the belt line railroad pay \$25,000 a year so long as necessary, for the use of additional land for needed extensions, and that the levee board, obligated to pro-

tect the city from flood, which would mean that it would have to construct levees along the new canal, pay \$150,000 annually, during the progress of the work, in lieu of putting in the levees. These levees naturally would be formed by the soil excavated in making the canal, so they would cost the canal project nothing and all interests would be served.

The levee board in Louisiana is a power that brooks no interference. When it tackles the Mississippi, it wants no one pulling at its coattails nor kicking its shins. And for miles it has put a dam along the sides of that noble stream which is constantly bringing down more mud from the north to raise the bottom of the stream and make higher levees necessary. The humble "crawdad" that we all have fished for when we were boys, using a red flannel rag as a bait, is the bane of the levee work, and there is no telling when the water, rushing through the tunnel dug by a crawfish, will widen into a stream that will result in a crasse and inundate the whole country. For the breaks in the levee do not come from water pouring over the top, but by water seeping through them. Which explains satisfactorily the old story of the Holland lad who thrust his arm into the hole in the dike and stood his ground through the night, thus saving his town.

There are two ways of fighting the crawfish. One is by assiduous work on the levees, sometimes cement walls being run below the water line. The other is by encouraging the fashion of eating crawfish, which is indulged in freely in New Orleans. We did our part in the defense of the levee, and really, a crawdad, taken internally, isn't so bad.

The cemeteries of the city are among its biggest show places, and are worth a visit if only to realize what acreage tombstones can attain. In the days when flood held free sway here, all burials were above ground.



A RELIC OF ROBBER BARON PRACTICES IN THE FEUDAL DAYS.

Hundreds of years ago brigand knights installed themselves in castles which commanded the highways of commerce. From these strongholds they kept a watchful eye upon all traffic, and from each traveler, be he merchant, priest, or soldier, there was exacted a heavy toll for the "privilege" of passing in the shadow of these castles. On their misnamed "public highways" a few of our states are following the example of the robber barons, exacting a toll from every person passing over their thoroughfares. This toll-gate is near Harpers Ferry, West Virginia.

LITTLE FALLS AGAIN IN LIMELIGHT

A Month Elapses Without a Remedy Being Applied—During the Height of the Touring Season Too

— Build Roads Now — Build Roads Now — Build Roads Now —

In its issue of July 2nd, the Little Falls Transcript called attention to the bad conditions of the J-H at that point and we are now in receipt of the following:

The Traffic Committee of the Board of Commerce held a meeting at the Board of Commerce rooms Friday night, after having made an inspection of some of the streets that are badly in need of attention. Little Falls fought valiantly to secure the Jefferson Highway to come through here, and if we intend to retain it, the city will have to keep it in better repair than it has been doing. It is one of the most important highways of the country, and we should realize that the obligation of the City of Little Falls did not automatically cease with the effort that was required to obtain it, although it might easily be inferred that such is the understanding or impression prevalent here, from the deplorable condition of First street and Broadway, both of which represent the major portion of Little Falls' part of the highway. Imagine the surprise and consternation that befalls tourists who, coming up the highway on a splendid piece of roadway, and no doubt remarking about its fineness and naturally expecting to find something even better, beholding the city of Little Falls in the distance, suddenly within the limits of the city, get the worst shaking-up that they have experienced for many a day, as they go bouncing over the thousands and thousands of "shell" holes that predominate on the principle arteries of Little Falls. It is a downright disgrace to the city and an insult to the Jefferson Highway. In keeping with the condition of First street and Broadway, the obnoxious state of affairs continues on the other side of the river, along the Palmer farm. Conditions of this kind should not be tolerated, and the committee hopes to be able to have something done to better them in the near future. A street light is needed south of the city, where the Jefferson Highway turns onto First street, as the corner is very sharp and dangerous. A similar light is also needed on Fifth street where the road turns off for Brainerd.

Such conditions as described above by W. E. Olson, Managing Secretary of the Board of Commerce of Little Falls, Minn., in the Transcript of August 5th, are certainly deplorable.

The Transcript item was not the first information that reached this office of these conditions.

Five of the Jefferson Highway Directors living south of Minnesota passed over that particular piece of road on their way north for their vacations in Minnesota. ONLY ONE OF THEM RETURNED THAT WAY. Each registered a kick at this office. How many hundred unofficial Jefferson Highway Neighbors observed the same conditions and "passed by on the other side" upon their return trip we are unable to say as the unofficial tourist does not consider it his duty to report such condition to this office. It would be better for the highway if he did, but usually he starts on an exploring expedition on the side lines AND THE JEFFERSON HIGHWAY HAS LOST A CUSTOMER.

Now, Little Falls is not the only place against which complaints could be justly lodged. THERE ARE OTHERS. Little Falls just happened to get into the spotlight. Are the other places going to scurry to cover before the searchlight is turned in their direction and before the volume of lost customers shall be sufficient to spell the difference between success and failure.

We have had complaints about hotel conditions in some towns where our people had a right to expect better things, judging from the other activities of these places.

One of the prime doctrines of the advertising man is that the goods he advertises must be on sale and for delivery. In other words, that the merchant must deliver the goods as advertised.

This doctrine applies to the highway. Everyone who enters Minnesota over the highway is a customer of Minnesota. It is the province of the International Association to advertise what Minnesota has to sell to the tourist, investor and home-seeker outside the state. The three standard articles the tourist wants are good roads, living accommodations and entertainment or sport.

Nature has provided the latter in super-abundance. It is up to the people of Minnesota to provide the former in sufficient quantity and in acceptable quality and the territory of the Jefferson Highway in Minnesota should be at the head and front in this respect. Minnesota should not lose sight of the fact that to the people in the five states south of her who are co-operating with her in producing the highway—Minnesota is the Jefferson Highway and the Jefferson Highway is Minnesota.

It might be a shrewd business move on the part of the territory now holding the franchise for the Jefferson Highway not to do anything to change this notion.

The Jefferson Highway searchlight is hung, not only on a swivel, but on a universal joint. Who is going to get caught in the next swing of the light?

KANSAS FOR A MOTOR LINE

Council of Defense Organizes a Transport Committee—Plan Active Campaign to Increase Transportation of Small Lots of Merchandise By Trucks—To Relieve Rail Congestion

— Build Roads Now — Build Roads Now — Build Roads Now —

A Kansas transport committee operating under the council of defense was organized here today. W. C. Markham, secretary of the Kansas Highway Commission, was named chairman and will be in active charge of the campaign to increase the transportation of small lots of merchandise by motor truck and relieve the congestion on the railroads to a considerable extent. The state has been divided into five districts with a chairman in charge of each district.

The district chairmen are:

First District—H. S. Putney, Topeka.

Second District—W. F. Allen, Chanute.

Third District—John W. House, Wichita.

Fourth District—Charles Lamer, Salina.

Fifth District—William Lutt, Concordia.

The district chairmen will organize each county of their own district into actual working units to increase the motor transport. The farmer always has transported his own products to market. One of the plans contemplated is to provide motor transportation for merchandise from market centers with return hauls of farm produce for the trucks.

In each district there will be an executive committee of five members to work with the district chairmen. There is comparatively little motor transport in Kansas outside the towns except by the farmers, and the chief work of the new organization will be to help increase this business and make a fight for better roads.



A SPLENDID COLORADO HIGHWAY OVER WHICH PIKES PEAK STANDS GUARD.

"Acquaintanceship does much to dispel prejudices and dislikes, and so the increase in the number of self-propelled vehicles and the building of thousands of miles of roads, facilitating the comings and goings of the people of the several states, having brought about a country-wide understanding among citizens of all sections and awakened true nationalism."

OKLAHOMA SPENDS MILLIONS ON ROADS

Building Begun on Many of 438 Bridge and Highway Contracts— Work Is Statewide

— Build Roads Now — Build Roads Now — Build Roads Now —

Work is well begun, according to Max Cunningham, state engineer, on the 438 road and bridge contracts in which portions of the state's million-dollar state-aid road fund are involved, and by the end of the month many of the smaller contracts will be finished.

Several of the larger projects, however, are being delayed because of the greater need for men and teams in the harvest fields.

"It is the policy of the highway department," he said, "to co-operate with the government, and if necessary, contractors are given additional time."

Has Centralized Authority

The road program which has been worked out by the highway department, of which George B. Noble is commissioner, calls for the permanent improvement of the important Oklahoma highways. Under the terms of the highway law, passed by the 1917 legislature, a measure of centralized authority is given the state department, and this department is using its influence to have removed as many as possible of the poor pieces of road, to connect up the larger cities, and to make useful the sections of road improvement done in the past.

The improvements provided under the state-aid plan range from some graded dirt roads, in the northwestern

part of the state, to a \$35,000 concrete bridge in Tulsa county. Other large projects include \$45,000 of gravel road in Muskogee county and \$50,000 of gravel and concrete roads in Oklahoma county.

Neglected Bad Places

"In some counties, we have found," said Mr. Cunningham, "that the commissioners have been paying the greater amount of attention to building of bridges. In such counties the state-aid is going primarily for road improvements. In other counties the roads have been improved and there we are giving our assistance to the bridges.

"We have found that under the old system of road improvement, where each county had a limited fund each year that some large projects, like a rocky hill or a bad piece of river bottom, has been neglected. These are the projects we are taking hold of.

"After the state has aided in the improvement of a road, or the construction of a bridge, the county is obliged to keep it in repair, out of the county road maintenance fund."

— Build Roads Now —

TEXANS ATTENDED JOPLIN MEETING

Vice-President King Tells What Was Done By Road Men—Sociability Run From Texas to Joplin, Missouri, Big Success

— Build Roads Now — Build Roads Now — Build Roads Now —

Vice-President W. N. King of the Jefferson Highway Association, who returned from Joplin, Mo., Sunday, July 7th, where he attended a meeting of the international board of directors, gives an interesting account of the sociability run which left Denison at 1 p. m. Wednesday and arrived at Joplin on schedule time Friday morning at 10 o'clock.

There were fifteen in the Texas party from Sulphur Springs, Greenville, Whiterock, Wolfe City, Bonham, Celeste, Trenton and Denison, who made the trip in four automobiles. Fred Horton of Greenville, Theo. Wester of Sulphur Springs and W. N. King of Denison, international directors from Texas, accompanied the sociability run. Five others from Texas, including Judge J. W. Hassel of Denison, who represented the contestants in the recent re-location of the route between Sherman and Greenville, made the trip to Joplin by rail, which caused Texas to be well represented. The Joplin meeting outlined much constructive work for the future. President W. A. Hopkins will at an early date announce the appointment of a representative committee from each of the states to go to Washington for the purpose of conferring with the war department, looking to the construction of a concrete military highway from the north into Texas over the route of the Jefferson Highway. Every indication points to the building of two great military highways in America by the Government, according to information in the hands of the Jefferson Highway officials, one from the Atlantic to the Pacific and the other from the north into Texas, where the great cantonments and aviation training schools are located. With such highways at the disposal of the Government immense armies and supplies could be transported on trains of motor trucks with greater dispatch than is possible now by rail. This may appear to some as a big undertaking but the Government is doing big things at this time, and since the United States is without military roads it is not at all improbable that the construction of some cardinal roads will soon become a part of the win the war program.

A plan of financing the management of the Jefferson Highway was referred to the advisory board to be worked out on the basis of memberships. The president was authorized to advertise for bids to uniformly mark the highway from Winnipeg to New Orleans. The highway is already fairly well marked but uniformity is desired.

In the contest, or rather the appeal from the decision of the Texas directors who recently re-located the Jefferson Highway to run from Sherman through Bells, Bonham and Wolfe City to Greenville, instead of through Whitewright, Trenton, Leonard and Celeste, the action of the Texas directors was sustained by the international board.

Mr. King said the sociability run from Texas to Joplin was a success in every respect. The party picked up Director W. F. Dodd and wife at Caddo, Okla. McAlester was reached on time for Wednesday night's control, where the "highwaymen" were the guests of Hon. Paul Nesbitt, vice-president for Oklahoma, who is doing twenty-four hours each day in war work for the Government, building roads and is running for the legislature, of which he is now speaker of the house. Mr. Nesbitt led the sociability run north from McAlester.

At Muskogee D. N. Fink, former president of the Jefferson Highway, who presided at the Denison meeting last November, with his family, joined the run, in fact led the way to Miami, Okla., where the party which had grown to about forty people was royally entertained at a banquet. Nothing was overlooked at Miami in showing the Jefferson Highway party every courtesy and attention.

Thursday night was spent at Miami, the sociability run leaving there on time Friday morning for Joplin.

During the run which covered a distance of 322 miles from Denison to Joplin, some tire trouble was encountered which was to be expected during such warm weather, but considering that the schedule was based on an average of twenty miles per hour, allowing only for noon and night stops, gives one a good idea of the

roads through Oklahoma. In the vicinity of the South Canadian river the roads are bad but not impassable. The present route is temporary and when the new \$150,000 bridge now under construction is completed in about six months the present unsatisfactory condition will be eliminated.

On Friday morning the international directors and visitors were the guests of the Joplin chamber of commerce at an elaborate banquet at the Connor hotel. John M. Malang of Joplin, vice-president for Missouri, made good his promise made at Denison last year that if his city was selected for the 1918 meeting the fatted calf would be killed. Judge Hassell of Denison and others were on the program for speeches at the Joplin banquet.

(Denison Herald)

— Build Roads Now —

BETTER THAN A PALLADIUM

In his letter from a camp in France, which was published in Thursday's Press, Paul Havens says in one paragraph: "The roads here are of crushed stone and are very good. They are about the same all over France. It is very seldom one sees a bad road that they are not working on it. Everywhere are piles of crushed stone with which to repair the roads."

That paragraph tells the secret of how Paris has been saved from the Germans. Three times have those good roads saved the French capital. Rome depended on its sacred Palladium for the safety of the city, and Rome fell to rise no more forever. Paris puts her dependence on good roads, and her enemies have had to bombard the city from a distance of 65 miles.

Had it not been for the radiating road system maintained by the French government, the troops of von Kluck would have marched straight into Paris, instead of being stopped at the Marne. Instead of three light divisions that von Kluck expected to meet, General Joffre, by means of the good roads, brought up five divisions in ample time to save Paris.

Shortly after the battle of Verdun started, where the German crown prince expected to break through and dash on to the French capital, the main railway was completely destroyed, depriving the French armies of supplies of ammunition and equipment by rail. But again the good roads of France came to the rescue, and General Petain established a motor truck train of 14,000 machines, carrying men and equipment day and night over a macadam highway, 32 feet wide, on which four trains of traffic, two in each direction, was maintained—and Paris was saved.

Within the last few weeks, and particularly within the past ten days, the highways of France have again saved the capital. The French reserves which are held ready for reinforcing any front where the Hun drive is the strongest, are carried speedily from place to place as they are needed. When the big drive of July 15 started, the German generals, von Beulow and von Boehm anticipated a quick dash through the French and American lines, but General Foch speedily had the roads filled with hundreds of thousands of American and French reserves—and the enemy was held.

The secret of the good roads system of France is told in one line in the letter quoted: "It is very seldom that one sees a bad road that they are not working it." No road will remain good unless given constant attention.

If good highways are so essential in time of war, how much more essential are they in time of peace. It is the good roads of Jasper county that have brought the farms close to the market. The good roads of Missouri are opening a highway traffic with adjoining states that could not be otherwise possible. Towns are made better, and a more neighborly interest in one another is created among all who live along such roads.

Distance is a matter of velocity, and the greater the ease in traveling, the nearer every community is to every other community. The community that maintains good highways can rise to every emergency, be it war or commerce, and can protect itself against every aggression.—From the Carthage, Mo., Press.

ARE WE REALLY SHORT IN MAN POWER

Is The Plea That Men Can Not Be Had To Work The Highway Founded or Fact?

— Build Roads Now — Build Roads Now — Build Roads Now —

The Kansas City Star under date of August 4th, printed the following communication:

"Men Awaiting Call Cannot Get Work.

To The Star: It seems a reflection on the patriotism of the business men of Kansas City that several young men in limited and deferred classifications awaiting call to service are in dire need because they cannot get jobs. No one will employ them because they are in the draft, and in some cases they are in actual want. It may be months before these men are called, and they must have work in the meantime. The date of their leaving is uncertain, but there are many temporary jobs they could fill if they only could find them. Let the business men of the city show a little of the patriotism they boast of, and not refuse a man work because he is in the draft awaiting his call.

Clerk of a Local Draft Board."

On a recent trip south hundreds of idle men were seen and hundreds of others were observed engaged in non-essential occupations, such as soda fountains, ice cream parlors, waiters, etc. In hundreds of stores the actual necessary war-time business could be done by one-half the men now employed.

During the last eighteen months we have been doing numerous things heretofore rated as impossible, but when the determination came we performed the task. In nearly every case what we lacked was the determination and not the ability.

It is safe to say that a complete survey, proper distribution and application of the man power of this country would enable us to perform every necessary task.

This is no time to strain at gnats. Especially while

— Build Roads Now — Build Roads Now — Build Roads Now —

we are making a business of swallowing a camel nearly every day. If the government has the right—and that right stands unquestioned—to lay its heavy hand on the young men referred to in the Star, and put them in a position so that no one will employ them, it is under obligations to provide employment for them.

More than that—if it has the right to send these men to France to fight, it has a right and is in duty bound to put its heavy hand on the entire man power of this country to do everything necessary to support those men by raising and furnishing means of transportation for food and raiment as well as munitions and armament.

Why should the principal of the selective draft which all patriots now endorse, be applied only to one end of the war problem?

What would be thought of an engineer who would construct a great power dam and then neglect to connect up the various small streams that was to feed the reservoir?

The spirit of the volunteer is well expressed in the following letter from R. D. Nibert of Bunkie, La., but do we not also need to apply the principle of the selective draft letter?

"Almost every fellow you meet nowadays will tell you I have all I possibly can do, writes R. D. Nibert, Jefferson Highway enthusiast of Bunkie, La., who also is helping build the Evangeline Highway, "but I know from experience that it isn't so. Six months ago I was saying the same thing. Since then I have found out that I was not near up to my working capacity. Now I have stopped saying "I am too busy.'"

— Build Roads Now — Build Roads Now — Build Roads Now —

HIGHWAY BUILDING IS WIN-THE-WAR MOVE

Officers of J-H Association in Session in St. Joseph Today—Prepare Five Year Program—General Manager Clarkson is Directed to Work Out Details and Public Announcement Will Be Made—Government Encourages

— Build Roads Now — Build Roads Now — Build Roads Now —

Taking the stand that the development of highways for overland travel is a strictly "win-the-war" proposition, members of the executive committee of the Jefferson Highway Association, at a meeting held in the First National Bank building here this forenoon, determined upon a five-year program of road development.

The meeting was attended by W. A. Hopkins of Lamoni, Iowa, president of the Jefferson Highway Association; J. D. Clarkson, general manager of the highway; George E. McIninch, secretary, and J. E. Combs, treasurer. These, with Thomas Johnson of Winnipeg, Manitoba, comprise the association's executive committee. Mr. Johnson was not present at today's meeting.

General Manager Clarkson was authorized to map out a detailed program for work on the highway during the next five-year period, and he will immediately proceed with the task. Mr. Clarkson said that the program would be completed and made public within a fortnight, and that it would be very comprehensive.

The report of the treasurer showed the association to be in excellent condition financially, while the other officers were optimistic. They said there is enthusiasm along the entire route of the highway over the plans to continue and extend its improvement.

Urged by Government

President Hopkins said to a News-Press reporter: "The United States government has done more than give its sanction to the highway projects throughout the country. It has urged that the utmost speed be used in the development of these highways. With that in mind, the officers and directors of the Jefferson High-

way Association will adopt a plan of work far in advance, and our slogan will be 'speed and efficiency.'

"The Jefferson Highway traverses the very heart of the richest section of America, and no highway is more important. I find everywhere the utmost enthusiasm over the work which has been done and that which is now being planned, and I am confident that no highway association in the United States is better equipped than are we to complete the work ahead of us.

"The importance of good roads in war times cannot be overestimated. With transportation problems as great as they are today, a great deal of the burden of transporting supplies and even troops is to eventually fall upon the overland routes, and the motor car will attain a prominence and a value never before dreamed of. The advertising which St. Joseph will receive from being the central point, the headquarters of the Jefferson Highway, also is inestimable."

Mr. Hopkins left at noon today for Lamoni.

— Build Roads Now —

Developing Motor-Truck Routes

Arrangements have been made whereby rural motor-truck operators can co-operate with the Bureau of Markets in developing rural truck routes for farm products. Operators of truck routes who comply with certain requirements of the bureau will receive assistance in building up business in farm produce, and will be given a sign to display on their machines stating that they are co-operating with the Department of Agriculture. Truck operators can get details of the plan by writing to the Bureau of Markets, Washington, D. C.

— Build Roads Now —

PASSING THE BUCK

Where the Name of W. N. King Appears In the Following Item There Should Have Appeared That of D. N. Fink. Mr. King Blithely Passes the Buck to Mr. Nesbitt. Will Mr. Nesbitt Keep It or Pass It On—We Wonder What Would Have Happened Had Mr. Shaffer's Visit Extended Into Texas Instead of Stopping At Muskogee

— Build Roads Now — Build Roads Now — Build Roads Now —

"A. H. Shafer of Pittsburg, Kas., vice president for the sunflower state, believes he has a just cause of complaint against W. N. King, vice president for Oklahoma. Mr. Shafer recently went with his family on a little tour of the Jefferson Highway, and in returning, made three attempts to get out of Muskogee on the highway, each time seeking more minute directions, before he was able to find the marks out of that city. He invites Mr. King to come up to Pittsburg and see how easy the tourist has it.—News Item.

Not being an Oklahomian president, and having all I can say grace over down here in Texas, I shall refer my good friend Shafer to the Hon. Paul Nesbitt of McAlester, who holds the portfolio of vice president for the State of Oklahoma. However, if Mr. Shafer thinks he will need additional evidence to substantiate his claim that no Chinese puzzle has anything over the route into or out of Muskogee, I shall be glad to qualify as a witness.

On the Sociability Run from Texas to Joplin in July, we stopped over night at Paul Nesbitt's town, McAlester, and understood he would head the Run north from there, but when we were ready to start, on schedule, the next morning, learned that Paul had left in the middle of the night in a Ford, to see if he could beat Dr. Becton of Greenville, Texas, who was driving a Cadillac eight, to Muskogee. Paul probably would not have gotten away with the stunt, had our party not have spent considerable time in the vicinity of the Canadian river, viewing the scenery. They say a bridge is being built farther down stream. We didn't see it, but Fink and Nesbitt say it is there, which is sufficient.

We reached Muskogee three hours late, to find that Dave Fink had departed on Clarkson's schedule, that an airship couldn't make through Oklahoma. But Paul Nesbitt met us at Muskogee with a smile of satisfaction over having won the race, and promised to pilot our party out of that town, saying Muskogee was the hardest town on the Jefferson Highway to get out of. After getting lunch and supplies, we looked for Paul to find that he had again gotten away, the second time, leaving us bottled up. We asked a garage man how to get out of town; he told us, but his partner disagreed. We started, believing both were wrong. We asked everybody we met to direct us and failed to receive the same answer twice, so we went round and round, over rough streets and through fields and finally learned from one of the oldest inhabitants on the river, that there was a bridge. I forget whether he said up or down stream, but as we were looking for a place to cross, we took

his advise and after wandering 45 minutes, found ourselves on the highway. We found later that our mistake was in not following the K. T. marking, which was uniform and sufficient through Oklahoma. We saw J-H marking only in spots.

I did not start in to write an article, but to indulge in a few pleasantries. I have been dubbed a "Constructive Kicker," which suits me, if it does my associates in the business of building the Jefferson Highway, but before closing I want to say a word about marking the highway. Don't wait for the International Association to do it, because it will take fully a year to mark the highway from Winnepeg to New Orleans, and no community can afford to wait that long. In fact, there should not be a foot of the trail without uniform marking now, while there is a constant stream of tourist travel. It is not a difficult undertaking to mark the Jefferson Highway. Every county or community has a bunch of good roads enthusiasts, who may not be painters, but they can raise a few dollars to employ a painter to do the work for something like 25 cents per pole. It cost me \$12.00 to mark eleven miles of the highway through Denison. Be sure the painter follows instructions, especially marking on each side of each side of intersecting roads and on turns. In marking through towns and cities, don't wind around streets. Mark through, into and out of towns, with as few turns as possible.

The popular highway, one that tourists will travel and recommend, must at least, have fairly good passable roads, and the trail must be marked, not in spots, but every foot of it, so travelers will not have to stop at cross or intersecting roads. Good roads well marked are not only important, but absolutely indispensable in the promotion of automobile highways, and the communities failing to take advantage of their opportunities, are not only standing in their own light, but are holding others back.

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

NOTE—The schedule was the same used on two Sociability Runs from Winnipeg to New Orleans and return. We reached the Red River near Denison on time after passing through five states including Oklahoma. Returning from New Orleans we again reached Denison on time although we came over the wrong road from Sherman because there were no marks.

The schedule, Mr. King says, an airship could not make in Oklahoma, was exactly 16.44 miles per hour. Wonder what kind of airships they use around Denison?

— Build Roads Now — Build Roads Now — Build Roads Now —

A CAMPING PLACE FOR THE TOURIST

And Don't Overlook the Fact That Appetites Travel In Automobiles—A Chance For Private Profit

— Build Roads Now — Build Roads Now — Build Roads Now —

IF the Jefferson Highway tourist who has folded his tent like the Arab and silently stolen away, could feel sure that when night came he could find a friendly haven where he could pitch his tent in a cheerful place, find light and water, and see not far away—say just across a fence—a house where he could buy fresh eggs and milk, to say nothing of some new bread and cookies and fruit and maybe some home made preserves, well, that would be something like, wouldn't it?

Why, then, in these days when towns are seeking to make their communities attractive to the tourist, and there are people with war gardens and proved canning

and preserving methods, and a desire to make a little money on the side, why cannot a sort of semi-private camp be arranged?

All the Comforts of Home

A public camp is all right and the tourist appreciates the hospitality of a town that has thrown its public park open to them and have provided lights and water. In same ways there may be more freedom in a public place than in driving into a private enclosure.

But a few of the comforts of home, in the way of food, go a long way with the traveler who has covered his 100 to 200 miles of highway during the day, whetting his appetite as he went, and he thinks none the less

of the hospitality that makes it possible for him to exchange expense money for needed supplies.

It is argued by some of the cities that, providing a public camping place for the tourist without thought of any profit to anyone, is the height of hospitality, especially where lights and water and probably a shelter for the car are included. But about the most prominent part of a tourist at the end of a long day's run, is appetite, and nothing short of food has been discovered to take care of appetite.

By Their Food, Ye Shall Know Them

The traveler has one infallible way of remembering a town—by the food that it furnishes him. Go into any group of traveling men and wait a few minutes, and you will hear every town within a radius of a hundred miles praised or damned by its hotel. It isn't the library or the church or the court house that leaves its impression, burned deep on these seasoned travelers—it's the food.

Talk to a tourist and he will remember most vividly that little town where he stopped, after a hard session with a bad road, and sought to break his fast, only to have to go the length of the main street, hunting for food, and finally having to put up with the product of the culinary skill of an Indian restaurateur.

An overripe steak, or an egg of yesteryear, will do more to blast the reputation of a city, than a lynching or a scandal, if you'd judge by the conversation of a traveler. So the homely fresh egg and the vegetables direct from the garden, and the bread right out of the

— Build Roads Now — Build Roads Now — Build Roads Now —

SCRAPPING FOR J-H TRAFFIC

The Highway Runs Through a Portion of Minneapolis But as it Strikes St. Paul First She is Now Getting Lion's Share of Its Valuable Traffic From South

— Build Roads Now — Build Roads Now — Build Roads Now —

The effort that Minneapolis is making to secure some of the benefits of the Dodd road—the Jefferson Highway leading into St. Paul from the south—will serve to convince St. Paul that it made no error in everything that it has done to improve that inland highway and establish reciprocal relations with the rural communities it serves. Minneapolis is proposing to extend the Cedar avenue road across the Minnesota river to tap the Dodd road and divert to that city as much as possible of the traffic the thoroughfare now carries into St. Paul. It is entirely within its rights in such an enterprise, but St. Paul should not sleep upon its own rights and advantages in the premises.

It is a rich farming country which is tributary to the Jefferson Highway. No more fertile soil or prosperous territory in the state can be found than that in the valley of the Minnesota. Through natural and developed conditions, fostered by cordial personal and trade relations and cemented by a generous policy of road building and advancement of funds, St. Paul has enjoyed a

— Build Roads Now — Build Roads Now — Build Roads Now —

THOSE LOUISIANA INJUNCTION SUITS

The International J-H Board Gets Prompt Response To Its Request, of Judge Foster, For An Early Hearing of the Texas and Pacific Injunction Suits

— Build Roads Now — Build Roads Now — Build Roads Now —

The ability to do things through the instrumentality of an international organization that could not be accomplished by local effort alone is well illustrated in the matter of the Texas & Pacific railroad injunction suits instituted against the payment of railroad taxes in the case of Jefferson Highway bond issues in five parishes in Louisiana.

Local efforts had been made for months to get a hearing and determination of these suits. The subject was brought before the International Jefferson Highway Board at Joplin, on July 6th.

A resolution was passed by that body directed to Federal Judge Foster, calling attention to the international and "Win the War" character of the Jefferson Highway and respectfully requested an early consideration and determination of the cases for those reasons.

Within a very few days after the international organization had added its weight to the local efforts and voiced the international and win-the-war character of

oven, or thereabouts, all will figure in the impression the tourist gets of your city.

These are matters that usually are left out of the calculations of a community, probably because of the feeling that no attempt should be made to profit by the stay of the tourist. But that is just what the tourist wants. He is perfectly willing and able to pay his way and he appreciates the man or woman who will meet him half way in the transaction.

Why Not a Tent Hotel?

Some of these days some city will make an arrangement with an individual or family in the outskirts of the city, or near its public park, to render just this service to the tourist, and all will be better served thereby.

Or, perhaps some individual, situated so he can turn a vacant lot to the purpose, will see the opportunity and provide such a camping place for his town.

He may go even further and erect a few tents with enough conveniences for the tourist's comfort, including a cooking outfit, if desired, and charge a small rental therefor. There always are supplies to buy, and many is the corporation that has grown wealthy by supplying at cost the equipment for the consumption of the wares it manufactured and sold at a profit.

This would be nothing less than a tent hotel, wherein the tourist may experiment with camp life and continue it, or eschew it, according to the result of the trial, and it would be a way for some individual to turn an honest penny and leave with the tourist a pleasant impression of the city.

practical monopoly of the trade of this section. It has made every advantage mutual and established a state of good feeling which, other things being equal, will stand it in good stead in any matter of competition. It has been the constant friend of the valley cities and people and never has capitalized conditions to their disadvantage.

The Jefferson highway, a permanent all-weather road and part of a great system, is of a transportation value greater than is realized by the average person. When at the zenith of his influence as railway manager and apostle of diversified farming, the late A. B. Stickney asserted the tonnage of the Dodd road was greater than that of the Chicago-Great Western railway. Certainly it has lost nothing since that time. That there is official appreciation of its value is shown in the financial aid given by Ramsey county and the movement in Hennepin county, not to bear a share of the financial burden, but to reap a share of the trade benefits.—St. Paul Dispatch.

— Build Roads Now — Build Roads Now — Build Roads Now —

the Jefferson Highway, Judge Foster handed down a decision on the points involved in the suits.

While the highway people seem to have won out in only a little over half their cases, in the cases where they lost, the remedy seems to be in their own hands and can be applied by another election. So it may well be said that the cloud of doubt and uncertainty that has been hanging over the situation in Louisiana has been dissipated—in more than half the cases by favorable court decisions, and in the other cases by court opinions which point the way for future action.

Another instance of the co-operative nature of the highway is evidenced by the lively interest taken in these suits by parishes not directly affected by them. Much credit is due the Association of Commerce of New Orleans, its Good Roads Bureau and the commercial bodies of other parishes not directly affected for their efforts to bring about a prompt conclusion of these cases.

NOW BUILD ROADS.

TRIP OVER J-H BY STATE AND NATIONAL OFFICERS

Three States Visited in Journey of 2,021 Miles and Constructions of Highways Found Satisfactory—The Jefferson Given Credit for Being the Incentive for Much Highway Construction in Minnesota and a Good Foundation for Military Highway

— Build Roads Now — Build Roads Now — Build Roads Now —



E. A. KING
St. Joseph, Mo.
Member National
Transports Committee.

Our trip north over the Jefferson Highway, through Iowa and much of Minnesota, was a business trip as well as pleasure. Mr. George E. McIninch, member of the State Highway Association and myself, member of the State Highways Transport Committee, combined pleasure and business by traveling on the Jefferson Highway as much as it was possible for us to do.

We left St. Joseph, accompanied by our wives, June 23d at 7:35 a. m. in Mr. McIninch's Cadillac car, with Mr. McIninch at the wheel. The weather was ideal for traveling, and the Jefferson Highway in splendid condition clear through to Des Moines. En route we stopped to see your worthy president, Mr. W. A. Hopkins, of Lamoni, and visited with him about one hour at 11 a. m. in the forenoon. We arrived at Des Moines at 4:15, total distance of 194 miles in 8 hours and 20 minutes driving time. We stopped a few minutes at King City, Mo., and Leon, Iowa. The time made demonstrates the splendid condition of the highway.

After arriving for an hour or so, and having supper, we visited Camp Dodge, spending some 2½ hours driving through this magic city. When one takes into consideration that less than one year ago this splendid city of 45,000 or more inhabitants was but a large slew and now to see the city of such magnitude, with paved streets and granitoid side-walks, and in many instances grass growing in the front yards of some of the officers' buildings, we have some little idea of the wonderful advancement and accomplishments that our government is putting over, as this cantonment is simply one of many and one undertaking of thousands of such magnitude. If everyone could see what our government is doing in war preparations, I would say there would be, even where criticism was just, none.

On June 24th we left Des Moines at 12:30. It was drizzling rain and had rained all the night before. We found the roads muddy, but reached Iowa Falls for supper, a distance of 116 miles. In fact, the highway was in a bad condition and needs some improvements between Des Moines and Hampton, Iowa.

We left Iowa Falls, June 25th, and reached Mason City at noon and Northfield at 6 p. m., where we took supper and visited the bank building made famous by the Northfield robbery by the James and Younger boys. We drove around the school district of Northfield, and at Fairbault visited the famous military schools, reaching St. Paul at 8:45 p. m., having traveled that day, including stops, 202 miles.

We stopped at the famous St. Paul Hotel, one of the best hotels it has been our pleasure to stop at. The Jefferson Highway is well marked clear through to within about twenty or thirty miles of St. Paul, and I would suggest that you at this time take this matter up at once and mark the poles of the Jefferson Highway leading out of St. Paul south, for twenty-five or thirty miles.

We called on Mr. Beek of the Commerce Club of St. Paul and met Mr. Milton J. Blair, publicity man of the Ten Thousand Lakes Association. At this point is where the photograph was taken, Mr. Blair insisting and it being done. Mr. Beek and Mr. Blair gave us a card as members of the Ten Thousand Lakes Association introducing us to the Hon. O. H. Johnson, Hotel Ransford at Bemidji, to Senator P. H. McGarry of Glengarry, a beautiful place, and to A. M. Way of Park Rapids, and to J. K. West of Detroit.

On June 27th we left St. Paul at 1:40 p. m. and took supper and spent the night at Little Falls, Minnesota, a

distance of 111 miles, further indications of the splendid condition of the Jefferson Highway. Little Falls is a very interesting town for night's lodging and has a good hotel.

On June 28th at 8:30 a. m. we left Little Falls and drove over the Jefferson Highway to Randall, twelve miles. Here we left the Jefferson Highway, going north to Pillager, at which point we ran into a splendid state gravel road, going North via Pine River, where we took dinner. At Pine River is one of the best, neatest, and cleanest hotels on the whole road. Splendid fishing around Pine River, and many large lakes, and a point really deserving of good recommendation. From Pine River, through to Tobaccus and Hackensack to Walker on Leach Lake, distance 96½ miles.

We stopped at the Isabelle Hotel, located down on the lake front, and operated by the Chase Hotel Company, a neat, nice, cool place. We spent one week in Walker and fished every day. Mr. McIninch and I will not go into any fish stories because neither of us have ever been questioned as to the truth and veracity, further than to state that we caught fish and plenty of them.

On July 3rd at 3 p. m. we left Walker for Camp Recreation, railroad station either Dorset or Park Rapids, Minnesota. We spent one week at Camp Recreation, a very delightful, clean, nice camp. Around in this vicinity are a number of particularly good fishing places.

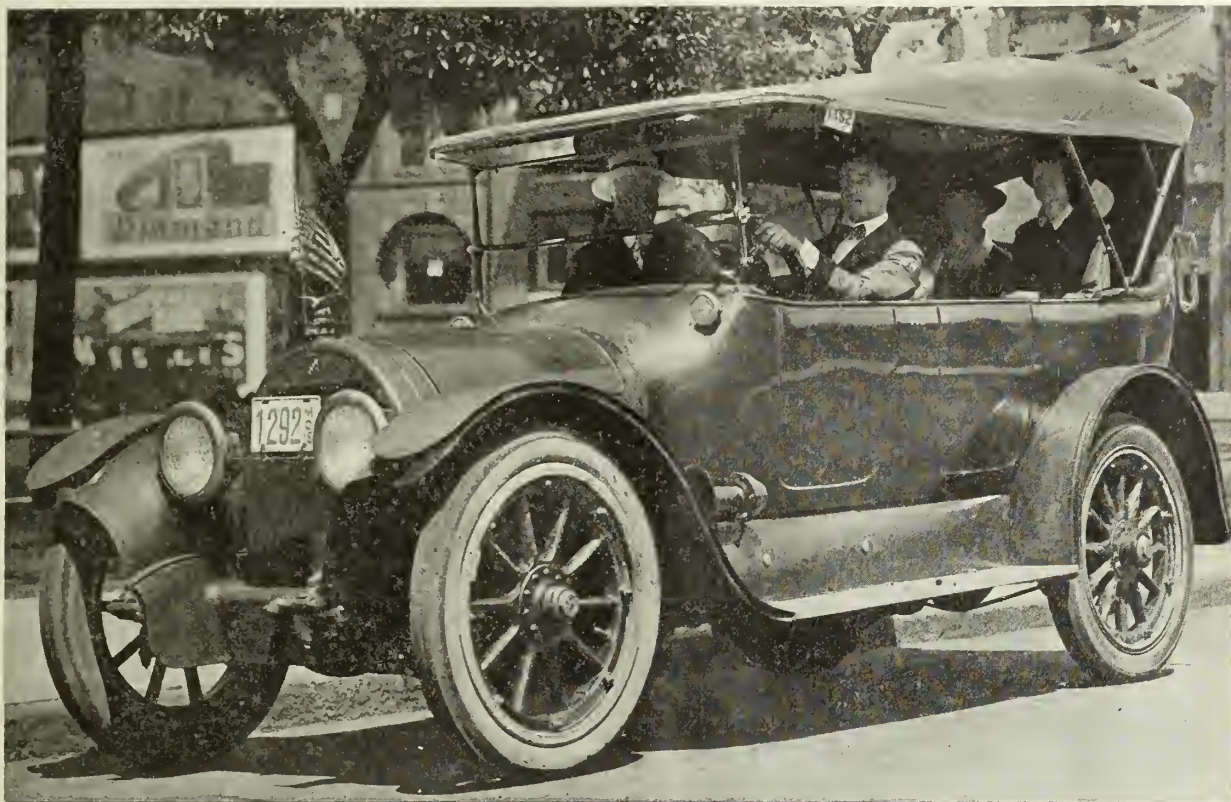
On July 12th we left Camp Recreation in the afternoon at 3 p. m. and drove to Park Rapids, there striking the Jefferson Highway again, and on to Douglas Lodge, Itaska Park, where we would liked to have remained longer, but were only successful in getting quarters at Douglas Lodge on account of the governor of Minnesota and his party having wired their inability to reach Itaska on the 12th. We were therefore compelled to vacate and leave on July 13th at 3 p. m. for Bemidji in order that the governor and his party could secure accommodations, which the proprietor of the hotel had told us previous to taking us in.

We arrived at Bemidji at 6 p. m., a distance of 53 miles, traveling over the Jefferson Highway through a very beautiful and interesting country. In fact, the drive from Park Rapids to Itaska Park, on to Bemidji, was one of the most picturesque and beautiful parts of our trip. We stopped outside of Bemidji at the Birchmont Hotel, a beautiful resort five or six miles out of the city. There, too, we had to vacate on account of the governor's party coming and on our way on July 14th to Itaska Park, we met the governor's party coming to Birchmont at Bemidji.

We left Bemidji at 3 p. m. for Park Rapids on July 14th, taking supper at the hotel at Park Rapids and then drove over after supper and visited the famous Mantrapp Lake, arriving back in Park Rapids at 10 p. m. Park Rapids is very enthusiastic over the Jefferson Highway. You will see your signs placed in banks, hotels, stores, and sporting goods houses. In fact, the entire population is much interested in the Jefferson Highway.

On July 15th, we left Park Rapids at 8 a. m. for Detroit, and, of course, leaving the Jefferson Highway at this point. We traveled a distance of 47 miles over a very circuitous but beautiful drive. We arrived in Detroit on good time. Ladies and all of us having a good rest before lunch. After lunch we presented ourselves to Mr. J. K. West of Detroit. Mr. West was exceedingly courteous to us and appreciated undoubtedly our visit. He took his car and his good wife, and dividing our party, piloted us over the sight seeing district of Detroit.

Detroit is a splendid city and has first class hotels. In the evening we proceeded to dine at a resort near Detroit and as Mr. West's guests, visited Mr. Sidney T. Smith of Winnipeg, Canada, who has a summer home on Pelican Lake. As he is a friend of Mr. West's, Mr. Smith had his launch rigged up and took us for a beau-



Hon. Geo. E. McIninch and E. A. King and their wives of St. Joseph, Mo., in St. Paul on a tour of the J-H.

tiful ride over Pelican Lake for about two or more hours. One of the most enjoyable parts of our trip.

While this section of Minnesota is not on the Jefferson Highway, I regret the Jefferson Highway doesn't reach this point. However, I am advised that it stimulated the live, wide-awake people of Detroit to the extent that they got busy for a highway and have the beautiful State Scenic Drive, both north and south from Detroit.

On July 16th we left for Battle Lake over the Scenic Highway, distance of 51 miles. Had a nice rest and visited some St. Joseph friends, who are located on Battle Lake, and after supper driving on one of the prettiest scenic drives we had on our entire trip, to Alexandria, passing over Leaf Mountains, the highest point in Minnesota, distance 42 miles, stopping at the Alexandria Hotel, a brand new, splendid hotel. We spent the day at Alexandria, driving out to the Blake Hotel, situated between two beautiful lakes, and from there visited friends for a few hours at Lake Milona, coming back to Alexandria, and drove to Osakis, arriving there for supper.

We remained at Osakis for three days at Hotel Idelwild. We spent the three days with St. Joseph parties, fishing in the Great Osakis Lake, and other lakes nearby.

On July 21st we left Osakis for Minneapolis at 9:30 in the morning, reaching St. Cloud for dinner and all greeting and shouting that we were back on the Jefferson Highway.

We just arrived in Minneapolis in the afternoon when it began to rain. Spent the next day in driving over Minneapolis sight seeing between showers and winding up in the evening of July 22d at our good St. Paul Hotel in St. Paul, where we remained over night.

On July 23d at 8:30 a. m. we left St. Paul, where it had been raining, over the Jefferson Highway as far as we could, leaving it and arriving at Mankato for noon, 97 miles, spending a couple of hours in rest at Mankato.

We left for Spirit Lake over various marked trails, but all good. Arrived at Spirit Lake at 6 p. m., making a distance that day of 210 miles. Another evidence of good roads, considering the stops we made. After supper we drove around Spirit Lake, inspected the great

Masonic Temple that is being erected on Spirit Lake and the famous Orleans Hotel.

On the morning of the 24th we left Spirit Lake about 9 a. m., and drove over to Okoboji, visiting our townsman and banker, Mr. R. T. Forbes and family at his summer home on Lake Okoboji, intending only to make a short call, but through the hospitality of Mr. and Mrs. Forbes we remained until after lunch. Mr. Forbes, like Mr. Smith of Winnipeg, had his launch rigged and took us for a beautiful ride on Lake Okoboji, two hours or more. We left our good friends at 1:30 p. m. for a bee line home, passing through Storm Lake and reaching Carroll for supper, stopping at the Burke Hotel, a splendid hotel.

The evening was so pretty that we drove a distance of 65 miles to Atlantic, where we stayed all night, making a distance that afternoon of 179 miles. Another indication of what good roads are doing.

On the morning of July 25th we left Atlantic, getting a late start, reaching Maryville, Mo., for dinner and arriving at my home in St. Joseph at 2:45 p. m., detouring enroute from Savannah to St. Joseph through the McDonald farm to reach the Jefferson Highway, ending our trip as well as starting over the famous Jefferson Highway.

St. Joseph should feel proud, in being located at the junction of two such wonderful highways as the Jefferson Highway, from Winnipeg, Canada, to New Orleans, crossing the Pike's Peak, Ocean to Ocean Highway, leading from New York City to San Francisco, at St. Joseph.

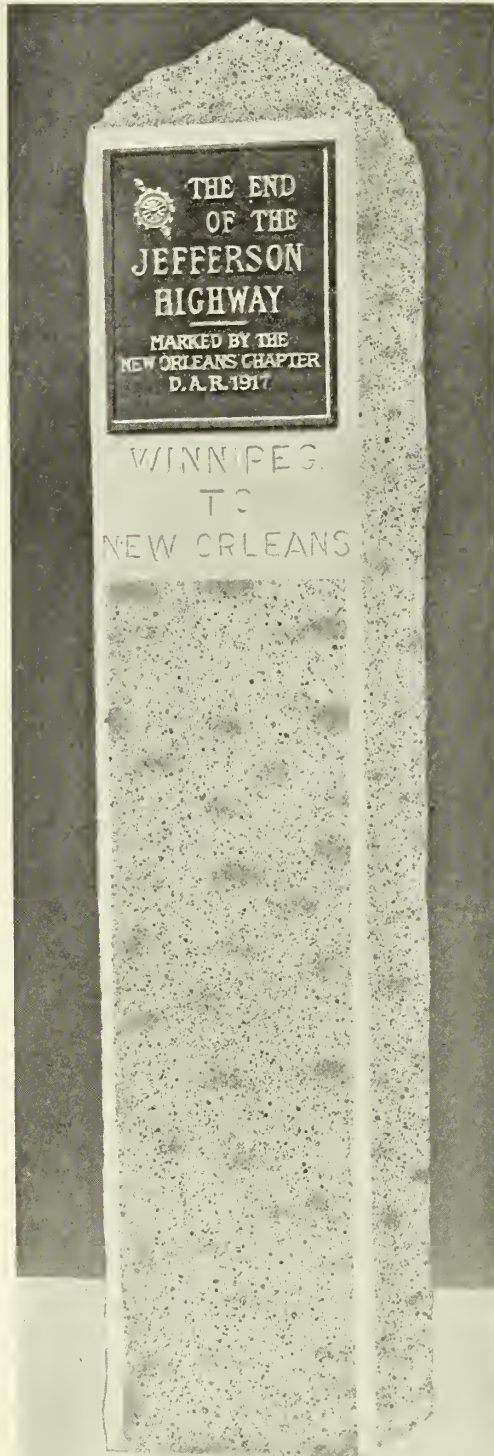
In my judgment these two highways crossing at St. Joseph, in the near future, are bound to be appreciated as well as considered as valuable an asset as though they were trans-continental trunk railroad lines. When our Highways Transport Committee gets further into their work of establishing and organizing rural motor express lines and return load bureaus, these two great highways are sure to meet with favorable consideration from the Highways Transport Committee.

Our trip from beginning to end was one splendid affair, only one puncture in traveling the entire route of 2,021 miles. Another indication of what good roads have done.

E. A. KING.

A DELAYED INVITATION

New Orleans Invites the Mid-Winter Session of the International Board



MARKING THE SOUTHERN TERMINUS

Plans for the dedication of the beautiful monument recently erected at St. Charles and Common streets by the Daughters of the American Revolution to mark the southern end of the Jefferson Highway, probably will be made at the January meeting of the association.

This monument is six feet high and twelve inches square.

Owing to undue delay in the mails the following letter was not received until after the adjournment of the Joplin meeting. It will have due consideration from the Advisory Committee, to which was left the duty of selecting the place for the next meeting.

A picture of the southern terminus marker, which it is desired to dedicate, is shown on this page.

New Orleans Association of Commerce.

July 2, 1918.

Mr. J. D. Clarkson, General Manager Jefferson Highway, Convention of International Directors, Joplin, Mo.

Dear Mr. Clarkson: The New Orleans Association of Commerce extends a most cordial invitation to the International Directors of the Jefferson Highway Association to hold their next annual session in this city, at which time the Southern Terminus Marker can be dedicated with fitting ceremonies.

If the directors will accept our invitation we will assure them a most pleasant and profitable meeting.

Yours very truly,

WALTER PARKER,
General Manager.

— Build Roads Now —

TRUCK TRAFFIC GROWS

Mason City, Iowa, on the J-H, Is the Center of a System

Motor truck traffic over the Jefferson Highway is on the increase as the efficiency of the service and the demand for quick deliveries and a relief of rail congestion is emphasized.

One of the pioneer points of this traffic on the Jefferson Highway is Mason City, Iowa, and this from the Daily Globe-Gazette tells of some of the activities there:

"A second trip my motor trucks over a proposed truck route to Osage and adjacent territory will be made tomorrow. The first trip over the proposed route was made a week ago.

"Plans today call for at least six motor trucks to haul the freight which will be carried from Mason City wholesale houses to the towns of Nora Springs, Osage, Mitchell, St. Ansgar, Carpenter, Grafton and Manly. A country store between Nora Springs and Osage is also included in the list.

"J. D. Eggleston who is working for the organization of motor truck routes over Northern Iowa said this morning that one firm here had 11,000 pounds of freight ready for the trip tomorrow and that another had 6,000 pounds of freight ready.

"A careful survey of the route has been made by Mr. Eggleston who says that it will take at least two trucks every day and six on two days of the week to handle the business from these eight points on the route.

"Merchants on the towns named are intensely interested in the proposed routes and the men at Osage, Mitchell and St. Ansgar are especially anxious to see something of this nature started.

"Another route has been mapped out by Mr. Eggleston and he says that a preliminary trip will be made over it not later than Friday of this week. On this route he plans to leave Mason City and make the towns of Manly, Hanlontown, Joice, Lake Mills, Forest City, Fertile and Clear Lake.

"The suggestion has also been presented that the success of these two routes will bring others. One other that has been mentioned would be from Mason City to Owatonna. On this route freight from the twin cities to any of the places on the routes would be sent in car lots to Owatonna where it would be transferred to motor trucks and carried to its destination.

"Any route which might be started to the south would probably include Hampton. It is 74.4 miles from Mason City to Owatonna and 28.6 miles to Hampton, and routes to these towns would put 103 miles to a ready and practical use along the Jefferson Highway."

IN LOUISIANA

Detailed Report of Geo. C. Merkle, Secretary of Good Roads Bureau,
New Orleans Association Commerce, Submitted to Walter
Parker and by Him to the International Board

Dear Mr. Parker:

With reference to the report that you are to make at the meeting of the Board of Directors of the Jefferson Highway Association on July 5th, I have secured the following data:

The State Highway Department informs me that they are now completing contracts for road building in St. John the Baptist parish amounting to approximately \$195,000.00. This includes 15.4 miles of Jefferson Highway road on the east bank of the Mississippi River, contracts for which amount to \$100,000.00.

In Ascension parish 27.5 miles of Jefferson Highway road is being completed at a cost of approximately \$160,000.00. The swinging bridge over Bayou Manchac connecting Ascension and East Baton Rouge parish at Hope Villa, is now under construction, the bid for same being \$24,788.00.

St. James parish is not doing any road building whatsoever on either side of the river. As per attached letter, you will note that the Good Roads Bureau has called this matter to their attention, cautioning them of the possibility of losing the Jefferson Highway. A copy of this letter was sent to all parishes between New Orleans and Baton Rouge.

Jefferson parish has recently repaired and graded that section of highway between Harrahan and Kenner. The balance of Jefferson parish is surfaced with shell which makes an admirable highway.

There is still six miles of graded dirt road in St. Charles parish just above Kenner. We have reasons to believe that this portion of the road will soon be surfaced, although it is in good condition at this time and is kept up well by the parish.

Beyond Baton Rouge, in the parishes of West Baton Rouge, Iberia and Pointe Coupee, a grading of the roads has just been completed. Road construction on the balance of the Jefferson Highway as far as Shreveport, where the roads are not already completed and surfaced, is being held up by injunction suits of the Texas and Pacific Railroad. These injunction suits are delaying the issuance of bonds amounting to \$985,000.00 distributed among the parishes of St. Landry, Avoyelles, Rapides, Natchitoches and Sabine.

I attach herewith extracts of minutes of the Committee of Management, Good Roads Bureau, June 15, 1918, and a resume of the report of Henry G. McCall, Chairman Jefferson Highway Committee with reference to his investigation of the legal status of the injunction suits of the Texas and Pacific Railroad against the five parishes involved.

The Good Roads Bureau of the New Orleans Association of Commerce has adopted the attached resolutions requesting Judge Rufus E. Foster to advance the date of hearing so that these injunction suits can be disposed of. The Good Roads Bureau also requested the Jefferson Highway Association, the parishes involved and commercial organizations in Louisiana located along the Jefferson Highway to adopt similar resolutions.

The total amount of moneys involved in the construction of road building along the Jefferson Highway by the State Highway Department only, between the City of New Orleans and Shreveport, is \$1,269,788.00. This includes the building of the bridge over Bayou Manchac, and construction of concrete culverts where necessary and the filling in of roadway in some parishes and the cutting down of hills in other parishes of the highway. In addition to this amount, the parishes en route are spending money in parish road construction, which amounts I have not been able to ascertain.

At a meeting of the Good Roads Bureau, held June 15, 1918, the Conservation Committee of the City Federation of Women's Clubs presented resolutions offering their co-operation to beautify the national highways of Louisiana, beginning with the Jefferson Highway. It is their desire to carry out your suggestion of a one hundred mile palm-lined roadway along the Jefferson Highway, as an entrance to New Orleans. In these resolutions they requested that a member of the Federation of Women's Clubs from each parish through which the Jefferson Highway passes be appointed to co-operate with us in having these palms planted.

DIRECTORY Garages and Hotels

To the Tourist—The Jefferson Highway is a cooperative project. It grows better as we each help the ones who help us. These advertisers patronize the Declaration, which in turn does its part toward furnishing you with a good highway. When you patronize these advertisers, you complete the circle.

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On the Jefferson Highway

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J. D. CLARKSON
Editor

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

Forms close the 20th of month preceding date of issue. Sample copies free on request.

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Vol. III SEPTEMBER, 1918 Number 8

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



Send Photographs

The publicity of commissioner of the Jefferson Highway is in constant need of photographs of scenes and points of interest along the way. These are used, not only in the Declaration, but in Sunday newspapers, magazines and advertisements, and are very valuable in exploiting the attractions of the highway.

So send us anything that you can that will help show up your community and make the tourist want to travel your way over the Jefferson Highway.

Not street scenes, not tall buildings, not anything that the tourist is able to see in any one of a hundred towns the size of yours.

But nearly every community has something distinctively in the way of a historical point or a beauty spot of unusual attraction.

Send that—and don't forget to tell us about it.

JEFFERSON HIGHWAY ASSOCIATION,
St. Joseph, Mo.

DID NOT BORROW TO BUY BONDS

The Federal Reserve Bulletin says that one of the most encouraging and gratifying features of the Third Liberty Loan is that apparently there has been little use of bank accommodations for the purchase of the bonds. It estimates that probably more than 80 per cent of the bonds are already fully paid for.

The financial statements of the various Federal reserve banks indicate, according to the Bulletin, that not much borrowing from the banks was done by the subscribers to the third loan. They either paid cash or bought on the installment plan.

This eases a great deal the burden of the banks, upon whose shoulders rests the financing of the business and industry of the country.

— Build Roads Now —

COUNT TRAFFIC ON JEFFERSON

A. J. Fenn, district engineer, has received notice from the State Highway department that Lyle Smith and Carl Holmgren have been stationed on the Jefferson highway between this city and Royalton to keep account of the traffic on the highway. This is being done on all state roads.

The service will be continuous, one man working days and one nights, beginning this morning. In this way all traffic will be counted. The men will be stationed at this place one week.—Little Falls Transcript.

— Build Roads Now —



ROUND-UP OF IDLERS

In a general round-up, to enforce the "work or fight" order, made in a Missouri city of 35,000 inhabitants recently, 2,785 men were hailed before the local draft board to explain why they were not at work.

If this number was found in the draft age in that little city, what would the number have been if the round-up had included all able-bodied men?

Are we not gradually having it born in upon us that there is quite a lot of camouflage about our shortage of man power?

Observe the ten men with whom we come the most closely in contact. Are they working as though their house was on fire? Is the house on fire? Suppose we included ourselves in the ten, could we, at a pinch, stand another hour's work each day? Being a free people, we have to analyze this situation for ourselves. If this job is too strenuous for us, the Huns are entirely willing to relieve us of it—so willing that they are fighting for the opportunity.

But frankly, is not this self analysis and this self imposing of tasks the very foundation of a free government?

— Build Roads Now —

HOW COURTESY IS APPRECIATED

Cordiality and Politeness Pay Cash Dividends

W. N. King, vice president, of Denison, Texas, sends the Declaration a very interesting letter which he had just received from D. A. Frank, general counsel of the Southwestern Bell Telephone System, of St. Louis, Mo. Mr. Frank writes:

"The route mentioned by you appears to be so much shorter than the one by Oklahoma City that undoubtedly it will be the most popular of the north and south roads from St. Louis and Kansas City to Texas points, if the roads are passable."

"I am convinced from some tours I have already taken that it is well worth while for each community to improve its roads and attract people through the country in automobiles. As you doubtless will agree, a man's idea of a country is very much more accurate if he goes through in an automobile than if he passes through on a train, and investments are made, property purchased and money spent usually in places with which we are familiar. These are some of the advantages that accrue to a state having good roads, to say nothing of the money which necessarily is spent by automobilists while touring through the state."

"I went to Chicago and Great Lakes points last year, returning by a different route, and was struck forcibly by the different attitude of some of the communities towards tourists. In some there were signs reading, "Automobilists beware. Slow down to eight miles per hour and put on cut-out under penalty of the law." In other towns there were signs reading, "Automobilists, help us to obey the laws. Observe the speed limit and drive carefully. You are welcome to our city." At the other end of the city limits would be the same sign on the reverse side of which would read, "Automobilists, thank you; come again."

"You can imagine the impression that is made upon a man traveling through a town by reading the two different kinds of signs. In the one place he feels like he has a warm welcome and that if he is going to spend any money on the road he ought to spend it in that community. In the other town he feels like the town is populated by a lot of cranks who would be glad to hale him into court at the slightest provocation, and the sooner he is out of the town the better satisfied he is."

— Build Roads Now —

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Opposite Fraternal Inn.

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Standard Accessories and Tires, Best Workmen.
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CLEAN ROOMS GOOD MEALS

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General Repairing and Storage

Phone No. 1 BAXTER SPRINGS, KAS.

EVANGELINE HIGHWAY MEETING

Organization to Be Held Intact—Opelousas to Be Place of Gathering Which Is To Be Held August 24

Two years ago, a movement was started in Bunkie to encourage the early building of a gravel road to connect the Jefferson Highway at Bunkie with the Spanish Trail at Lafayette, and to be known as the Evangeline Highway. One or two meetings were held at Opelousas, and at a meeting in Lafayette, the Association was formally organized, officers elected, constitution and by-laws adopted and membership dues paid by those present.

The purpose of the association was first, to speed the building of the road; second, to endeavor to build and keep it the best in the state, and third, to mark, with appropriate signs, and advertise the road and the country it will traverse.

Through Beautiful Section

This highway will run parallel to Bayou Boeuf, a beautiful and historic stream, as far as Washington. It reaches the Evangeline country made famous by Longfellow's poem and known to almost every schoolboy and girl. It passes through the quaint old town of Opelousas, in which stands the old church that in former days was supposed to mark the frost line. It was thought that sugar cane could not be grown north of this line.

Striking the Spanish Trail at Lafayette the tourist has before him the town of St. Martinville where stands the oak under which Evangeline is said to have landed in search of her lover.

This is the pure French country of Louisiana. Near New Iberia are the Avery salt mines and the McIlhenny estate where the world renowned Tobasco sauce is made, and Jefferson Island, the old home of the late Joe Jefferson, the great actor of Rip Van Winkle fame. Everyone has heard of the beautiful Teche country. This is reached only a few miles beyond New Iberia.

These are just the things the tourist craves. There is, therefore, no part of our state that offers the advertising features—things the tourist wants to see—that are to be found on and near the route of "The Evangeline."

So much for the tourists—and they are coming in bunches over the Jefferson Highway from this time on.

Farmers Need Good Road

The Evangeline passes through a section rich in fertile soil and timber. A few more and better farmers in some sections and you will see the garden spot of Louisiana, and a hard surfaced road is the one thing that will produce this result.

The farmers along Bayou Boeuf have good homes, good land and splendid stock. Their real need today is a ROAD. They are going to have this road and when they get it the value of their land will be about fifty per cent greater.

Bunkie Will Benefit

This highway will help the town of Bunkie because it will be, for the present at least, the only connecting link between the Spanish Trail and the Jefferson Highway, and for the further reason that there exists a wide community of interests between the people of Avoyelles and St. Landry parishes. The towns of Opelousas and Lafayette, however, will gather the greatest benefit from the tourist, and the merchants of these two places ought to boost, preach and help until this road is a reality and not on paper, and once this road across the country is there, side roads, or laterals, as they are called, will spring up in all directions, and then, not until then, will Central Louisiana come into her own as being one of the choicest spots for good white and colored folks to live. When Father Grace, the distinguished and lovable head of St. Charles College and president of the Evangeline Highway Association issues a call for a meeting of live citizens and good road enthusiasts at Opelousas, which is to be held August 24, we would like to see the men and women who live in and love this section and want to help it get what it needs most—good roads—be on hand ready to help any way they can.

R. D. NIBERT,
Sec'y Business Men's League of Bunkie.

WHAT'S CAMOUFLAGE

What's Camouflage?—The juggler's trade;
 Delusion, glamor, masquerade;
 The mummer's artifice, designed
 To make the Sense betray the Mind;
 The tint of rouge, the scent that clings,
 The curl that grew not where it swings,
 The touch that thrills the blood of man,
 The soft, shy glance behind the fan;
 The sweet, low laugh of badinage—
 That's Camouflage.

What's Camouflage?—A web for flies;
 The mist that blinds the lover's eyes;
 The dainty scrap of this or that
 Which ransoms yester-season's hat;
 The sauce that turns the humble stew
 To some delectable ragout;
 The motor builder's happy scheme
 To make the humble chariot seem
 A car from Croesus' garage—
 That's Camouflage.

What's Camouflage?—The printed lure
 That promises the wondrous cure;
 The caster's fly of colors gay,
 The mining stock, the smooth toupe,
 The bluff that screens the empty purse
 Or masks untidy prose as verse,
 The veil of picturesque romance
 That changes theft to High Finance
 And treachery to Sabotage—
 That's Camouflage.

What's Camouflage?—Oh, many things!
 The pomp and pride of thrones and kings;
 The gambler's hope; the rosy wreath
 That fades and leaves the thorns beneath;
 A wrecker's light; the phosphor glow
 Some mocking star has cast below
 To make the eyes of men behold
 Their gold as dross, their dross as gold;
 The zealot's vision, Fames mirage—
 That's Camouflage.

—Arthur Guiterman in Life.

—Build Roads Now—

One definition of this term is "not what it seems," and this definition is good enough for our purpose.

Much camouflage is used on the battle front in Europe, mostly for the purpose of intentional deception. Thousands of feet of canvas painted to resemble the surrounding landscape are suspended across a danger zone and behind this canvas, move thousand of soldiers with munitions and supplies—their movement entirely unsuspected by the enemy not far away. The roofs of munition depots are painted to resemble clusters of rocks and the bird man flies on his way not suspecting they are not what they seem.

Much camouflage creeps into road bond elections. Sometimes it is introduced by careless friends of the issue, with no intention to deceive or mislead anyone.

The million dollar sound is introduced into the bond campaigns by its friends, but it is not what it seems. Mufflers are used on automobiles; why not use them in bond campaigns and run the million dollar sound through them before letting it loose?

The camouflage lies in the fact that the million dollar sound seemed to spell o-b-l-i-g-a-t-i-o-n when in fact it really spelled b-e-n-e-f-i-t, and benefit only.

The only interest any individual has in the million dollar sound, is that it brings to him an assurance that if he puts up his pro-rata on each one hundred dollars of assessed valuation, enough other people are going to do the same thing to build miles of 365-day road that will give him an outlet to all the other 365-day roads in the United States and Canada.

Stripped of its camouflage, the issue presented to the voters is this: "Shall I join the other voters in my county or state in a co-operative effort, in buying miles of 365-day roads within the next few years at wholesale prices, by anticipating my road taxes, and agree to pay for my share of those roads, or continue to buy them at retail at the same cost to me, unavailable in quantity and undesirable in quality?"

Shall I do this, and have the roads to use while I am still on earth, and leave them for the use and benefit of my children, just as I leave other improvements on my property, such as a good house in country or city, with modern facilities for the enjoyment of life?

When the camouflage is removed, the question to settle becomes very simple.

WIND MOTOR COMPANY

J. O. CABANISS, Manager
 Accessories and Service
 MIAMI, OKLA. Phone 350

AUTO SERVICE GARAGE

PRYOR, OKLA.
 Storage and Expert Repairing. Tel. 7

HOTEL TERRY

PRYOR, OKLAHOMA

G. C. HALL & CO., EUFAULA, OKLA.

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Eckelkamp Bros. Hardware Co.

Goodyear Tires and Tubes

Good Gasoline and Oil

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LEWIS-BRIGGS MOTOR CO.

Second and Cherokee
 Phone 26 McALESTER, OKLA.

ATOKA AUTO AND SUPPLY CO.

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Storage, Accessories and Repairing
 Prompt Road Service
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"Prompt and Courteous Attention"

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In the Heart of the Business District

EUROPEAN PLAN, PRIVATE DINING ROOMS

"Modern Fireproof"

250 Rooms

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SHREVEPORT, LOUISIANA

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.

Quotations on Request

MANHATTAN OIL CO.,

Des Moines, Iowa

MAPS FOR TOURISTS

EVERY GARAGE on the Jefferson Highway ought to be a Highway station, ready to give precise and accurate information to the tourist and to render him service of value.

The only guide that the tourist needs is an official map to show him how to get onto the Highway. After that the signs and marks do the business.

The official map folder gives every town through which the Highway passes, with total and intermediate mileage. It is just what every tourist needs.

Garages may buy them at the following:

	Prices:
100	\$1.00
300	2.50
500	3.75
1,000	7.00

Or, with the garage advertisement, your own wording:

500	\$ 8.00
1,000	15.00

Commercial bodies and community clubs will find these splendid advertisements, too.

THE JEFFERSON HIGHWAY ASSOCIATION
ST. JOSEPH, MO.

CONTEMPLATED IMPROVEMENTS

Those who use the Jefferson Highway south from Kansas City either on the Missouri route or on the Kansas route will be interested in the following items taken from the Kansas City Times.

The first item has reference to the two miles of bad road at the end of 31st Street. The second has reference to the road in Wyandotte County, Kansas.

"That the county court has the right to build or repair, or assist in building and repairing, important trunk line roads inside the limits of Kansas City, Road Law, enacted by the last session of the legislature seems to empower the court in Independence. The power is based on a provision of the Hawes Road Bill, passed by the last session of the legislature. The court never before had been asked to exercise the power.

A party of men living near Leeds, with A. N. Gossett, attorney, Alderman Allen T. Finnell of the Fourteenth Ward and others for spokesmen, went before the court with a petition signed by about one hundred names, asking the court to join with the city in repairing the rock road running from Twenty-seventh Street and Lister Avenue south and east through Leeds to the city limits, a little southeast of that village. Invoking the Hawes Road Law as authority, they asked the court to pay at least 25 per cent of the cost of building the road.

Too Costly for Tax Bill Plan

This is a part of the Kansas City and Lee's Summit road, first built by the county many years ago, when the city limits were at Twenty-seventh Street and Lister Avenue. The macadam is badly worn. The road, it was pointed out, runs through a very sparsely settled part of the city, and for the property owners to have to pay tax bills for the rebuilding, it was argued, would be practically confiscatory.

"At least a third of the people of the county outside of the city use this road in coming into town," Attorney Gossett said. The men whose names are signed to this petition, though living mostly in the county are willing that county revenues should be used in helping the city to make a good road."

Judge Woodson Favored It

A. L. Cooper, county counselor, said the Hawes Road Law gives the county court entire discretion to build all or to pay a part of the cost of rebuilding the road, or any other road similarly situated and of general public necessity to the people of the county.

"When the matter first was suggested," Judge Stephen C. Woodson said, "I laughed at the idea of spending county money inside the city, for I knew of no law authorizing it to be done. But now that we know we have the authority, I feel free to say that I am inclined to favor the proposition, especially in view of the fact that Kansas City pays 90 per cent of the county taxes."

Want a Wider Roadway

Miles Bulger, presiding judge of the county court, told the petitioners to decide on what kind of material they wanted to use, get the city engineer to make plans and specifications and an estimate of cost, and then come before the court. "We at least will give the matter careful attention," he said.

The petitioners asked that the old, wornout macadam roadway, which is only about eighteen feet wide be rebuilt as a 30-foot concrete driveway. The distance is about two miles, and an informal estimate of the cost was from \$40,000 to \$50,000.

— Build Roads Now —

Let Southwest Boulevard Contract

The Wyandotte County commissioners yesterday let the contract for resurfacing and grading Southwest Boulevard in Rosedale from Barben's store to the Johnson County line, a distance of one and one-half miles. Archie Turner, a Rosedale contractor, was given the work. His bid was \$12,558. The engineer's estimate was \$14,755, approved by the highway commission. Three thousand yards of grading will be done and eighteen small culverts built.

— Build Roads Now —

You can always have a good dirt road, you know.

— Build Roads Now —

The person who scatters glass on the highway has something coming to him when he dies.

— Build Roads Now —

A good road is more than a good road; it is an expression of the progress of the community.

MOTOR MACHINERY AID TO FARMING

Without It Vast Win-the-War Crops Would Have Been Impossible—New Methods Prevail—Town Brought Nearer the Farmer, Says R. C. Rueschaw of Mitchell Co.

— Build Roads Now — Build Roads Now — Build Roads Now —

"Since the the invention of the harvester and reaper, no single tool or device has promoted American farming as has the automobile with its offspring, the motor truck and the farm tractor," says Vice President R. C. Rueschaw of the Mitchell Motors Company, Inc., of Racine, Wis. "And yet, scarcely a national industry has received as much adverse publicity as the automobile business."

"Of course, it is needless to say that without the motor truck and more especially the farm tractor, production of those vast 'win-the-war' crops would have been physically impossible. But you must also remember that a few years ago it would have been very difficult to have excited our farmers to the pitch of enthusiasm necessary to raise these crops in the short time available. The farmer's mind has changed as well as his methods of working.

"Life on the farm was not considered so dismal nor did the flow of farmers' sons to the city take place without reason. We are a quick-witted, active-minded race and one of the requirements of our nervous make-up is a certain degree of change. Before the introduction of the automobile on the farm this change was lacking. The farmer was practically isolated, confined to the dull, grinding repetition of the same dreary tasks day in, day out for year after year. The nearest town was generally too far away by horse to afford more than a rare visit. Social intercourse was stunted by

the difficulties of carrying it on. Is it any wonder boys left the farm?

"Today sees a great change," continues Mr. Rueschaw. "No longer does the farmer get along with make-shifts when he needs supplies or a machine part. A 100-mile trip to town is no barrier to the motor equipped farmer when it comes to keeping his tractor and other farm implements going. In fact, it is in the West where great farms, big crops and long distances are the rule that the passenger car makes modern production possible and modern farm life livable.

"Heretofore inaccessible neighbors, grade schools and libraries are practically at the farmer's door. Everywhere we find a quickening of spirit, a great awakening going on the farm. Community interests, granges, business, shipping and marketing associations, all sorts of organizations for the improvement of farm life are springing into being. It is this new rural life that is making possible the American farmers' splendid war contributions of produce and money.

"Who has the imagination to picture the future of the farmer when American crops, carried in American ships, feed the world? Who can foresee the tremendous development of which our country is capable when the farmer comes into his own in every phase of his life? And who can say to what extent all these things would have been made possible but for that much maligned invention, the automobile."

TWO ROADS SELECTED FOR HARD SURFACING

Improvements to Cost \$400,000 Are Approved By the State Highway Board—One Hundred and Two Road From Asylum to River, and Jefferson Highway, St. Joseph to Faucett Are Designated

— Build Roads Now — Build Roads Now — Build Roads Now —

Two permanent hard-surfaced roads for Buchanan County, Mo., calling for an aggregate outlay of \$400,000, have been approved by the state highway board, George E. McIninch, a member of the board, reported today.

Mr. McIninch has just returned to St. Joseph from Sedalia, where the board held a meeting. Another meeting will be held in Jefferson City later in the month.

One of these roads will extend from a point just beyond the state hospital to One Hundred and Two River, a distance of 2.2 miles. The hard-surfacing will be of asphaltic concrete, and the estimated cost is \$19,455.

The other road to be improved will be the Jefferson Highway between the city limits and Faucett, a distance of 11.2 miles. There will be a concrete base with a vertical-fibre brick wearing surface, and the estimated cost is \$35,000 a mile.

Will Be Finest in the State

"The St. Joseph-Faucett link of the Jefferson Highway will be the finest stretch of road in the state, when finished," said Mr. McIninch today. "Both projects have been approved by the state board, and have been sent to Washington for the government's approval.

"If the government gives the projects its O. K., one-half of the expense of building the roads will be defrayed by the federal government and the state, and the other half will come out of the county's \$2,000,000 road bond issue.

"The board's estimates as to the cost per mile are liberal, because under the federal regulations the contract price cannot exceed the estimate. But these are estimates only, and not appropriations, and the actual cost may be less than the estimates.

"I am delighted with the board's action in approving these projects. They will give Buchanan County a good start with its hard-surfaced road project."

Hope to Advance Case

A transcript of the testimony taken in the contest hearing on the county's \$2,000,000 road bond issue,

which resulted in the bonds' being sustained, has been finished by Frank J. Stever, circuit court stenographer, and turned over to Ben J. Woodson, one of the attorneys for the plaintiffs. This transcript, with the bill of exceptions, will be forwarded to the supreme court within a few days, when it is hoped arrangements can be made for advancing the case on the docket for a hearing as early as October.

Should the supreme court sustain the trial court, and hold the bonds good, the sale of a \$200,000 block of the bonds to a Kansas City concern several months ago will be validated, and the money will become immediately available for road purposes in Buchanan County, even though the purchaser's attorney declared the bonds void—because, as he said, the bond election was not held strictly according to the provisions of the Australian ballot system. Judge A. D. Burnes of Platte City, before whom the bond case was tried, after hearing the evidence, overruled the attorney on this point, holding that there had been a substantial compliance with the law.

— Build Roads Now —

A CLIMAX IN HASTY FARMING

The climax in hasty farming was reached here today when two farmers were detained by the police for exceeding the speed limit here, each with a load of wheat, the officer declaring they were making twenty-five miles an hour. The loads were in large wagons attached to motor cars and the farmers explained that they were endeavoring to deliver the grain to the elevators direct from the thresher to meet the requirements of the American army and its allies, and it required haste in transportation. The police allowed them to go and their names were not booked.—Topeka Capital.

— Build Roads Now —

WHAT IS A HIGHWAY, ANYHOW?

For One Thing It Is Not Merely a Good Road—But Here's the Answer In Detail, As Exemplified On the J-H

By HERBERT F. McDOUGAL,

THERE is a vast difference between a highway and a good roads project, as the Jefferson Highway elucidates the matter.

But that doesn't keep the proletariat from looking upon the official party, which is touring the 2,600 miles of the highway, as road builders.

We almost apologize when we can't announce that a traction engine and a grader, manned by a flock of convicts, are following fast in our wake, laying down a boulevard that will endure for all time.

But a good road is not necessarily a highway, and, alack! sometimes a highway is not a good road. As the Jefferson Highway can say that 40 per cent of its length is a 365-day road, that another 15 per cent is financially on its way toward hard-surfacing, and that there is a movement in most of the communities looking, even if distantly perhaps, to the completion of the highway, the conflict across the water to the contrary notwithstanding, it can admit without shame or embarrassment that some parts of the Jefferson Highway at times might not be so construed.

But probably the reader at about this juncture rises to demand, what in trunket is a highway if it isn't a good road, and here's the answer, as has been promulgated up and down the length of our own highway, from New Orleans to Winnipeg, J. D. Clarkson, general manager, being the promulgator:

A Road With a Purpose

A highway is a thoroughfare with a purpose. It starts somewhere and ends somewhere. It is marked so that the wayfaring motorist, whatever he may be, need not err therein. It has supervision that supervises, and every mile is under the scrutiny of the general manager and the thirty-two international directors. It has a publicity department that works overtime trying not to overlook any of the attractions the highway or any of its communities has to offer to the tired tourist, and goodness knows that's some job!

For the highway has about every sort of an activity known to man along its length. It goes around the source of the Mississippi river, and it follows the course of that stream through Louisiana where it has been leveed until one has to climb a high bank to attain the level of its surface. It goes through pine woods, cornfields, cotton fields and palm groves. It romps across the Mason and Dixon line, bisects the lead and zinc fields of the Joplin and Miami districts, circles through the Elberta peach district of Texas, passes beneath the Evangeline oak in Louisiana, touches the oil fields of Oklahoma, is adorned by John Smith, a 128-year old Indian at the north end, and leads the tourist to the house where Jesse James was killed—which is no mean asset so far as the tourist is concerned—and passes the loess soil fruitlands of St. Joseph and vicinity.

It has other attractions, also.

And not one of these things is dependent upon a good road, although a good road could, and does, add comfort and pleasure to the trip.

Tourist Pays for Highways

The folks along the way build good roads; the tourist builds the highway. It is estimated that he leaves \$1 an hour per car as he travels on pleasure bent through the country.

And he doesn't leave it with the ticket agent at the terminus of some transcontinental railroad, either; nor pay it out for berths and fees in pullmans, nor squander it in dining cars to be sent back to the treasurer of the railroad. The motorist pays his toll as he goes, the payment being made wherever he happens to need gasoline, oil, repairs, food and lodging.

All this is outside money, too; it isn't money that has to be wrested from your neighbor. It is added to the community, and goes to increase the per capita wealth. If the reader cares to make an estimate of how much that may be, let him look at the official count of automobiles made by the state highway department of Minnesota, forty miles south of St. Paul, September 1-9, 1917. For the nine days the average number of automobiles passing over the Jefferson Highway at that

point was 1,129 a day, and the tourist was not in the minority, either.

This actually happened on the Jefferson Highway the other day while the official party was in the city. Three tourists stopped at one garage and had repairs done that amounted to \$110. The garage man paid \$70 of this out in wages immediately, and the next day his wife took the rest of it and went shopping.

So it wasn't the garage man alone who was benefited.

They Love the Blue and White Marks

If that town had had only local good roads, it would not have been in the line of tourist traffic, for the tourist dearly loves the illuminating signs and pole markings of an established highway, especially when he has been duly advised that the highway has along its length many points and objects of interest.

He doesn't even object to running over many miles of dirt road, so long as the highwaymen of that community have a pride in their work. But he does want to go somewhere and to know that he is properly and unmistakably on his way.

The tourist is a person in an especially happy frame of mind. He has shucked off his cares and is out for an interesting time. He invites impressions, and is susceptible to them. He wants to know.

As he is running his own power plant and making his own schedule, he may stop as often and where he wishes and the train doesn't start until he gives the signal. He doesn't give the signal, as a rule, until his curiosity is satisfied.

In the meantime, he may have bought a fine animal out of a herd along the way, taken an option on a farm, or investigated a business opportunity.

He didn't come into the country with any notion of doing so, but he doesn't mind combining a little business with his pleasure, so long as it's a pleasure to do business.

All of which are not vain imaginings, but are pages right out of the Jefferson Highway book of experiences.

While it may be true that not all good roads are highways, it follows that all highways sooner or later become good roads, for the highways prove their worth first, and the value of the investment is soon realized. Sometimes the communities are a little slow in seeing this, sometimes they want to put up with makeshifts, but the makeshifts are educational in themselves.

Remember First Telephone?

For confirmation of this statement, remember the first telephone line that you ever saw projected. Had spindling, crooked oak poles for the wires, didn't it? Later these gave way to regular, time-tried cedar poles, and the rest of the equipment was brought up to par. But the community never would have had a telephone line had it been compelled to buy the good equipment at first.

The highway party recalled this fact when it was running over the Kansas branch of the Jefferson Highway the other day, and saw a country telephone line with its two wires strung for several miles on oak poles with forks at the top on which the glass insulators were carefully stuck. The labor spent in hunting out these poles probably would have more than bought good cedar poles with three times the length of life, but that isn't the way things are done, human nature being such as it is.

Another difference between a good road and a highway—the good road stays put. There is no danger of anyone taking it up, but the Jefferson Highway isn't owned in fee simple, it gives only a franchise, and when a community neglects its opportunities, it is likely to wake up some bright morning and discover that a more enterprising community has filed a claim on the highway.

The case then goes to court before the officials of the highway, and the matter is adjudicated. The result is that the community most entitled to the highway, gets the routing.

ROAD QUESTION AT CRISIS

Government Neglect Astounding, Judge J. M. Love Says. A Billion Spent for Common Highways Would Pay Cost Before Completion, and Hasten the Winning of the War.

— Build Roads Now — Build Roads Now — Build Roads Now —

Speaking before the young men's division of the Chamber of Commerce last week, Judge J. M. Lowe, national president of the Old Trails Road Association, declared a crisis more serious than generally is understood has been reached in the road question.

"It simply is astounding that with a full realization of the important part transportation bears in the war we deliberately and premeditatedly should have struck down at a single blow the principal factor—that of building and maintaining the common highways of the country," he said.

Judge Lowe quoted from a recent editorial in the Manufacturers' Record, which said in part:

"It looks as if no hope can come from any of the existing governmental activities which control and suppress highway improvements. We can see no hope of any improvement except through an organization formed by President Wilson himself, in co-operation with Congress, or by Congress taking the lead, for creating a commission committed wholly and absolutely to the one great issue of building highways."

A Billion for Railroads

"A billion dollars are to be spent in railroad betterments," continued Judge Lowe. "If a like amount were appropriated for building and maintaining the roads of the country, which belong to the people, we could build one hundred thousand miles of roads, figuring the cost at \$10,000 a mile.

"When that billion dollars appropriated to the railroads is expended, however important and necessary such expenditure may be, it will not have added one dollar additional value to the national wealth of the country. Whereas, if one hundred thousand miles of common roads were built and maintained by the government they absolutely would pay their entire cost before the roads could be completed in the increase of additional values—thus adding immensely to the national wealth and prosperity of the country."

Let People Build Own Roads

"I know of no other scheme of internal improvements that would add so much to the betterment of the country—so much to the wealth and prosperity of the country, and accomplish a greater amount of good toward winning the war. If the government cannot see its way clear to do this great work, and do it now, by all means it at least should get out of the way, and let the people, who stand ready and willing, build their own roads. But we are facing the amazing spectacle of the government refusing to contribute to this great cause, and through committees, bureaus and departments absolutely discouraging and suppressing the effort on the part of the people to build them at their own expense. We have waited with patience, because no man nor association of men, desires to be placed in the attitude of criticizing or opposing any plan or device designed to help forward war measures; but all the dictates and impulses of genuine patriotism require (at least those of us who see the importance of this cause), we should speak out plainly and emphatically, even at this late date, and undertake to reverse this Washington attitude.

Would Hasten War Verdict

When we shall have four or five million men on the battle fields of Europe it will tax our productive and transportation energies to the utmost to keep them supplied with necessary provisions, arms and ammunition. Under such circumstances, facing such a condition as this, shall we halt or hesitate? No, a thousand times no! Every patriotic impulse, every drop of American blood should be enlisted in this, the world's greatest and the world's most righteous and just war, on the part of the Allies, and no act on our part can do more to bring an early and righteous verdict than going forward in this great work, so necessary in the solution of the transportation problem."—K. C. Star.

The large part Judge J. M. Lowe of Kansas City, has

taken in the good roads cause is well known. He has been an able, consistent and persistent worker.

His views as expressed above are worth consideration.

Many of us have derived considerable satisfaction in considering the stupidity and wooden headedness evidenced by the Germans in the numerous blunders they have made, such as the idea that they could walk through Belgium without any obstruction being put in their way, or that they could continue indefinitely to insult the United States and we would not fight. But the time has come to inquire if all the stupidity extant is held in Germany.

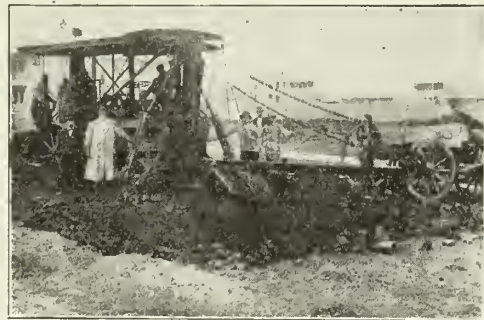
Perish the thought that any of it has crossed the Atlantic, and yet occasionally the suspicion arises that possibly it may have done so when we consider the attitude prevailing in certain quarters as to the necessity of highway construction and maintenance.

Or, is it German propaganda? The inability to locate just who is responsible for it and the persistent recurrence of it in season and out of season has given rise to the suggestion that the idea of minimizing the importance of road work was "Made in Germany"—Judge Lowe may well say the time has come to revise this attitude.

— Build Roads Now —

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

Beaver Falls, Pa. Joplin, Mo. Monadnock Bk., Chicago

Pavers,
Grouters,
Hoists,
Pumps,

BOSS
HIGH SPEED

Building
Mixers,
Backfillers,
Elevators

Contractors' Equipment

BUILT OF STEEL WITH
HYATT ROLLER BEARINGS

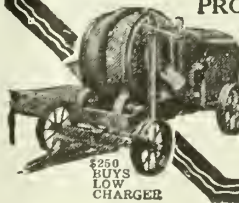
ASK ABOUT
OUR
HIGH DRUM
TWO BAG
PAVER

Astonishingly Low Prices
—Cash or Terms—
PROMPT DELIVERIES

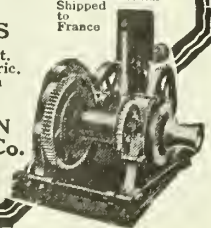
OVER 100 SOLD
IN ONE ORDER
Shipped
to
France

All sizes from 5 ft. to 22 ft.
cap., Gas, Steam or Electric.
Complete stock carried in
or near your city.

THE AMERICAN
Cement Machine Co.
Inc.
Keokuk, Iowa



\$250
BUY
LOW
CHARGER



DU PONT AMERICAN INDUSTRIES

Don't Waste Explosives!



Tamp each charge thoroughly to confine the full force of the blast and use the explosive particularly designed for your kind of blasting operation. One means of conserving is to use Red Cross Explosives. Another economy is to

Fire Charges Electrically

There is no reason for using dynamite of 40 or 60 per cent strength when the same or better results can be accomplished with a grade of less strength.

And electric firing with dependable Du Pont blasting machines and electric blasting caps is surer and safer.

Our High Explosive Booklet and our Blasting Supplies Catalog will advise what will best serve you. The coupon will bring you free copies.

E. I. du Pont de Nemours & Company

Powder Makers Since 1802

Wilmington, Delaware

DU PONT AMERICAN INDUSTRIES ARE:

E. I. du Pont de Nemours & Co., Wilmington, Delaware, Explosives.
 Du Pont Chemical Works, New York, N. Y., Pyroxylin and Coal Tar Chemicals.
 Du Pont Fabrikoid Co., Wilmington, Delaware, Leather Substitutes.
 The Arlington Works, 725 Broadway, New York, Ivory Py-ra-ilin and Challenge Collars.
 Harrison Works, Philadelphia, Pa., Paints, Pigments, Acids and Chemicals.
 Du Pont Dye Works, Wilmington, Delaware, Coal Tar Dyestuffs.



DUPONT ADVERTISING DIVISION MOVES

E. I. du Pont de Nemours & Company of Wilmington, Delaware, which is ever to the forefront in displaying initiative and progressiveness, has sprung an innovation in advertising circles by equipping an immense office building solely for the use of its Advertising Division.

Through the expansion of its varied lines and the acquisition by purchase of a number of allied industries the Advertising Division of this great company has increased to such an extent that from a pay roll of eleven people in 1911, it has grown until it now numbers a force of two hundred advertising experts and assistants, under the able direction of George Frank Lord, the company's director of advertising.

In the columns of Kaiser Wilhelm's subsidized press considerable space has been devoted of late to gloating over the alleged abandonment of foreign advertising and curtailment of home advertising by American manufacturers. The Du Pont Company, however, is one to which the stricture of the Kaiser's press does not apply. Instead of reducing its advertising expenditures the Du Pont Company doubled its appropriation for the present year over that of the previous year and is planning to increase the sum still further for 1919.

The courageous action of the Du Pont Company in doubling its advertising expense at a time when business conditions bordered on the chaotic served no doubt as an inspiration to other great companies which have since been following in the Du Pont footsteps and are keeping their names and products constantly before the public eye.

Another important feature of Du Pont Advertising is the pioneer idea of group advertising of related industries, an idea which is certain to become typical of American advertising in the future.

Contrary to a generally accepted belief, the Du Pont Company is not engaged solely in the manufacture of industrial and military explosives. In reality it is the greatest diversified industrial enterprise in the world. It manufactures more than a thousand peace products

which are widely used in the arts, sciences, industries and the home.

The advertising aims of the company are directed toward furnishing the public with complete information and education as to the uses and proper methods of use of their multiplicity of products. In consequence the importance of the Advertising Division has increased in proportion to the growth and expansion of the company.

In addition to its already many varied industries the company recently acquired a large interest in the General Motors Company. In view of the thoroughness with which the Du Pont Company applies itself to any proposition, it is safe to predict that its venture into this field will have a marked influence on the future of the automobile business in this country.

— Build Roads Now —

TALKING TO THE MOTORIST

Many Communities Are Finding Ways For Little Chats

"Good bye, best wishes: Remember Gregg County to your friends," is the pleasant little au revoir that Gregg County, Texas, shouts to the motorist as he speeds out of that county, and thereby leaves a most pleasant impression on the visitor.

"Help us keep up the roads; don't drive in the ruts," is an appeal, frequently made along the roads in Harrison County, Texas, and which is so friendly in its tone that the motorist can hardly help heed it.

These are two of many signs along the Jefferson Highway, which indicate that there still is a method of catching the attention of the traveler and getting a message to him, even if he sometimes over-step the speed limit, which often reaches the snail's pace of eight miles an hour, and is as often unheeded, for these are not the days of such maximums.

JEFFERSON HIGHWAY DECLARATION

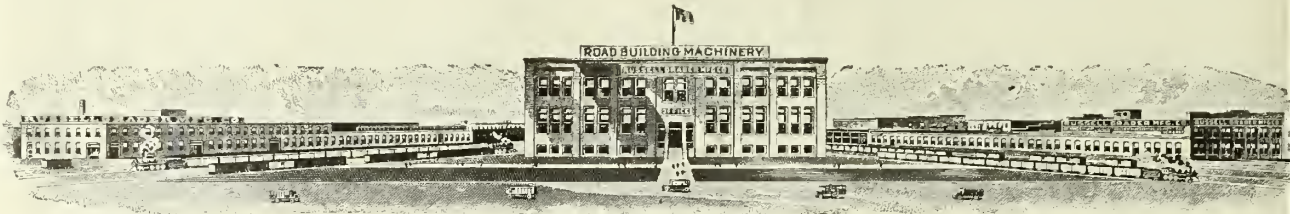
50 Cents a Year
\$1.00 Three Years

Published Monthly by
JEFFERSON HIGHWAY ASSOCIATION

OCTOBER, 1918



IN OCTOBER THE TOURIST TURNS SOUTH TO SUCH SCENES AS THESE.



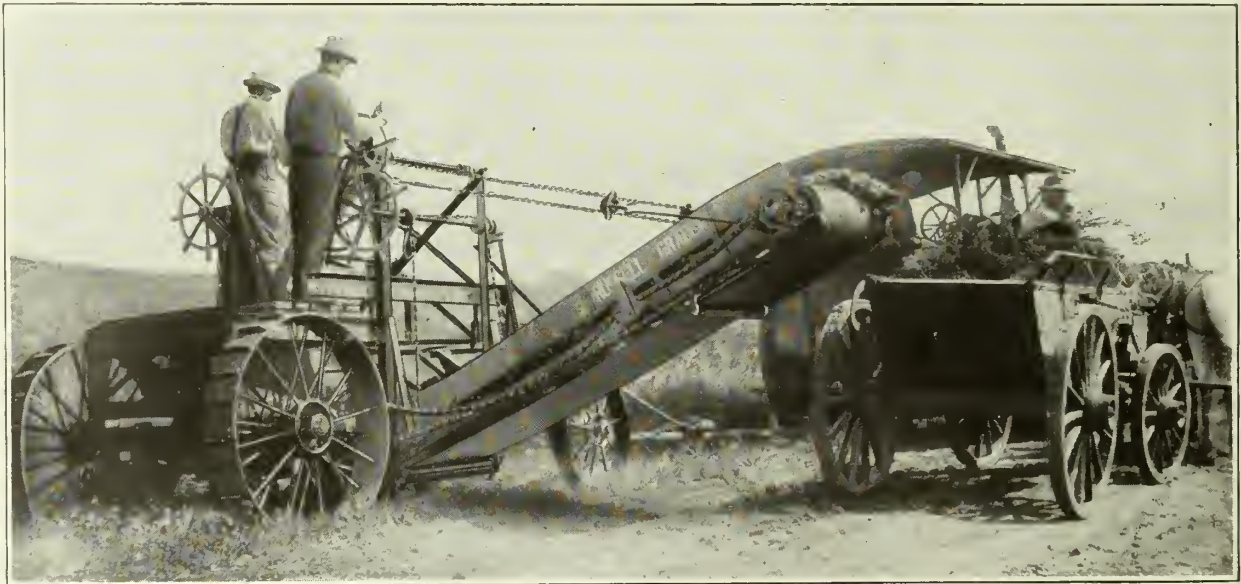
THE FACTORY

OUR STORY IN PICTURES

Russell

Earth Handling Machines

THE NAME THAT STANDS FOR QUALITY
AND
The QUALITY shown by the WORK being done



THE RUSSELL ELEVATING GRADER LOADING A RUSSELL DUMP WAGON

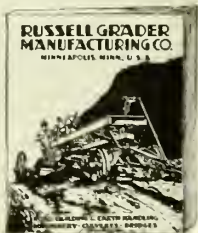
A Million Dollar Corporation Specializing in a Complete Line Including

10 sizes and styles of Road Graders; Road Planers;
4 sizes of Scarifiers; all styles of Scrapers; Corrugated
and Cast Iron Culverts; Steel Beam Bridges, Etc.

Our 1918 Catalog is Ready; 50-page Book (8½ x 11 in.) GET IT.

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REPRESENTATIVES IN PRINCIPAL CITIES OF U. S. AND CANADA



RUSSELL ROAD BUILDING MACHINERY, CULVERTS, BRIDGES, ETC.

JEFFERSON HIGHWAY DECLARATION

Volume III



Number 9

October, 1918

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

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THE DEADLY PARALLEL

— Build Roads Now — Build Roads Now — Build Roads Now —

The Movies Are Given the Freedom of the Earth, Baseball is Placed in a Favored Class, But Road and Highway Activities Are to Be Put Under Drastic Control

— Build Roads Now — Build Roads Now — Build Roads Now —

MOVIES HELD ESSENTIAL

War Industries Board Recognizes Value of All Branches

Washington, Aug. 23.—The motion picture industry in all its branches has been recognized as an essential industry by the war industries board. Chairman Baruch announced today that this action had been taken in line with Provost Marshal General Crowder's ruling under the work or fight regulation that the industry afforded useful occupation.

Recognition of its value in affording an educational medium for the great masses of the people, as well as a wholesome cheap means of recreation, governed the board in placing the industry upon the preferred list for priority. The extensive use of motion pictures by all war recreation agencies also was considered.

BAKER ASKS CROWDER TO PERMIT WORLD SERIES

Part of the Proceeds to Be Given to Red Cross

Washington, Aug. 23.—It was learned officially today that Secretary Baker will recommend to General Crowder delay in enforcement of the work or fight regulations so far as they affect baseball players who will participate in the world series to Sept. 15, in order that these games may be played.

Baker's decision, which was forecast by him yesterday, was made as soon as he received a communication on the subject from the National commission. This it is understood contained only the request that the regulations be extended to Sept. 15.

HIGHWAY WORK UNDER FEDERAL REGULATION

Street Improvement and Road Building Under Council

Washington, Aug. 23.—Road building and street improvement throughout the country virtually passes under federal control for the war, under regulations issued today by the federal highways council, effective Sept. 10. Manufacturers are forbidden to furnish materials for any project not approved by the council. In passing upon proposed projects, including bridge and culvert construction, the council gives notice that it will give first consideration to maintenance of highways already completed and that re-construction will be approved only where it is shown that maintenance no longer is practicable.

— Build Roads Now — Build Roads Now — Build Roads Now —

The three Washington dispatches quoted above and the rotation in which they occur, seem to indicate the relative importance held in some quarters, of the subjects they treat, in war times.

Movies are held essential in all their branches. They do not seem to tap that fund of money needed to finance our billions of Bond issues, so they are turned loose to take what they wish of the time and money of the people—that is such of the people as can reach the movie theaters, but there are many who live miles from these places.

It has not been so many months since our attention was turned, with consuming interest, to the rural districts—to the farm and the farmer. We were told that "Food would win the war," and the farmer was conjured to work longer hours to raise foodstuff. Others, not farmers, were told they must go help the farmer

in this stupendous task. The vital need of foodstuffs and the urgency of raising them, still exists, we are told.

The strenuous life of the farmer and his helper must go on. Possibly they do not need the recreation and educational facilities of the movies. Possibly the farmer and his helper are made of such stern stuff that they can go on indefinitely without these influences so highly prized by others. It is to be hoped that they are thus strong fibered, because during the planting, growing and harvesting seasons, they were prevented from attending the picture shows by the necessity of caring for their crops and during the winter season, bad roads will prevent them from availing themselves of the recreation and educational values of the movies.

Thus is the farmer chained to his task, first by the call of duty then by bad roads. Which shall be changed



A sample of some of the kind of roads farmers have to drag through to secure recreation afforded by the movies.

—the task or the fatally short sighted policy regarding road improvement?

Second in the above trinity, is base ball. It is not permitted to go scott free like the movies, but an appeal is alleged to have been made by the great War Secretary, for an extension of time of the "Fight or Work order," which would permit of the playing of the World Series.

Is it not the same kind of money current at the gates of the baseball parks, which is used to buy war bonds, and will the usual display of man power seen in the over night crowd waiting in line to buy seats, be dispensed with at the world series?

It is true that both the movies and base ball pay a war tax on door and gate receipts, but who is going to suggest that this gives them any special consideration?

It is true also that both of these interests are highly organized and closely controlled for private profit. What influence, if any, this had in securing favorable consideration, is not widely known.

The third item of the trinity, treats of the drastic control to be exercised over road building, highway construction and maintenance. Even the leeway given base ball is not extended to road building. Even if this control falls in friendly hands, and it is learned from other sources that it will, the administration of it will paralyze any dignified program for road and highway building and maintenance, especially after the months of doubt that have preceded it, unless a broad and liberal policy is adopted and it behooves every good roads man and every highway advocate to be up and doing before things assume too concrete a form at Washington.

With base ball being placed in the favored class and the movies in the unrestricted class, now is no time to quietly accept unreasonable restrictions by the road man, especially when the reasons assigned for placing these restrictions are the conservation of money and man power for the winning of the war.

Money was never more plentiful in the history of the country and the stock is increasing with every passing

month. Man power is by no means exhausted—one great element having not yet been touched and another great element of man power, whose reserves have not been drawn on at all.

Some lines of investigation seem to lead in the direction of this paralyzing of highway activities—being German propoganda. Whether or not there is any truth in this suggestion, it would certainly seem that Germany either missed a good chance or thought the subject would be taken care of without her giving any attention to it, as nothing could be any more conducive to German success, than the neglect and destruction of the allied lines of communication in the back areas, including the back areas of the American farms where food is raised and from where it must be sent in ever increasing quantities to feed our soldiers, the allies and our own people.

The Germans thought to stop this steady flow with the U boats, when it reached the sea, but with a successful propoganda of non-road building in effect, the failure of the U boat need not alarm the Kaiser.

Then let us be up and doing. Let us go after this propoganda whether it is of German origin or not—let us go after it like the boys went after the Huns at Chateau Thierry, and secure the revision of any seeming attitude against proper road building and highway construction and maintenance.

We have no word of censure to voice, questioning the justice, equity or necessity of the freedom granted the movies, or the favor shown base ball, but we have a strong protest to make against the ex parte decision that road improvement to any dignified extent, must await the close of the war.

The fact that no national leader of prominence has been found who will father this "slackness" in road building, arouses the suspicion that it has no legitimate sire.

Call to mind the ten, fifteen or fifty leaders of public thought from President Wilson down, and every one of them stands unequivocally committed to the principle that good roads and highways are the foundation of civilization and not one of them could be persuaded.



A sample of some of the roads over which war supplies must be transported in America and the kind of roads that many of our country children have to navigate to visit playmates across the way or go to school.

for one moment, to come out in an autographed statement minimizing the importance of them during a period of war.

Beyond a shadow of a doubt, a determined stand on the part of the good roads forces and the highway advocates would develop that this "Slacker" attitude which is supposed to prevail at Washington, is illegitimate and has no proper place in the policies or practices of a nation that is supposed to be wise enough and strong enough to save the world.

If the good roads and highway forces of the country will organize and present a strong front; and as persistent a propaganda as did the movies, base ball and scores of other interests, they too can be taken into the fold and given their fair proportion of duties to perform, and facilities with which to perform them, to the end that while we are saving the superstructure of civilization—international law and equity—we will not neglect, undermine and destroy the foundation of civilization—the means of communication.

——— Build Roads Now ——— Build Roads Now ——— Build Roads Now ———



Will the road policy which now seems imminent, bring the Democracy of America in the back areas to some such transportation system as this?

THE HIGHWAY PROBLEM

Centralized Authority Necessary to the Development of National Highways

By GENERAL COLEMAN DU PONT,

Chairman Board of National Councillors, National Highways Association.
Member State Highway Commission of Delaware.

— Build Roads Now — Build Roads Now — Build Roads Now —

A NATION is rich and successful and prosperous not in proportion to its natural resources, the timber in its forests, the agricultural land which can be cultivated, the minerals or oils in its mines or wells, but in proportion to the amount of these resources which have been or can be developed.

Few countries are more blessed with natural resources than Mexico, yet Mexico is anything but prosperous.

The United States is often heralded as the richest country in the world. Had we developed all our natural resources to their fullest extent, we should be richer than all the other nations of the world combined.

The one underlying factor which affects all development of natural resources, which is at the bottom of all business, the foundation of credit, the pedestal of commerce, the rock on which prosperity stands, is transportation.

This country was hardly a nation until its east and west, its north and south were connected with railroads. It was the railroad which made southern reconstruction possible and which, sixty years after a war which left the south prostrate, has developed the southland to its present prosperity.

The United States has run the gamut of encouraging, fostering, helping, neglecting and hindering the railroads, and now, for a time, is owning and coddling them. But far-seeing men are beginning to believe, as enthusiasts and dreamers have believed for years, that the future of transportation does not rest entirely with the road of steel, though it is important, but largely with the road of stone. The past decade has developed a new factor in transportation which has as yet received scant consideration from the government. That factor is the motor truck, and it has taken a world war to make Uncle Sam, as an entity, recognize a need which hundreds and thousands of his citizens have been screaming at him for years.

That need is roads.

The United States has never had, and has not now, a road policy. It has dallied with the road question, thrown sops to road enthusiasts, played with the highway problem—and now, for the first time, is beginning to think seriously that it has other angles than local ones, other governmental uses than the provision of one more means of gaining votes. True, the United States maintains as a part of the Department of Agriculture an Office of Public Roads, which has done excellent work. There is also a Federal Aid Law in existence by which the National Government proposes to aid the various states build certain roads. Many states have been more far-sighted than the parent government, and have provided their citizens with good roads, well laid out, properly maintained, which have added greatly to the prosperity of their citizens.

But as a nation the United States has no road policy, recognizes no road question as such, and pays only desultory attention to constructing and maintaining its land highways, while devoting millions to waterways and, in the past, millions to railways.

That this state of affairs must eventually come to an end is obvious to any who will follow to their logical conclusion the causes which have produced the small road mileage which the nation possesses. The road question was first agitated when the bicycle came into popularity. But the bicycle was not a commercial factor of sufficient power to make any headway against the fact that a nation-wide system of good roads would cost not millions but billions of dollars. The automobile came, small, weak, inefficient and unable to negotiate rough roads, either with comfort to the owner or profit to the merchant, and the good roads demand began to make itself heard. Then the motor truck was developed, and the demand for roads over which to travel economically and efficiently is becoming louder and more

insistent, with the result that many states have given heed and such road systems as those of Massachusetts, Rhode Island, Connecticut, Maryland and Ohio have resulted.

The nation, as a nation, has done nothing. Had the development of railroads been left to the individual state to foster, should we have a transcontinental line? It seems improbable. Had the states in this time of stress been left to work their legal will upon the carriers, had the railroads been left to continue competition as the primary moving force of their commercial life, would this country have solved its transportation problem of war materials and men?

If the nation can grasp and solve one angle of its transportation problem, for the sake of war efficiency, is there any reason why it cannot grasp and solve that other and equally vital question of roads and trucks?

From a military standpoint roads are sharply divided into two classes. First, the road which serves the nation as an aid, a feeder, of its railroads, which takes the burden of the short haul from the steam train, which saves time and money and roundabout routes for the shipper. Second, the road which serves as a distinct military factor for the transportation of men, munitions and supplies, primarily for mobilization, and possibly for actual combat in the—to-be-hoped unlikely—event of invasion of these shores.

At the present time the United States is concerned only with the first angle. Yet an invasion is always a possibility, though not a probability now. Three, even two years ago, it was a possibility but not a probability that we should be drawn into the world war. We elected a President who had kept us out of war and barely six months later backed him to the utmost when he said we were at war. As roads cannot be built in a day, and as mistakes in road planning are tremendously expensive to make, it is certain that, simply because the need of highways for defense purposes is not a present need, it would be foolish to ignore this possibility in any competent well laid out scheme of national road building.

Neglecting for the moment the creation of roads, or the improvement of existing roads, for purely defensive purposes, the pressing need of good roads for full utilization of motor trucks for war purposes is vital. The passenger car can negotiate bad roads if it must. The motor truck cannot do so, with any degree of efficiency or profit. We have steel rails for cars simply to get a smooth passage for the wheels of freight and passenger vehicles. It is as impossible for a heavy motor truck to operate economically or efficiently over rough and bumpy roads as for a railroad to carry much freight over a poor roadbed.

We have borrowed heavily from England and France in war experience. It took England years to come to conscription—we did it in months. England and France developed their air resources slowly as the war progressed—we began a gigantic air program with the war less than three months old. We have taken our Allies' experience in troop training, in officer making, in trench fighting, in ordnance and field equipment—but what have we done to equal their road and truck development?

Trucks—yes, in quantity. But trucks for French roads, trucks for foreign service. We even proposed to put our trucks on freight cars to carry them from the factories to the ships, because—well, because the roads of this country are such apologies for real highways that, in pre-war days, no one thought of trying to deliver a motor vehicle over the roads on which it must be run.

The fact that we had not cars and engines enough and that every line of steel rails to the coast was almost hopelessly congested, changed this. Our trucks are running over roads from factory to coast and, so far

from being hurt by it, our drivers, at least, are gaining valuable experience. But, though the war trucks are standard and able to bear the most severe usage, they cannot carry the load or make the speed here which they can do and will do upon the roads of France.

Years ago England and France solved the highway problem by the creation of national road systems. These roads were built by the nation and maintained by the nation for the use of the nation. Not all roads, by any means, but a comprehensive system of roads running through all important centers, gridironing the country with ready means of communication. To these main roads local communities and the smaller political units built feeders, exactly as in this country, in the "good road states," counties and towns appropriate money and build feeder-roads to connect their localities with the state system.

Had it not been for her system of roads France would have been at a great disadvantage in her war work. Possessing a solid foundation of many good roads at the beginning, France keeps them up and repairs them as they are damaged. The motor truck is as vital behind the lines to the French as the wonderful system of railroads to the German frontier—a system developed by military brains of keen and clever vision long before the motor truck came into existence—is to the Germans.

So far we have done absolutely nothing. Those who point to the fact that we have a Highways Transport Committee of the Council of National Defense do so without any real knowledge of what that committee is or does. It has done all and more than it was expected to do. It has worked faithfully and well and produced results, but its function has never been a road-building function—it is not concerned with the laying out of a system of roads, nor the building of a single foot of highway.

It has developed plans and put into operation agencies, looking to the utilization of roads which already exist. It has routed the war trucks and encouraged State Councils of Defense to work for motor truck development. It has educated Chambers of Commerce and Boards of Trade to the need for a Load Clearance Bureau in commercial centers that no motor truck moves "light" over the roads. But what can one small committee, no matter how able, of an organization which is purely advisory in character, such as the Council of Defense, do toward solving the road problem? As well say we need not have a Quartermaster Department to supply soldiers with clothes because women are knitting socks.

The road problem of this country, from any angle—commercial, economic, social, military, defense, political, agricultural, is not a local issue. It cannot be solved by the states. If every state in the Union should have as good a state road system as Massachusetts, national roads would still be a problem. When a man builds a path in his garden he builds it to go where he wants to walk—not where his neighbors wish to walk. When a town builds a road it builds it where the town wants it—not where the next town is best served. When a county builds a road it runs from one end to the county seat, not to serve the next county. When a state builds a road system it connects its important cities and makes it easy for its own denizens, without much thought for the man across the state line. When the United States builds roads, as a nation, it must solve its difficulties by building a system which considers the country as a whole, not as a collection of political units with voters who must be placated.

The motor truck is to do for commerce what rural free delivery did for the mail. It will make it possible for the farmer and the merchant readily to exchange their respective commodities. The motor truck is to do, in the coming half century, what the railroads did in the last half century. The steam train took a thousand isolated communities, loosely knit under one government, and made them one in fact. The motor truck is to take a million farms and bring them into close touch with the city; it is to take a million merchants and bring them customers which they never knew before. It is to cut down the high cost of food, by cutting the greatest item of that cost—transportation.

Just before the war it cost more to ship a ton of wheat from farm to railroad than to ship the same ton from New York to Liverpool. It cost more to deliver freight from station to farm than to ship it from fac-

tory to station. And roads, or the lack of them, was responsible.

The road question, the truck question, is a national question. It has two great subdivisions—(1) Where, and (2) What kind?

Neither question can be answered in a hurry. But both can be answered and must be answered soon. If we are not to see the greatest boon which science and invention have given to transportation restricted and made of small account by a penny wise, pound foolish policy, a narrow-gauged peanut-politic viewpoint which wants to spend public money only where local benefits will bring local applause.

"Where?" is not difficult to answer. Everywhere eventually, but in the beginning a national road system must consist first of one, then two, then three or more great trans-continental roads from east to west—then half a dozen north and south lines. Later must come connections and additions and interstate roads, until we have, perhaps fifty, perhaps a hundred thousand miles of first-class, high-grade roads running from state to state, not merely, as with our present hundred thousand miles of good roads, in circles within states.

"What kind?" The road builder has answered in a dozen ways in years gone by and is still changing his conclusions. MacAdam was years ahead of his age and years behind this one. The builders of the Appian Way knew more about building a road for a motor truck than MacAdam, strange as it may appear. It is the general opinion among road builders—an opinion greatly quickened and altered by the war—that the light stone road, be it surfaced or oil treated in what way you will, is not the road to build in the face of the avalanche of motor trucks that is coming in the next few years. The motor car brought oil to the road as a necessity. The water bond, which worked so well with iron tires and iron shod hoofs, is useless against the suction of the pneumatic tire. But the oiled stone road that holds the three-thousand pound car with ease, will not carry the five-ton truck—and last.

There is to be a great revolution in road building methods. The railroad has found that for heavy traffic it pays to use the heaviest steel rails and finest wood for ties, the best of broken stone and plenty of it for ballast. No railroad stops at the price per mile nowadays. Once built and well maintained the road will earn dividends.

We still look upon a highway which costs five thousand dollars a mile as an expensive road, and ten thousand dollars a mile as a boulevard for cities. Yet the road of the future, the road which the motor truck will use, without hurting it, the roads which the national government must build as a national system, will cost twenty, thirty, perhaps fifty thousand dollars a mile. If the latter, and a national highway system of fifty thousand miles is contemplated in a twenty-year building program, then the total cost reaches \$2,500,000,000.

The cost of such a road program would be distributed over at least twenty years (all the engineers in the country could not build such a system in less time) and the roads would pay dividends as fast as built.

It is difficult to consider the subject and not drop to local angles.

If you see the problem as a national question, if your experience or your knowledge leads you to view the motor truck as the ultimate transportation means for all except long hauls, if you see in it a coming commercial revolution, then you, too, must enlist in the national road army. You must become one of those who believe that Uncle Sam cannot afford for his own sake, as well as for the sake of us, his children, much longer to delay in taking up and solving, as only he can solve, the road question—the question which is greater than the railroads, infinitely greater than the Panama Canal, and which, the war disposed of, must be the most pressing economic problem which this country has to face.

— Build Roads Now —

NATIONAL OLD TRAILS seem to be making very satisfactory progress, under the very efficient management of Col. J. M. Lowe, its President, notwithstanding the prevalence of war conditions.

This information is quite specifically set out with much interesting detail in the published report of its annual meeting.

— Build Roads Now —



A Field of Cotton ready for the pickers. Thousands of these can be seen as one tours the J-H in the South.

KING COTTON ENLARGES HIS DOMAIN

For a Time King Corn Disputed the Scepter With King Cotton But Without Avail

— Build Roads Now — Build Roads Now — Build Roads Now —

ANYONE touring over the Jefferson Highway this fall who has never seen a cotton field ready for the pickers has a pleasurable sensation coming to him and will be interested in knowing about some of the many uses to which cotton is put.

Although the drouth this year has injured the cotton crop many thousands of dollars, the novice traveling through the South probably will not notice it to any great degree. For much of the information about cotton products we are indebted to the Du Pont Company of Wilmington, Delaware, which manufactures myriads of products out of it.

That cotton is king, in the true sense of industrial affairs, has been recognized for generations by the millions earning their livelihood by growing the fleecy staple. Not satisfied with the extent of his power in the past in furnishing raiment, he is now forcing his way into the realms of chemical activity so far and planting his banner so securely that it is apparent that he will soon hold a suzerainty in the general industrial world as secure as that of coal or iron. If cotton were withdrawn from the chemical field today the result would be a complete collapse, or paralysis of many important and essential industries.

When cotton is mature in the field the heavy boll that has guarded the growing fibre breaks open and exposes the snow-white lint that is clinging to the seed. It is harvested or "picked" entirely by hand and sent to the gins where the lint is removed and the seeds left with but a shaggy coat of short fibre. From the gin the fibre is packed into bales, weighing about 500 pounds, and sent to the cotton mills where it is spun into thread, which is later woven into cloth, or made into a variety of other useful things.

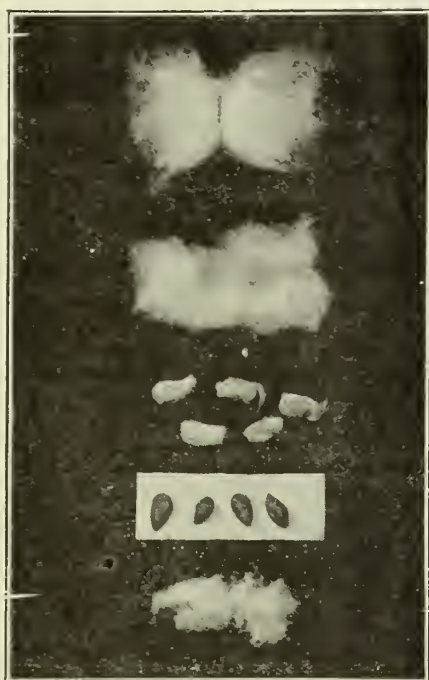
The seeds are not lost, but take an entirely different route in their mission of helping mankind. Their first stop is at the oil refinery, where cleverly devised equipment removes the short but pure fuzz. It is this short fuzz, or "linters," that is the cotton of chemistry. The long fibre would not do because of the difficulty of handling it through the many intricate processes.

After being purified by boiling and many washings with chemicals and water to rid it of any oils, or other objectionable compounds, it is given a bath in a mixture of nitric and sulphuric acids that converts it into nitro-cotton. Careful manipulation, varying strengths of acids and time of treatments are required to produce the different characteristics desired for the various uses. For some of the more delicate demands paper made from purified cotton cloth scraps is used instead of linters.

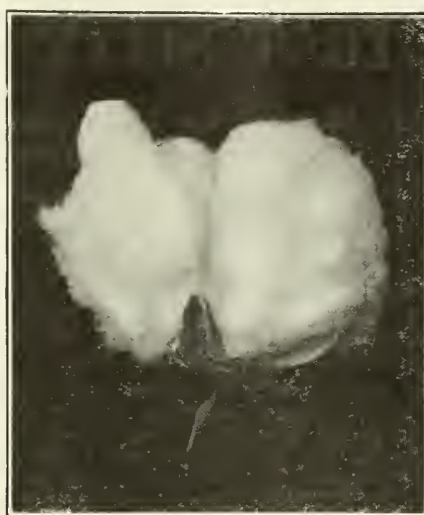
What becomes of the newly nitrated fibre depends largely on what is needed immediately and into whose hands it falls.

The southern huntsman may be using for ammunition the cotton grown on his own acres.

The uses of dissolved cotton are not restricted to the manufacture of powder, as the imitation ivories, pearls, shells and horns are made by dissolving this wonderful material in camphor and other solvents which produce truly wonderful materials that are in no way explosive. The many dainty toilet and dresser articles found in the possession of the debutant are made of this material. It is this same material that is used for the windows in automobile curtains and for many instruments used in the sciences and arts.



A Lock of Cotton, Cotton Lint, Cotton Seed before and after Delinting, and a Bit of Linters.



A Boll of Cotton.

In one of its uses, the making of leather substitutes, dissolved cotton again meets the longer staple already mentioned. The strong cotton cloth is coated with layers of dissolved cotton that has been colored to duplicate the color of leather. It is this material that will make possible the essential conservation of the leather supply during the present shortage.

The photographic field is invaded by cotton as it is the basis of the films for still and moving pictures.

Delicate lacquers and enamels used for the preservation and decoration of wood, metal and composition surfaces are also prepared from cotton solutions and are used on objects ranging all the way from costly ornaments of precious metals, to metal fixtures and furniture.

The surgeons and scientists find abundant use of the cotton product, collodion, in sealing wounds and preparing materials for laboratory studies. Even the ubiquitous corn, the bane of civilized footwear, is treated with cotton solutions.

For both high and low there is a use for cotton solutions, and the art of preparing chemically treated cotton is now requiring the services of thousands of workers. The preparation of these solutions bids fair to become of more and more important in American industries and to consume increasing amounts of cotton cellulose. Many billions of dollars are invested in the cotton industry, and much of the finest land in the world is devoted to growing the crop.

In this period of war the largest part finds its way into the powder mills where it is dissolved or, more correctly expressed, gelatinized by means of further chemical and mechanical treatments, and shaped into grains of different sizes to suit the needs of guns of all sizes from the officer's pistol to the heaviest cannon. All of the smokeless powders used by the army and navy are dissolved cotton.

The same source is responsible for the several kinds of smokeless sporting powders for all classes of arms.

Directly or indirectly, a large percentage of the American people win their daily bread by either producing the crop or processing the products of the fields into fabrics, feeds and chemicals. In this last named item the contact with other lines of endeavor is most intimate, and the mutual efforts of all concerned are assisting in bringing nearer to full realization the ambitions of the American people and of American business.

Build Roads Now Build Roads Now Build Roads Now

1,731 VEHICLES WERE RECORDED

Auto Traffic Over the Highway Forms 92 Per Cent of the Total and Trucks Exceed Heavy Teams

Build Roads Now Build Roads Now Build Roads Now

Date	Aug. 9	Aug. 10	Aug. 11	Aug. 12	Aug. 13	Aug. 14	Aug. 15	Totals
Autos	186	235	344	168	202	186	227	1,548
Trucks	10	8	3	3	4	5	9	42
Heavy teams	6	0	2	7	7	6	5	33
Light rigs	14	23	10	23	13	11	14	108
Total vehicles	216	266	359	201	226	208	255	1,731
Foreign cars	27	22	22	17	22	32	26	168
Per cent of foreign cars	14	9	7	10	11	17	11	

THE traffic table above gives a complete outline of the work done by the State Highway Department of Minnesota in recording traffic on the Jefferson Highway. Under the head of vehicles comes the total number of vehicles of all kinds that have gone over the road within the week's time that the men were stationed on the Jefferson Highway just south of Little Falls, Minn. Horse-drawn traffic is shown to be but eight per cent of the whole, and trucks exceed

heavy teams by over twenty-five per cent. The highest total for one day's travel was on Sunday, Aug. 11, and shows that more traveling is done on that day of the week than on any other. The total for Sunday was 359. Under the heads of autos, trucks, heavy teams and light rigs come the various kinds of conveyances that help to make up the total number of vehicles.

Build Roads Now

THAT SIXTY MILLION BOND ISSUE

Illinois Is Making an Experiment In Highway Financing In Which Every State on the Jefferson Highway Is Vastly Interested

By SENATOR HENRY M. DUNLAP of Savoy, Illinois.

— Build Roads Now — Build Roads Now — Build Roads Now —

NOTE—The following article possesses special interest because it is a plea from a farmer to fellow farmers of Illinois—Senator Dunlap being a widely known farmer—horticulturist of the Prairie State.

ILLINOIS is comparatively a new state. My father moved to Champaign County in 1856, at which time this was a raw country. There was no highways, no good roads. To take the nearest route from one place to another, men drove through ponds and sloughs. There were no detouring signs unless they were natural ones. The pioneer farmer took many chances on roads. When fences were first put along the highway, it was considered an outrage. The bars would be put up by the owner and the farmers would take them down. It was a hard matter to make the people travel the fenced-in highways, for there was no way to dodge the ponds, as there were few bridges. That was the condition of the roads in this part of the country something like sixty years ago.

Roads have since been graded, and many of them drained and otherwise improved, and we congratulate ourselves a number of years ago that we had fairly good roads. I remember some twelve years ago I went to Champaign County with a legislative committee to investigate the road question; they had the most interesting audience I have ever witnessed. Farmers came from all parts of the county and there was more farm wealth represented there under one roof than I have ever seen together. They were opposed to hard roads, and were interested in not having this hard road proposition saddled upon them. They say "Where ignorance is bliss, it is folly to be wise," and evidently the farmers at that time felt they did not want hard roads. We have learned some things since those days, and we have come to see the error of our ways from a farmer's viewpoint. The farmer has progressed just as well as the rest of the world, and it is because of this that they are now so greatly interested in the road question.

No doubt the automobile has done much to bring about this change of sentiment. The improvement of the roads is like that of spraying apple trees: when you come to discuss that question at the present time, it is not whether or not it will pay to spray, for that question has disappeared into the past. It is now the question "What is the best way to get the best results," and so with the road question—we have progressed far enough, I think, that we need hardly discuss the question any more of whether or not good roads pay—that question is being relegated to the rear, and we are now taking up the question of how can we best get the good roads, and what are the best roads for our money? These questions are the ones that come up time and again and interest the people now.

One generation has passed away since these farm lands were settled, and the second generation is not as young as they were some years ago, and if we are to have good roads, we want them now. In order to get them, there are certain things to be done. There are so many, not only farmers but those who live in the cities, who have not thought about how we are to get these roads. This whole question is put up in November next to the voters of Illinois. There are only two classes of them—one class is the man who owns an automobile; the other class is the man who does not own an automobile. The automobile owner does not need as much education along this line of hard roads as the other fellow, although he is the man who is paying for it.

The automobile owner has to pay for these roads. The legislature has enacted laws that provide the money to pay off these bonds that we are talking about—this sixty millions of dollars. It is provided that this tax shall be levied upon the automobilist, first by a 50 per cent increase for the years 1918-19, and then at the

beginning of 1920, and thereafter it is raised to about 100 per cent from the present rate. This license fee is levied on all automobiles according to their horse power. I take it that the average amount of license fee for an automobile will amount to about \$12.00 per year under the 100 per cent increase fee in Illinois—a tax that will be levied from 1920 on. This tax has to be paid whether we issue bonds or not. We are going to build these roads with that money, and with that money alone, and if we are going to build them with that money, the automobile owner may well ask himself the question: "Will it pay me to have my automobile tax increased in order that these roads may be built? I think he will answer that question himself in the affirmative if he will test the matter out. I took occasion during 1916 to test out the difference in cost of traveling over a brick pavement and traveling over country earth roads. One trip was scheduled over something like 165 miles of brick surfaced roads and streets. The car was a Marmon 41, a heavy car, and made 16 miles on a gallon of gasoline, traveling over the hard surfaced streets and roads from my house to and in the town. A mile of that was dirt road but in good condition. Another trip was over country earth roads. On this trip the result was 12 miles to a gallon of gasoline. Between the hard-surfaced and earth roads there was a difference of 25 per cent in the cost of the amount of gasoline alone. The average number of miles that the average automobile will travel on a gallon of gasoline, we take it, will be somewhere in the neighborhood of 15 miles. If that is the case, with gasoline at 25 cents per gallon, a car traveling 5,000 miles, the average travel in one year, would cost the automobile owner about \$83.25 for his gasoline in one year. If you can save 25 per cent of it by having the roads hard surfaced, you are over \$20.00 to the good in the cost of gasoline alone, to say nothing about oil in the engine and wear and tear on your car and the expense of repairing it for breakages and actual wear over rough and muddy roads. So that if you figure the average cost of the automobile license will be \$12.00, and that the average saving to the automobile owner will be \$20.00 in cost of gasoline, the automobile owner can pay his entire license fee and be ahead \$8.00 per year with these better roads. That is just a sample of the benefits that will be derived when this system of hard surfaced roads is built by the automobile owner who travels the roads throughout the year.

Now, as the man who does not own an automobile. You will have a harder time to convince him, for the reason that you are telling him that he is getting something for nothing. I do not know whether you know the mind of the average farmer as I do, or of the average man, for that matter, but when you approach the average man and tell him you are going to give him something for nothing, he naturally grows suspicious; so you are going to have more trouble convincing the man without the automobile that he should vote for the bond issue than the one with the automobile. He must be satisfied that this is what it purports to be—a case where the automobile owner pays the bill.

These are a few of the questions that we must meet. The ordinary farmer should look at this matter of hard surfaced roads from an unbiased standpoint, and see that it is to his advantage, whether he owns an automobile or not. One of the advantages is "economy." He will save one-half in hauling his crops to the market. His teams will haul heavier loads, they will make the trip in a much shorter space of time, and the general expense of wear and tear upon his team will be less. These are the things that come home to the farmer in an economic way. When these roads are built, the farmers are going to do more of the hauling with trucks, and a farmer should look forward to that side of the question. I refer to a little experience in

hauling my crops from the orchard to Champaign. Over the dirt road system a few years ago, I had a 3-ton truck with a trailer behind it, with which we hauled 60 barrels of apples. These sixty barrels weighed 160 pounds each. We made three trips daily to town. If we made a fourth trip, we had to go beyond the limit of ten hours. Since these hard roads were completed down to my farm, we have been hauling with that same truck and trailer 85 barrels instead of 60. Instead of making three trips per day, we made five. Such facts as that ought to appeal to the farmer who has crops to haul. While I have not figured the exact amount of that saving in dollars and cents, you can see that it is very considerable. It is over 100 per cent, and then some.

Not only would these roads be a benefit to the farmer from an economic standpoint, but they are of great value to him from an educational and social standpoint. If we ever have these roads, as I am sure we will, there will be an improved system of schools in the country—especially outside of the city—over what there is today. The little red school house with a dozen scholars (I think there are some 800 in the state with less than eight scholars) as well as the larger ones, will be consolidated into community schools, and these schools being community schools made from consolidated districts will be stronger, and with the better corps of teachers you will be able to get will be much better. Your expense of running the school will be lessened or at least not increased, and there will result a greatly increased value in the training that your children will get in those schools. The community school would be worth many wonderful things to the neighborhood in which it is located, and I take it that our high schools now in considerable disrepute over the state will be modified into community schools. At the same time they will teach the grade as well as the high school studies, and become centers for the community, as they should be. When these things come about—and nothing will bring them about quicker than good roads—the community will certainly experience a definite and striking advance in education.

The Essential Side of It to the Farmer

If there is anything that will tend to keep the young people on the farm, and that will make the life of the

— Build Roads Now — Build Roads Now — Build Roads Now —

ROAD IMPROVEMENT WILL NOT DOWN

Wrong Impression About Man Power, Machinery Power and Money Power Fail to Quiet the Demand for Immediate Road Construction

— Build Roads Now — Build Roads Now — Build Roads Now —

ROAD repair, renewing and new construction, occupy an extraordinary place in the public mind. From official Washington down to the users of our highways, comes a universal expression, not only of the industrial importance of road building, but the sentiment in favor of it widens and grows more pronounced with all those who have given study to the practical economy of road improvement and those whose business activity compels them to use the highways as an immediate necessity to the prosecution of their business. All of these agree that the highways bear a most important relationship to the food production and financial strength of the country necessary to winning the war.

In spite of this overwhelming array of judgment there is no mistake but that a repressive influence has been and is now at work which hinders and obstructs this vital factor of military power. Those who repress and obstruct do so by saying that the improvement of highways shall be limited to those of military and economic necessity, but no one who uses these terms as a shield behind which to exercise their repressive power, has either been able or willing thus far to clearly define their meaning.

We are unwilling to judge these men as acting from an unpatriotic motive or from an ulterior motive of any

older ones living upon the farms more enjoyable, it is better roads and automobiles. Now, I can say from experience that every farmer who lives upon a farm can appreciate that fact. It will do away in some measure with the line of demarkation between the city and the country. It will make the farmer more self-respecting. He will take a more active part in the social affairs of his neighborhood, which should include the city as well as the country. The city people will mingle with the country people more in their social affairs than has been done in the past.

Better roads, as proposed by this system, will enable us to get over the county readily, and over the state as well. Five thousand miles of roads will make us happy.

This is a wonderful plan perfected by the State Highway Commission—the connecting up of the principal cities of the state and all of the county seats except one, I believe, in the state, to serve something like 85 per cent of the people in the state living on or within five miles of these roadways. When the farmer says that these roads do not pass his farm, and he is not interested, he is mistaken. If he will stop to think a moment, he will know that he is interested. If he wants to go 50, 100, 200 or more miles away from home, all he has to do is to drive to the nearest hard road, not more than five miles away, and on this improved road he can go any place in the state, and this is not all: These roads can afterwards be connected up—they are the skeleton, and if a progressive community desires to have roads connecting with this state road system, there is a good opportunity to secure them by showing the right amount of activity in their local community.

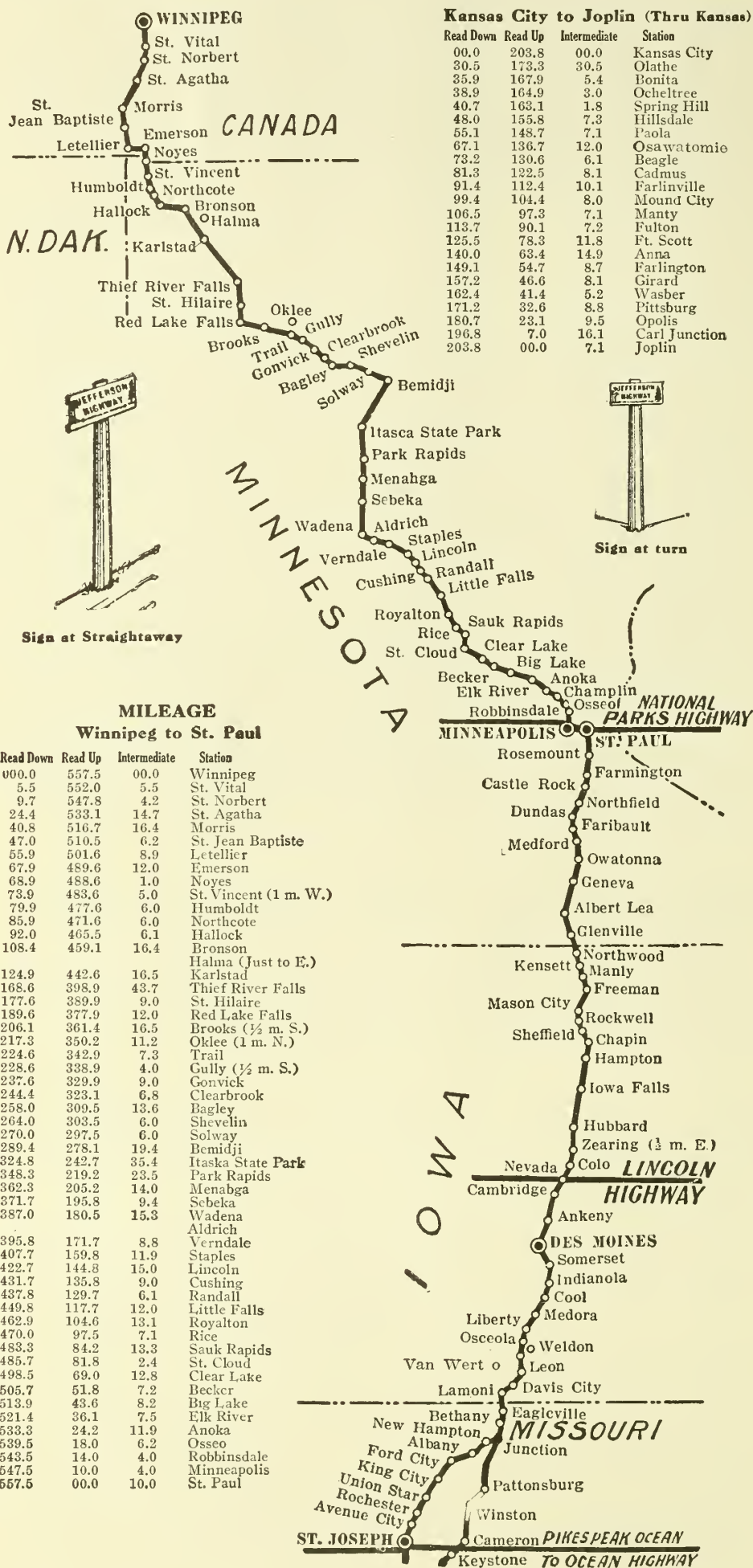
So it seems the farmer has everything that would interest him in a proposition of this kind, as the farmers own automobiles more than the city people—it would seem that at least 75 per cent of the farmers own automobiles, because less than 15 per cent of the vehicles that go by my place are drawn by horses.

Now, the question is: "Do you want to keep on building these roads year by year as the money is paid in, a few miles in each county at a time, going over a period of 25 years, or do you want to build them all within the short period of five years, as provided by the bond issue?"

kind. Accepting the attitude as actuated in the interest of the government, it is fair, however, that they shall come forward with the best explanation they can give to satisfy the public that they are right and until they do so their activities must be regarded as mysterious by those who think otherwise.

Any suggestion that road improvement should not be undertaken because of financial inability is illogical, unreasonable and tends to impeach the financial strength of the country. We are financially able to do everything for the successful prosecution of this war. To say otherwise would be like that of a commander in the midst of battle acknowledging and announcing to the enemy that he was unable to protect his right or left wing because he had not the men to do it.

Nor is it a good answer to permit the impression to go abroad that in some irregular way the function of circulating medium is robbed of its power or is destroyed because it passes through the channel required in road building. The American dollar moves as quickly and is no more injured in such activity than that of any other commercial transaction. It is returned promptly in its full strength to perform another financial duty. In its turn it is loaned to the government or donated to the Red Cross. In either case it finds its way back to the pocket of some loyal American, ready to send it



Kansas City to Joplin (Thru Kansas)

Read Down	Read Up	Intermediate	Station
00.0	203.8	00.0	Kansas City
30.5	173.3	30.5	Olathe
35.9	167.9	5.4	Bonita
38.9	164.9	3.0	Ocheltree
40.7	163.1	1.8	Spring Hill
48.0	155.8	7.3	Hillsdale
55.1	148.7	7.1	Paola
67.1	136.7	12.0	Oswatomie
73.2	130.6	6.1	Beagle
81.3	122.5	8.1	Cadmus
91.4	112.4	10.1	Farlinville
99.4	104.4	8.0	Mound City
106.5	97.3	7.1	Manty
113.7	90.1	7.2	Fulton
125.5	78.3	11.8	Ft. Scott
140.0	63.4	14.9	Anna
149.1	54.7	8.7	Farlington
157.2	46.6	8.1	Girard
162.4	41.4	5.2	Wasber
171.2	32.6	8.8	Pittsburg
180.7	23.1	9.5	Opolis
196.8	7.0	16.1	Carl Junction
203.8	00.0	7.1	Joplin

St. Paul to Kansas City

Read Down	Read Up	Intermediate	Station
00.0	503.0	00.0	St. Paul
15.6	487.4	15.6	Rosemount
23.1	479.9	7.5	Farmington
29.6	473.4	6.5	Castle Rock
37.2	465.8	7.6	Northfield
40.5	462.5	3.3	Dundas
52.2	450.8	11.7	Faribault
61.0	442.0	8.8	Medford
68.1	434.9	7.1	Owatonna
86.5	416.5	18.4	Geneva
100.8	402.2	14.3	Albert Lea
108.8	394.2	8.0	Glenville
120.0	383.0	11.2	Northwood
126.7	376.3	6.7	Kensett
131.5	371.5	4.8	Manly
137.5	365.5	6.0	Freeman
142.5	360.5	5.0	Mason City
154.2	348.8	11.7	Rockwell
160.9	342.1	6.7	Sheffield
164.9	338.1	4.0	Chapin
171.1	331.9	6.2	Hampton
189.2	313.8	18.1	Iowa Falls
205.1	297.9	15.9	Hubbard
215.4	287.6	10.3	Zearing (1/2 m. Colo)
225.6	277.4	10.2	Nevada
232.8	270.2	7.2	Cambridge
245.2	257.8	12.4	Ankeny
258.8	242.2	13.6	Des Moines
271.0	232.0	12.2	Somerset
283.6	219.4	12.6	Indianola
289.7	213.3	6.1	Cool
300.1	202.9	10.4	Medora
303.7	199.3	3.6	Liberty
308.2	194.8	4.5	Osceola
320.9	182.1	12.7	Weldon
331.1	171.9	10.2	Van Wert (1 m. Mo.)
333.1	169.9	2.0	Leon
343.1	159.9	10.0	Davis City
352.2	150.8	9.1	Lamoni
359.5	143.5	7.3	Eagleville
373.6	129.4	14.1	Bethany
389.3	113.7	15.7	Junction
392.1	110.9	2.8	New Hampton
399.7	129.8	7.6	Albany
408.0	121.5	8.3	Ford City
423.9	105.6	15.9	King City
430.8	98.7	6.9	Union Star
439.5	90.0	8.7	Rochester
448.8	80.7	9.3	Avenue City
456.9	72.6	8.1	St. Joseph
466.2	63.3	9.3	Dearborn
487.0	42.5	20.8	Edgerton
495.7	33.8	8.7	Trimble
502.1	27.4	6.4	Smithville
508.8	20.7	6.7	Nashua
515.3	14.2	6.5	Gashland
519.0	10.5	3.7	Kansas City
529.5	00.0	10.5	Kansas City

**MILEAGE
Winnipeg to St. Paul**

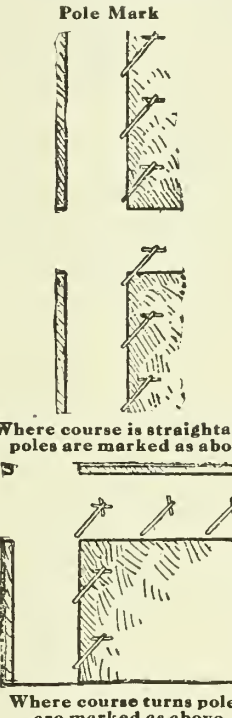
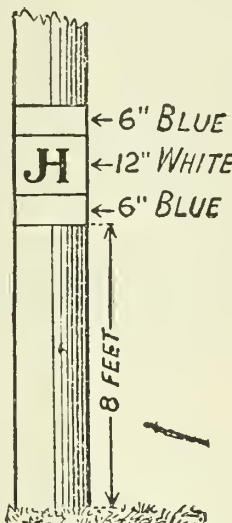
Read Down	Read Up	Intermediate	Station
000.0	557.5	00.0	Winnipeg
5.5	552.0	5.5	St. Vital
9.7	547.8	4.2	St. Norbert
24.4	533.1	14.7	St. Agatha
40.8	516.7	16.4	Morris
47.0	510.5	6.2	St. Jean Baptiste
55.9	501.6	8.9	Letellier
67.9	489.6	12.0	Emerson
68.9	488.6	1.0	Noyes
73.9	483.6	5.0	St. Vincent (1 m. W.)
79.9	477.6	6.0	Humboldt
85.9	471.6	6.0	Northcote
92.0	465.5	6.1	Hallock
108.4	459.1	16.4	Bronson
124.9	442.6	16.5	Halma (Just to E.)
168.6	398.9	43.7	Karlstad
177.6	389.9	9.0	Thief River Falls
189.6	377.9	12.0	St. Hilaire
206.1	361.4	16.5	Red Lake Falls
217.3	350.2	11.2	Brooks (1/2 m. S.)
224.6	342.9	7.3	Oklee (1 m. N.)
228.6	338.9	4.0	Trail
237.6	329.9	9.0	Gully (1/2 m. S.)
244.4	323.1	6.8	Gonvick
258.0	309.5	13.6	Clearbrook
264.0	303.5	6.0	Bagley
270.0	297.5	6.0	Shevelin
289.4	278.1	19.4	Solway
324.8	242.7	35.4	Bemidji
348.3	219.2	23.5	Itaska State Park
362.3	205.2	14.0	Park Rapids
371.7	195.8	9.4	Menabga
387.0	180.5	15.3	Sebeka
395.8	171.7	8.8	Wadena
407.7	159.8	11.9	Aldrich
422.7	144.8	15.0	Verndale
431.7	135.8	9.0	Staples
437.8	129.7	6.1	Lincoln
449.8	117.7	12.0	Cushing
462.9	104.6	13.1	Randall
470.0	97.5	7.1	Little Falls
483.3	84.2	13.3	Royalton
485.7	81.8	2.4	Rice
498.5	69.0	12.8	Sauk Rapids
505.7	51.8	7.2	St. Cloud
513.9	43.6	8.2	Clear Lake
521.4	36.1	7.5	Becker
533.3	24.2	11.9	Big Lake
539.5	18.0	6.2	Elk River
543.5	14.0	4.0	Anoka
547.5	10.0	4.0	Osseo
557.5	00.0	10.0	Robbinsdale
			Minneapolis
			St. Paul

VIA CAMERON

Read Down	Read Up	Intermediate	Station
392.1	110.9	2.8	Junction
410.8	92.2	18.7	Pattonburg
424.6	78.4	13.8	Winston
439.6	63.4	15.0	Cameron
448.6	54.4	9.0	Keystone
454.1	48.9	5.5	Perrin
462.1	40.9	8.0	Plattsburg
475.6	27.4	13.5	Trimble
482.3	20.7	6.7	Smithville
488.8	14.2	6.5	Nashua
492.5	10.5	3.7	Gashland
503.0	00.0	10.5	Kansas City

Kansas City to Denison

Read Down	Read Up	Intermediate	Station
00.0	518.4	00.0	Kansas City
For Kansas Route, See Left-hand Top.			
For Missouri Route, See Right at Bottom.			
195.6	322.8	6.0	Joplin
204.6	313.8	9.0	Galena
208.6	309.8	4.0	Lowell
211.7	306.7	3.1	Baxter Springs
230.2	288.2	18.5	Miami
242.4	276.0	12.2	Welch
261.9	256.5	19.5	Vinita
272.2	246.2	10.3	Big Cabin
281.5	236.9	9.3	Adair
292.4	226.0	10.9	Pryor
303.0	215.4	10.6	Choteau
320.3	198.1	17.3	Wagoner
334.3	184.1	14.0	Muskogee
355.1	163.3	20.8	Okatah
364.1	154.3	9.0	Checotah
380.1	138.3	16.0	Eufaula
392.1	126.3	12.0	Canadian
396.2	122.2	14.1	Crowder
411.6	106.8	15.4	McAlester
420.2	98.2	8.6	Savanna
428.8	89.6	8.6	Kiowa
449.7	68.7	20.9	Stringtown
457.7	60.7	8.0	Atoka
463.1	55.3	5.4	Peck
471.3	47.1	8.2	Caney
481.1	37.3	9.8	Caddo
494.0	24.4	12.9	Durant
499.8	18.6	5.8	Calera
509.4	9.0	9.6	Colbert
518.4	0.0	9.0	Denison



Denison to Shreveport

Read Down	Read Up	Intermediate	Station
00.0	280.9	00.0	Denison
11.4	269.5	11.4	Sherman
34.9	246.0	23.5	Whitewright
43.9	237.0	9.0	Trenton
52.7	228.2	8.8	Leonard
62.1	218.8	9.4	Celeste
75.9	205.0	13.8	Greenville
86.8	194.1	10.9	Campbell (1 m. N.)
92.3	188.6	5.5	Cumby
100.3	180.6	8.0	Brearshear
109.0	171.9	8.7	Sulphur Springs
122.3	158.6	13.3	Weaver
128.3	152.6	6.0	Satillo
135.4	145.5	7.1	Mt. Vernon
144.4	136.5	9.0	Winfield
153.4	127.9	9.0	Mt. Pleasant
165.4	115.5	12.0	Pittsburg
184.8	96.1	19.4	Gilmer
200.0	80.9	15.2	Gladewater
213.0	67.9	13.0	Longview
236.7	44.2	23.7	Marshall
245.8	35.1	9.1	Scottsville
255.5	25.4	9.7	Jonesville
259.1	21.8	3.6	Waskom
280.9	00.0	21.8	Shreveport

Shreveport to New Orleans

Read Down	Read Up	Intermediate	Station
00.0	418.2	00.0	Shreveport
11.5	406.7	11.5	Keithville
15.1	403.1	3.6	Stonewall
29.6	388.6	14.5	Grand Cane
36.8	381.4	7.2	Mansfield
60.0	358.2	23.2	Pleasant Hill
73.7	344.5	13.7	Marthaville
81.5	336.7	7.8	Robeline
96.7	321.5	15.2	Natchitoches
120.5	297.7	23.8	Montgomery
137.0	281.2	16.5	Colfax
144.1	274.1	7.1	Darro
146.1	272.1	2.0	Bagdad
158.6	259.6	12.5	Tioga
163.9	254.3	5.3	Pineville
164.4	253.8	.5	Alexandria
179.1	239.1	14.7	Lamouri
182.3	235.9	3.2	Lecompte
184.5	233.7	2.2	Meeker
186.4	231.8	1.9	Lloyd
190.5	227.7	4.1	Cheneyville
195.5	222.7	5.0	Bennetville
200.8	217.4	5.3	Bunkie
216.5	201.7	15.7	Morrow
225.0	193.2	8.5	Rosa
233.1	185.1	8.1	Palmetto
252.8	165.4	19.7	Melville
266.0	152.2	13.2	Fordoche
276.4	141.8	10.4	Marringouin
282.7	135.5	6.3	Rosedale
298.9	119.3	16.2	Port Allen

MISSISSIPPI RIVER

Read Down	Read Up	Intermediate	Station
297.7	118.5	.8	Baton Rouge
306.7	111.5	7.0	Country Club
315.6	102.6	8.9	Hope Villa
322.1	96.1	6.5	Dutchtown
324.8	93.4	2.7	Geismer
327.2	91.0	2.4	Belle Helene
342.7	75.5	15.5	Burnside
355.1	63.1	12.4	Convent
365.2	53.0	10.1	Lutcher
368.3	49.9	3.1	Mt. Airy
371.7	46.5	3.4	Garyville
375.1	43.1	3.4	Reserve
380.7	37.5	5.6	La Place
397.6	20.6	16.9	St. Rose
403.1	15.1	5.5	Kenner
407.3	10.4	4.7	Harrihan
418.2	00.0	10.4	New Orleans

Passes through 264 towns and cities.
 Passes through 89 counties.
 Passes through 7 states and 1 province

Kansas City to Joplin Thru Missouri

Read Down	Read Up	Intermediate	Station
00.0	518.4	00.0	Kansas City
11.2	507.2	11.2	Rayton
32.7	485.7	21.5	Lee's Summit
50.1	468.3	13.6	Harrisonville
64.6	453.8	14.5	Archie
72.1	446.3	7.5	Adrian
77.7	440.7	5.6	Passiac
83.4	435.0	5.7	Butler
99.0	419.4	15.6	Rich Hill
106.8	411.6	7.8	Arthur
111.2	407.2	4.4	Horton
122.8	395.6	11.6	Nevada
131.8	386.6	9.0	Milo
139.6	378.8	7.8	Sheldon
145.6	372.8	6.0	Irwin
152.6	365.8	7.0	Lamar
159.5	358.9	6.9	Boston
166.2	352.2	6.7	Jasper
171.2	347.2	5.0	Carytown
177.6	340.8	6.4	Carthage
187.6	330.8	10.0	Carterville
189.6	328.8	2.0	Webb City
195.6	322.8	6.0	Joplin

Intersects all the great International Highways extending east and west, the National Parks Highway at St. Paul, the Lincoln Highway at Nevada, Iowa, the Pikes Peak Highway at St. Joseph, Missouri, the Old Trails Highway at Kansas City, the Ozark Trails at Joplin, and the old Spanish Trail at Shreveport.



NEW ORLEANS

on its errand of financial support and strength for the maintenance of public welfare at home and sustaining the army abroad.

Will anyone dare say that the public in these war times must do without roads? Such a suggestion cannot be heard in patience at all. It can only come from impractical, ignorant and inexperienced minds. It is equally destructive to limit road improvement to the most essential as to limit food production to the most productive localities.

It is admitted on every hand that the railroads cannot care for the required transportation that the country must have to sustain itself.

In the meantime actual first essentials, guns and food are hindered and delayed, and this hindrance and delay effects the rapid mobilization of our army. The repressive theorist does not understand the inherent physical

strength that is being wasted in the months of August, September and October and a part of November, which cannot be and is not in the very nature of things, employed in the production of other war essentials namely that of farm labor, fifty percent of which is unemployed during these months, which together with at least thirty-three per cent of the twenty-five million horses and mules now out on pasture, constitute a waste which is well nigh criminal in these days of so much need, and yet this is but one of the wastes which has resulted from the restricted policies in road building.

In normal times this is the source from which is drawn the labor used in a vast amount of road improvement. There is no reason on earth why its employment now should not be encouraged to the utmost. What we need now is more of production and less of obstruction.—Dependable Highways.

— Build Roads Now — Build Roads Now — Build Roads Now —

ARE WE UP TO OUR WORKING CAPACITY?

**Working Capacity Comes to the Workman Like Physical Strength and Skill
Come to the Athlete, By Practice—Continual Practice**

— Build Roads Now — Build Roads Now — Build Roads Now —

WE have performed wonders in the last eighteen months—some call them miracles, but they are just wonders, wonders that will be dwarfed by the performances of the end of the next eighteen months, when we will have the Hun by the throat, dictating terms of peace in Berlin.

The untoward events of the war have aroused us to a knowledge of the fact that we are the biggest thing of the kind, on the globe today. This bigness is conceded by all—by the Allies in soliciting our aid and by Germany in using so much of her much needed energy in propaganda, to minimize our bigness.

We have grown so fast and had so little use for our constantly increasing resources of all kinds, that we do not realize the wonderful power we possess, or appreciate how many fold this power is going to be multiplied when the war is over, with uninhabited territory and the rest of the world indebted to us financially and every other way.

Our reputation for fair play and for altruism will be so firmly established that none will think of questioning it. Our course in Cuba, our action in China, have now been duplicated in world affairs.

One of the big things that has come to us recently is world power in finances—a power that we do not yet know how to use. We are like an indigent family come all at once into affluence. We do not know how to use our money or our credit. Our attention is so intensely riveted upon the actual fighting that we do not give much attention to other very essential matters.

Are we working up to our financial capacity? Like physical or mental capacity, financial capacity and skill come by use and practice.

Some months ago, we put a lot of our people into training camps to increase their physical and mental capacity to fight, and the results have been wonderful. By reason of the additional strength and skill they have acquired, they can now think of and do things beyond their capacity then in physical, mental and spiritual fields—things which if they had been called upon to perform would have called forth the response, "It can't be done."

The time has now come to put our finances into a course of intensive training, so that we will not feel exhausted at the little preliminary exercises of shifting around a few billion dollars of credit among ourselves or the little preliminary practice of extending a few billion of dollars of credit to the Allies. Like the wooden guns with which some of our boys had to practice in some of the training camps, what we have done so far in financing is only the semblance of what we will have to handle when we grasp the world power that is being so rapidly pushed upon us, by the untoward events of the war. Extending credit to the war will be our avocation before long, just as fighting in foreign lands is now our avocation.

The preliminary training to do the world's fighting was done at home, so that any little lack of strength or skill would not be too expensive. The preliminary training to do the world's financing should also be done at home, for the same reason.

The field of internal improvements will make a fine training camp for an intensive course in financing and the foundation of all internal improvements—roads and highways—are the best of subjects for a little preliminary practice in extending credits. If these are chosen for practice grounds, any little lack of strength or skill will not be too expensive. It will all be at home.

It is not necessary to question our wisdom or ability in extending credit to demoralized Russia, but while taking our novitiate in this practice, is it wise to, or does it exhibit any financial strength to demoralize our internal affairs, by withholding credit from such vital enterprises to our present and future prosperity, as the construction and maintenance of roads and highways, under the mistaken idea that we are working up to our capacity?

By all means, let us get our finances into training camps and after a six months intensive course at home, we will be better equipped to take charge of world affairs. By a short course of intensive training, we will demonstrate that financial strength is not exhausted by exercising it, any more than physical and mental strength are exhausted by exercising them.

— Build Roads Now —

MODERN ECONOMY?

Suppose one farmer, after plowing the ground, planting the corn and plowing it over once, should conclude that it would be a foolish thing to expend further labor and expense in cultivating the corn for the remainder of the season, arguing that his money and time should now be put to other patriotic needs, and suppose that other farmers should follow a like course—those in a whole county or a whole state, it would mean only less corn at greater cost. Why not?

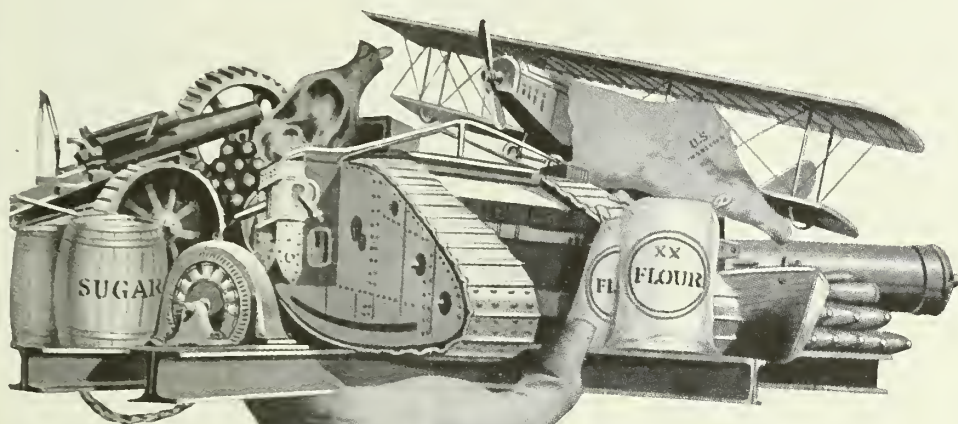
Suppose the same set of farmers should throw aside their improved equipment and go back to old methods. It would mean merely wasted time and effort and less corn at a higher cost. Why not?

Suppose again the farmers be advised to use every piece of their worn out machinery not even repairing it—but use it—even if the corn drill skipped a few hills, the plow ran out of the ground and the harrow had lost four of its teeth. Why repair? Why renew?

But when it comes to the roads! Whether you have raised anything to haul over them or not, repair them, keep them in first class condition, rebuild and renew all the wornouts. A good road is only one end of farm economy, but have it in spite of all else. Why not?—Dependable Highways.

— Build Roads Now —

The Fighting Arm of Industry!



OPPPOSED to the "mailed fist" is the mighty arm of industry.

Behind the Yankee machine-gunner, the man bucking a racketing riveter.

Back of the belching blast-furnaces, the roaring din of high-powered industry at peak load, the food supply, the farmer at the plow,

—stands transportation!

Underlying the whole scheme, the carriers must bear the burden to the panting workers.

Railways, waterways strain and tug at the load.

Both are primarily and directly dependent upon the highways.

The present uncertain condition of our highways makes it impossible for them to meet the burdens which they should bear.

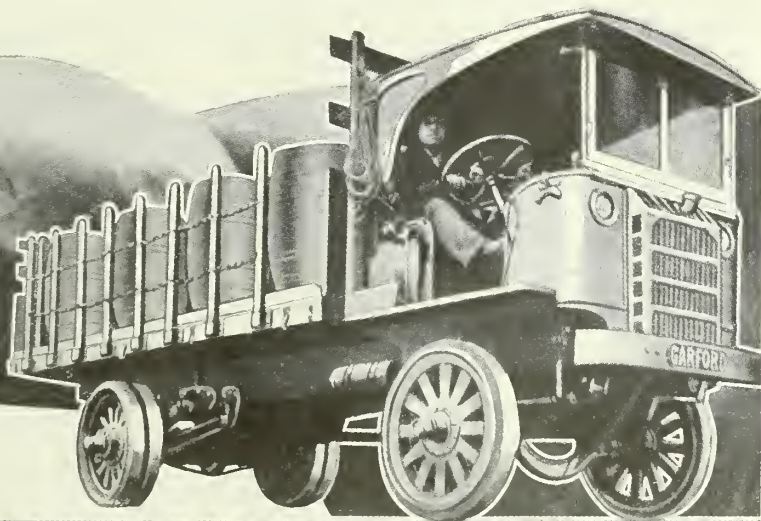
Their neglect is serious and because of it we are paying a heavy penalty. It is just as necessary to build permanent highways as it is to increase the efficiency of our railways and waterways.

No *one* of these great transportation forces is effective without the aid of the others.

All are allied in a common cause—the winning of the war and the meeting of conditions which will face our country afterwards.

The Garford Motor Truck Company, Lima, Ohio
Manufacturers of Motor Trucks of 1, 1½, 2, 3½, 5 and 6 ton capacity
4½, 7 and 10 ton Tractors

Distributors and Service Stations in all principal cities



Garford
MOTOR
TRUCKS

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Published Monthly by

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Editor

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Volume III OCTOBER, 1918 Number 9

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



ARTICLES OF SPECIAL INTEREST

Two contributions of special interest appear in this month's issue. One by General Colman du Pont of Delaware, and the other by Senator Dunlap of Illinois.

General du Pont's reputation is nation-wide as a manufacturer and highway promotor, being at the head of the Manifold du Pont industries and of National Highway Association. He pleads for a nation-wide highway policy.

Senator Dunlap has been a dominant figure for years in the horticulture of his state and the nation. His plea is to his fellow farmers for wise action in anticipating the revenue to be derived from automobile licenses in the State of Illinois, for the next twenty years, so that adequate roads may be constructed for the people now on earth. Both articles are well worth the special study of the Jefferson Highway Neighbors.

— Build Roads Now —

WON OUT IN THE COURTS

A LETTER from Judge Scarborough, going more or less into detail of the Louisiana injunction suits on the Jefferson Highway, possesses interest for all the Highway, as well as that portion in Louisiana. The letter follows:

"I note in your issue of September a notice of the Texas & Pacific railway injunction against the taxes voted, and the building of the Jefferson Highway. You very properly give credit to the united efforts of all parties to get an immediate decision of the case, the Commercial Association of New Orleans also took action in the matter, as I recall.

"Having tried and argued the cause before the Federal Court, I feel quite sure the case was as promptly decided as could be by Judge Foster. He promised the writer, when the argument was finished, that he would hand down his decision in thirty days, and he did decide some of the branches of the many-sided litigation within the time. To this time the railroad has taken no appeal, and we doubt if it will. The questions involved as far as the Parish of Natchitoches having been adjudged by the Supreme Court of the State, the federal courts are bound by that finding. Having been delayed two years by the litigation, our trouble now is to get someone to take a big contract, such as is involved in the Parish of Natchitoches, part of the undertaking. Braugh & Stacey, to whom the bonds had been adjudged under their bid, declined to take them, and sued to recover their forfeit of \$3,500.00. This suit Judge Foster also decided in our favor and against the purchasers of the bonds.

"Very truly,

"D. C. SCARBOROUGH"



LIBERTY BONDS ABSORBED WITHOUT STRAIN

All But About 5 Per Cent Now In Hands of the People

THE United States Comptroller of Currency has just issued a statement showing that on June 29th the National Banks held less than 3% of Liberty Loan Bonds and that this sum was only 2½% of the National Bank assets.

This would seem to indicate two very desirable conditions. One is that the Liberty Bonds are being absorbed by the people at large and not by the financial institutions, to any great extent. The other condition is that the floating of the Liberty Bonds has proven no great strain on the banks.

To those who have not given much thought to the subject, the reason for these conditions may seem a great mystery, but a little analysis shows the reason to be quite simple. In reality, these bonds were not bought with money. Money was only the go-between or transportation medium in the transaction. The bonds were bought and paid for by labor—by the products of the farms, the factory and the mine.

What the farmer has done, who holds a \$500 Liberty Bond, was to sell to the United States, at a good stiff price, \$500 worth of his farm products on time, taking Uncle Sam's note for it at 4¼% interest.

What the factory has really done was to exchange a portion of their product—and a very small portion at that—for Liberty Bonds.

What the laborer has done, who holds a \$50 or a \$100 Liberty Bond, was to swap a very small portion of his time for it, at a much increased price over what he used to get. The miner has done the same thing, all except the gold miner.

Incredible as it may seem, the gold miner, the very one whom the thoughtless would select as the one to buy Liberty Bonds with the most ease, is the only one who is the least able to do so. This is because the price of his product was fixed long before the war, and has not been changed. The price of everything has advanced wonderfully and the gold miner has to pay these advance prices to produce his product, but can secure only the old price for his gold.

Leaving the gold miner out of consideration, no one else need look forward with any fear to the floating of the coming Liberty Loans, unless there is a crop failure.

The statement of the comptroller shows that all the money it required to transport the former Liberty Loans, is back in the National Banks, except about four hundred million dollars, or a little less than 5% of it. Even this does not indicate any depletion of the stock of money in the banks. The banks, like the people, have so far put none of their original holdings, as they stood before the war, into Liberty Bonds.

This being the case, it is not out of place to suggest that all the money and credit in the country need not be held in reserve to transport the next Liberty Loan to the people. That some of it, enough of it can be released to build a few roads and highways, in order that the farmer can get his product to market, and swap some of it for Liberty Bonds.

— Build Roads Now —

THE SOLDIER'S CHANCES

Based on the mortality statistics of the Allied armies, a soldier's chances are as follows:

Twenty-nine chances of coming home to one chance of being killed.

Forty-nine chances of recovering from wounds to one chance of dying from them.

One chance in 500 of losing a limb.

Will live five years longer because of physical training, is freer from disease in the army than in civil life, and has better medical care at the front than at home.

In other wars from 10 to 15 men died from diseases to one from bullets; in this war one man dies of disease to every ten from bullets.

For those of our fighting men who do not escape scatheless, the government under the soldier and sailor insurance law gives protection to the wounded and their dependents and to the families and dependents of those who make the supreme sacrifice for their country.

— Build Roads Now —

UNDESIRABLE AND UNNECESSARY CONDITIONS

WE always encourage the turning of the limelight on the Jefferson Highway, but naturally deplore the finding of such conditions as are described in the following letter.

Several places on the Highway have been allowed to deteriorate this year. Many excuses have been offered where these conditions prevail, but no reasons have been stated. An excuse is not a reason.

The natural inference to be drawn from Mr. Schreiner's letter is that tourists had better use the Kansas division till the Missouri side is put in better condition. What do the Missouri people think about this?

Mr. Schreiner's letter follows:

Dear Mr. Clarkson:

I haven't heard from you in some time, but I suppose that you are still on the job.

The Jefferson Highway through Vernon, Barton and Jasper Counties is in "bum" shape. There has been very little dragging done in Vernon and Barton Counties, and the rock road from Jasper City to Carthage is a fright. It is rough and full of holes, and I really think it is worse than the dirt roads.

I wish you would write or wire to all these counties and tell them we have been receiving a lot of complaints from the tourists, and if they don't put the roads in better condition that you will put out a bulletin for the tourists to keep off of these roads. Put out something to that effect.

Yours very truly,

GEORGE W. SCHREINER.

— Build Roads Now —

STRATEGY AND TACTICS

What Shall They Be, a Frontal Attack or a Flanking Movement?

IT was determined at the Joplin Mid-Summer Meeting of the Jefferson Highway Association, to send a commission to Washington to press upon the proper authorities the subject of highway construction, including the securing of the designation of the Jefferson Highway as a military.

In order to be effective, we must reach a unity of thought on the subject we are to present. To help do this you are invited to help consider, not only the purpose of the trip, but the spirit in which we shall go, the measure of importance attached to our project and the nature of the opposition, both active and passive, that we shall meet and, above all, the manner of presenting the subject.

A frontal attack would probably meet with failure. General Foch is now in the public eye, giving daily exhibitions of successful tactical and strategical movements mostly of a flanking character. Why not learn of him and be wise?

In the spring, his opposition planned a drive that was calculated to put him off the map. In July, he turned on his opponents at an opportune moment and put them on the defensive.

News from Washington indicates that opponents of our ideas are planning a drive that, if successful, will put us off the map of current affairs.

We can gain the same measure of success that General Foch has gained, if we adopt his tactics and strategy. To this end your attention is invited to the article on page 3.

— Build Roads Now —

WAS IT PROPHECY AS WELL AS POETRY?

Some Three Hundred Years Ago, An English Poet of No Mean Ability Wrote of War and Battle

— Build Roads Now — Build Roads Now — Build Roads Now —

AT that time, and ever since, these writings were considered as poetry. It was taken for granted that the Bard secured his inspiration from the past and the violent contentions of his own times, and located the scene of his epic in "That far distant country," at a time when chaos reigned where the earth now takes its diurnal course; but quite recently—some are entertaining the thought that possibly the author of the heroic verse was gifted with prophetic power, and that it was the future and not the past, or that it was the future as well as the past, of which he wrote.

Midway of his theme, we quote in part a most accurate description of

THE GREAT WAR

"Now storming fury rose,

And clamor, such as heard * * * till now
Was never; arms on armor clashing brayed
Horrible discord, and the madding wheels
Of brazen chariots raged; dire was the noise
Of conflict; overhead the dismal hiss
Of fire * * * in flaming volleys flew,
And, flying, vaulted either host with fire.
So under fiery cope together rushed
Both battles main with ruinous assault
And inextinguishable rage. All heaven
Resounded; * * * What wonder, when

Millions * * fierce encountering * * * fought
On either side, the least of whom could wield
These elements, and arm him with the force
Of all their regions? How much more of power
Army against army numberless to raise
Dreadful combustion warring, and disturb,
Though not destroy, their happy native seat."

Judging from the unanimous verdict, now reaching America from the front telling of their daring deeds, is it not possible that the poet was prophesying of the coming of

THE AMERICAN SOLDIER?

"A legion! led in fight, yet leader seemed
Each warrior single as in chief; expert
When to advance, or stand, or turn the sway
Of battle, open when, and when to close
The ridges of grim war. No thought of flight,
None of retreat, no unbecoming deed
That argued fear; each on himself relied
As only in his arm the moment lay
Of victory. Deeds of eternal fame
Were done, but infinite; for wide was spread
That war, and various: sometimes on firm ground
A standing fight; then, soaring on main wing,
Tormented all the air."

— Build Roads Now —

ANOTHER LETTER FROM MR. NIBERT

IT will be remembered that he is the man who some months ago thought he was working up to his full capacity, but found that under war conditions he could do two or three times as much as he had been doing previously. His letter follows:

Sept. 6, 1918.

The Highway meeting at Opelousas was a very enthusiastic one, and served to arouse a very favorable interest among property owners all along the route.

Under anything like normal conditions, the Evangeline will go right ahead. We feel it will be an asset to the Jefferson. This road will terminate at Lafayette instead of New Iberia, as shown on the sketch.

It is beginning to appear that the Highway Department of this State is regarding the Jefferson as the most important road in Louisiana, and in this there should be a great deal of satisfaction to you, because were it a highway merely from parish to parish across the State it could not carry the importance that it does—as the Jefferson.

At this writing we do not know whether any activities on the part of local road workers will have any effect on the distribution of funds. If, however, there is any pressure to be brought it will be looked after.

In this connection permit me to say that I think the last issue of the Declaration was a very interesting one.

Every fellow that comes in here and picks up the Declaration wants to borrow it and take it home, and I think I shall open a subscription list.

Yours very truly,

BUSINESS MEN'S LEAGUE OF BUNKIE,

R. D. NIBERT, Sec'y.

— Build Roads Now —

THE HARRISON COUNTY FAIR ASSOCIATION, which holds its annual meeting at Bethany, Mo., shows its appreciation of the Jefferson Highway by exploiting the purpose and activities of the Highway on three pages of the fair catalogue, and in this exploitation their vision was broad enough to take in the entire 2,600 miles of its course.

COMMISSION TO BUILD THE HIGHWAYS WITH THE VIGOR OF SHIPBUILDING NOW IN ORDER

WHEN one seriously contemplates the chaotic condition that now prevails throughout the country in highway work, at a time when every mile of bad road on the main highways lessens our fighting power, increases the cost of our foodstuffs and lengthens the duration of the war, we cannot but be dumbfounded and confounded that such a condition of affairs should have been permitted to last for so long a time. From the very day we entered the war it was known that our railroads could not possibly handle the traffic. It was known that the utmost stretch of work that could be given to their expansion would scarcely more than take care of their deterioration under the strain under which they are working.

It was known that motor trucks over highways could alone materially aid the situation, though waterways would splendidly supplement highways and railroads. But with a viewpoint so narrow that one is amazed to try to understand it, highway work was discouraged, the issuing of highway securities was almost banned, and even today it seems difficult to induce officials in Washington to understand the real significance of highway work and the supreme need of hastening the construction of new highways and maintaining in good condition all existing highways which are available for any branch of war-work service.

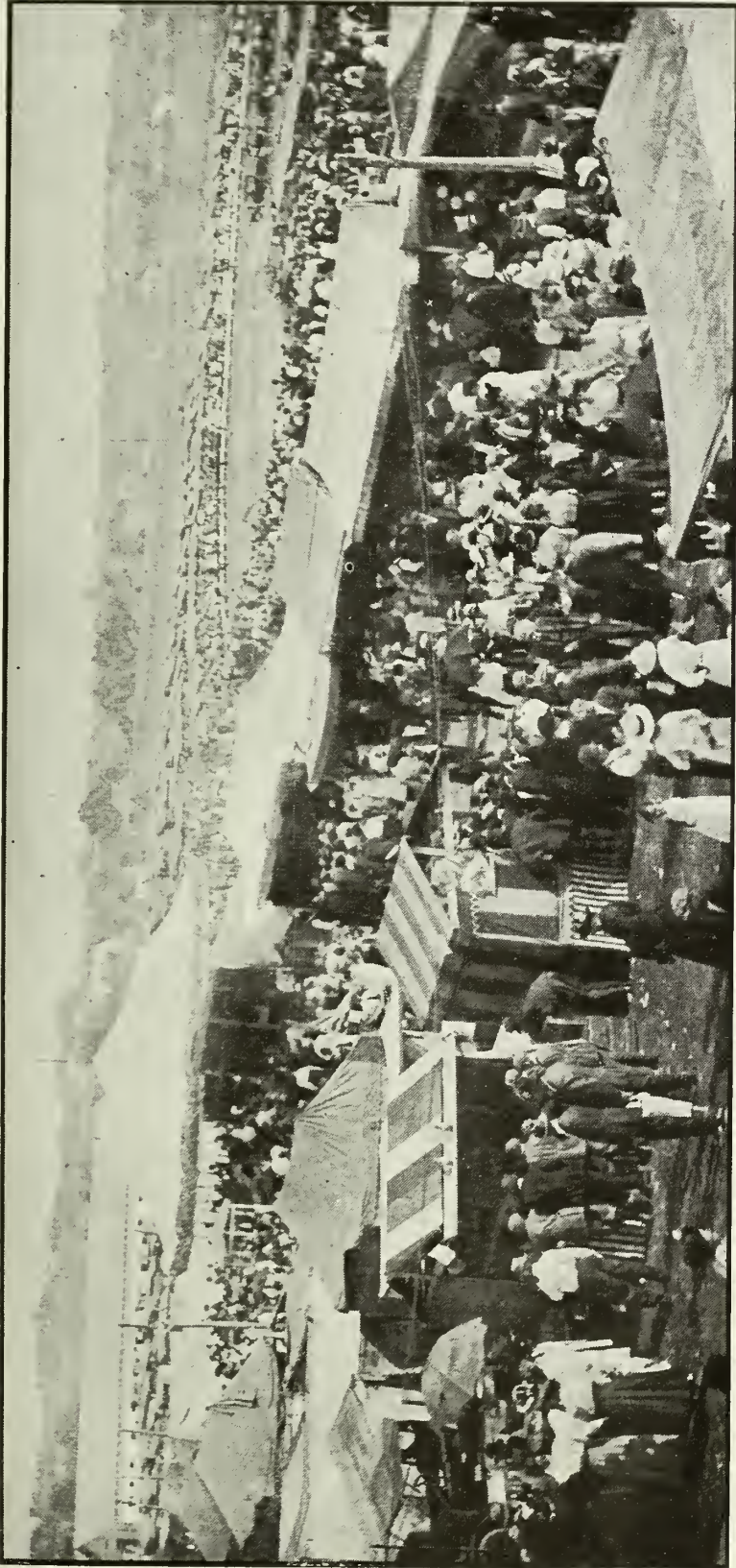
We have negation instead of positive aggression, with a chaos in highway work that must have delighted the heart of every pro-German in the nation.

We can see no hope for any improvement except through an organization formed by President Wilson himself in co-operation with Congress, or by Congress taking the lead for creating a commission committed wholly and absolutely to the one great issue of building highways, a commission which in its organization will be authorized to expend a vast sum of money without having its hands completely tied by any unwise action on the part of those who now control the issuing of new securities or the handling of materials.

As ships must be built, so must highways be built.—Manufacturers Record.

THE HARRISON COUNTY, MISSOURI, FAIR

A Jefferson Highway Enterprise Which Has Proven One Grand Success



ONE of the notable community enterprises fostered and made possible by the organization of the Jefferson Highway is the Harrison County, Missouri, Fair, which has just closed its third annual meeting with phenomenal success at Bethany.

For years prior to the inception and location of the Jefferson Highway, Bethany had been ambitious to have a fair, but one essential element of a successful fair was lacking—that of transportation. The people who could and would go to Bethany by its one railroad and ordinary wagon roads would not be sufficient in number to support a fair of the magnitude they wished.

As soon, however, as this international highway was definitely located through Harrison County, with its northern line tapping Decatur and Clarke Counties in Iowa, its western branch tapping Gentry, DeKalb, Andrews and Buchanan Counties to the southwest, and its southern branch tapping Davies and Clinton Counties, it was realized by the people of Bethany and Har-

risson County that the one lacking element of a successful fair at Bethany had been provided. The Harrison County Fair Association was immediately formed, and with its customary vigor and business acumen of the people of that locality, all the necessary steps were taken to conduct a fair which has proven a phenomenal success from the very start.

As the official car of the Jefferson Highway was wending its way northward the evening of Thursday of Fair week, and had progressed within fifteen miles of Bethany, its course was considerably impeded by autos running in the opposite direction, returning from the fair. At first, the came by twos and three, then in bunches, and finally in droves.

By the time Bethany was reached so many had passed that it was thought few could be left on the grounds. However, in passing the Fair Grounds at 7 p. m., this impression was found to be an error, as the grounds seemed to be full to their capacity, of people and autos. The accompanying illustration will convey an idea of

the attendance at the Harrison County Fair, which now stands second only to the Missouri State Fair, held at Sedalia.

The Highway has made it possible to hold night sessions on the fair grounds, and the farmers living thirty and forty miles away think nothing of remaining till the close of the night sessions and driving home after ten o'clock at night.

What the Jefferson Highway Association thinks of Bethany and Harrison County in their local community developments, is seen from time to time in the pages of this magazine.

What Bethany and Harrison County think of the international community development, represented by the Jefferson Highway Association, of which they form the one-hundredth part, is in evidence all of the time. Whenever anything is to be done for the Highway, Harrison County people, like our boys in France, await the signal to start with impatience, and when it is given, go "Over the Top" with such a rush that the objective is always left far in the rear.

BEMIDJI COMMERCIAL CLUB STARTS AN INNOVATION

Talk About Helping the Farmers is Supplemented at Bemidji, Minn., by Action—It Will be Interesting to Learn How the Experiment Works

AT a recent meeting of the Commercial Club a special auto service was inaugurated for the benefit of the farmer. The idea was suggested by G. W. Harnwell of the St. Hilaire Retal Lumber company.

The plan is to have cars in readiness in case farmers, during the rush seasons, need anything in a hurry. If a farmer breaks a piece of machinery all he has to do is to telephone headquarters in Bemidji and a car will bring it to him, thus saving, perhaps a day's work for the farmer with his team. If he needs an extra piece of machinery or some tools or twine or anything needed in a hurry to keep his force on the farm moving, he has but to telephone.

Farmers who desire to make use of this new organization are asked to call E. H. Denu at the Pioneer office, telephone 922, and state their needs to him. If he is not there someone in the office will look after it. If the farmer wishes to order his needs or goods, he is to advise Mr. Denu where they may be collected. If he wishes the purchase made the farmer may designate the place, and the matter will be attended to.

The Bemidji Pioneer, in commenting on this move says:

"In eastern localities, where such service has been offered by one concern in a town, the service has been abused at times, the concern having been called out for some needless little thing. This, however, is not expected in this locality, where all farmers are most appreciative.

Come on, boys on the farm, make use of this service. See what kind of co-operation the merchant can give and how willing he will give it. Go to your nearest neighbor and telephone if you have none of your own. The business men want to help all they can and it's up to you to give them the opportunity."

— Build Roads Now —

GOOD FOR THE LINCOLN

It Is Now Free of Toll Gates, Thanks to Five Years Persistent Effort

WHILE the Lincoln Highway Association has not yet fulfilled its destiny in providing a boulevard-like road from the Atlantic to the Pacific, it has at last achieved one of its great objects. When the association was first organized in 1913 its declaration of intentions called for a "Continuous, connected, improved highway from the Atlantic to the Pacific, open to lawful traffic of all descriptions, without toll charges." The continuous, improved highway is still of the future, but the Lincoln Highway is at last a connected highway without toll charges.

For five years effort has been concentrated in Pennsylvania upon the elimination of the Lincoln Highway toll sections. A matter which was by no means simple or easy to solve, as many of the toll sections, comprising many miles, had been held by the companies owning the routes for more than 100 years, and there were legal technicalities to be worked out, a price to be decided upon and the problem of raising the necessary funds to purchase outright the many sections, to travel over which cost more than \$2.00 on the route between Pittsburg and Philadelphia.

The old toll house, with its gate-keeper and troublesome stop, which has dotted the main trans-Pennsylvania highway since the time of Washington, is at last a thing of the past, and freight traffic in increasing volume can now follow America's greatest highway from the Hudson river to San Francisco Bay without paying a cent of toll except upon a few bridges, which the association is endeavoring now to open free to the public.

— Build Roads Now —

DIRECTORY Garages and Hotels

To the Tourist—The Jefferson Highway is a cooperative project. It grows better as we each help the ones who help us. These advertisers patronize the Declaration, which in turn does its part toward furnishing you with a good highway. When you patronize these advertisers, you complete the circle.

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JOHN P. BEEBE, Proprietor.

FINE GREGG COUNTY ROADS

J. FRED STUCKEY of Longview, Texas, who represents Gregg County in the Jefferson Highway state organization, writes Vice-President W. N. King, Denison, that his county has met every requirement of the Jefferson Highway in Gregg County, although small in area, measures up with the largest in number of miles and quality of hard surfaced highways. The count is a network of good roads that are constantly maintained. Every foot of the Jefferson Highway is hard surfaced, and the highway is marked.

Mr. Stuckey's letter follows:

"Our roads are in good condition, and the Jefferson Highway pole markings are in place. We are to commence real soon to put up an additional coat of hard surfacing on all our roads, which will place them second to none in the State."

— Build Roads Now —

BRIDGE PROPOSED OVER ATCHAFALAYA

Temporary Provision At Melville Urged By Highway Users

Representative Charles A. Smith, of Valverde, and Senator T. L. Dowling, of Gloster, introduced resolutions in the two branches of the general assembly Thursday calling upon the state highway department to look into the matter of a ferry across the Atchafalaya river at Melville, an important link in the Jefferson Highway. Both Mr. Smith and Mr. Dowling are enthusiastic exponents of the Jefferson Highway as an asset to the state.

Senator Dowling made the discovery of an almost impossible situation at the Melville ferry. He drove to Baton Rouge in his car from his home in De Soto. He found a fairly good road until he struck the Atchafalaya crossing. He first was forced to drop down a forty-five degree incline onto a small ferry boat and when across to ascend a bank at about the same angle, which he said many machines could not make.

Ferry Serious Hindrance

"The ferry at Melville makes the general use of the Jefferson Highway impracticable by automobiles," said Senator Dowling. "If we could, we should have some temporary arrangement made through our state highway department, until permanent improvements can be made."

Mr. Smith was in possession of the same information and they collaborated on a plan.

"We believe," said Mr. Smith, "that the state highway department could make temporary provision for the Melville crossing and then recommend to the next legislature a bill providing for a permanent traffic bridge at that crossing to care for the traffic that is bound to follow this great national highway. I believe it is one of the important issues in our state transportation program."

Valverde, the home of Representative Smith, is on the Jefferson route. Pointe Coupee people are anxious that the road shall come into general use.—N. O. Item.

— Build Roads Now —

COMPULSORY USE OF TRACTORS AND MEN TO RUN THEM, IN ROAD CONSTRUCTION AND MAINTENANCE

A SEEMINGLY well posted authority has made the discovery that the tractors of the country are not being worked up to their capacity. Following this discovery, he suggests that the difference between present use and maximum use, if expressed in road construction and maintenance, would spell the difference between bad roads and adequate roads.

In the absence of a complete survey of the subject of idle tractors, most close observers will concede that this authority is scoring very close to the truth, and few will attempt to controvert it, so for present purposes it will be taken as conceded.

In a broad sense, this means so much unused horse power. If it were animal horse power, it would be bad enough, but being tractor power it is that much worse, because the application of tractor power to the construction of roads is so much more efficient and produces so much better road, that animal power should

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not be considered, only where the use of tractors is impossible. This field is becoming more and more restricted as each month passes. Of course, the term tractor includes motor trucks that are suitable for road construction.

But conceding the idle tractors, tractors will not run without a certain amount of man power to direct them, and this brings up the item of labor. It seems that ordinary processes will not secure either the tractors or men to run them for road building purposes. Then what is to be done? Shall the principles of the selective draft be applied to the subject? It is applied in the war zone, both under fire and much beyond the firing line. But this is under a necessity which invites individual property rights, and individual human rights to stand aside for a more opportune time to exercise them.

It is little use arguing the question with the idle tractor or the idle tractor owner. It is a matter of coordination and this is a subject that is worrying Washington just now, regarding some things that are regarded generally as of much more importance than road building, but if building of roads is necessary to "Win the War" the logical course seems plain.

The compulsory use of the tractor invades at once the rights of property and the rights of persons. The question to resolve is how far under existing circumstances, are we prepared to enforce a principle now well established?

The growth of Jonah's gourd was slow in comparison to the way this principle has grown in its application, in the last twelve months. Has it reached its limit? Having applied it to the most sacred and most valuable of our possessions—the lives of our men from 18 to 45 years of age—must we now stay our hand and let such a matter as an idle tractor and an idle man go scott free from the obligation to furnish transportation facilities to feed, clothe, arm and munition the men whom we have called upon to go to the firing line? Must the great power of the nation stand abashed before the idle tractor, or before the three great sources of man power, as yet practically untouched?

If we should have an unusually open fall and winter, which is possible, with abundant rainfall and the resultant bad road conditions naturally resulting, there might be such a slowing up of foodstuffs from the

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farmside to the rail and shipside in the United States as would disastrously affect conditions on the battle front in Europe.

If our hopes are realized, the battle front will be pushed nearer and nearer to Berlin as the months advance, but this progress must be made over ground largely bereft of rail and highway transportation, unless we push the Huns so fast they will be unable to complete the work of destruction at which they are such past masters. Whether the progress toward Berlin be slow or rapid, it will be conceded that the zone between the end of the present transportation system and the battle front, as it progresses, will possess vital interest for those in charge of moving supplies and furnish a serious problem for solution.

The importance of the speedy and regular movement of supplies over that zone, attracts such intense attention that we overlook the obvious fact that everything that must pass over that zone must also pass over other zones more remote, and that any delay, whether of a week or of a month, in the first stages of this trip, will manifest itself in the last stages of the trip that must be completed on time, to be successful. For this reason, more attention should be given to the initial zone over which these supplies must travel—the zone lying between the farm and the railroad station. Especially when it has developed from a road into a highway.

What would we have done if this war had been forced upon us ten years ago, having the population and resources we then possessed? Would we have sued for quarter and taken such terms as they offered? By no means. And yet, at this writing, the men and other resources we have put on the battle line, are less than the difference between what we were ten years ago and what we are now.

In other words, we are not using the accretions of the last decade. This being the case, it is no time to withhold our hand, and entirely unjustifiable to refrain from reaching out and putting into operation any resource we have, whether that resource be a half used tractor, a half used man or a half used credit. Any other line of action is pro-Germanism, masquerading under the guise of ignorance, undue caution or individual selfishness.

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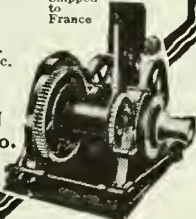
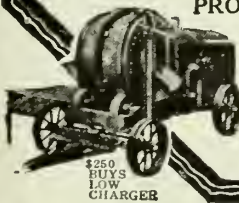
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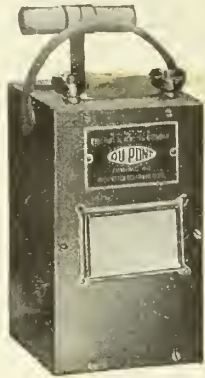
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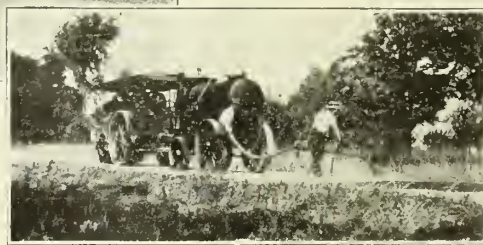
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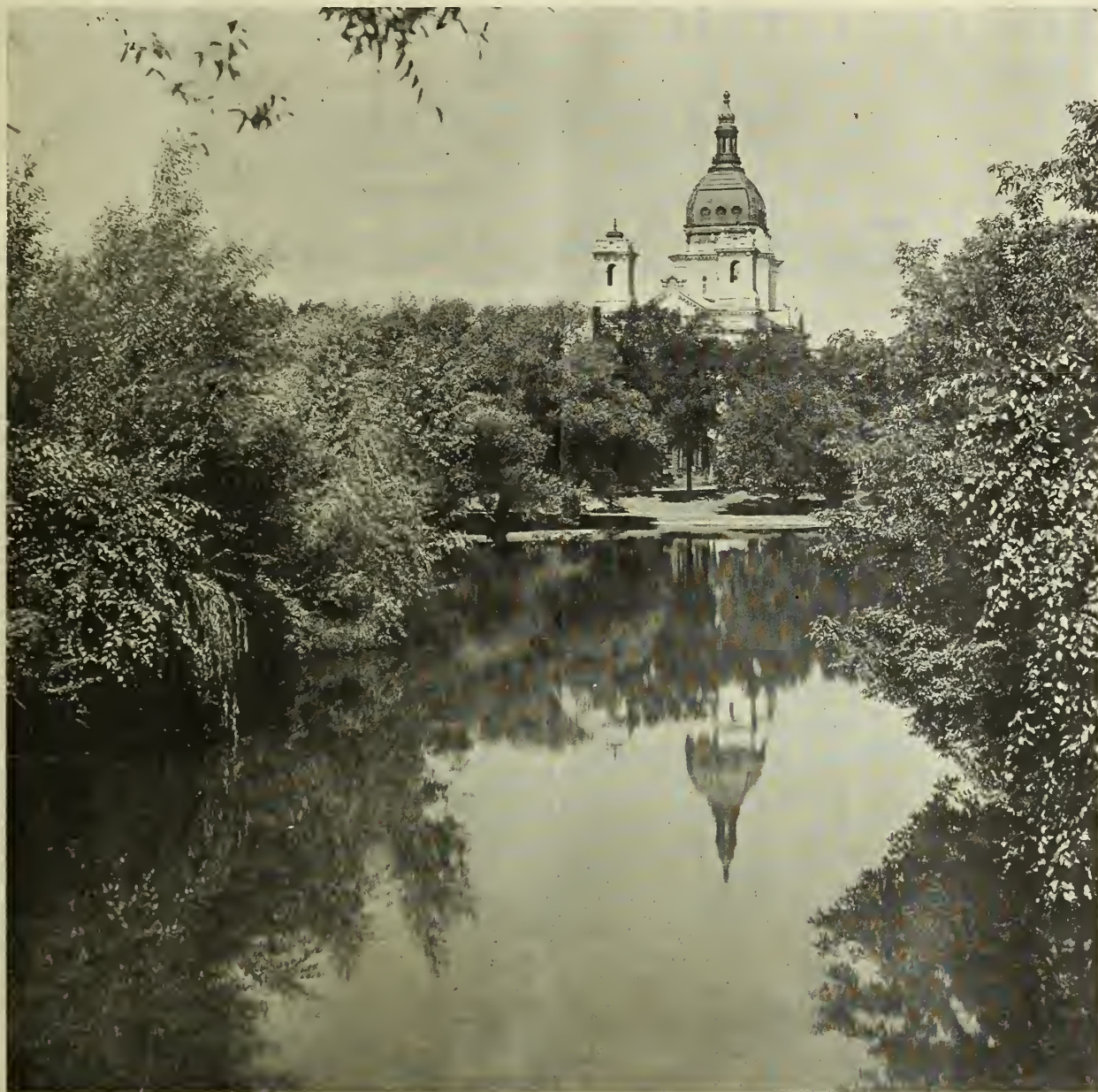
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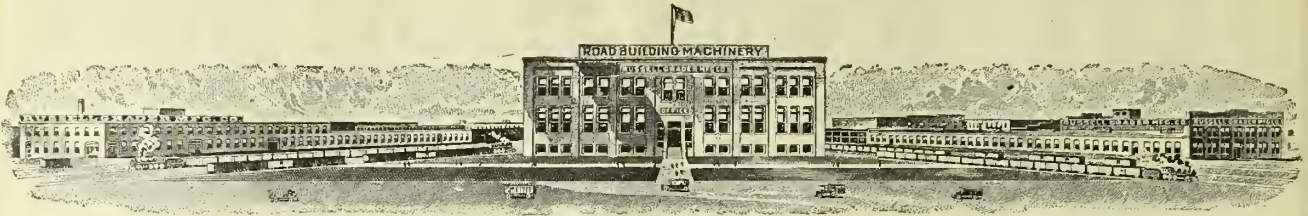
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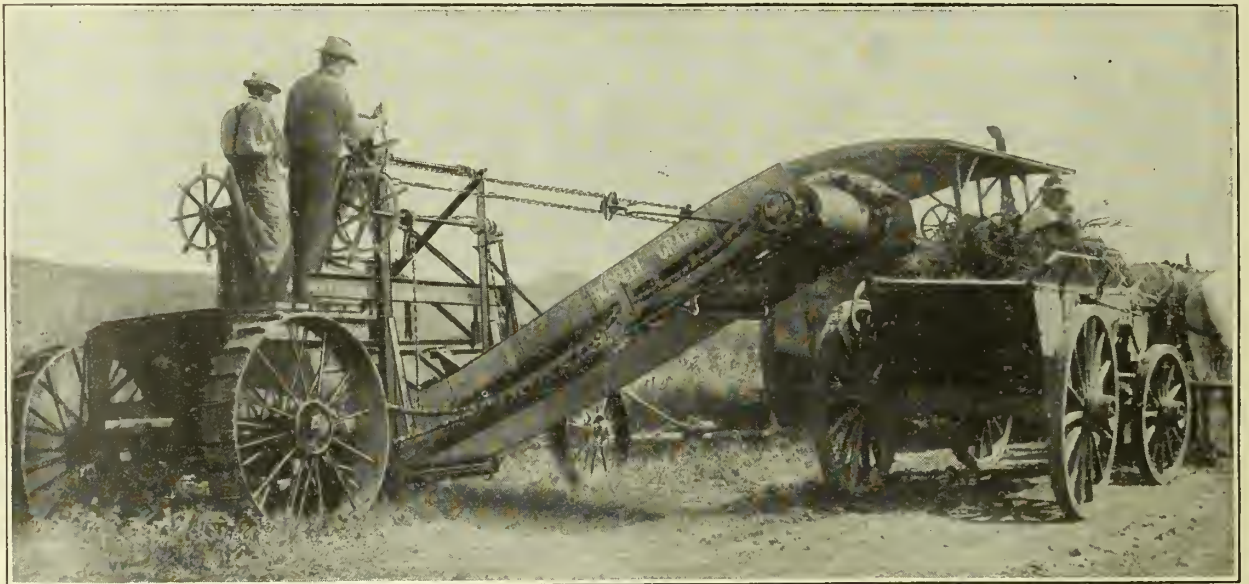
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MORE GERMAN PROPAGANDA

So Insidious Is This Attack That It Was for Many Months Taken for a Wise Policy

— Build Roads Now — Build Roads Now — Build Roads Now —

THE French are a small nation. Before the war, some were inclined to question its right to be considered a first class power. Her financial resources were limited, her population was stationary or on the decrease and her area was circumscribed.

While we admitted her to the fellowship of a first class nation, it was largely by reason of the prestige of the past—not so much on material grounds as on scientific, educational and social lines. Her capacity for frivolity was established in all quarters.

Notwithstanding these limitations, she sustained herself for over two and a half years against the Hun with a large proportion of her valuable territory in the hands of the enemy. When Germany started the propaganda that France was "Bled White," France replied by slamming the Huns back to the Hinderburg line. We now concede that there is no seat too high in the family of nations for France to occupy, but of course, in doing so always reserve a place for ourselves equally as high and honorable.

Our population is greater than any other nation now engaged in the war. Our banking resources are greater than any other nation on the globe. Our material wealth is far beyond any other country. Our territory has not been subject to invasion and, notwithstanding our long distance warfare of sixteen months, we are growing richer each succeeding month, measured in the coin of the realm.

STUDY these things and if we are going to attempt to occupy one of those top seats along side of France and England and other smaller nations, we must resist with all our power the German propoganda that in sixteen months long distance fighting, we have exhausted our man power and our financial power, or that we will have exhausted them in sixteen months more of it.

Boasting the greatest banking power on earth and with France as an example to study, why should we permit anyone to even hint at the idea that we have about exhausted our financial ability in floating the few billion dollars war bonds we have issued, or will exhaust that ability in floating twice or three times as much to such an extent that a few things at home essential to our well being, as well as the winning of the war, cannot be allotted sufficient credit to keep things in reasonable shape at home, so that the men who are doing the fighting will have something worth the price they paid for it. Away with such German propoganda!

FRANCE not only built highways before the war, but she has been building them every day since it commenced, building them under fire but also beyond the firing zone. Building them from the firing line to the dock where American foodstuffs are received from the ships, so that the steady flow may not be impeded.

A farmer boy in writing back from over there said "We find splendid roads nearly everywhere in France and wherever they are not good, you will see repair gangs at work improving them." If the discouragement thrown in the way of highway improvements in this country for the last few months, are to be continued, what will that boy and thousands like him, think when they come back, of our right to occupy a seat along side of France?

Had we not better turn to and help France in her gigantic task of road building, by taking care of our end of the road—that portion which lays between the American farm and the ship and railside on this side of the ocean? France's fine system of highways can do little good until we get the stuff to the railroad, the ship and across the ocean.

Then again France has a lot of new roads to build on her way to Berlin and our boys will have a hand in that job also. Several hundred miles lay between the Hinderburg line and Berlin, over every additional mile of which American products must be transported to our men. A slight delay means suffering. A great delay means disaster and death, and it will matter little whether that delay is in France, Germany or Missouri or Kansas. The completed trip must be made on time. Delay on the first fifty miles of the trip will count as much as delay on the last fifty miles of it.

THE thought that we have reached our limit, or that we are likely to reach our limit, is unworthy of lodgment in the mind and heart of any true American. We should resist with all our might any such palpable German propoganda.

If we are going to measure up with France in honors, let us measure up with her in achievements and not take the seat of honor on sufferance. What thought could serve the Kaiser's cause so well as the one that we are already "Bled White" financially or in man power, or that we will ever be "Bled White" financially or in any other way, in order to defeat a nation of Huns.

If it were true, it would be out duty to concede it. Being false, it is our duty to resent the thought wherever met. Away with it and proceed with all such vital internal improvements as road and highway construction.

"THANK GOD FOR THIS WAR"

Is That Putting It a Little Strong?—Is the Time Coming When We Will Say This In All Earnestness?—Has It Come Now?

— Build Roads Now — Build Roads Now — Build Roads Now —

IN the dark days, after the sinking of the Lusitania and before decisive action had been decided upon, it seemed utterly impossible that any silver lining could ever be discovered in the dire situation that then confronted us. Dishonor reared its disagreeable front on the one hand, and disastrous war filled all the other space. There was no middle course.

Later, when we had dissolved our doubts, made a choice between dishonor and all other possible disasters and a state of war was declared the aspect was little changed. The gloom was relieved only by the joy of those who would rather die with honor than live with dishonor. Then when the knowing ones taking tribute of the wisdom and experience of those, who for many months had toiled at the task of supplying men for the battle, proposed the selective draft, the great depths of the ocean seemed to be broken up and the terrifying sound of mighty billows of protest was added to the gloom of the previous situation. It was indeed a black night of conflicting emotions which confronted us. Bold indeed would he have been who, under those circumstances, would have said "Thank God for this war," and yet within a twelve months this language was used—and used by one of the Princes of the earth—one who has enabled himself by service, and hence used with authority.

The incident is reported by Bert Hall, an American and another Prince of the people who for four years has dedicated his life to the cause of liberty and daily mounts beyond the clouds, in the performance of his duties. The story is told in the September American, and that portion with which we have to do, reads as follows:

"I was talking one day to a little English clerk who before the war had never had the nerve even to ask for a raise in pay! When the war came, he applied for the flying corps and, though he had a hard job getting into it, he was finally accepted. Knowing him to be one of the most daring men flying at the front, I asked him if this story was true, and he admitted it was."

"'Before the war,' he said, 'I was timid and nervous. I never should have amounted to anything if this chance hadn't come along. I'll be a different chap when I go back. I never knew before that I had any courage.'"

"In my own escadrille, I heard almost the same thing from one of the boys one night as we sat talking after the others had gone to sleep. 'Bert,' he said slowly, as if measuring his words, 'Thank God for this war!' I looked up at him so startled that I couldn't make any reply. 'I say that,' he continued simply, 'because I realize what a change it has made in me. You probably never suspected it, but I am the son of a New York millionaire, and up to a year and a half ago, because of that fact, I thought I was the most important person on the face of the earth.' 'It was I-I all the time. No one else counted. No, one else mattered. Everything is different now, of course. * * * You can just bet that when I get back home, I am going to be a different man.'"

A mother with three sons on the battle front, is said to have declared, "I would prefer to be the mother of a dead man rather than the mother of a slacker."

Who is this woman? She is the same woman, who eighteen months ago said, "I did not raise my sons to be cannon fodder. If there must be war, let others do the fighting, not my boys."

What is the name of this woman? Her name is legion and the land she occupies is bounded by the two oceans, the Great Lakes and the Gulf. It is known as "Our Country." Is not our country the better—immensely the better—for the change of heart which has come to her, and is she not richer—immensely richer—for the change that has taken place in her soul? For, whereas,

she had but three sons, lo! now she has scores, because her awakened sympathies recognize in every khaki clad soldier, fighting in the common cause, a brother of her boys. Is not the possession of such a woman a pearl of great price? Could or would this pearl have come into existence but for the war? When she chose to be the mother of a dead man rather than the mother of a live slacker, did she choose to take a loss, or did she elect to score a gain?

When her boys come back, sound in mind and body, crowned with victory, will she feel that she paid too high a price, as the voice of the people ring out in glad acclaim? Verily, has she not invested in the present and received a thousand fold in returns?

But let's not shrink from the acid test. Tomorrow, a message comes flying through the air, with the speed of light. It brings word that one of her boys has paid the ultimate price—that in the performance of his duty, he received his death wound, but in the few moments that he had left, he whispered into the ear of an attentive comrade, "tell mother—tell mother, not to grieve; it is worth the price I am paying. I would gladly do it again." Will she discount his valuation of the investment he has made in the future?

How long has it been since wise and patriotic men watched with anxiety the "Melting Pot of America," wondering if a nation would emerge from its seething depths. But the war has resolved that doubt. An unknown author puts it well.

The other day a Jewish mother called with her daughter at a soldier's club and said she would like to have three soldiers as guests through the Jewish New Year festival of Yon Kippur, September 6th and 7th. Her own two sons are with their regiments.

She was told three Jewish soldiers would be sent, if possible, but past experience showed a more congenial house party was likely to be composed of, say, one Jew, one Irishman and one Swede. For some reason, pals are generally of assorted races, and they are likely to insist on sticking together.

"It matters nothing," said the Jewish mother. "Let any come—Irish, Swede, Jew, so they wear the uniform my sons are wearing."

"Just today we chanced to meet—
Down upon the crowded street;
And I wondered whence he came,
What was once his nation's name"

"So I asked him, "Tell me true,
Are you a Pole, or Russian Jew,
English, Scotch, Italian, Russian,
Belgian, Spanish, Swiss, Moravian,
Dutch or Greek or Scandinavian?"

"Then he raised his head on high,
As he gave me this reply:
"What I was is naught to me,
In this land of Liberty.
In my soul as man to man,
I am just American."

Shall we treat today—tomorrow—next week—next month as possessing only salvage for us? Shall we treat the present, the future, near and far, as filled with debris and wreckage and devote our time and effort to works of salvage, or act on the more optimistic view that the seeming wreck of the present is the raw material out of which to create a future that shall far surpass anything in the past?

Has the time come to sound the optimistic note about the war—to join the escadrille and mounting above the clouds of doubt, which obscure the earth, look down upon their silver lining, and say with those who have been through the thick of the fight, "Thank God for this war!"

BUILD ROADS NOW

The Reason for Immediate Action Is Made Apparent

— Build Roads Now — Build Roads Now — Build Roads Now —

THIS question as to the feasibility of continuing road construction and repair throughout the country arose soon after the entry of the United States into the Great War. The argument was that to do this would require a large amount of energy that might be more profitably employed towards what appeared from a hasty study of the situation, a more direct prosecution of the war. Munitions were needed in heretofore unheard of quantities and extensive factories were required to be built for these purposes. Shipyards were sadly lacking in which to construct the vitally needed ships for carrying to Europe the tonnage of material consumed daily. Camps and cantonments approximating cities in size had to be built in record time for the housing and training of the armies. There is then little wonder that the roads, which seemed of more minor importance, were forgotten and left neglected in the mad rush.

Other things also banded together to stop or at least reduce road work. The supply of labor was drained to the very bottom in all lines of secondary effort by the pressing need in the construction work immediately concerned with preparations for war. This left existing road contracts unfinished and prevented new ones from being undertaken. Many contractors entered into munition plant construction or operation and devoted their entire efforts and organizations to aiding the Government, sometimes dropping road work for this purpose. The constantly increasing cost of materials and labor for road construction induced many communities to delay the letting of contracts until a more propitious time. Meanwhile, there is a sentiment that the public in general should submit for a few years to the discomfort of bad roads until such time arrives. Some road officials have to a great extent the impression that they are patriotically sacrificing construction work in order that other important preparations may go forward unhindered.

THE developments during the past winter and spring have undoubtedly proven that roads are a vital necessity in the general preparation for war, and have shown the error of neglecting the highways.

During the congestion of traffic on the railroads early



Is it practical patriotism to build this kind of road from railroad to encampment, and—

in the fall, many industries were forced to begin the transportation of a part of their more necessary materials by means of auto trucks in order to maintain a sufficient supply of materials. As conditions grew worse and finally culminated in a workless week and a series of workless Mondays, manufacturerers and dealers concentrated their efforts upon obtaining even the vital necessities for their operations by the use of the highways and roads. In fact, for a time a portion of the supply of coal and food for the public depended upon truck haul.

AT first the use of trucks was limited to comparatively short hauls, but this has developed so rapidly that truck trains are in constant service on long hauls between the middle western cities and the Atlantic Coast. Now it is not unusual to see a truck train consisting of from a small number up to fifty or sixty trucks en route loaded with materials formerly hauled only by the railroads. The large volume of freight hauled by this method has already served to materially relieve the strain on railroad traffic and is daily growing in volume. At the same time, the short hauls from distributing centers are largely being made by trucks, thus freeing much railroad equipment from this service to that of through freight hauls.

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—leave this kind of a road for the initial end of the trip?



HIGHWAY TRANSPORTATION WILL FOLLOW HIGHWAY DEVELOPMENT—BUT IT CANNOT LEAD

The Encouragement of Highway Transportation Beyond Highway Development Is Dangerous—It Will Discourage the Use of Motor Trucks

By S. M. Williams, Gen'l Sales Mgr. The Garford Motor Truck Co. and Pres. The Highway Industries Association.

— Build Roads Now — Build Roads Now — Build Roads Now —



As a country we have studied transportation and its development only through one eye—and that partly closed by railroad influence. The same policy upon the part of our railroads towards the highway has prevented the development of our inland waterways so that instead of their being able to take their proper place in transportation, we have practically no inland waterway haulage facilities.

Highway transportation has been far removed from the mind of the average citizen of the United States. Official Washington has for many years closed both eyes and ears to the public highway, and its refusal to allow the highways of our country to be improved so that they may take their proper place in our great system of transportation is today penalizing the country many times the cost of highway improvement.

The economic value of improved highways has constantly been overlooked by the Federal Government in its plans for winning the war. We are constantly pleading with the farmer for greater production and efficiency on the farm and the farmer is responding

through improved methods and equipment—but what are we doing to aid the farmer in marketing his product? Last year and again this year we will lose millions and millions in food products and farm labor because of our inability to market the products when they should be marketed. We are crying food conservation and the public is responding nobly, but our waste through our indifference to the country's need in improved roads is many times greater than our saving. Recently there has been some awakening as to the true economic value of the highway as a unit of transportation, but this did not come until the railroads,



"Conditions which must be overcome to insure practical and satisfactory motor-truck operation."

hampered by depreciation in equipment, and burdened with increased demands, had broken down under the terrific loads.

This increased demand is the logical outcome of the growth of industry, and by that I mean all industry from the farm to the factory.

True, our becoming involved in war and the demands from the Allies for food and munitions have increased the burden of transportation, but regardless of war we were rapidly drifting towards the same congested conditions that have existed for the last year or so. These conditions should not be charged to inefficiency of transportation, but they should be charged directly to those who have been instrumental in retarding or preventing the improvement of transportation in all its forms. With the failure of the railroads to meet the traffic demands, industry was compelled to turn to the highways for relief. This relief was sufficient to definitely show the value of the highways but insignificant in its remedy on account of the deplorable lack of durable highways upon which highway transportation must depend.

A few years ago there was an epidemic throughout the United States known as the "Jitney." I was then criticized because I questioned the promotion of the "Jitney" service without surrounding it with proper consideration for regularity, dependability and responsibility. I now find myself criticized because I am free to question the promotion of highway transportation without proper consideration of the essentials necessary for its success.

Every illustration and reference to accomplishment in highway transportation should clearly set forth conditions under which the success was attained, or reasons for failures. We should be just as willing to announce the failures as successes. Failures will not discourage if true facts are given. They

will warn the prospect to avoid the cause of failure and follow the lines necessary for success. The public should not be misled into the belief that responsibility

for success in highway transportation is limited to the purchase of equipment. Every responsible manufacturer and distributor of motor trucks should refrain from encouraging investment in equipment of such business unless he knows the surrounding conditions will enable the purchaser to guarantee that regularity and dependability of service necessary at all times for its success.

Highway transportation will follow highway development, but it cannot lead. The development of highway transportation beyond highway development is dangerous because it will result in failures. The excessive use of unimproved highways for heavy tonnage vehicles will encourage drastic legislation against motor vehicle traffic upon the highways. It has been argued by some that if we put vehicles upon the roads and allow the roads to be torn up the public will demand their being rebuilt, and one instance has been referred to through the establishment of a motor truck route resulting in a demand from the people for the improvement of their roads. The Highway Commissioner in

the state in which that same route is located informs me that the protest in his state on account of the heavy tonnage traffic greatly exceeds any sentiment in favor of it. Of course, the public will demand that the roads be rebuilt—but by whom? "Not from our money, let the motor truck operators pay the damage"—is invariably the cry. But should we encourage opposition by reckless promotion? It is also argued by some that if we wait for development of our highways it will be too slow. The surest way to retard any movement is to give encouragement to opposition against that movement.

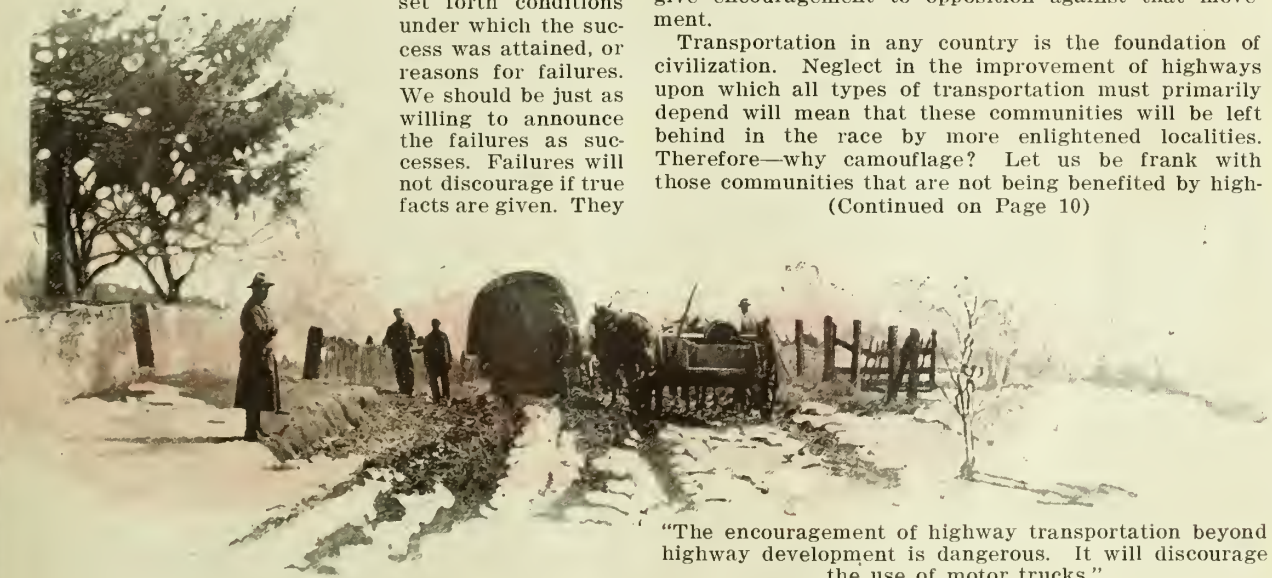
Transportation in any country is the foundation of civilization. Neglect in the improvement of highways upon which all types of transportation must primarily depend will mean that these communities will be left behind in the race by more enlightened localities. Therefore—why camouflage? Let us be frank with those communities that are not being benefited by high-

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S. M. WILLIAMS

Gen's Sales Mgr. The Garford Motor Truck Co. and Pres.
The Highway Industries Association.



"The encouragement of highway transportation beyond highway development is dangerous. It will discourage the use of motor trucks."

LOITERING ALONG THE JEFFERSON

Scenes and Incidents of Interest to the Uninitiated Traveler

By Herbert F. McDougal.

— Build Roads Now — Build Roads Now — Build Roads Now —

BAXTER—and you may add the “springs” when talking of the Baxter of the past, is a town of considerable historical interest. It was established in pre-war times and it was here that the Quantrell massacre took place. Oct. 6, 1863. The springs are really about two miles northwest of the town, and were an early watering place for the western ho-ers. A small detachment of Union soldiers were surprised here as they were en route from Fort Scott to Fort Smith and ninety-eight were left for dead. Quantrell was Hun-like in his methods and killed the wounded.

For years the Baxter Springs soldiers' reunion was a big event, and drew crowds from great distances. As many as forty thousand people have attended, and speakers of national note were on the program.

The race between the Fort Scott and the Katy railroads to reach the Indian country and get the government subsidy offered to the winner, was an event of early importance to the town. The Fort Scott reached there first and for years this was the terminus.

The Indians played a large part in the history of the country, and are seen frequently there now. One of the Goodeagles is in the drug business; but I have been unable to learn whether he is descended from a medicine man, or has taken up the business without any hereditary qualifications. The father of the Goodeagle family is Francis, a Cherokee Indian, who goes about town with his hair braided and hanging over his shoulders. He has foresaken the pipe for a good 2-for-a-quarter cigar, and doesn't seem to regret the change.

He is wealthy, despite the fact that he has a son who is a rather active circulator of currency. The old man discussed the matter with me on the streets, and declared that his son was too kind to John Barleycorn and had a penchant for penmanship—on the bottom checks, it seems.

“So I put him out,” he naively declared, illustrating the act with a shove that showed that the Indian sign language has a certain emphasis not otherwise obtainable.

Young Charlie had started in to build a business block and a hotel, but the old man wearied of the strain on his pocketbook and put a stop to the work. The business building is far enough along to house a garage and the Chamber of Commerce, but the hotel is boarded up and uninviting.

Since his rather unfortunate experience, Goodeagle has become weary in matters of wampum, and seeks advice on the most minor of money matters. When approached by the women solicitors for the first Red Cross fund, he begged for time in which to consult his banker as to whether it would be all right for him to donate a dollar. On receiving assurance that it would, he gladly gave the money. He is a movie fan of the first degree, and his performances at the film shows sometimes is more interesting than that of the screen artist. He frequently jumps up in high approval and slaps his wife heartily on the back.

BAXTER has hopes of being the new metropolis of the extended mining region, and looks askance at Miami, which, so far, has surpassed her. However, progress is treading fast on the heels of Baxter, and she is struggling to make the most of the chance. Baxter, of course, denies it, but some of the newcomers declare that the old residents haven't realized yet what is happening, and are being simply run over by the rush of affairs.

Harking back to Jasper County, last spring I visited the noted peony fields of Sarcoxie, where sixty acres of white and pink and red blossoms were stretched out before the admiring gaze of thousands of visitors. The peony industry has grown up gradually there in the wake of the strawberry activities, one family indulging in the profitable venture. The buds are plucked when they are tight and green and are kept in cold storage to be shipped to Chicago.

The strawberries are still prospering, 500 carloads being last year's shipments. This year high school girls were put into overalls under the care of “hos-

tessees” to gather the crop. They were housed in tents and in vacant houses, and were given 2½ cents a box—an unusually high figure—for gathering the fruit.

Two other things impressed me in Joplin on this visit. One was that, while there seemed to be an ocean of scalding hot water in pipes in my bathroom, there was not a drop of cold water to be had until I had routed out the master mechanic and had been connected with the waterworks. It was a novel experience, for I have had many an experience where the cold water was in the majority, but never had been put to the necessity of sitting up half the night waiting for my bath to cool.

The other thing was the fact that the hot tamala vendors put wheels on fireless cookers and trundle them over the streets filled with their wares.

COTTON chopping time down in Dixie is an anxious time.

What! Don't know what cotton chopping is?

Well, neither did I until the other day, and the look that came over the faces of those Southerners when I divulged my crass ignorance leads me to save my readers similar embarrassment.

Here's the answer:

Cotton seed is planted thickly in rows because seed is cheap, and cotton is a frail and delicate plant and has a hard time struggling into the world of bales, sox and gins. But, as in union there is strength, a number of these tender plants can, by putting their shoulders to the wheel, so to speak, push their way through the crust of the ground and thus start a career that may lead to a panic on the cotton market.

But the result is that the plants are so thick in the rows that they never would do any good at all, and so a process of elimination with the aid of a trusty hoe is essential. It's hard work and tedious, and the sun is hot, but the work has to be done, and so the world south of the Mason and Dixon line turns out to do it. When labor was plentiful, it wasn't so bad, but now that brawn is so much at a premium, the situation is rather desperate. The work has to be done in a very short period, and has to be followed up by cultivation much in the manner of plowing corn.

During cotton chopping time the washerwoman and her daughters desert their tubs, the town loafer his pool and the cripple his cane, and they all go chopping cotton at 30 cents an hour, amidst the groans of the cotton owner.

There are two critical times in the land of cotton—one when the cotton has to be chopped, and the other is cotton picking time. Each finds the South gasping for breath.

THE little town of Eufaula, Okla., with its population of 2,500, had 4,000 bales of cotton piled around on platforms, in warehouses and under sheds when this war broke out in 1914. The rest of the country was full of cotton—and the price that day was 12 cents a pound. The next day the price went to 6 cents, and Eufaula pocketed a loss of a half-million dollars—for Eufaula sold its cotton before it began that steady march uphill which makes the purchase of a cotton handkerchief now a financial transaction.

The war is taking the young men out of the South, as everywhere else. The same custom prevails in Dixie as elsewhere, of giving the drafted men a good send off. At Atoka, the oldest town in the Choctaw nation, the people had arranged for big dances for the boys who are to go to camp. It was just such a dance as one would have discovered in any country district twenty-five years ago. The boys, some of them reluctantly giving up their big fuzzy felt hats, were claiming bashful country girls as their partners, and a half-dozen fiddlers, perched on what had been a sort of a storage gallery of the store that had formerly occupied the building, were sawing away at the old familiar tunes of our childhood, while a strong lunged son of romance was calling off in tones that shook the building.

Sure, this wasn't any Elks' Purple ball, this was an honest-to-goodness old fashioned square dance, the sort that the people knew about. The one-step and the fox-

trot certainly were in the discard that night. But you wouldn't have found any more genuine pleasure at Mrs. Astorbilt's ball.

EASTERN OKLAHOMA, of course, is Indian country. The five civilized tribes still are doing business there, and in their original language. Many of the old Indians can scarcely speak the English language, and go about muttering guttural sounds that reminds the visitor of the scalping knife. But they are all at peace now, and are about to draw from \$100 to \$300 each now in the last distribution of money from the sales of their land.

They all have been at peace for some time, say, ever since Crazy Snake put on his private war about twenty miles off the Jefferson Highway near Eufaula. At Eufaula it is not yet known whether the wily old savage is dead. He may be making some of that moonshine whisky, which, it is said, a knowing person can obtain, right from the stills nearby, without taint of revenue stamps upon it.

Carl W. Gust, a prominent attorney of Eufaula, practices almost entirely in Indian titles and is well acquainted with his clients. So it is perfectly natural that they write him about their affairs and inject a little personal information into their communication.

One of them, a Creek Indian, was taken in the draft and had been in Camp Bowie about two months when the Tuscania was sunk. Then he wrote to Gust:

"I just heard we at war with Germany. Captain told me."

EUFAULA figures big in Jefferson Highway matters in this part of the country because of the bridge being built across the Canadian river near there. The Canadian river is no joke, by the way. It always has been a barrier between the north and south part of the state, as there is no bridge between Purcell, Okla., and the Arkansas line, a distance of probably 250 miles. When we crossed it, it was as red as a rusty kettle, and the crossing had to be done by ferry, perfectly safe, and furnishing a novelty to the motorist, who is used to going under his own power. The boat was a sort of wide, square scow, with hinged wings to let down on the bank on which the autos run onto the boat. The craft was held to its course by a cable stretched high above the water, and the boat went across by the force of the current, being trimmed by shortening and lengthening the ropes from the cable, until the current caught the boat as the wind catches a sail.

It costs \$1 a car to cross, the record being eighty-two cars making the crossing in one day.

The new bridge will cost \$150,000 and is now actively under construction, and will be done, fates being willing, within the year. It is being built by local capital, Eufaula and McAlester taking the stocks and bonds.

THE run through Oklahoma is most interesting. From Miami, where the new lead and zinc field has been opened, and where towns made up of woodsheds, it seems to the visitors, abound, all through the Indian country, there is never a lack of something to engage the tourist's attention.

Our admiration for D. Ward King increased with every mile, for the Oklahomans have taken to the drag with a right good will, and there was smooth riding wherever that implement had been used.

After we had passed the mining towns, where the barns looked as if they had been made to measure, so closely did they fit the horses therein, through the Indian and oil and coal country we found much to entertain. For instance, we decided that to the Oklahomans our visit would be remembered as coming on the day of the "big wind" for we solemnly were assured by the natives at every point that ordinarily there was no wind and no dust and that they were much astonished at the conditions just then prevailing. As the wind followed us for several days, always with the same explanation at every town, we began to think that this either was a progressive wind, or that we were being beguiled by the inhabitants.

One day we got off the Jefferson Highway, following the directions of two humorists on horseback. The road led off into the hills, and after we had gone a half dozen miles, had pried ourselves out of a mudhole or two and had dug ourselves off a "hogback" in the road, using a handy broken spring—broken in negotiating that stretch of road—we decided that we had better backtrack. We were in a lane so narrow that the machine had to be run backwards, but finally we got out and went back to Okataha, where after a search of res-

taurants and meatmarkets and other emporiums, we finally found a Creek Indian who fried us some pork chops for dinner.

AT Vinita we went to a picture show in the city owned opera house, which was part of the city hall, the police chief having his office at one side of the entrance and the city clerk at the other. A 4-minute speaker made a hit with us by his handling of the subject of registration for farm work.

"Maybe some of you will say that you aren't used to hard work," he said. "Well, all I've got to say is that I guess you'll have to get used to it."

If anyone doubts the value of the Jefferson Highway as a traffic route, he might go down to the Miami district and count the automobile trucks for a few minutes. In going twenty miles we met twenty-two, and had no reason to doubt that as many were following us.

Oh, yes, and at Miami we were assured with conviction that an airplane nightly flew over that city engaged in the transportation of booze between Joplin and Tulsa, Okla. Lots of people had heard it, and it sounded like a booze machine, to say nothing of special inside information about the subject.

The state of Oklahoma uses convicts on its highways. One of them is an Indian whose oil royalties amount to \$130 a day. He is the hardest worker of them all, and was one of five who voluntarily and without suggestion went out and worked overtime for the farmers nearby to earn \$1 apiece to give to the Red Cross.

If, as President Wilson contends, "okeh" is the Choctaw word meaning correct or O. K., the Choctaw Indians of Otoka, Okla., don't know it. The word "omia" means correct, a big Choctaw buck explained while buying some electrical equipment for his automobile.

ATOKA is the oldest town of the Choctaw nation, and Choctaws are thick in its streets and throughout the country. The county has 135 district schools and only one teacher who gets a salary of less than \$100. The rest run from that figure to \$150.

The Jefferson Highway has one big asset in the county in the old bed of the Katy railroad, abandoned two years ago for rail purposes, and turned over to the county for a public road. It is heavily macadamized by the old ballast and is a beautiful, almost level highway for about fifteen miles. Eleven thousand dollars is now available for road work in the county, state and federal aid being represented in that amount, and the most of it will be spent on the highway, bridges absorbing the major part of it, as the railroad took out its bridges when it abandoned the grade.

Chockie, a town on the Jefferson Highway in Atoka county is interesting as being the home of Charles LeFlore, the father of Mrs. Lee Cruce, whose husband was the second governor of the state. He came to this country years ago and built a fine old southern home at Limestone Gap. He married a Choctaw woman and when two daughters were born, named one Chickie for the Chickasaws and the other Chockie for the Choctaws. When a railroad station was established there, it was at first called Chichiechockie. One of the daughters died, and her part of the name was dropped. LeFlore is a great race horse man and, although about 75 years old, still takes his string of horses to the races. At Chockie is the Katy quarry, where for more than a half-mile a bluff has been blasted out and the stone crushed for ballast. There still is an unlimited supply of stone remaining.

GREENVILLE, TEXAS, boasts the largest cotton compress in the country. It serves a territory for 150 miles around, taking the bales from the gins and compressing them to about half the original size so as to occupy as little space on ocean vessels where the freight is paid on the cubical contents of the cargo. This city also has 2000,000 gallons of water impounded for its water works, enough to supply the city for two years without replenishing.

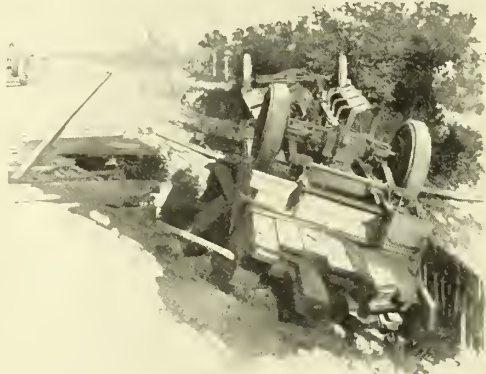
One of the most famous institutions of the city is the cotton seed breeding farm, recently established here by the government for the purpose of improving the cotton crop and breeding a variety that will mean better quality and larger production. The farm consists of sixty acres of land, purchased by the city at a cost of \$10,000, and presented to the government, which is adding improvements to cost \$40,000. The farm is in charge of Prof. D. A. Saunders, who has spent twelve years in the work and has produced the Lone Star variety of cotton which is said to have a longer staple and to be proof against storms which often blow the cotton away when it matures, and the bolls burst.

"Ninety per cent of all the roads in the United States will be like this road part of the year."



(Continued from Page 7)

way transportation. Their road conditions do not permit them to accomplish the same, or similar results enjoyed by other communities, but if they will do what the other communities have done in the improvement of their roads and the enactment of proper legislation, they will protect and encourage transportation upon



"The strength of any road is measured by its weakest link."

their highways. If we neglect this, but go ahead in the promotion of highway transportation without regard for the condition of the roads, we will then place the matter of the roads as a secondary consideration instead of a primary one and thereby greatly handicap a permanent and practical use of the highways for motor vehicle transportation.



THE preceding article presents in an able manner the Motor Truck end of the community problem of building highways, adequate for present and future use. The subject is well worth study from Mr. Williams' viewpoint, and there is no one more competent to speak with authority on this phase of the transportation problem, as his voice is the voice of experience.

As will be seen, Mr. Williams handles the subject in a broad, honest, straight forward manner, stripping it of any special plea for the Motor Truck maker and basing his case entirely on the public good. It will be seen, at once, that he treats largely of the physical and mechanical phases of the subject. That there are other phases of it of equal importance, he would be probably the last one to deny.

The transportation problem is, in some respects, like a cancellation problem in arithmetic—it is necessary to find the lowest possible terms that will express the whole. In next month's issue, we will try and reduce the controverted points to their lowest terms possible, hoping for a practical solution and possibly introducing other phases for consideration, in connection with those discussed by Mr. Williams.



ARE LIBERTY BOND HOLDERS SLEEPING ON THEIR RIGHTS?

THE publicity bureau of the Liberty Loan calls it carelessness. We beg to offer a different analysis and call attention to the fact that this treasury department is paving the way for the construction of the Jefferson Highway.

A communication just received from Publicity Bureau of the United States Treasury Department would seem to indicate the full powers and natural results of its own work are not fully understood even by those who put this mighty force in motion.

The communication states that six-sevenths of the purchasers of the 4% Liberty Bonds have not availed themselves of the privilege of converting these bonds into 4½% bonds. It further states that many of the 3% bonds due August 1st, 1918, were presented for payment with all the coupons attached and asks the question, "Are Liberty Bond holders sleeping on their rights?" It also characterizes their action as carelessness.

The psychology of the situation seems plain. Human nature is in some particulars, like a fertile field—adapted to the successful growing of many kinds of crops, depending largely upon the seed sown and the cultivation given.

When the Federal authorities started out to raise a crop of Liberty Bonds, six-sevenths of the seed they planted was patriotism and but one-seventh, personal profit. Is it any wonder, then, that the resulting crop should be in the same proportion? A very old and widely accepted authority says, "What ye sow, that shall ye also reap."

The major thought planted in the minds of the people, by the means of an intense campaign, the like of which was never known before in the world's history, was patriotism—the love of country. They were told incidentally that they could be patriotic and, at the same time, make a few dollars for themselves, but the seed of patriotism grew so rank in most hearts that it occupied all the ground, in six out of seven cases.

It is a well known fact that careful and laborious thought was given, at Washington, to so graduating the rates of interest on the Liberty Bonds, as to appeal to the cupidity of the people, but it would seem that this secondary seed did not fall on very favorable ground, or was smothered by the rank growth of the stronger plant—patriotism.

This would seem to be the logical conclusion to draw from the facts that six-sevenths of the 4% bond holders have failed, so far, to avail themselves of the privilege of converting their 4% bonds into 4½% bonds, in the face of the fact that they are now told "That after the conversion period (November 9th, 1918), has expired, there will undoubtedly be several points difference in the market price of the 4% and the 4½% bonds."

In view of these comments, it will be interesting to note what success attends the placing of the next six billion bond issue, which is now being offered for absorption, at the old 4½% rate.

Allowing for the excess in amount over the last issue and the billions already in the hands of the people, will Secretary McAdoo be able to realize his desire, "To stabilize the interest rate" and place the next six billion of bonds without a nurse crop of ¼% additional interest rate?

To put it in the idiom of the times—the nation is now running "high"—approaching a stiff grade—with the tank full of high grade patriotism. Will it be necessary to put in the tank ¼ of 1% additional dope to make the grade without shifting gears? This is being written on the 26th of August. What success has the bond issue reached by the time this is read? Has patriotism proven sufficient for the task? Are we over the grade?

NEXT—A NATIONAL HIGHWAY SYSTEM

An After-the-War Necessity and Task of Great Importance Demanding Immediate Preparation

By George C. Diehl, Chairman Good Roads Board A. A. A.

— Build Roads Now — Build Roads Now — Build Roads Now —

ALL of the nations at war are considering the problems that will come after the war. These problems are many and touch every phase of human activity and relationship. The question of transportation is from the material standpoint unquestionably the most important.

The great test of war has shown that back of every success was superb transportation, and that back of every failure was lack of transportation.

The building and operation of a great merchant marine is not the whole transportation problem; it is only one phase of it. The taking over of the railroads, and their operation as a single unit, does not meet the transportation problem, for the railroads form only a part of a greater transportation system.

Highways carry many times the tonnage of our merchant marine and our railroads combined, and so, in dealing with the broader question, we must consider the trinity of transportation, viz., rail, water, and highway.

We cannot nationalize the merchant marine and the railroad, and leave the third important member of this trinity to go limping along as in the past.

WAR has nationalized public sentiment, so that the old conception of the individual as rising superior to society is gone forever. The Government is doing, and will continue to do, the things which two years ago would have been considered the extreme of wild-eyed radicalism.

When the war is over there will come a National Highway System, one whose plan should be fundamentally sound; and not a moment should be lost making ready for it.

There are many reasons for beginning the construction of the National Highway System immediately after the close of the war; a few of most pronounced importance are:

(a) The fundamental development of traffic and especially of heavy motor truck traffic which is bringing about the rapid destruction of the existing light types of highways, rendering absolutely necessary reconstruction of heavier types with adequate foundations. Construction to such a standard involves an outlay too great for a community or a county, and, in many cases, even of a state. Furthermore, traffic crosses and recrosses state and county lines so continuously as to render impossible any equitable adjustment of the cost burdens unless the nation as a whole becomes a factor.

(b) With forty-eight distinct highway jurisdictions, to say nothing of the thousands of counties and the tens of thousands of townships, the continuity of roads, uniformity in standards of construction and maintenance and systematic adapting of highways to traffic needs are utterly impossible.

(c) Thousands of trained engineers and expert foremen will be available from the expeditionary forces when the war is over, and the building of a National Highway System will be an ideal occupation for them.

(d) When the millions come home from the expeditionary forces, when the war munition plants cease making the implements of destruction, when the difficult transition of our home industrial life; from a war basis to a peace basis, begins, the tens of thousands of unskilled laborers, for whom places must be found, could be used in the building of the National Highway System.

(e) When cement mills get back to the enormous peace time production, when the imports of asphalt and oils, and the production of domestic oils and tar products again call for a normal market, and when the brick industry, the crushed stone industry, the sand and gravel producers, the manufacturers of road machinery, seek a market for their products, the building of the National Highway System will serve to meet their needs in a measure, and allow the transition back to peace time conditions without an upsetting of industrial balance. This would hold true of the manufacturers of mo-

tor trucks, when war no longer calls for their output. This would hold equally true as to the steel industry when its products will go into the building of bridges and the reinforcing of highway culvert construction. It is, of course, understood that relatively the amount of these various products which would go into the building of a National Highway System would be small, but it might well be a margin between stagnation and vigorous business.

Far Reaching Beneficial Results.

(f) The development of the country, the decrease in the cost of moving commodities, the stimulation of interurban traffic, and the shifting of city population to country districts will all serve to render the building of a National Highway System a measure of far-reaching beneficial results.

When we contemplate a revenue bill to produce eight billion dollars annually, we need not stand aghast at the outlay for the building of the National Highway System when peace comes for after all it will be a comparatively light burden. The highways which would come within such a system are those most heavily traveled, and consequently those which have already received the greatest measure of improvement. Taking as an outside figure 100,000 miles as the extent of the National Highway System, it is probable that not over one-half will have to be built outright, and probably one-fourth are built.

Prices will not remain at their present high level for highway work, because these prices are due to a great extent to scarcity of labor and materials and rail transportation, and to the uncertainties incident to the war. With these difficulties removed, it is probable that the dollar will go a great deal further than it does at present.

One hundred million dollars a year appropriated by the Federal Government on a definite, tangible National Highway System will work wonders in the form of from five to ten thousand miles of splendid highway, made up partly of sections already sufficient in quality, partly of sections to repair, partly of sections rebuilt, and partly of entirely new construction.

Whether or not the states should contribute a portion of the cost is a matter of minor importance, but in all probability a plan could be devised on a sliding scale basis, whereby the expenditure by the Federal Government would range from 100% down to 50%.

The essentials of the National Highway System, however, will be:

(a) That it be a definite connected system.

(b) That it be constructed and maintained under the sole control of the Federal Government.

(c) That the plans and specifications be those of the Federal Government and that the types of highway be the most substantial and enduring available in each section of the country.

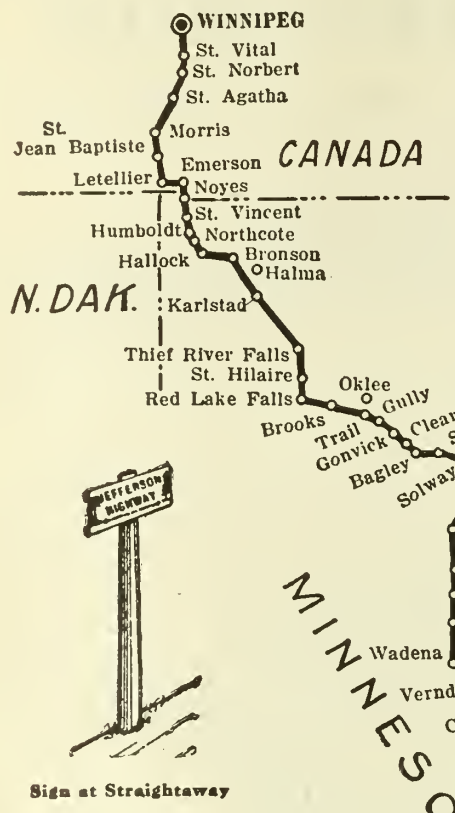
— Build Roads Now —

LINES FOR MOTOR IN IOWA

Iowa is joining in the nation-wide trend toward motor truck transportation about the import jobbing centers. J. D. Eggleston of Mason City, who has been active in the establishment of motor truck lines in this state, has been made secretary of the transport committee of the state council of defense with headquarters at the state house.

The state has been divided into five districts with an organization that will approximate 500 in number. It will be the duty of each member of this transportation bureau to devote such time and energy in carrying the work on as may be deemed necessary.

It was only after jobbers and shippers had shown an unusual interest in the plan that the state council of defense took up the appointment of Mr. Eggleston as secretary of the transport committee.



Kansas City to Joplin (Thru Kansas)

Read Down	Read Up	Intermediate	Station
00.0	203.8	00.0	Kansas City
30.5	173.3	30.5	Olathe
35.9	167.9	5.4	Bonita
38.9	164.9	3.0	Ocheltree
40.7	163.1	1.8	Spring Hill
48.0	155.8	7.3	Hillsdale
55.1	148.7	7.1	Paola
67.1	136.7	12.0	Osawatimie
73.2	130.6	6.1	Beagle
81.3	122.5	8.1	Cadmus
91.4	112.4	10.1	Farlinville
99.4	104.4	8.0	Mound City
106.5	97.3	7.1	Manty
113.7	90.1	7.2	Fulton
125.5	78.3	11.8	Ft. Scott
140.0	63.4	14.9	Anna
149.1	54.7	8.7	Farlington
157.2	46.6	8.1	Girard
162.4	41.4	5.2	Washer
171.2	32.6	8.8	Pittsburg
180.7	23.1	9.5	Opolis
196.8	7.0	16.1	Carl Junction
203.8	00.0	7.1	Joplin

St. Paul to Kansas City

Read Down	Read Up	Intermediate	Station
00.0	503.0	00.0	St. Paul
15.6	487.4	15.6	Rosemount
23.1	479.9	7.5	Farmington
29.6	473.4	6.5	Castle Rock—to
37.2	465.8	7.6	Northfield
40.5	462.5	3.3	Dundas
52.2	450.8	11.7	Faribault
61.0	442.0	8.8	Medford
68.1	434.9	7.1	Owatonna
86.5	416.5	18.4	Geneva
100.8	402.2	14.3	Albert Lea
108.8	394.2	8.0	Glenville
120.0	383.0	11.2	Northwood
126.7	376.3	6.7	Kensett
131.5	371.5	4.8	Manly
137.5	365.5	6.0	Freeman
142.5	360.5	5.0	Mason City
154.2	348.8	11.7	Rockwell
160.9	342.1	6.7	Sheffield
164.9	338.1	4.0	Chapin
171.1	331.9	6.2	Hampton
189.2	313.8	18.1	Iowa Falls
205.1	297.9	15.9	Hubbard
215.4	287.6	10.3	Zearing (1/2 m. E.)
225.6	277.4	10.2	Colo
232.8	270.2	7.2	Nevada
245.2	257.8	12.4	Cambridge
258.8	242.2	13.6	Ankeny
271.0	232.0	12.2	DES MOINES
283.6	219.4	12.6	Somerset
289.7	213.3	6.1	Indianola
300.1	202.9	10.4	Cool
303.7	199.3	3.6	Medora
308.2	194.8	4.5	Liberty
320.9	182.1	12.7	Osceola
331.1	171.9	10.2	Weldon (1 1/2 m.)
333.1	169.9	2.0	Van Wert (1 m.)
343.1	159.9	10.0	Leon
352.2	150.8	9.1	Davis City
359.5	143.5	7.3	Lamoni
373.6	129.4	14.1	Eagleville
389.3	113.7	15.7	Bethany
392.1	110.9	2.8	Junction
399.7	129.8	7.6	New Hampton
408.0	121.5	8.3	Albany
423.9	105.6	15.9	Ford City
430.8	98.7	6.9	King City
439.5	90.0	8.7	Union Star
448.8	80.7	9.3	Rochester
456.9	72.6	8.1	Avenue City
466.2	63.3	9.3	ST. JOSEPH
487.0	42.5	20.8	Dearborn
495.7	33.8	8.7	Edgerton
502.1	27.4	6.4	Trimble
508.8	20.7	6.7	Smithville
515.3	14.2	6.5	Nashua
519.0	10.5	3.7	Gashland
529.5	00.0	10.5	Kansas City

MILEAGE

Winnipeg to St. Paul

Read Down	Read Up	Intermediate	Station
000.0	557.5	00.0	Winnipeg
5.5	552.0	5.5	St. Vital
9.7	547.8	4.2	St. Norbert
24.4	533.1	14.7	St. Agatha
40.8	516.7	16.4	Morris
47.0	510.5	6.2	St. Jean Baptiste
55.9	501.6	8.9	Letellier
67.9	489.6	12.0	Emerson
68.9	488.6	1.0	Noyes
73.9	483.6	5.0	St. Vincent (1 m. W.)
79.9	477.6	6.0	Humboldt
85.9	471.6	6.0	Northcote
92.0	465.5	6.1	Hallock
108.4	459.1	16.4	Bronson
124.9	442.6	16.5	Halma (Just to E.)
168.6	398.9	43.7	Karlstad
177.6	389.9	9.0	Thief River Falls
189.6	377.9	12.0	St. Hilaire
206.1	361.4	16.5	Red Lake Falls
217.3	350.2	11.2	Brooks (1/2 m. S.)
224.6	342.9	7.3	Oklee (1 m. N.)
228.6	338.9	4.0	Trail
237.6	329.9	9.0	Gully (1/2 m. S.)
244.4	323.1	6.8	Gonvick
258.0	309.5	13.6	Clearbrook
264.0	303.5	6.0	Bagley
270.0	297.5	6.0	Shevelin
289.4	278.1	19.4	Solway
324.8	242.7	35.4	Bemidji
348.3	219.2	23.5	Itaska State Park
362.3	205.2	14.0	Park Rapids
371.7	195.8	9.4	Menahga
387.0	180.5	15.3	Sebeka
395.8	171.7	8.8	Wadena
407.7	159.8	11.9	Aldrich
422.7	144.8	15.0	Verndale
431.7	135.8	9.0	Staples
437.8	129.7	6.1	Lincoln
449.8	117.7	12.0	Cushing
462.9	104.6	13.1	Randall
470.0	97.5	7.1	Little Falls
483.3	84.2	13.3	Royalton
485.7	81.8	2.4	Rice
498.5	69.0	12.8	Sauk Rapids
505.7	51.8	7.2	St. Cloud
513.9	43.6	8.2	Clear Lake
521.4	36.1	7.5	Becker
533.3	24.2	11.9	Big Lake
539.5	18.0	6.2	Elk River
543.5	14.0	4.0	Anoka
547.5	10.0	4.0	Osseo
557.5	00.0	10.0	Robbinsdale
			Minneapolis
			St. Paul

VIA CAMERON

Read Down	Read Up	Intermediate	Station
392.1	110.9	2.8	Junction
410.8	92.2	18.7	Pattonsburg
424.6	78.4	13.8	Winston
439.6	63.4	15.0	Cameron
448.6	54.4	9.0	Keystone
454.1	48.9	5.5	Perrin
462.1	40.9	8.0	Plattsburg
475.6	27.4	13.5	Trimble-Junct
482.3	20.7	6.7	Smithville
488.8	14.2	6.5	Nashua
492.5	10.5	3.7	Gashland
503.0	00.0	10.5	Kansas City

Kansas City to Denison

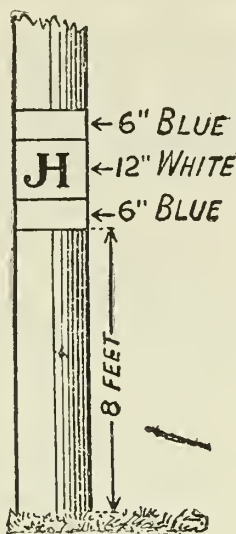
Read Down	Read Up	Intermediate	Station
00.0	518.4	00.0	Kansas City
195.6	322.8	6.0	Joplin
204.6	313.8	9.0	Galena
208.6	309.8	4.0	Lowell
211.7	306.7	3.1	Baxter Springs
230.2	288.2	18.5	Miami
242.4	276.0	12.2	Welch
261.9	256.5	19.5	Vinita
272.2	246.2	10.3	Big Cabin
281.5	236.9	9.3	Adair
292.4	226.0	10.9	Pryor
303.0	215.4	10.6	Choteau
320.3	198.1	17.3	Wagoner
334.3	184.1	14.0	Muskogee
355.1	163.3	20.8	Okataha
364.1	154.3	9.0	Checotah
380.1	138.3	16.0	Eufaula
392.1	126.3	12.0	Canadian
396.2	122.2	14.1	Crowder
411.6	106.8	15.4	McAlester
420.2	98.2	8.6	Savana
428.8	89.6	8.6	Kiowa
449.7	68.7	20.9	Stringtown
457.7	60.7	8.0	Atoka
463.1	55.3	5.4	Peck
471.3	47.1	8.2	Caney
481.1	37.3	9.8	Caddo
494.0	24.4	12.9	Durant
499.8	18.6	5.8	Calera
509.4	9.0	9.6	Colbert
518.4	0.0	9.0	Denison

For Kansas Route, See Left-hand Top.
For Missouri Route, See Right-hand at Bottom.



Denison to Shreveport

Read Down	Read Up	Intermediate	Station
00.0	280.9	00.0	Denison
11.4	269.5	11.4	Sherman
34.9	246.0	23.5	Whitewright
43.9	237.0	9.0	Trenton
52.7	228.2	8.8	Leonard
62.1	218.8	9.4	Celeste
75.9	205.0	13.8	Greenville
86.8	194.1	10.9	Campbell (1 m. N.)
92.3	188.6	5.5	Cumby
100.3	180.6	8.0	Brearshear
109.0	171.9	8.7	Sulphur Springs
122.3	158.6	13.3	Weaver
128.3	152.6	6.0	Satillo
135.4	145.5	7.1	Mt. Vernon
144.4	136.5	9.0	Winfield
153.4	127.9	9.0	Mt. Pleasant
165.4	115.5	12.0	Pittsburg
184.8	96.1	19.4	Gilmer
200.0	80.9	15.2	Gladewater
213.0	67.9	13.0	Longview
236.7	44.2	23.7	Marshall
245.8	35.1	9.1	Scottsville
255.5	25.4	9.7	Jonesville
259.1	21.8	3.6	Waskom
280.9	00.0	21.8	Shreveport



Shreveport to New Orleans

Read Down	Read Up	Intermediate	Station
00.0	418.2	00.0	Shreveport
11.5	406.7	11.5	Keithville
15.1	403.1	3.6	Stonewall
29.6	388.6	14.5	Grand Cane
36.8	381.4	7.2	Mansfield
60.0	358.2	23.2	Pleasant Hill
73.7	344.5	13.7	Martha Hill
81.5	336.7	7.8	Robeline
96.7	321.5	15.2	Natchitoches
120.5	297.7	23.8	Montgomery
137.0	281.2	16.5	Colfax
144.1	274.1	7.1	Darro
146.1	272.1	2.0	Bagdad
158.6	259.6	12.5	Boise
163.9	254.3	5.3	Pineville
164.4	253.8	.5	Alexandria
179.1	239.1	14.7	Lamouri
182.3	235.9	3.2	Lecompte
184.5	233.7	2.2	Meeker
186.4	231.8	1.9	Lloyd
190.5	227.7	4.1	Cheneyville
195.5	222.7	5.0	Bennetville
200.8	217.4	5.3	Bunkie
216.5	201.7	15.7	Morrow
225.0	193.2	8.5	Rosa
233.1	185.1	8.1	Palmetto
252.8	165.4	19.7	Melville
266.0	152.2	13.2	Fordoché
276.4	141.8	10.4	Marringouin
282.7	135.5	6.3	Rosedale
298.9	119.3	16.2	Port Allen



MISSISSIPPI RIVER

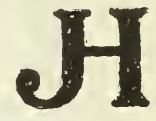
Read Down	Read Up	Intermediate	Station
297.7	118.5	.8	Baton Rouge
306.7	111.5	7.0	Country Club
315.6	102.6	8.9	Hope Villa
322.1	96.1	6.5	Dutchtown
324.8	93.4	2.7	Geismer
327.2	91.0	2.4	Belle Helene
342.7	75.5	15.5	Burnside
355.1	63.1	12.4	Convent
365.2	53.0	10.1	Lutcher
368.3	49.9	3.1	Mt. Airy
371.7	46.5	3.4	Garyville
375.1	43.1	3.4	Reserve
380.7	37.5	5.6	La Place
397.6	20.6	16.9	St. Rose
403.1	15.1	5.5	Kenner
407.8	10.4	4.7	Harrihan
418.2	00.0	10.4	New Orleans

Passes through 264 towns and cities.
 Passes through 89 counties.
 Passes through 7 states and 1 province

Kansas City to Joplin Thru Missouri

Read Down	Read Up	Intermediate	Station
00.0	518.4	00.0	Kansas City
11.2	507.2	11.2	Rayton
32.7	485.7	21.5	Lee's Summit
50.1	468.3	13.6	Harrisonville
64.6	453.8	14.5	Archie
72.1	446.3	7.5	Adrian
77.7	440.7	5.6	Passiac
83.4	435.0	5.7	Butler
99.0	419.4	15.6	Rich Hill
106.8	411.6	7.8	Arthur
111.2	407.2	4.4	Horton
122.8	395.6	11.6	Nevada
131.8	386.6	9.0	Milo
139.6	378.8	7.8	Sheldon
145.6	372.8	6.0	Irwin
152.6	365.8	7.0	Lamar
159.5	358.9	6.9	Boston
166.2	352.2	6.7	Jasper
171.2	347.2	5.0	Carytown
177.6	340.8	6.4	Carterville
187.6	330.8	10.0	Webb City
189.6	328.8	2.0	Joplin
195.6	322.8	6.0	Joplin

Intersects all the great International Highways extending east and west, the National Parks Highway at St. Paul, the Lincoln Highway at Nevada, Iowa, the Pikes Peak Highway at St. Joseph, Missouri, the Old Trails Highway at Kansas City, the Ozark Trails at Joplin, and the old Spanish Trail at Shreveport.



NEW ORLEANS

WHY COMPLIMENT THE KAISER?

An Expression of Undue Exertion Being Necessary to Defeat Germany Is An Unmerited Compliment

— Build Roads Now — Build Roads Now — Build Roads Now —

ANY impression that may be extant that America will be required to put forth all her power and call upon her resources of all kinds, in order to defeat the Huns, particularly so long as our present allies remain in the contest, is unworthy of us and its continuance should put us to shame.

The efforts put forth by the nations with which we are now allied have been so much greater than any comparative effort we will be called upon to make, that it is scarcely worth mentioning. We are doing some wonderful things—doing them in a wonderful way, and our allies are giving us full meed of praise for these performances, but we have done nothing yet to inflate our pride to any great degree.

So far, we have played the appropriate part of the strong man—a part assigned to us by destiny—but in comparison to our strength, we have been just taking a little preliminary exercise, leaving the great reservoir of our real strength as yet untouched.

Take it in the matter of the Liberty Loans—as compared with Great Britain and France, our performances are very small in the aggregate and in our relation to our ability to float the bonds.

While the national wealth of Great Britain is about one-third of ours, her national debt is three times the amount of ours. As compared with ours, her burden is eight times as great.

With the national wealth of France but about one-third of ours, her national debt is about twice as great as ours. As compared with ours, her burden is seven times as great.

THE combined wealth of the five great nations allied against the Huns, lacks two billion dollars of being as great as ours.

When we have absorbed the twelve billion dollar Liberty Loans planned for 1918, our national debt will be only about that of war ridden France. Measured in terms of national wealth, we are a head taller than a pyramid of the five larger allies.

Measured in terms of national wealth, minus their national debts, we are one and a half times as great as our five main allies combined.

But turning to our enemies, we find that our national wealth, as compared with Germany and Austria combined, is two and one-third times as great.

Measured in terms of national wealth, minus national debt, we are four and one-third times as great.

LETS put it in a still more glaring contrast. America could assume all the national indebtedness of her five principal original allies, add it to her own, and then have three times as much national wealth to draw from as Germany and Austria combined.

Comparisons along other lines necessary to win the war, will make equally as favorable showing.

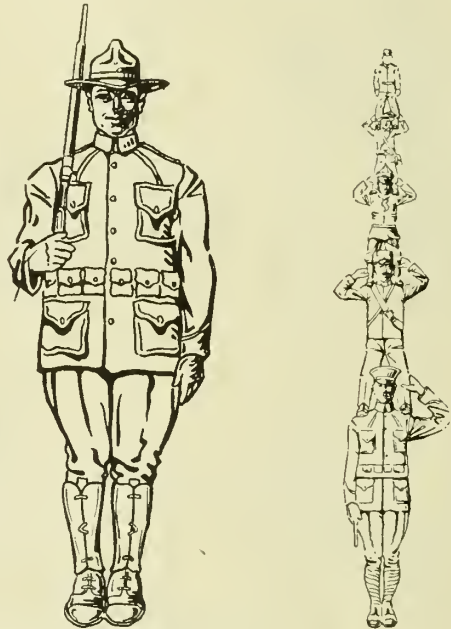
Every man, every dollar, every material resource, so far devoted to the winning of the war, represents only the accretions of the last ten years, and we were anything but bankrupt, anything but poverty stricken, anything but sapped of our man power, ten years ago.

With the two 1918 Liberty Loans absorbed, we will be much in the position of a young man who has \$25,000 worth of property and has borrowed \$2500 from his father.

Then why compliment the Kaiser and minimize our ability by making long faces and talking about the heavy load we are carrying?

Forget it and let's go about our daily affairs without dread and in full confidence in our ability to win the war and do several other things at the same time, including the building of highways. Any other attitude is unworthy of our great resources and our vaunted ability.

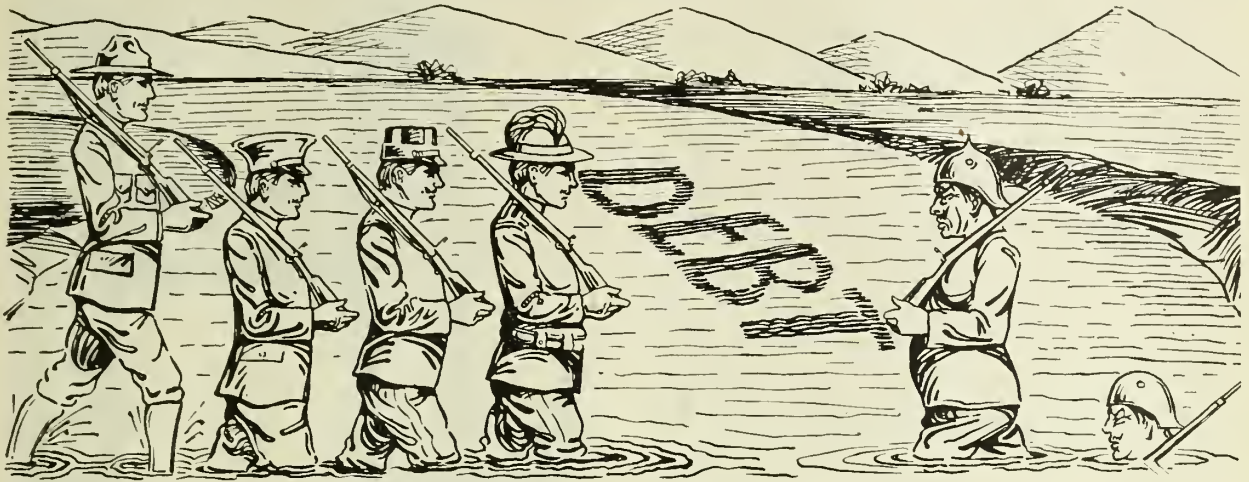
— Build Roads Now —



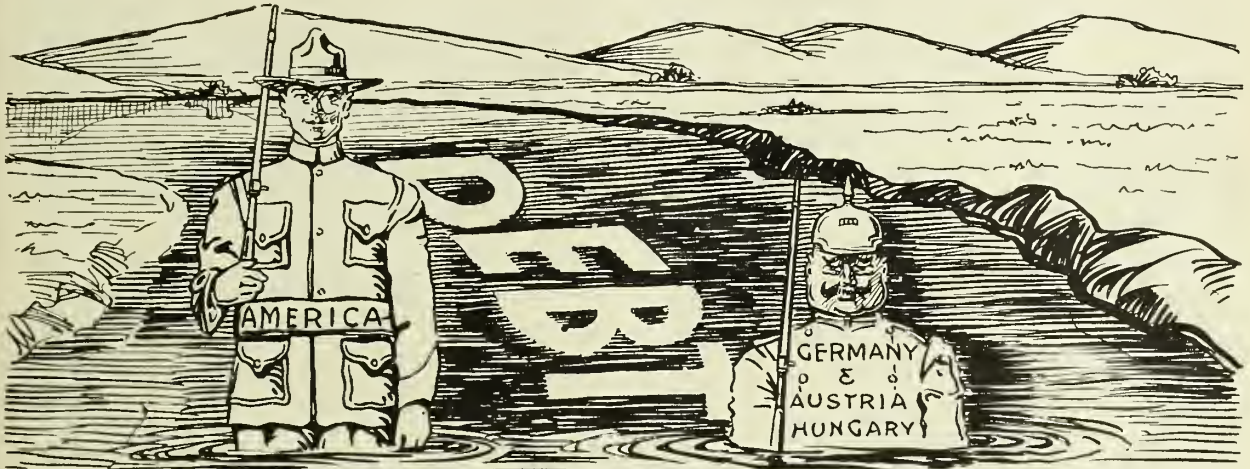
The national wealth of America as compared to the combined national wealth of the five original allies.



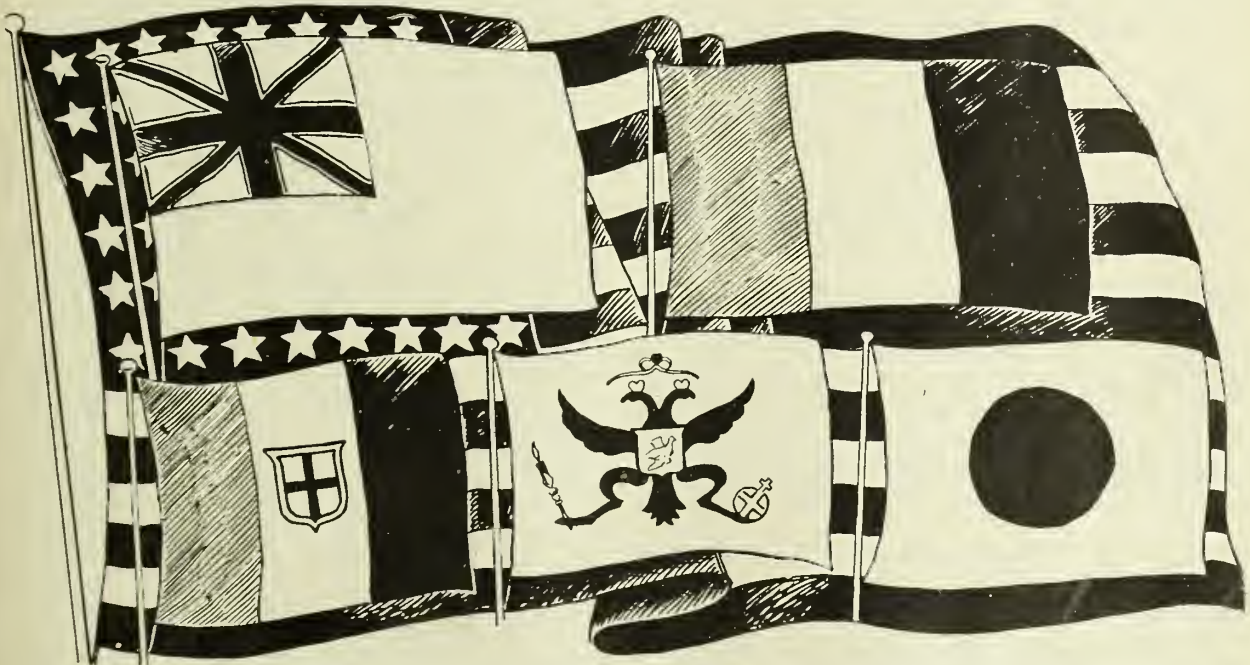
Comparison of national debt to national wealth of the three main allies and the two main Central powers.



The comparative national wealth and the comparative national indebtedness of America and her three active allies in contrast with the two Central powers.



America could assume the national indebtedness of all five original allies and then have two and one-half times as much national wealth as Germany and Austria combined with which to prosecute the war.



If the size and potency of national flags were determined by comparative national wealth, Old Glory would outmeasure the combined emblems of Great Britain, France, Italy, Russia and Japan.

JEFFERSON HIGHWAY DECLARATION

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Editor

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

Forms close the 20th of month preceding date of issue. Sample copies free on request.

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Volume III NOVEMBER, 1918 Number 10

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



S. S. Connett, a prominent and influential farmer of Buchanan County, Mo., living on the Jefferson Highway, is doing missionary work in adjoining counties assisting in organizing Farm Bureaus.

— Build Roads Now —

F. B. Plowman, a fine stock raiser near Plattsburg, Mo., values the J-H to such an extent that he sent in a National Membership for its support, although his farm is five miles from the highway.

— Build Roads Now —

EAGLEVILLE'S LOSS

It is with great regret that the Declaration learns of the departure of Oscar W. Curry and wife from that thriving community.

Mr. Curry and his talented wife have been living exponents of community spirit for years. It is thought by some that Mr. Curry's ill health, which makes necessary a change of scene, was caused in some degree by devotion to public duties.

May good fortune attend them wherever they go.

— Build Roads Now —

Fred. L. Farley, the energetic chairman of the J-H Committee of Red Lake County writes:

"This county is doing a large amount of good substantial work on the Jefferson Highway this summer, the largest single item being a four span concrete bridge across the Clearwater River in this city with a twenty-four foot roadway and five foot walk. This bridge is now under construction and will be completed early in the fall."

— Build Roads Now —

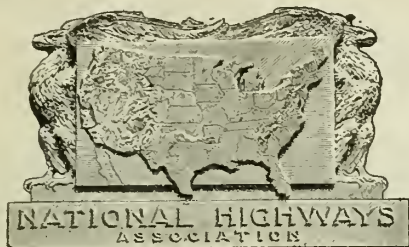
THE FRONT COVER

They have been making notable improvements on the Jefferson Highway in Hennepin County, Minnesota. Minneapolis is in Hennepin County. These improvements are said to be of a very dignified character and extent.

Plans had been made by the Osseo Commercial Club to celebrate the opening of the new road to the public, with appropriate ceremonies but just prior to the date fixed the terrible forest fires in Northern Minnesota occurred, resulting in the death of hundreds and the rendering homeless of thousands.

This catastrophe assumed such state wide proportions in the relief measures put into operation that the Osseo Commercial Club abandoned its plans for a celebration and used the funds raised for that purpose for the alleviation of the sufferings of the victims of the fire.

Our front cover illustrations were planned in honor of the celebration and we have used them, hoping that the ravages of the fire may soon be overcome and that Minnesota, which contains six hundred miles of the Jefferson Highway, after burying her dead and binding up the wounds of the injured, may soon recover her energetic strides in the procession of progress.



J-H ADDS \$10 TO SELLING PRICE

D. R. Hopkins writes from Bigelow, Mo., telling of his change of residence and future plans, as follows:

"Please send my Declaration to Bigelow, Mo., instead of Harrisonville, Mo., as heretofore.

I have sold the farm on the J-H in Cass County, north of Harrisonville, but do not want the paper stopped, as I expect to locate again on the J-H in Iowa or Minnesota.

Could not have sold the farm for within \$10 per acre of what I got for it, had we not succeeded in getting the Jefferson Highway located past the place."

IN September two farms are reported to have changed hands in Clark County, Iowa. Knowing ones say that there was at least \$15 difference in the quality of the land and value of the improvements.

Notwithstanding this difference, however, they brought identically the same price per acre. This transaction was explained by Osceola people by the fact that the farm possessing the less intrinsic value was located on the J-H, while the other one was located one mile from the highway.

The Jefferson Highway in Clark County, Iowa, is only a well graded, well dragged dirt road with hopes of surfacing to come, and yet produces these farm values.

The two forgoing instances are fair examples of what it means in hard dollars to the man who secures the location of the Jefferson Highway past his land.

Mr. Hopkins seems to have cashed in on the \$10 per acre increase in selling price on his Cass County, Mo., farm with the intention to relocate farther north on the highway.

UNLESS he acts very promptly, however, it is just possible that he will find that land located on the Jefferson Highway in Iowa or Minnesota will have taken on even more than \$10 an acre added highway values.

This should not discourage him, however, for he can rest assured that any reasonable added values he may have to pay will only be a beginning of what the great International Highway will do for adjacent land in the very near future.

It is entirely safe to venture the prediction that if he were to attempt to buy back his old Cass County farm next spring he will find that it has taken on five or ten dollars more highway value.

Many people are familiar with such jumps in value on real estate situated on the main avenues of cities, but few are yet acquainted with the extent to which it will apply on real estate situated on the main avenue of the twin nations between Winnepeg and New Orleans.

— Build Roads Now —

SHOWS PUBLIC SPIRIT

IF there is one man in this neck of the woods that should receive a vote of thanks, and the generous good will of this community, it is H. T. Asbury, who resides 3 miles south of King City, Mo. Mr. Asbury is not only a good farmer as evidenced by the neat appearance of his place, and the thorough tillage of his soil, and the fine condition of his stock, but this public spirited man has shown a generous, magnanimous spirit toward the traveling public in general by donating his time and labor to the Jefferson Highway which passes through his farm. It might serve those who have charge of grading the J-H in good turn to go down and talk with Mr. Asbury, and see how he does things. His is practically the only decent piece of road between King City and St. Joseph, and was attested by the delegation from Winnipeg to New Orleans as the best piece of road traveled over from the northern city to the South.

This generous good work did not cost the county one

cent. The donator finding his reward in his pride of appearance. Mr. Asbury, here's to you. Let's get the habit.—King City, Mo., Times.

THIS piece of road is located on what is known as the St. Joseph part of the Jefferson Highway and does serve as a conspicuous example of what can be done with dirt alone when a man takes a pride in his work.

A similar example may be found in Clinton County, Mo., near Keystone, between Cameron and Plattsburg. This section is under the manipulation of Noah Jackson. The man who finds fault with Jackson's piece of road has got to be mighty inquisitive.

The same is true of W. H. Melvin, south of Eagleville, in Harrison County, Mo., and of Uncle Joe Anderson, north of Eagleville, near the state line.

IT is also true of a section near the state line taken care of by a young man whose name we did not secure. His road is like a tennis court and the headlights at night fail to disclose any pools of shadows on the road surface.

It is to be regretted that as much can not be said for some of the road between the Missouri state line and Lamoni, Iowa, where the headlight at night makes it look like the hide of a Zebra.

All honor to the men who take this pride in the work they undertake and the least we can do is to thus publicly commend them and wish for the other kind, an awakening of personal pride that will materially increase the quality of their work.

— Build Roads Now —

CERTAINLY, BUILD ROADS NOW

HIGHWAYS travel by means of the passenger automobile has increased during the present summer fully fifty per cent, according to figures which have been compiled by the national road bureaus at the A. A. A. Washington and New York City headquarters. The increasing number of road journeys has resulted from over-crowded trains and the difficulty of assured accommodations and conveniences except to a comparatively limited number of travelers. While a percentage of the road trips have had to do with vacation periods, a preponderating quantity has related to commercial necessities and a consequent saving in time obtained by uninterrupted door-to-door trips.

Director General of Railroads McAdoo has just issued a statement in regard to railroad travel, calling upon the public generally to use passenger-train service at the lowest possible minimum. Mr. McAdoo thus presents the case: "Among the many patriotic duties of the American public at this time is the duty to refrain from traveling unnecessarily. Every man, woman and child who can avoid using passenger trains at this time should do so. I earnestly hope that they will do so."

CHAIRMAN CARL G. FISHER of the A. A. A. Touring Board makes this comment upon Mr. McAdoo's plea: "With rail lines congested by essential freight haulage, it certainly is the duty of everyone to cut down his use of this utility, and, of course, the only answer is the highway and the self-propelled vehicle, which now can show anew its ability to abridge distances and quickly transport people from one place to another in the necessary transaction of their daily duties.

"In the Middle West it is the expected thing for the average passenger car owner to employ his vehicle in practically all of his town to town journeys, whether they be within the state or into an adjoining commonwealth. The situation has demonstrated unequivocally the great need in every state of a state plan of state-built and state-maintained highways, and if the country as a whole were thus equipped at the present time, it would mean the saving of millions of dollars, which could be invested in Liberty Loans and other helpful forms of financing the great expenditures which we must meet.

"It is my belief that every American soldier who returns from France, after having personally seen and traveled over its great highway system, will be a forceful and persistent advocate to establish a similar situation in our country, even though it be many times the size of the prosperous nation which has benefited so thoroughly from the good roads wisdom of a certain Napoleon Bonaparte."

Stumps---An Inexhaustible Fuel Supply

IN our towns and cities people are suffering from cold; industries necessary to the national defense have been closed down; thousands of people have been thrown out of employment—all for lack of fuel in sufficient quantity.

Yet on our farm lands in every direction is an unlimited supply of waste wood in the forests, woodlots and stumps without number. Particularly in the case of the latter have we a fuel supply that is cheap, ready at hand and practically inexhaustible. The improvement of the Jefferson Highway and other roads will make this national asset available.

The average pine stump will produce an astonishing amount of sixteen inch lengths of a diameter ranging up to twelve inches. Pine stump wood is unsurpassed for fuel. A stack of pine stump cordwood, measuring eight feet long, four feet high and sixteen inches wide will weigh about 840 pounds, cut green. On this basis, dealers have offered for pine stump wood \$2.10 to \$2.25 per short cord—about \$9.00 per standard cord. This certainly makes the breaking up of stumps which are, at best, a source of endless trouble and expense, well worth the farmer's while. The removal of stumps, which is usually done at some expense, under present conditions, will yield to the land-owner a substantial profit.

The most economical way of breaking up stumps is to use explosives to reduce the stumps to sizes small enough for convenient handling. A well-placed charge will shatter the stumps quickly and at little cost.

Aside from the need for stump wood as a supplement to our fuel supply, economical and efficient cultivation both demand the removal of these obstacles. Stumps not only take up valuable space that might otherwise be put under cultivation but they also increase the time required to work the field and the cost of keeping farm implements in repair. The use of the most improved modern labor-saving farm machinery, which is indispensable in the present unprecedented labor shortage, is prohibited by a field dotted with half-buried stumps.

At the present time when every last pound of foodstuffs must be obtained from the soil if we are to maintain our armies and those of our allies at their maximum efficiency, the farmer who increases his production is doing as much to win the war as any soldier at the front. Now is the time to rid land forever of stumps—parasites which not only are eating up your profits but which are now



It is Almost Criminal to Waste Good Fuel Like This.



Stumps are Easily Shattered with a few well-placed Sticks of Dynamite.



A Short Cord of Pine Stump Wood such as this Brings \$2.25 in the Present Market.

Convert the stumps into needed fuel; and the soil they occupy into food producing fields.

IN LOUISIANA

A Splendid Example of Co-operation Between City and Country

— Build Roads Now — Build Roads Now — Build Roads Now —

THE City of New Orleans is thoroughly aroused not only to the importance of highways in general and the Jefferson in particular, but also to the importance of helping country districts get action.

Commercial organizations in other cities might follow the example of the New Orleans Association of Commerce to their own great advantage,

The following correspondence furnishes a concrete example of how to accomplish certain branches of the work. We commend it for consideration all along the line.

NEW ORLEANS ASSOCIATION OF COMMERCE

Dear Mr. Clarkson:

For your information, I enclose herewith copy of letter from Mr. Geo. C. Merkel, manager of our Good Roads Bureau, with reference to road conditions of the Jefferson Highway in the vicinity of Kenner and other portions of Jefferson Parish.

Yours very truly,

WALTER PARKER,
General Manager.

NEW ORLEANS ASSOCIATION OF COMMERCE

Good Roads Bureau.

Dear Mr. Parker:

I have your letter of August 26th, with letter of Mr. A. H. Boyden of August 23d, with reference to road conditions of the Jefferson Highway in the vicinity of Kenner and other portions of Jefferson Parish.

Several months ago I took this matter up with the Police Jury of Jefferson Parish and they replied that the delay was in the delivery of gravel. I immediately took the matter up with several organizations who were in a position to expedite the delivery of gravel, and received a letter from the Secretary of the Police Jury, dated August 27th, in which they say:

"Mr. Merkel: I want to thank you in behalf of the Jury for the interest you have taken in getting cars for the Silica Brick Company to deliver gravel to our roads; gravel was furnished and shipments were made promptly."

In this same letter, supplemented by a conversation over the telephone, the Secretary of the Police Jury advises me that on April 3d Mr. Fischer, President of the Police Jury, appointed a Committee to purchase 1,800 cubic yards of washed gravel. The committee contracted for this gravel with the Thompson Gravel Company, shipments to be made by barges. As yet no deliveries have been made, but I have the assurance of the Jefferson Parish Police Jury that work will commence on the unfinished stretch of the road on both sides of the river as soon as the Thompson Gravel Company delivers the above mentioned gravel.

The Secretary of the Jefferson Parish Police Jury assures me that their President is anxious to co-operate with New Orleans and other parishes in the building and maintenance of good roads. He has appointed a Special Committee of three whose duty it is to look after road conditions and keep them up to the mark. I have the assurance of the Jefferson Parish Police Jury that this committee will do everything within its power and will leave no stone unturned in the matter above referred to.

Yours very truly,

(Signed)

GEO. C. MERKEL,
Manager, Good Roads Bureau.

KEEPING THE HOME FIRE BURNING

AT a meeting held at Bunkie, La., recently, members of the Jefferson Highway Association formed a county association with officers as follows:

Chairman, C. J. Pope; vice chairman, Dr. E. S. Matthews; secretary, R. D. Nibert; treasurer, M. S. Hatfield; advisory members, H. O. Stark, R. R. Irion and P. B. Wright.

The report of Police Juryman J. P. W. S. Aymond showed that the Alexandria-Port Allen division of the Jefferson Highway has been recommended by State Engineer Buie for state and federal aid, and it is expected that construction will start at an early date.

Naming of delegates to a state highway convention was deferred. Sixteen new highway association members were taken in.

It is expected all of the sixteen parishes traversed by the Jefferson Highway will form county associations and name delegates to this convention in January in New Orleans.

After this party, Bunkie sent a piece of cake to headquarters in the form of nine new National Memberships. Bunkie started the National Membership game and so far no other town has taken the lead away from her, although some others are now stirring up quite a dust in that particular.

— Build Roads Now —

DEATH OF SEYMOUR JOSEPH

Word has just arrived of the death of Seymour Joseph in the base hospital of Camp Taylor, Kentucky, on October 16th of the prevailing epidemic. He was at the time in Officers' Training Camp, preparing himself for service "overseas." He was the son of Dr. and Mrs. H. S. Joseph of Melville, Louisiana, both of whom have been ardent workers for the Jefferson Highway.

To some, the highway is just a road, but to the Joseph family it was much more than a road. They had endowed it with a most interesting personality. When the highway was finally secured for Melville, their home, Doctor and Mrs. Joseph promised Seymour, their son who was at that time a student in the Louisiana State University, a graduating present in the form of a motor car and a trip over the Jefferson Highway to Winnipeg.

This so appealed to his youthful imagination that when the Sociability Run of 1917 was planned, in which the Premier of Manitoba and the Mayor of Winnipeg took part, young Seymour secured leave of absence from the university, and going to Winnipeg made the trip with the party.

Hundreds of Jefferson Highway neighbors will remember the bright faced, upstanding young fellow who so fittingly epitomized the young manhood of the South, and who made hosts of friends in every town visited on the trip, and will join in sympathy with the grief-stricken parents, in the crucifixion of their hopes.

— Build Roads Now —

THIRD ANNUAL MEETING

The Third Annual meeting of the International Board of Directors of the Jefferson Highway Association will be held in New Orleans, Thursday and Friday, January 16th and 17th, 1919.

Great interest is being manifested in this meeting. The Louisiana people are planning to make it quite an event in Jefferson Highway history.

CHASTISING HIS OWN CHILD

IF you contemplate a journey by automobile and desire to preserve your bright-smiling benevolent expression of countenance, and retain your angelic disposition, just you steer clear of the Jefferson Highway, especially that portion that lies between Fairbault and St. Paul. It's a delusion and a snare. Whereas, it was formerly a soul's delight for a driveway, now it is a promotor of swear words and a general, all-around falling from grace, to say nothing of what it does to your car. It's a succession of chuck holes and loose gravel; it's what Sherman said about war. It's so bad that my good and placid friend the Reverend Hayden R. Upton, who drove over it a few days ago, in telling about it, lost his equilibrium long enough to almost say: "Oh sugar," and at that it must be pretty bad.—A. M. Welles in the *Worthington Globe*.

THE advice given to motor tourists by the editor of the *Globe* is timely and true. The indictment stands and the prisoner pleads guilty.

While it is to be regretted that this important highway should be permitted to degenerate to a point where it is the provocation for such unfavorable publicity there is at least one alibi that can in all justice be presented. No gravel road will stand up under the tremendous volume of traffic which the section of the Jefferson Highway referred to carries. A very heavy maintenance burden falls on Dakota county and if the J-H mileage through that county were to be kept in first class condition it would require a maintenance crew the size of Uncle Sam's army in the days when we were all pacifists and never dreamt that it would be up to America to take the helm out of Wilhelm. Some relief would be furnished, to be sure, if the Dakota county authorities would plow up the sections treated to tarvia, which, like vaccination at times, did not seem to "take."

An adequate remedy has, however, been prescribed and treatment has begun. The first link of what is hoped will be a permanent surfacing for the J-H is now under construction and it is safe to predict that the next legislature will provide the necessary laws that will make it possible to concrete the highway from St. Paul to the Iowa line.

In the meantime it were well for preachers, some editors and any others whose vocabulary includes swear words, to avoid falling from grace by steering clear of the section of the J-H under indictment, or if they must travel this way they should come properly provided with cushions—or an airplane.

THE foregoing is from the *Northfield, Minn., News*, published by Herman Roe. Mr. Roe is one of the original voyagers who traveled some 4,000 miles to New Orleans and return in order to participate in the ceremonies which resulted in the birth of the Jefferson Highway. The proverbial leniency toward one's own offspring is manifest even while he joins in the merited chastisement and openly chides Dakota County.

Mr. Welles, however, seems to have found the threshold of hell soon after passing Fairbault, which is in Rice County, and we are thereby led to conjecture whether or not that stretch of old Tarvia road between Fairbault and Northfield has received any of the prescription allotted to Dakota County section.

The alibi as to excessive use seems to apply all over the highway, according to reports, but it would seem that this heavy condition would itself bring about a remedy.

GORING THE OTHER FELLOW'S OX

Keep Off the Lincoln Highway

We advise Cedar Falls people who may be planning on driving to Des Moines to stay away from the Lincoln Highway from Marshalltown west. It is doubtful if there could be found in the state of Iowa a road in worse condition. High water washed out culverts and bridges in the spring and repairs made have been of the most temporary nature so far as grading is concerned. Then the highway is naturally rough and has not seen a King drag this year. It is the worst stretch of road we have driven over this year. It would be better to go to Eldora, and west for a few miles until the Jefferson Highway is reached, thence south on through Hubbard, Zearing, Nevada and Des Moines.

We do not give publicity to the above item, from a Cedar Rapids paper, because it contains a left handed compliment for the Jefferson, but in order to do justice to a sister highway and to call attention to an attitude of the public mind which finds voice in some of our papers.

The left handed compliment to the Jefferson might not have been justified, or tendered, had it been subject to the same conditions as the Lincoln. High water, temporary repairs and the absence of the use of King drags, seem to be the things deplored.

Taking it for granted the complaint is well founded—high waters up to the present time seem to be largely beyond human control and the Lincoln organization, however efficient, can scarcely be censured for the devastation caused by floods. Temporary repairs, and the disposition of the King drag to be a slacker this year, are to be deplored, but as Editor Roe of the *Northfield News* puts it, "There may be an alibi."

War conditions are to be deplored also. Upon the farmer, at the present time, rests the major part of the duty of dragging the roads. He has been caught in the war swirl. We happen to know that the farmers near Cedar Falls were helped out by the merchants and townspeople of that enterprising little city, in their harvesting operations. Possibly the farmers on that section of the Lincoln complained of were not so fortunate. It is possible and even probably that the Lincoln has some road slackers. We would dislike to have to admit that the Jefferson had all of them. Our percentage is large enough without trying for a perfect score.

But these are minor matters. The important feature in the above item is the attitude assumed toward the efforts of a voluntary organization to better the road conditions of Iowa, together with those of other states through the medium of co-operation. The advice given if based on facts is in the nature of a duty, but it would seem that the censure meted out is just a little severe, unless it develops that the Cedar Falls community has invested a reasonable sum in money and influence to assist the Lincoln Highway and have a right to expect better conditions by reason of those investments. The subject of materially modifying the public attitude toward voluntary national highway projects is well worthy of attention at this time.

— Build Roads Now —

TEN-YEAR-OLD JACK IS KEEPING RUN OF EVENTS

In the Peach Orchard.

Dear Highwayman:

I started a letter to you last August and told you the Government has taken control of the Telephone and Telegraph wires. Since the U-boats have been bothering off the Atlantic coast the Government has also taken control of Cape Cod Canal so that it will not be so expensive nor so dangerous for ships that are going along the coast.

Congress passed a law and the President issued a proclamation that all men in the United States between 18 and 45 that did not register the last time must register.

We have all been vacinated for typhoid, we had to go at intervals of ten days three times.

At school we have made a tennis court and are learning to play tennis.

Yours truly,

JACK.

Age 10 years.

ALWAYS FOLLOW THE HIGHWAY

Or You Will Regret it Seriously as This Man Did

SOME well meaning people and some that are not so well meaning try to detour travelers under the misapprehension that a detour will secure a better roadway than will be found on the highway.

Experienced people will not detour at all, from a well established highway, except for a bridge out, or some impassable spot of a temporary nature; because that very experience teaches them that while there may be much to be desired in the road conditions of the regularly established highway, and the detour may look attractive at the start, this attractive appearance will disappear before many miles are covered.

Like all substitutes and counterfeits, they are never equal to the genuine.

The local man who detours a tourist is generally acquainted with only a small portion of the road and knows nothing about the miles and miles of bad unmarked road beyond, into which he is steering an innocent stranger.

THE bad road conditions north of Durant Mr. Waite mentions was caused by reconstruction. The writer traveled over it the next day after a heavy rain, about the same time Mr. Waite detoured. The going for half an hour was quite heavy, but not so bad that any experienced driver couldn't get through with a fine road ready to welcome him at the end of it.

The conditions at the Canadian river crossing are not very desirable but the writer crossed that river twice in one month with no difficulty and less than a half hour's delay.

Duluth, Minn.

Jefferson Highway Association,
St. Joseph, Mo.
Gentlemen:

If it is possible to obtain an authentic map of the Jefferson Highway showing the proper route and road conditions at the present time I would like very much to obtain one.

I came up from Texas in May and intended to follow this route, but at different points I was advised by "local authorities" to make certain detours. For instance, on advice of such people I left the J-H at Durant, Oklahoma, on account of reported bad road conditions and Canadian River crossing, and went around by Oklahoma City, Wichita, and Kansas City. Then at Kansas City I was advised to go around by Chillicothe, Mo., to go to Des Moines. And there I found considerable confusion in connection with following the trail marks between K. C. and Des Moines. There seems to be several different routes marked and I would like to get the proper "dope," if it exists. I am leaving here next month and would like to pick up the trail at St. Paul and follow it to Sherman, Texas. If you can send me a reliable guide giving present routing and road conditions, I shall appreciate it very much.

Yours very truly,
DANIEL WAITE.

HE was supplied with the desired information and will no doubt have a much more satisfactory trip back from Duluth to Texas and look with much disfavor on any attempt to provide him with substitutes for or counterfits of the Jefferson Highway.

NOTE—The above was written before we heard of the condition of the J-H south of St. Paul, see page — but—we have no reports from the parallel roads in that vicinity, so the above advice may be still good.

— Build Roads Now —

HARRISON COUNTY, MISSOURI, through its Jefferson Highway Club, has introduced a very valuable innovation in the marking of the highway.

Some 200 feet from each turn, a wooden arrow has been fastened to the phone poles, indicating to the tourist that he is approaching a turn, and the direction to take when reaching it.

This has proven a valuable aid to auto drivers, unfamiliar with the road. Bethany and Harrison County are, as usual, out in the lead with this valuable innovation and are to be commended for their enterprise.

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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 preclude your private home.

Rooms from \$2 single and \$3 double

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You Will Find the
BEST ACCOMMODATIONS AT MODERATE
RATES

Mrs. J. H. Casebolt, Prop.
One of the Best Hotels in the Best Town
on the Jefferson Highway

(Continued from Page 5)

This extended use of trucks has brought a greater strain on the road systems in the more heavily traveled sections of the country than they can successfully withstand. The transition of the kind of traffic using the highways has been so rapid, that even before the war road building activities and types of construction had not kept pace with the change. Before the automobile became so popular, the problem of building a road surface that would easily carry the slow-moving horse-drawn vehicles was a comparatively simple one. Fast-moving light pleasure automobiles introduced more difficulty, but this was practically solved when the trucks began to bring in fresh complexities. While the light trucks of one and two tons capacity did not materially affect the road surface built to withstand the abrasive action of the lighter cars, the recent advent of the very heavy trucks has shown that more substantial roads must be built and kept in good repair.

— Build Roads Now —

HOTEL AND GARAGE SERVICE

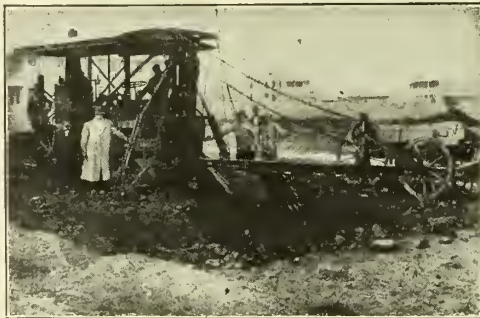
TRAVELERS over the Jefferson Highway between Kansas City, St. Joseph and Des Moines will be interested in the fact that Leon, Iowa, has provided fine accommodations for night control, in the way of hotel and garage privileges.

Second only to the road itself, the tourist is vitally interested in accommodations for his comfort. These will be found at the Hotel Leon, under the new manager, John McBride, and at the thoroughly equipped garage of Estes & Company, just across the street from the hotel.

The Jefferson Highway authorities are encouraging, as much as possible, the installing of satisfactory hotel and garage accommodations for its patrons and are pleased to note those of the active little city of Leon, which forms a much desired break for moderate speed tourists between Des Moines, St. Joseph and Kansas City.

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.

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On the Jefferson Highway

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My Motto: Quick Service, Personal Attention

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EUFAULA, OKLA.

GIVE THE DEVIL HIS DUE

WAR is deplorable, but even war has its compensations. Aside from the human suffering and death, when we get time to make a balance sheet on the cost and the proceeds of the war it is altogether likely that our national accountant will be able to show quite a favorable balance in its favor. Some of these entries have already been made.

When this war began, Germany practically controlled the world's supply of potash. We have not only developed new potash fields in America. We have found a way to take potash from the flue dust of cement works. And we are now independent of the German potash supply for all time.

For years before the war, Germany was buying up the world's supply of castor oil and storing it for use in lubricating airplane engines. We have now perfected a mineral oil that serves as well as castor oil in all but the very fast fighting planes.

We have discovered a way to make coal smokeless by extracting from it valuable by-products that have previously gone to waste.

We have similarly found a way to save half the oils, greases and animal fats that have been lost in use in the past.

We have recently produced a gas mask that can be worn for hours without discomfort even in a rapid advance.

We have introduced improvements in rifles and machine guns that give our soldiers weapons greatly superior to the enemy's.

NEW methods and appliances for fighting submarines have overcome the U-Boat menace. New industrial methods in shipbuilding have speeded up our production beyond all expectation. Improvements in wireless communication have given our troops a great advantage on the battlefield. Improvements in medical science have reduced our army's death rate from disease to one-tenth of the lowest rate established heretofore.

In short, the nations whose inventive genius supplied the Germans with all their modern engines of war, have now so improved on those inventions that the Germans are fighting at an increasing disadvantage on land, on water, and in the air. And civilization is proving its ability to defend itself from barbarism even when the barbarian is armed with weapons which he has borrowed from less backward people.

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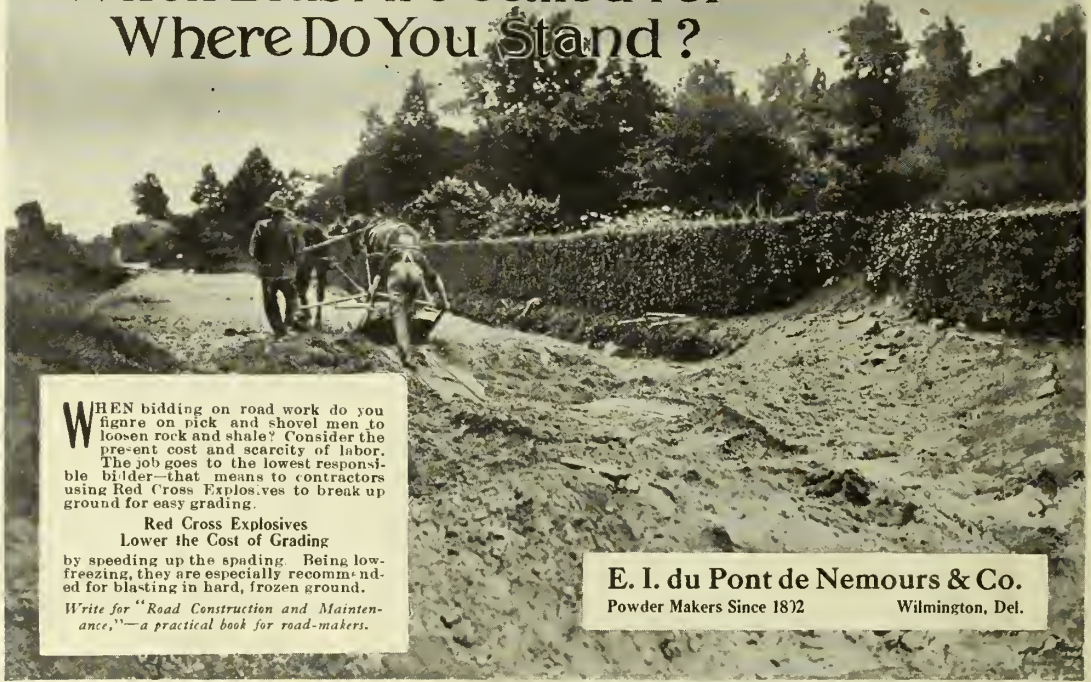
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DU PONT

That Chicago Convention

We desire to co-operate with the American Association of State Highway Officials and the Highway Industries Association in emphasizing the importance of the Highway Convention called jointly by the two Associations for December 4th and 5th, Congress Hotel.

Every citizen of the United States who is interested in public welfare, to the extent of protecting the investment already made in highways, and to see their future development along definite, aggressive and sensible lines, should be present and personally participate in the deliberations.

If you believe that now is the time to prepare for after the war, you should be there and assist in the preparations.

JEFFERSON HIGHWAY ASSOCIATION

ST. JOSEPH,

MISSOURI

DEC 10 1918

JEFFERSON HIGHWAY DECLARATION

Published Monthly by

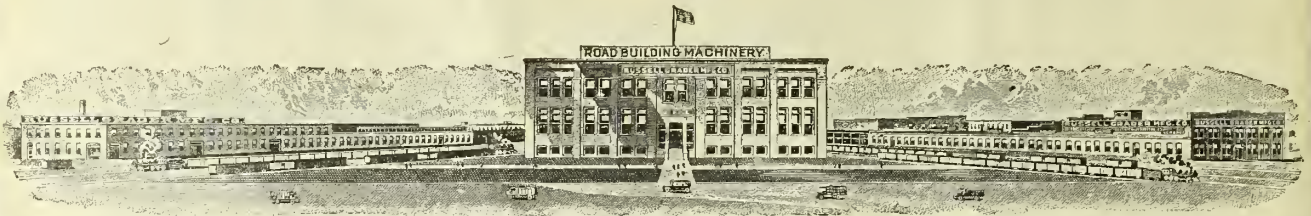
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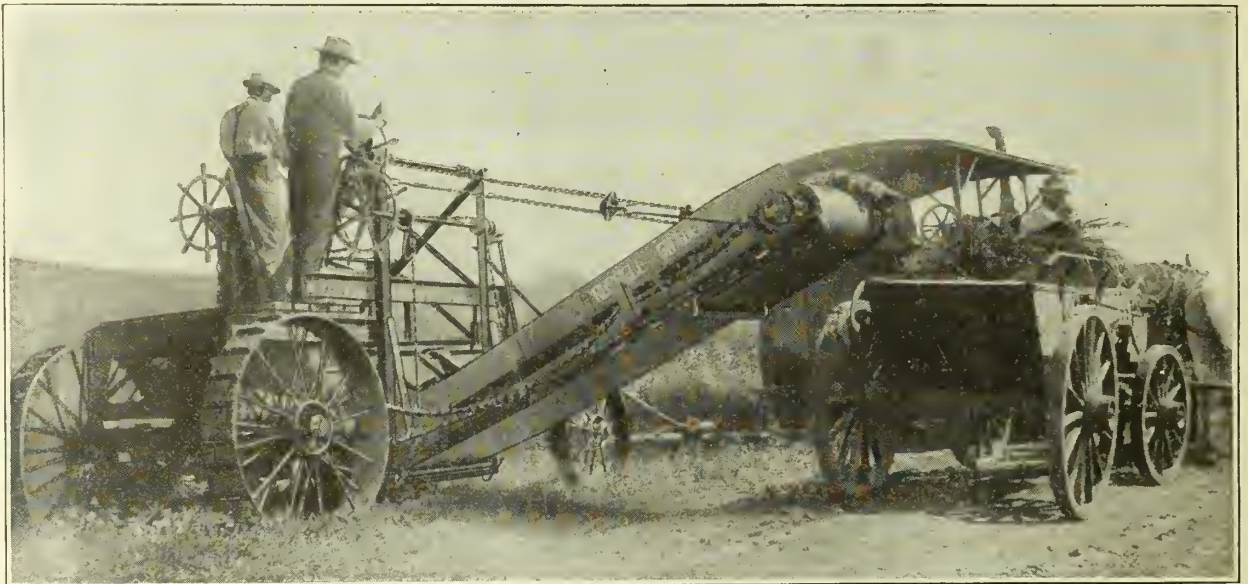
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JEFFERSON HIGHWAY DECLARATION

Volume III  Number 11

December, 1918

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

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WERE THE GERMANS RIGHT?

Have the Huns Taught True Philosophy and Practiced Correct Economy?

— Build Roads Now — Build Roads Now — Build Roads Now —

THE country can stand an eight-billion-dollar Federal tax bill this year because the Government this year is spending twenty-four billions dollars for American goods and labor, and paying about double the prices and wages of 1914.

It can stand the tax bill because wheat is selling at \$2.20 a bushel, iron ore at \$5.50 a ton, copper at 26 cents a pound, and the demand for all staple articles is unlimited; because the normal problems of capital supply for extensions of plant and for current credit are adjourned for the period of the war. Broadly, the Government takes the goods and supplies whatever capital industry requires.

With Federal, state and local taxes the total bill this year will come to ten billion dollars. That is about one-third the total amount of wealth turned out in the country in 1914—or the gross value of all goods of every sort that were produced and of all services rendered. That Government could have made anything like such a levy on the nation's income in 1914 without paralyzing industry is out of the question.

The Federal taxes are levied mostly on surpluses—on surplus of individual income above reasonable living expenses and on surplus of corporation income above a modest return on the capital invested. But except for war's effects on industry there would be no such surpluses; and surplus—the excess over present necessary consumption—is exactly what industry grows on in normal times. It is out of the surplus, necessarily, that every improvement and extension is made. Cut off the surplus over present consumption and growth stops.

Some facile philosophers talk of this tax bill as a sign of what might have been done in the past or what can readily be done in the future. The tax bill is as much a war product as this feverish activity in building ships and airplanes.—Saturday Evening Post.

The foregoing is worth consideration if only to point a query. Without affirming or controverting the facts stated or the correctness of the logic of the conclusions reached, the subject discussed is worthy more consideration, which might possibly result in giving the facile philosophers a little more opportunity to be heard in exploitation of their theories.

Taking the country where the Post leaves it—in the possession of large surpluses—is it not possible to follow it to another natural sequence? War conditions necessitated the hasty production of all kinds of products and the employment of large numbers of men in a new and quite different activity, resulting in the production of an enormous surplus. This surplus was produced in order to accomplish an economic waste—the destruction of property and the maiming and killing of people.

SUPPOSE that instead of maiming and killing of people and wrecking the country side, the same amount of human energy and the same amount of money and capital had been used in the strictly peaceful pursuits of building cities and highways; that instead of producing the most deplorable living conditions for the quick and the cemeteries for the dead, these various forms of human energy and capital had been as feverishly employed for the same length of time in producing better abodes for the living and constructing modern highways for the use of the people; would any the less surplus have resulted, and if so, why?

If all the human energies that have been consumed in strictly war activities had been directed to the peaceful pursuits of building highways, and the same death rate had prevailed, the same amount of human suffering endured in dangerous engineering problems, entering into the construction of skyscrapers, viaducts and tunnels, the development of mines, the building of dams for the conservation of water power and the construction of modern highways, would the country be in possession of any less surplus to reinvest in these several enterprises? Not under the names of war taxes and Liberty Bonds, but under the names of railroad, industrial and highway bonds.

Will not any other conclusion justify the Hun and make him the leading practical economist of the century? Forsooth, he engages in the world war, destroys billions of resources and thereby creates a surplus which enables the Government to levy and collect billions in taxes that otherwise would not have been available. Would not the other end of this line of philosophy lead to the farmer's movement of the 90's which advocated the burning of corn for fuel and the feeding of wheat to stock in the West, while people were starving for the want of foodstuffs in the East, ostensibly for the purpose of raising the price of these commodities, i. e., providing a surplus by destruction upon which to levy a tax in the form of a higher price?

If this is the sum of human wisdom in the day of the automobile, the airship and the submarine, then indeed will the teachings of the war have been offered in vain.

IS not a surplus produced by prosperous conditions? Would not the same amount of activity, along productive lines, have produced the same prosperity (surplus) as the activity along destructive lines provided?

If the contrary is true and it takes war to produce real prosperity (surplus) in large quantities, might it not be well to arrange with Germany to continue the war indefinitely as a good economic industry?

As it will be conceded that the actual killing had nothing to do with producing these very desirable surpluses, except in the actual labor employed in burying the dead, and that the wounding of hundreds of thou-

sands did not contribute to these prosperous conditions, except in the minor degree of the labor attending upon it, a large part of the wounding and killing might be dispensed with by engaging in a real battle only one day in a month, instead of continuously. The other twenty-nine days in the month the armaments could be employed shooting the ammunition into the air, if war activities are the only conditions that will produce large surpluses (prosperous conditions).

Of course, this would entail keeping several million men in France, away from their homes and families, but after we had tried this new method of warfare a short time, it might be discovered that the actual production of casualties produced so small a part of the surpluses it might be dispensed with and each contending army withdrawn to its own country and fireside, where they could continue going through all the motions of warfare, minus the actual killing and wounding, producing surpluses.

After this had been going on for some time, peradventure some erstwhile philosopher and economist might suggest that as no actual war conditions existed, it would do no harm to try the experiment of turning all these energies of men, money and products into the peaceful pursuits of building. He might get put in jail for proposing such a foolish way of producing large surpluses, but there are a lot of patriots who

would be willing to suffer ridicule and imprisonment for the good of their country.

ARE not war taxes and war financing largely camouflage? Just another name applied to the same money which in peaceful pursuits is expended for wages, salaries and investments, but which under governmental activity is called war taxes? Under war conditions the excess money needed for railroad construction and maintenance is supplied by a war tax measure and Liberty Bonds; under peace conditions it would be supplied by railroad tariffs and railroad bonds. Is not the only essential difference in the length of time involved in the transaction and not in the name or term employed to describe it?

Several million men are now being clothed and fed by the medium of money taking the names of war taxes and Liberty Bonds. Prior to the war, this feeding and clothing was done by the means of money which took the names of wages and salaries.

It is said that the war offers many lessons to be learned. May not one of them be that if the country's various resources are applied in peaceful pursuits with the same energy, forethought and honesty of intention as they were applied in waging war, the same amount of prosperity will result without the bad after effect which must follow war?

— Build Roads Now — Build Roads Now — Build Roads Now —



No. 1—A Garford Motor Truck Train on its way to France. Here both halves of the highway problem have been properly co-ordinated.

THAT CHICAGO HIGHWAY CONVENTION

What Is to Be the Command That Will Go Out From It? "Full Speed Ahead" or "Bank the Fires Under Number Three's Boilers?"

— Build Roads Now — Build Roads Now — Build Roads Now —

The first week in December has been named for a joint Highway Convention, in Chicago, under the auspices of the

AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS

W. D. UHLER, PRESIDENT

and

THE HIGHWAY INDUSTRIES ASSOCIATION

S. M. WILLIAMS, PRESIDENT.

and invitations have been issued to the various National Highways Associations to send representatives and take part in the discussions.

In this connection, the Jefferson Highway Association offers the following discussions for consideration:

IN the November issue of the Declaration, S. M. Williams presented in a strong and conclusive way his views on the highway and motor truck problem, including his definite conclusion that "Highway transportation will follow highway development, but cannot lead."

Mr. Williams is the general sales manager of the Garford Motor Truck Co. of Lima, O. He is also president of the Highways Industries Association. For years he has preached the good roads doctrine, in season and out of season. It would be difficult to name any one man who is entitled to credit for more efficient propaganda along these lines than Mr. Williams. In arriving at a different conclusion, it is not necessary to controvert his facts, minimize his ability nor discount his sincerity of purpose. They all stand unquestioned, but his conclusions may be subject to some modifications.

One man might stand at the meridian of Lima, Ohio (84th) and announce at the proper time that the noon hour had passed, while another, at the same moment of time, may stand at the meridian at St. Joseph, Mo. (94th) and announce that the noon hour is yet to arrive, and both conclusions be correct. But if these two people are jointly interested in a problem and wish to do simultaneous team work at a stated time, will it be wise to be too tenacious as to the importance of their statements, especially when they are to be applied under different circumstances, or devote too much effort to determining whose time is to be revised? Will it not be better for them to journey to a common medium and then set their clocks to conform to the way they are going to proceed in company—if east, to con-



No. 2—The other half of the highway problem.

form to the Lima standard; if west, to conform to the St. Joseph standard?

LIMA, OHIO, is engaged in the business of manufacturing motor trucks, and St. Joseph, Mo., is engaged in the business of promoting highways.

Mr. Williams stands out as a dominant figure in the problem of producing twentieth century highways. As a manufacturer, he produces that half of the highway that revolves around the axles of the motor truck. At Lima, Ohio, Mr. Williams has made such a success of

highways—that part which is constructed on the ground. At St. Joseph, Mo., Mr. McIninch has made such a success of highway promotion that it has become a definite and well-defined characteristic of that city, so that highway promotion and St. Joseph are interchangeable terms.

In view of these two facts, each of the two cities may well stand for its definite phase of a joint enterprise, in further consideration of the subject.

It will be recognized, at once, that there is quite a difference in the elements entering into the two halves of the enterprise. These differences explain, in a great degree, the progress made by each part.

Lima's problem was largely financial and mechanical. St. Joseph's problem, financial and physical. Lima was able to bring to bear on her part forces that had been somewhat co-ordinated along similar lines. St. Joseph had to mobilize her forces and turn them in an entirely new direction from their former course.

TO finance her problem, Lima had to appeal to and enlist a restricted number, with here and there a fairy story of fabulous fortunes found in kindred industries, to aid her. St. Joseph had to appeal to and enlist more than two-thirds of the population, in the face of a century old superstition about taxation, with not a fairy story in sight, to aid.

Lima could adopt Napoleonic tactics and swiftly attack with full force any individual situation. St. Joseph must patiently wait the time to put Foch strategy into effect.

Just when the two parts of this highway movement seemed to be gaining momentum, proceeding toward



No. 3—An object lesson that will cause the building of more roads than ten such incidents as shown in No. 1—

the motor truck manufacturing industry that the business has given such a definite characteristic to the city that motor trucks and Lima have become interchangeable terms.

George E. McIninch, Missouri State Highway Commissioner, stands out as a dominant figure in the other part of the problem of producing twentieth century

the same destination, the World War came, with its great drives in certain directions and its retrograde movements in other directions. The nation gathered itself on the Atlantic Coast for a mighty spring across its dangerous depths. In this avalanche of force that was to hurl the Hun from his foothold in France, Lima was called upon to take a large part with her half of



—or this one, because one represents a coming and much-desired development, and this, one that has reached its apex and is on the decline

the highway problem, while St. Joseph was told to mark time with her half of it. Lima was told to speed up and given adequate facilities for doing so, while St. Joseph, which, after a four years' campaign, had just completed an encircling movement by putting over bond issues, amounting to millions of dollars, to apply to her half of the problem, had all communications cut at Washington and was unable to consolidate the terrain won from the enemy. Her momentum was turned into inertia. Twelve months passed in trench warfare, with the morale of her forces constantly subject to attack by those who claimed friendship for her half of the problem. St. Joseph has reached her Marne and her Piave when she gets a message from Lima:

“HELLO, St. Joseph; why don't you speed up? We are waiting for you. Proceed, and we will follow.”

May not St. Joseph's response be: “Lima, this is your fight just as much as ours—has been from the start. Cannot you send a few troops down here on the fighting line to hearten us? Suppose they do stick in the mud once in a while, we will help them out of it, and in doing so may gain a better knowledge of their requirements for efficient co-operation.”

— Build Roads Now — — Build Roads Now — — Build Roads Now —

WHAT'S NEEDED IN AUTO CAMPS

Weary Tourist Wants—Light, Food and Water, Both Kinds—and Wants Them as Quickly as Possible

By Herbert F. McDougal, Secretary Cedar Falls (Iowa) Commercial Club.

— Build Roads Now — — Build Roads Now — — Build Roads Now —

MY 3,000 miles of travel over the Jefferson Highway as its publicity commissioner taught me one thing—that the automobile tourist camp is of untold value to a community if that community is to realize its full share of profit from its expenditure in a good highway.

As a result of this experience, I no sooner came to the secretaryship of this club, fresh from that experience, than I immediately began an agitation to crystallize all that experience into a project for a camp.

Situated on two main highways, the Hawkeye and the Red Ball, and two connecting highways, the Black Diamond, leading from the Lincoln at Marshalltown, and the Short Line, leading from the Jefferson at Mason City, the city is a thoroughfare for tourists all through the season. The proposition has been to cash in on them. They go through Cedar Falls by the hundreds, with a full camp equipment on the running boards, but the most of them glide along through the city and out to some secluded spot, where they go into camp on unauthorized ground, without lights, with only a prospect of foraging, and without a chance to get a bath, and probably with difficulty in getting good, wholesome drinking water.

Here's a City's Chance

What a chance for the city, was my thought as I walked out to the beautiful Cedar River, gazed on the scenery, saw the boats plying its bosom, watched the clammers at work and realized that pike and bass and catfish lurked temptingly near.

So the club started to work, and the result bids fair to be an ideal camp—such attractive plans that I pass them along for the communities along the Jefferson Highway, feeling a sentimental interest still in that good old highway.

First of all, the Cedar River is the largest within the state, the Mississippi and Missouri, of course, merely skirting the commonwealth. It runs right through the city and furnishes power for sundry mills and other industries, the site for the town having been selected on account of the water power. A new cement bridge, costing \$55,000, had recently been built to connect one of the principal streets with a short road across one of the most beautiful stretches of low country, dotted with red cedars, oaks, butternut trees and delightful sweeps of grass. The city park commission already had planned a bathing beach just across this bridge, and by next summer the beach and its attendant bath houses, where suits may be rented, will be ready for

If Lima will send her troops to the firing line and take her place as a full partner in the enterprise, some day the highway movement will reach its Chateau Thierry, and when the suggestion comes from headquarters that it is in order to make a further retreat, may not Lima's response be: “Please give our compliments to Gen. Retreat and tell him we do not like to seem to disobey orders, but our people would not understand if we were to retreat. This was a fight to a finish, and we did not install a reverse gear. Kindly tell the General that we are advancing on the enemy.”

With such such a response as that going to headquarters, it would not be necessary to notice the time of day or discuss, even in a friendly fashion, who should take the lead. The logical leader of one hour may be the illogical one of the next.

The World War of arms has reached its climax, but the World War of peace has just begun. Four years of destruction must be followed by many years of construction. May not the Chicago Convention prove our Chateau Thierry? If official attitude is for further retreat, may we not, with due regard to sterling patriotism, respectfully declare that our only intention is to advance at once?



Where Cedar Falls, Iowa, will build her Auto Tourist Camp as a result of experience of H. F. McDougal on J. H.

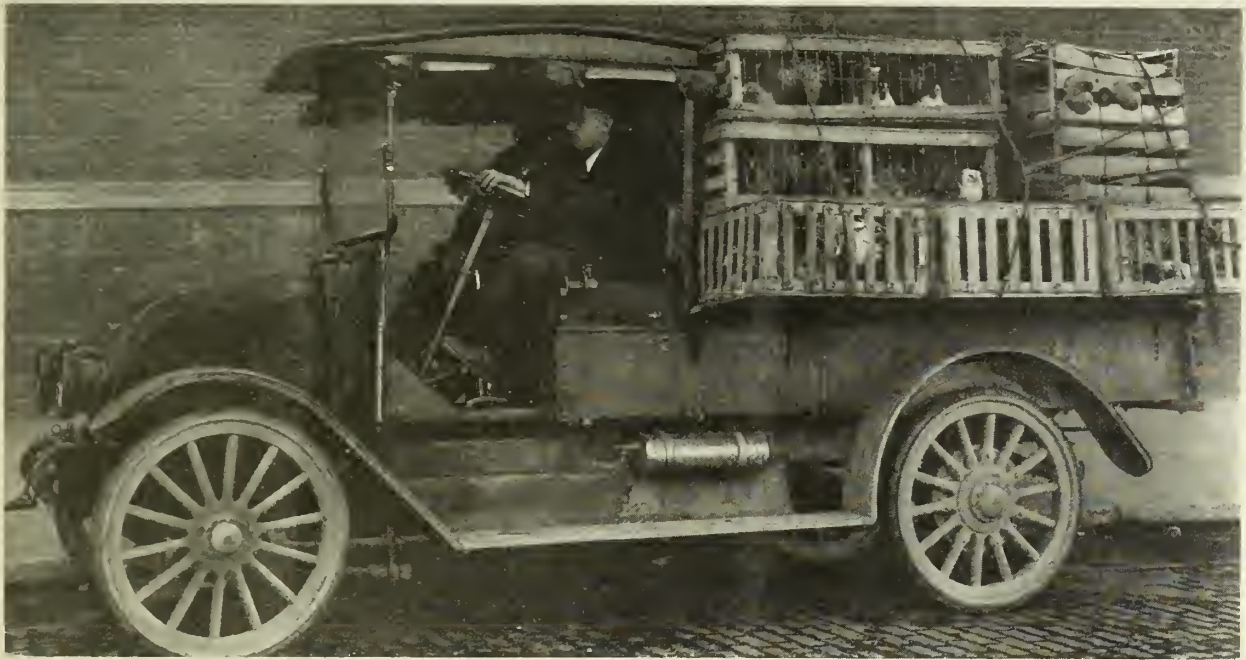
the public without cost. The commission has taken in enough ground for some landscape effects and is co-operating with the club in planning for the camp and picnic ground which is projected.

NOW the project is to make a delightful automobile tourist camp ground there, to build a stockade so that the autoist may feel secure within its fold, to give him an electric light in his tent, to supply him with water that is pumped from the ground at a temperature of 49½ degrees—all for a nominal rental—and to have a park keeper there to serve him, and to maintain a store where he can get supplies at any hour of the evening or night without having to explore the city for an open store.

It further is planned to build a log house for a museum of historical objects of pioneer days and to fit it up with a most interesting array of furniture and implements of the days when Iowa was a border state and the Indians made a holiday of “throwing a scare into the whites.”

Perhaps a golf links will be an adjunct to the park and grounds with privileges for the tourists. That's a project just now under consideration and not assured.

The whole idea has been to make the tourist feel welcome, not merely by telling him that he is, but by providing him with comforts and conveniences. We have had tourists tell us that they gladly would come 100 miles out of their way to spend a day or two in such a camp, to fish and swim in the Cedar, and to visit the city, with its interesting factories and the Iowa State Teachers' College, the only institution of its kind in the whole country, and where 5,000 students are enrolled in normal years.



MOTOR TRUCK TRANSPORT

It Is Coming—Coming Much More Rapidly Than Many Suppose—The Iowa State Council of National Defense in the Game

— Build Roads Now — Build Roads Now — Build Roads Now —

J. D. EGGLESTON, who was formerly stationed at Mason City, Iowa, in charge of the International Harvester Co.'s truck service, started some experiments in serving the Mason City territory with rural truck express service several months ago. It was such a conspicuous success that, later, when the Iowa State Council of Defense adopted and enlarged it as a war measure, he was induced to take the secretaryship of the enterprise, with headquarters at Des Moines.

The Defense Committee has gone into the enterprise in a very systematic and thorough manner. The State has been divided into five districts, with district chairmen as follows:

- District No. 1—C. C. Virgil, Mason City, Iowa.
- District No. 2—Max McGraw, Sioux City, Iowa.
- District No. 3—E. E. Empkie, Council Bluffs, Iowa.
- District No. 4—E. P. Adler, Davenport, Iowa.
- District No. 5—F. D. Raffensberger, Des Moines, Iowa.

Under the direction of these district chairmen every encouragement will be given for systematic, economic service.

The local situation which encouraged the making of the first experiment is described by Mr. Eggleston as follows:

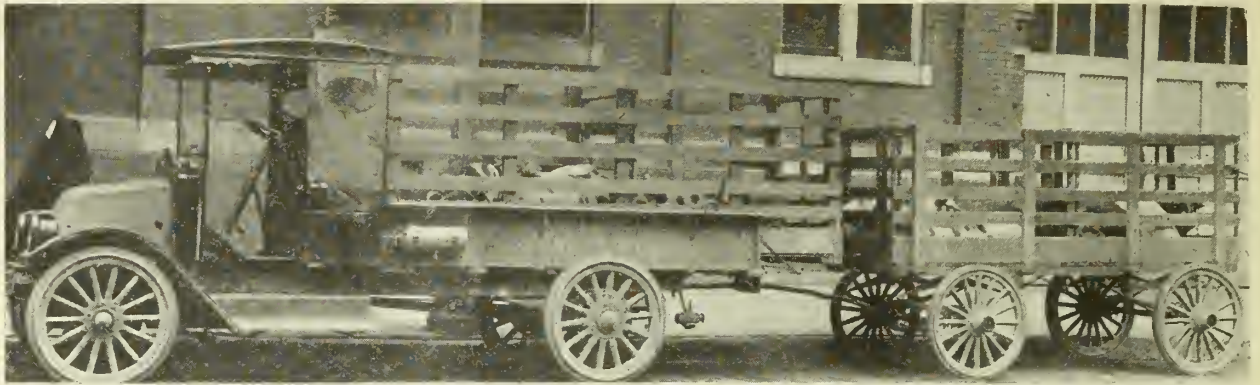
"For example, in October, 1917, potatoes, at St. Ansgar, Iowa, where they are raised in large quantities for market, and only thirty-five miles from Mason City, were sold by the farmers for 80 cents per bushel. At the same time potatoes at Mason City were retailing at \$1.50 per bushel, or a difference of 70 cents per bushel between producer and consumer, or 95 per cent loss in transportation and profits. Cabbage sold at St. Ansgar and Osage at \$1 per hundred pounds, and at the same time retailed in Mason City for \$8 per hundred pounds, or 700 per cent above producer's price. Onions sold in St. Ansgar for 90 cents per bushel and retailed in Mason City at \$1.80 per bushel, or 100 per cent above producer's price.

"Your first thought is, big profits by retailers and middleman. Now, that may be so in some instances, but you will find most of it is in handling and transportation. Now, for example, we will take St. Ansgar, Iowa, as a producing center and Mason

City as a consuming center. It costs the farmer 8 cents per bushel to haul to town; the present freight rates on fourth-class shipments from St. Ansgar to Mason City is 15 cents to Charles City, 15 cents transfer at Charles City and 15 cents from Charles City to Mason City and drayage at Mason City of 8 cents more, which brings freight and cartage from St. Ansgar to Mason City up to 61 cents per bushel in shipments in less than car lots, and a minimum shipment would be \$1.15 less cartage on one bushel.

"Now let us suppose that each of these products at harvest time in 1918 are the same as 1917, and that Mason City has a permanent truck route service with a central station and that St. Ansgar has a Return Loads Bureau with a list of every farmer along the truck route that has vegetables to sell. The consumer or retail merchant will give his order for potatoes, that are picked up by the truck at the farmer's door and laid down at the consumer's door for 15 cents per bushel, making a saving of 46 cents on a single bushel of potatoes on freight and cartage alone; or in other words, potatoes would be laid down to the consumer in Mason City for \$1.15 per bushel, allowing the retailer a 15 per cent profit for handling. This would give the consumer a better price by 35 cents per bushel, and allow the retail merchant over 15 per cent profit for his work, instead of less than 7 per cent, which he received in 1917. In case of cabbage, as much as 600 per cent is saved to the consumer.

"The experimental trips with trucks made by the International Harvester Company, under the most difficult conditions, over routes radiating from Mason City, has proven beyond a doubt that freight by motor truck can be made to all of the towns within a radius of forty miles of Mason City, and that a saving in transportation can be effected in all cases. While the roads in some instances are not what might be desired, we cannot wait until these roads are laid out as our best highway engineers would like to have them. We must make use of them now. Since new motor truck roads cannot be built overnight, those which we have



must be repaired in the best manner possible and as quickly as possible, and the trucks put to work over them. This method will result in the necessary repairs being made sooner than would otherwise be the case, for the reason that the trucks in use over the roads will automatically prove the economic necessity of such roads.

"It is the patriotic duty of every citizen to investigate the condition of their immediate locality, and you are requested by every State Board of National Defense to do so. The Council of National Defense approves the widest possible use of the motor truck as a transportation agency, and requests the State Councils of Defense and other State authorities to take all necessary steps to facilitate such means of transportation, removing any regulations that tend to restrict and discourage such use."

After taking charge at Des Moines, Mr. Eggleston, under date of Nov. 12, writes:

"I have mapped out four roads east and west

— Build Roads Now — Build Roads Now — Build Roads Now —

FLASHES FROM THE FIRING LINE

Extracts From Letters Received From the Local Territory of the Jefferson Highway and Elsewhere Read in Part as Follows

— Build Roads Now — Build Roads Now — Build Roads Now —

E. T. Meredith, Publisher Successful Farming of Des Moines, Iowa:

"I see the Declaration occasionally and I wish to congratulate you. You have certainly made much more of a road out of the Jefferson Highway than I ever thought would be possible in so short a time.

"The lesson of good roads in Europe will be brought home and applied by our boys who are over there now.

"It seems to me that if we take up universal training in this country, we ought to arrange it some way to utilize the army in constructing public roads."

Hon. Paul Nesbitt, Speaker of the House of Representatives, State of Oklahoma:

"I have just received November copies of the Declaration, and as usual read it very carefully. The Declaration, like the Literary Digest and other magazines, has come to be part of my life. Some of them it is true, are luxuries—the Declaration is a necessity.

I don't know anything that so nearly fills the mission of the country weekly as does the Declaration. Here we have a big family extending from Winnipeg to New Orleans. Every month we have the news up and down the line, and it reminds me so much of our old county paper.

"Keep the good work of the Declaration going and we can all find more time now to support you."

J. Clyde Marquis, Associate Editor Country Gentleman of Philadelphia:

"We are giving considerable attention to highway matters and are in close touch with developments along this line.

"I have been serving as an advisory member of the Highway Transport Committee of the Council of National Defense at Washington for several months. You will find in forthcoming issues several discussions bear-

ing upon the new national conception of the importance of highways covering details just as you mention."

And later he wrote:
"The discussion of the national highway situation will appear as an editorial in our issue of December 7th. I think you will be interested in this.
"I appreciate the matter which you have sent me."

R. P. Brewer, Vice-President Southwest National Bank of Commerce of Kansas City, Mo.:

"I have just finished reading the November Declaration. It is one of the spiciest, newsiest periodicals I get; thoroughly alive to conditions along the Jefferson Highway; and I believe is read thoroughly by every Jefferson Highway booster."

R. D. Nibert, Secretary Bunkie Carriage & Implement Co. of Bunkue, La.:

"Allow us to congratulate you on the November issue of the Declaration. It seems to grow more interesting each month.
"If you will promise us a page or section to be devoted each month to Louisiana matters, we will promise you some live highway 'dope.'"

Geo. E. McNich, Vice-Chairman State Highway Board of Missouri:

"Just had the pleasure of looking over the Jefferson Declaration for November and am very much pleased indeed with the splendid articles from men of national road reputation.
"I congratulate you upon the splendid work that you are doing for the Jefferson Highway Association."

Daniel Shaw, President Minnesota Northwestern Electric Railway Co. of Thief River Falls, Minn.:

"A little late, perhaps, but I want to say a good word for the October number of the Jefferson Highway Declaration.

"It was filled with good stuff and represented all of the highway territory. We all look for it here."

D. N. Fink, President of the Commercial National Bank of Muskogee, Okla.:

"In this rush of times may I be permitted to add one word of commendation for the splendid showing of the Declaration. I have always believed that the paper is the backbone and sinew of the Jefferson Highway Association. It is the binder between the organization and the people; it is the electric current through which flows the life's blood of the organization. Keep it up to its usual high standard.

"I am for you, and so are the people along the highway."

W. Z. Robinson, President Bemidji Commercial Club, Bemidji, Minn.:

"The Declaration is a great paper. Every time I take a trip, I get the latest copy and take it with me. I always use that as a directory for garages and hotels in passing through the different towns. Then, too, the articles in it are written up in fine shape and make very interesting reading. Every community is interested in knowing what the Declaration has to say about their town. I regard the Declaration as indispensable."

H. E. Hopkins, Managing Editor of the Road-Maker of Chicago:

"I congratulate you on the November issue of the Jefferson Highway Declaration. It's bully."

A. H. Shafer, President of the Kettler Furniture & Carpet Co. of Pittsburgh, Kan.:

"We wish to express to you our appreciation of the Jefferson Highway. While the highway is not hard-surfaced through all the territory, it is hard-surfaced between here and Joplin, Mo., and we find we can travel this road, no matter what the weather conditions may be. We hope the time will soon come when the highway will be entirely hard-surfaced, and I assure you we will lend our best efforts to this end.

"We take great pleasure in reading the Jefferson Highway Declaration, and are sure the policy you are following in promoting and completing the highway will be successful."

Johnson Richards, Real Estate, Osceola, Iowa:

"Good news sometimes travels so slow that it never gets there at all, so I am just writing you to tell of the many compliments I hear from the readers of our Declaration. The last issue was very interesting to me—but then they all are.

"One of the J. H. boosters said it was the only road magazine in the world."

W. N. King, Secretary Denison Chamber of Commerce at Denison, Texas:

"A copy of the November issue of the Jefferson Highway Declaration is before me.

"I desire to congratulate you as editor of our magazine on getting out the best publication in the interest of good roads that it has been my privilege to see. The subject matter in the November issue is all live, up-to-date, progressive news and of great value to people who are interested in the construction of permanent highways.

"It has been a pleasure to me to see our magazine grow from a very small sheet devoted almost to local matters to a first-class magazine within the short period of three years."

Robert H. Black, Assistant in Marketing, U. S. Department of Agriculture, at Philadelphia, Pa.:

"I was personally glad to note that you are devoting space in the Declaration, as of the November issue, to the subject of preparing roads for the use of motor trucks. It is important that the roads be made suitable for this method of transportation if the agricultural products of this country are to be marketed with the least expenditure of time, labor and money."

H. A. Russell, Secretary Chamber of Commerce, Fort Scott, Kan.:

"I am in receipt of the November issue of the Jefferson Highway Declaration and think it is an excellent number.

"I always take great pleasure in reading the Declara-

tion, as I find no other road magazine of its character that equals it in the interesting and instructive way in which it presents an organized highway and good roads problems in general.

"If there are any persons along the Jefferson Highway not taking this magazine, they are certainly missing a great opportunity to keep in touch with the highway's progress and general good road development."

Frank T. Townsend, Editorial Assistant Engineering News-Record of New York:

"The information that you sent us in regard to the Jefferson Highway is very valuable and interesting, and we wish to thank you very much for the same."

Scott Laird, Manager Econ-O-Kleen Fuel Co. of Thief River Falls, Minn.:

"Good roads back of the allied lines in France were necessary to properly bring up sufficient food and ammunition to win the World War for democracy.

"Good roads in North America are all the more necessary to transport the raw and finished products between city and the country, and the Jefferson Highway, linking Canada and the United States, will be more in demand as the Jefferson Highway Declaration goes on consistently preaching the gospel of good roads, as it has done for the past three years.

"The basic principles you are fighting for will make the Jefferson Highway Declaration still more valuable from the viewpoint of its readers, and doubly so from the standpoint of its advertisers, as we who have read it and used its advertising columns well know.

"This Red River Valley of the North—the bread basket of the world—is back of you and your aims to a man, just as it was in producing the enormous crops that fed the armies of the Allies and assisted in winning the war."

Noble T. Praigg, Editor Associated Advertising Clubs of the World of Indianapolis, Ind.:

"It is indeed a remarkably constructive and original work which you have done, and I want to take the necessary time and digest thoroughly the further explanation of your plans and results as developed in these copies of the Declaration which you sent me separately. Depend upon it, my deep interest is going to be reflected further in a later letter."

C. E. Blair, Manager Lamoni Store House of Lamoni, Iowa:

"The heavy part of touring is drawing to a close and we feel that a word of commendation is due you. The traffic has been heavy this year over the Jefferson Highway. It seems to be the natural highway for north and south travel.



The farmers along the Jefferson Highway show their pride in it by naming their farms after it. The farmer in this instance has gone to the expense of having the name painted on the barn in box car letters.

This particular home may be seen on the west side of the highway, nearing Hubbard from the south.

"We have noticed cars from Maine to California and from Canada to Texas. The road in our section has been in very good condition.

"We wish you success in the future development of the Jefferson."

Will Mercer, Vice-President Dixie Over-Land Highway Association of Schreveport, La.:

"Am just in receipt of my copy of the Declaration and I want to tell you it is getting better and better each month, and the cuts, too, drive home the idea of the high cost of bad roads.

"Hope you can keep up the good work."

R. D. Nibert, Secretary and State Organizer of Louisiana-Jefferson Highway Association of Bunkie, La.:

"November issue of the Declaration at hand. It gets better each month.

"You may look for some subscriptions when I start out on the parish organization trip."

I. N. Beard, of Kraft, Beard & Co. of Osceola, Iowa:

"November Declaration at hand. It is better than ever, and has been good all the time. It sure is getting results. Best wishes for it and you."

R. B. Millard, Chairman of Liberty Loan Organization, Ninth Federal District, Morrison County, Minnesota, at Little Falls:

"The November number of the Declaration is a 'hummer.'

"We are lining up behind your lead for state-wide propaganda on permanent good roads construction.

"Morrison county has as much kick as ever, and when it comes to putting over Liberty Loans she goes 'over the top' every time, just as the boys do 'over there.'

"A big part of the reconstruction work in this country will be good roads."

R. D. Nibert, Secretary Business Men's League of Bunkie, La.:

"As you are no doubt aware, we have recently organized an Evangeline Highway Association, with the writer as secretary.

"What chance would there be for a page or two in the Declaration under the heading, 'Along the Evangeline?'"

"Folks all through the Evangeline county are interested in the Jefferson Highway, and with an Evangeline section, we feel they would be enthusiastic subscribers to the Declaration."

Herbert F. McDougal, Secretary Commercial Club, Cedar Falls, Iowa:

"I have just received my November copy of the Jefferson Highway Declaration and want to tell you that I consider it one of the best publications of its kind I ever saw. It is chock full of interesting reading matter and reaches a clientele that is vitally interested in the subject of good roads.

"I think it is remarkable that it covers a territory that is one of the richest in the country and one that is certainly awakening to the value of good highways. The high price of the crops produced along the highway is putting the people in a frame of mind to build good roads. They see clearly now that only good roads stand between them and continued prosperity, and they are willing to put their money into permanence, and unwilling, I believe, to keep pouring it into mud holes.

"The part that the Jefferson Highway has played in bringing about the education of the people in its territory is a story that never has been half told."

— Build Roads Now —

A PLOT TO SHORTEN THE HIGHWAY

NORTH MAIN STREET is part of the Jefferson Highway from Winnipeg to New Orleans, isn't it? remarks Col. Hooza Nutt acridly in the Butler Democrat. Well, if the City Council will just hang some Spanish moss on the trees and scatter a few alligators along the sidewalk, we can fool the motorists en route to New Orleans into thinking they are near their journey's end and are riding over a rough, rough corduroy road 'way down in lower Mississippi swamps.—Kansas City Star.

How about it, Butler—are the alligators and Spanish moss in place?

L-H OFFICIAL ENTERS THE ARMY

ANNOUNCEMENT has just been made at the offices of the Lincoln Highway Association to the effect that A. F. Bement, secretary of the National Association, has enlisted in the motor transport service and left Detroit November 1st to report at the Officers' Training School at Camp Johnson, Jacksonville, Fla.

As the executive in charge of the work of the Lincoln Highway Association, Mr. Bement has gained a high standing among highway officials and others in all parts of the country. He is known as an indefatigable worker in the good roads cause and has firmly established himself as an able leader of constructive thought in this connection.

Mr. Bement has taken a lively interest in the Jefferson from its very inception, and his practical co-operation has smoothed over



A. F. Bement

more than one rough place. We are sorry to lose him from the force of active highway workers, even if it is but temporarily.

It seems that no change will be made in the personnel of the Lincoln Highway organization as a result of Mr. Bement's absence.

In true American war time manner his co-workers will simply close ranks, and it will, therefore, devolve upon Field Secretary Ostermann and Assistant Secretary Host, both of whom are intimately acquainted with all details of the association's affairs, to 'carry on' the active operation of the Lincoln Highway work. Mr. Bement expects to return to his work with the association after the war.

— Build Roads Now —

MAKE A GAME OF ROAD BUILDING

A. P. SANDLES of Columbus, O., secretary of the Ohio Macadam Association, says: "Road making will be one of the big games after the war. It will provide an outlet for all the unemployed labor we may have."

Reversely stated, it means that if we make a game out of road making there will be no unemployed labor after the war. Why not make a game of it? Schwab put the ship building program across because he made a game of it. That is, introduced the sporting idea and some rules and regulations for scoring purposes.

Emulation makes heroes at the front and patriots at home in war times. It will make empire builders after the war, if properly applied.

The Federal Government made a howling success of every Liberty Bond campaign by introducing the idea of emulation. Under its influence Iowa went over the top, in the last loan, in record time. Under its influence in the next Liberty Loan campaign some other state will try and beat Iowa to it.

By all means let's make a game of road building. It will not be difficult to pit one national highway against another, one county against another, one state against another. And it will be just as easy to get up the proper rules as it was to make rules for excellence in Liberty Loan or Y. M. C. A. campaigns.

The man at the front who by distinguished efforts makes it possible to live under free forms of government is awarded a medal. Why not also decorate the man who makes it more desirable to live under free forms of government? By all means let's make a game of road building, and it will not be long until we will forget we ever had any unemployed.



Paul Nesbitt, Speaker of the Oklahoma House of Representatives, Writes to the Jefferson Highway Neighbors

THERE has been so much doing lately to attract the attention of the average American and Canadian—big guns thundering, machine guns rip-rip-ripping, and rifles cracking, dynasties tumbling and thrones crashing, packing of trunks with royal flannels and bed clothes for a long journey, junking of crowns, coronets and diadems, and hocking of crown jewels for railway accommodations—the circus instinct in me is so strong that I have been watching the parade, and doing little else.

In some ways I am the unluckiest fellow in the world. I have been trying to get into the war service ever since the United States declared war. I think I have tried every department, except the quartermaster's, but always found I was too old. And to think that I was but four months past the age for the last draft. Then, too, I am on record as to age, and there was no use to lie about it.

Well, within the last few days I received word from the War Department that my enlistment had been authorized in the medical department. But why should I want to enlist, now the war is over, and I don't care to parade for a year or so in a uniform. My great friend, John J. Ingalls, said opportunity knocks once at every door, but it knocked too late for me.

So much for war. We have had one of the most beautiful falls I have ever seen. We have had two light frosts, one about two weeks ago that didn't even kill the tomatoes, and another last night. We have to leave the doors of our houses open even at night. I suppose our friends in the North have had similar weather, for their cold waves ease off down into this country.

The trees are just beginning to shed their leaves. I was afraid that they would fall off without the usual gorgeous coloring that Jack Frost gives them, but the hills are beginning to blaze with orange and yellow and red, with more hues than dye manufacturers of Germany ever made. The persimmons are ripening and the 'possums will be ready to pick soon.

When the 'simmons are ripe and the 'possums get fat on them we will have a feast of baked 'possum and sweet potatoes. You neighbors up North don't know what 'possum and sweet 'taters mean. You should taste some of our southern sweet potatoes. They are different from the northern dry potatoes. Ours are yams—big, and so full of sugar that when they are baked the sugar runs out and candies over the outside. A farmer friend gave me one last week that weighed seven pounds and a half. Soon as I can get a 'possum that weighs as much I am going to have a real dinner.

I have just been elected to the Legislature again, so will spend the winter at the capital. We elected a Governor this year who is a road enthusiast, and we are going to do something bigger in the way of road building than ever before. We hope to have the bridge over the Canadian finished and the roads in good condition for travel next summer so we can run up and see our northern friends.

Now that I have written a letter to the Jefferson Highway neighbors, let's do so every month. Somebody from every state should send in something, not especially about the road, but about your state and com-

A GOOD SUGGESTION

MILLIONS of subscribers to the Fourth Liberty Loan are now on their mettle.

They are face to face with the job of completing their payments. It will take nerve, courage, and "staying power." It will take self-denial. Subscribing for the bonds and making the first payment of 10 per cent was a sign of loyalty to the Government and to the Army and Navy.

Keeping up the payments until the Liberty Bonds are fully paid for—that is the real test of mettle. Anybody is likely to be carried away by the fervor of a "revival meeting." It takes earnestness to live up to new principles for the rest of one's life. That is the real test. The same thing applies to the duty of "making good" our pledges for the Fourth Liberty Bonds. From now until Jan. 30, 1919, a steady, sustained effort to save and meet Liberty Bond installments will indicate 24-karat patriotism and character.

Every person who signed a Liberty Bond application and made the initial payment assumed an obligation of honor. To neglect that pledge or to let the subscription lapse would be a shameful thing. No right minded person will fail to carry out his Liberty Loan subscription pledge, unless actual disaster makes it necessary to shift the burden on someone else.

What is the best way to take care of these Liberty Bond subscription pledges? The best way is to make a "budget." Set down on a sheet of paper the exact amount of your weekly or monthly pay. Make a parallel column and set down the necessary items of your living. Rent, \$...; groceries, \$...; heat and light, \$...; Liberty Bond payments, \$— (enough to meet the amounts when due).

Put the Liberty Bond payment money right into the bank—every week or every month—just as soon after pay day as you can. Then the money will be ready and waiting when the installments fall due.

Do not let anybody induce you to sell any Liberty Bond you have paid for. Do not let anybody induce you to turn over your Liberty Bond as "first installment on a piano," or anything else. Have those Liberty Bonds entered up in your savings bank book, and make an arrangement with your bank, if possible, to have the coupons clipped and added to your account.

ALWAYS deposit in your savings account the interest money received for coupons cut off your Liberty Bonds. In this way you enjoy compound interest and get ahead faster.

Every Liberty Bond that is sold throws a strain on some bank or on the Government. Every Liberty Bond that is unnecessarily disposed of tends to divert money from the conduct of the war. And it deprives the owner of the benefits of his own self-denial and thrift.

Therefore: If you want to keep peace with your own conscience and maintain your own self-respect take great care on all these points:

1—Set aside out of your pay the money needed to meet Liberty Bond installments under your plan of payment. Put that money in a bank.

2—Do not "lapse" on your Liberty Bond subscription for any reason whatever, short of some absolute disaster.

3—Do not sell your Liberty Bonds unless compelled by "dire necessity" to raise money; and then try to borrow on the bonds instead of selling them.

4—Do not let anybody induce you to "trade in" your Liberty Bonds for merchandise.

Hang tight to all your Liberty Bonds, and complete all the payments by brave and persistent saving, sacrifice and self-denial. That is the way to get the utmost possible return from your financial and moral investment.

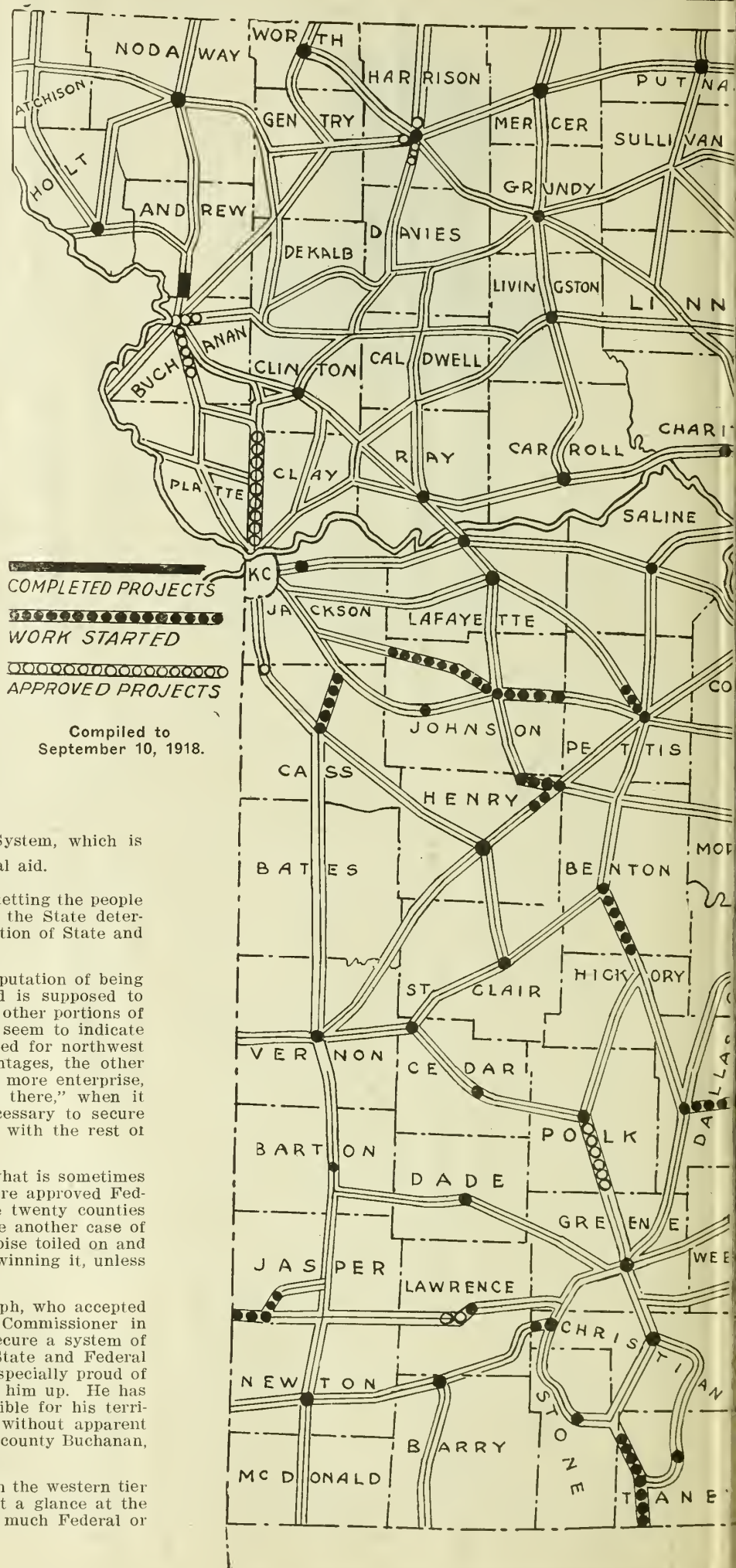
— Build Roads Now —

USE ROADS IN FOOD RELIEF

WASHINGTON, Nov. 15.—Further utilization of highways of the Nation for the transportation of foodstuffs in connection with the plans to feed the peoples of those countries devastated by the war is being considered at a series of inter-Allied conferences being held here. Representatives of the high commissions of the various Allied governments have discussed the question informally with officials of the Food Administration, the Department of Agriculture and Commerce and the Railroad Administration under the direction of the Highways Transport Committee of the Council of National Defense.



Hon. George E. McIninch,
State Highway Commissioner.



COMPLETED PROJECTS
 WORK STARTED
 APPROVED PROJECTS

Compiled to
September 10, 1918.

THIS MAP

shows the Missouri State Highway System, which is subject to State and Federal aid.

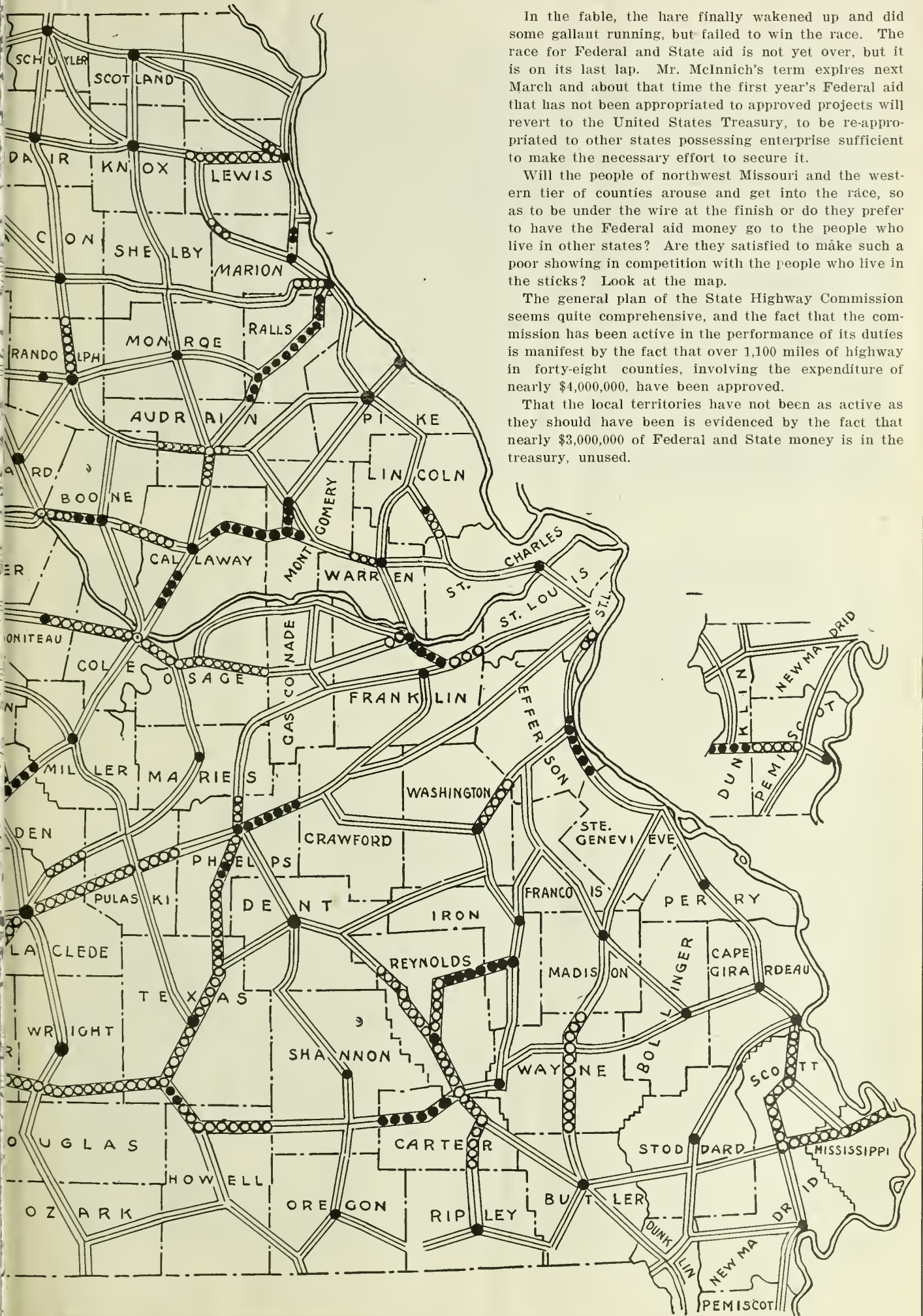
It is printed here for the purpose of letting the people who live in the northwest quarter of the State determine if they are satisfied with the portion of State and Federal aid they are getting.

This portion of the State has the reputation of being a garden spot in fertility of soil and is supposed to possess many natural advantages over other portions of Missouri. A study of the map would seem to indicate that, conceding all that may be claimed for northwest Missouri in the way of natural advantages, the other portions of the State seem to possess more enterprise, or whatever quality it takes to "get there," when it comes to that kind of organizing necessary to secure State and Federal aid, in competition with the rest of the State.

Each of the two counties down in what is sometimes called "Flint hills and sticks" has more approved Federal and State aid roads than all the twenty counties of northwest Missouri. It seems to be another case of the hare going to sleep while the tortoise toiled on and won the race, or is in a fair way of winning it, unless the hare wakes up and gets busy.

Mr. George E. McIninch of St. Joseph, who accepted the appointment of State Highway Commissioner in order to help his part of the State secure a system of good roads through the medium of State and Federal aid, certainly has no occasion to be especially proud of the way his constituents have backed him up. He has worked incessantly and made it possible for his territory to secure its share of aid, but without apparent result, except in the case of his home county Buchanan, and Clay and Harrison counties.

The Jefferson Highway runs through the western tier of counties, south of Kansas City, but a glance at the map will show that it is innocent of much Federal or State aid.



In the fable, the hare finally wakened up and did some gallant running, but failed to win the race. The race for Federal and State aid is not yet over, but it is on its last lap. Mr. McNinch's term expires next March and about that time the first year's Federal aid that has not been appropriated to approved projects will revert to the United States Treasury, to be re-appropriated to other states possessing enterprise sufficient to make the necessary effort to secure it.

Will the people of northwest Missouri and the western tier of counties arouse and get into the race, so as to be under the wire at the finish or do they prefer to have the Federal aid money go to the people who live in other states? Are they satisfied to make such a poor showing in competition with the people who live in the sticks? Look at the map.

The general plan of the State Highway Commission seems quite comprehensive, and the fact that the commission has been active in the performance of its duties is manifest by the fact that over 1,100 miles of highway in forty-eight counties, involving the expenditure of nearly \$4,000,000, have been approved.

That the local territories have not been as active as they should have been is evidenced by the fact that nearly \$3,000,000 of Federal and State money is in the treasury, unused.



The more of those fellows, with striped clothing, seen at the right, are used on the public roads, the less of those animals with striped hides, in the center, will be seen engaged in the transportation business.



When a farmer can see equipment like the above, running past his place every day, like it is now doing over 137 miles of the Jefferson Highway in Iowa, he can safely conclude that he is located in about the right place.

FOUR STATES REPORT OFFICIALLY

Minnesota — Missouri — Kansas — Texas and Promises From Iowa and Oklahoma

The construction on the Jefferson Highway through Minnesota was like all other projects, considerably retarded on account of war conditions. However, we have made some progress, and prospects are that a very substantial amount of work will be done on this road next year. During this construction season the following substantial jobs were put through:

Freeborn County, 16 miles of grading and graveling from Albert Lea to the north county line, at an estimated cost of \$58,000.

Dakota County, grading for a distance of four miles south from the city limits to St. Paul, which will be paved with an 18-foot pavement of concrete or other hard surface next spring, at an estimated cost of \$100,000.

Hennepin County, five and one-half miles of bitulithic pavement between the villages of Robbinsdale and Osseo, at a total cost of \$182,250.

In addition to the above mentioned construction jobs for this year there is projected for next year a substantial improvement and possible pavement from Osseo to Elk River, the grading and surfacing of the entire length of highway through Benton County, also from the Benton County line to Little Falls in Morrison County, and applications have been made which have not yet been determined upon for the improvement of the Jefferson Highway through Hubbard, Beltrami and Clearwater Counties. It is also proposed to grade and gravel the remainder of the Jefferson Highway through Freeborn County to the Iowa line.

Yours very truly,

(Signed)

MINNESOTA HIGHWAY DEPARTMENT,

John H. Mullen, Deputy Commissioner of Highways.

IOWA STATE HIGHWAY DEPARTMENT

We will compile a resume of the work that has been done on the Jefferson Highway this year for you. It will take two or three weeks to secure this material, as the county engineer's reports will not be filed until the close of the year.

I will hope to see you in Chicago at the time of the convention. I feel that this is going to be an important meeting, and while at the present time highway improvements are practically suspended, I believe the convention will be full of optimism for the future.

(Signed)

THOS. H. MacDONALD,
Chief Engineer.

MISSOURI STATE HIGHWAY DEPARTMENT

I find that six counties in the state are constructing or preparing to construct portions of the Jefferson Highway within their respective counties, namely:

Harrison County, concrete pavement, 9.6 miles.
Buchanan County, asphaltic concrete and brick, 11.2 miles.

Clay County, bituminous macadam, 22.5 miles.

Cass County, water bound macadam, 12 miles.

Vernon County, gravel, 6.5 miles.

Jasper County, concrete, 7.4 miles.

(Signed)

ALEXANDER W. GRAHAM,
State Highway Engineer.



M. W. WATSON,
Acting State
Highway Engineer

In regard to the matter of road improvement on the Jefferson Highway in Kansas, I have gone over our reports and records on this subject and will give you a summary of proposed and present work by counties as follows:

Johnson

We now have on hand an application for Federal aid covering the Old Santa Fe Trail and approximately the route of the Jefferson Highway from the city limits of Rosedale to Overland Park. This section of the road is six miles in length and is to be constructed of 18-foot bituminous macadam as a resurfacing proposition on the

old water-bound macadam which exists at the present time.

From Overland Park to Olathe south, to the south line of Johnson County, the road has been oiled for several years and is a fairly good oiled earth road. At present a petition is being circulated extending from Overland Park due south to a point directly east from Olathe, thence east into Olathe, for an 18-foot bituminous macadam road. This proposed road does not follow the route of the Jefferson Highway, but it would be very easy to change the route to follow the proposed highway after it is built.

Undoubtedly, it will be only a short time until the road running south from Olathe to the county line will be improved by the construction of some type of hard-surfaced road.

Miami

Very little progress has been made in this county toward the construction of a permanent road on the Jefferson Highway. There has been some talk of circulating petitions for gravel roads, but none have materialized up to the present time.

Linn

The same condition exists in this county as in Miami.

Bourbon

The road is completed of 14-foot water-bound macadam, extending from Fort Scott about three miles north.

There is under construction at the present time a water-bound macadam road from Fort Scott southwest through Pawnee Station to the Crawford County line. This work started about two years ago and will be completed soon after the close of the war.

We now have on file application for Federal aid, which has been approved by the United States Department of Agriculture, for the road extending from Fulton south to connect with the completed road north of Fort Scott. This will consist of a 14-foot water-bound macadam road.

I am informed that there has been circulated a petition extending from Fulton west and north to the Linn County line, but we have no definite information in this office.

Crawford

The Board of County Commissioners are planning to construct a chat road 16 feet in width, extending from Pittsburg to Girard. The road extends due north from Pittsburg to a point directly east of Girard, thence west into Girard. The total length of this road will be about 12½ miles. Undoubtedly it will be only a short time until a petition will be circulated for the construction of some type of road from Girard north to the Bourbon County line.

You can see from the outline of the work which has already been performed in the way of circulating petitions and getting their approval that only a short time will elapse until your highway is improved through Kansas, and if someone would make a very concerted effort in this direction, I believe that counties where no work has been performed would come across with their sections of the improvement.

A little aside from the subject, I would like to inform you that, although the new highway law in Kansas has been in existence only about one and one-half years, we now have on hand applications for over \$8,000,000 expenditure for the construction of different types of hard-surfaced roads. This construction will be carried out at the earliest possible date.

I am sending you, under separate cover, a copy of our new road map showing the designated state roads in Kansas.

Trusting that this will furnish you with the information you desire, I am,

(Signed)

Very truly yours,

M. W. WATSON,
Acting State Highway Engineer.
(Continued on page 18)

JEFFERSON HIGHWAY DECLARATION

Published Monthly by

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J. D. CLARKSON
Editor

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

Forms close the 20th of month preceding date of issue. Sample copies free on request.

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Volume III

DECEMBER, 1918

Number 11



H. G. SHIRLEY, secretary of the Highway Industries Association, says: "The road question is becoming very acute." Many others are beginning to think along the same lines. The next thing is action—well-planned, concentrated action

— Build Roads Now —

JAMES F. REYNOLDS of Pittsburg, Texas, international director, has been ill for some months at Mineral Wells, Texas. A letter just received from him indicates that he is some better and entertains hopes of a full recovery soon, when he hopes to get into the collar again in all Jefferson Highway affairs.

— Build Roads Now —

GEORGE E. MCININCH of St. Joseph, Mo., State Highway Commissioner, has a sure formula for building improved highways. He preaches it in season and out of season. There is no closed season for bad roads with McIninch. He goes gunning for them any old time. His formula for building good roads is, "DO IT."

— Build Roads Now —

THOSE TWO-COLOR ILLUSTRATIONS

THE use of the two-color illustrations used in the S. M. Williams article in our November issue was made possible through the kindness of the Timken Magazine, published by the Timken-Detroit Axle Co. We were so elated at being able to have the two-color work that we overlooked giving proper credit, but we certainly appreciated the courtesy.

— Build Roads Now —

NEXT DIRECTORS' MEETING

NEW ORLEANS has been selected by the Advisory Committee for the next directors' meeting, which will be held Thursday and Friday, January 16 and 17.

At the Denison meeting, when the semi-annual meeting of the Board of Directors was re-established, it was planned to hold the winter meetings in the South and the summer meetings in the North.

When the invitation to meet at Joplin in July last was accepted, Joplin being the border land between North and South, it was understood that the Joplin meeting would be considered a northern meeting.

Two invitations were received from the South for the next January meeting—one from Greenville, Texas, and one from New Orleans.

In view of the fact that the 1917 meeting had been held in Texas and that New Orleans was the legal habitat of the association, and no meeting having been held there since the corporation was formed, it was thought best to go there this time.

The invitation from Greenville was fully appreciated and it is hoped that it will be renewed for some future time, so that the attractions of that busy little city may be seen by the Board members.

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



GET COUNTRY GENTLEMAN OF DEC. 7

As will be seen by letters from the editor of the Country Gentleman on page 8, the highway problem is going to be treated in a special way. The article will no doubt furnish interesting reading for all Jefferson Highway neighbors.

— Build Roads Now —

\$60,000,000 IN ILLINOIS

THE record breaking bond issue, for highway building, just voted in Illinois, is notable not only for its size but also for the wisdom of the plan and the up-to-date financing features embodied in it. It is well worth the study of the Jefferson Highway territory.

— Build Roads Now —

5,000 TONS OF LICENSE TAGS

AS an example of how small needs rapidly mount into totals of considerable magnitude it is interesting to note that 5,000 tons of steel were consumed last year in the manufacture of steel motor car license tags. A scheme is now on foot that will substitute a specially designed paper product for the steel tags. The paper tags will cost but 10 cents apiece, whereas each of the steel ones retailed for about 65 cents.—Saturday Evening Post.

— Build Roads Now —

THE FIRST GREAT HIGHWAY

SOMETHING more than two hundred years ago there was built the first great American highway, "the old York Road," between New York and Philadelphia. The construction of this famous road in 1711 was an example that led the energetic colonists at other points along the Atlantic seaboard to make similar roads where there were no water routes. For the most part these roads were built by chartered companies and were called turnpikes or toll roads. Pennsylvania, Connecticut and New Jersey had many roads of this kind.

The first macadamized road in this country was constructed in 1792 between Philadelphia and Lancaster. In 1811 there were said to be 4,500 miles of chartered turnpikes in New England and New York. During the next twenty years the government expended many millions of dollars in constructing great highways, but to that branch of the government the panic of 1837 and the building of railways and canals put an end to work.—Detroit News.

— Build Roads Now —

AT THE HEAD OF THE PROCESSION

OSCEOLA and Clarke County, Iowa, not only get into the limelight occasionally, but seem to have the ability to stay in it much longer than many other localities. In other words, they are stayers.

So far as their connection with the Jefferson Highway is concerned, they have been a constant source of inspiration and leadership. Their batteries are always charged, wires properly connected and the water out of the gasoline.

Johnson Richards and his co-workers thought they discerned something of great value in the Jefferson Highway when it first made its appearance in their midst and they have never felt justified in neglecting it.

When the switch is thrown on the Osceola Clarke County, Iowa, line, the machine has always been found located on a down grade so they can start on high. So far as a reverse gear is concerned, they threw that away when they assembled the machine.

— Build Roads Now —

THE TAIL GOES WITH THE HIDE

SPRINGFIELD, MO., NOV. 9, 1918.

One week ago today we drove over the Jefferson Highway from Joplin to Kansas City. We found this road in a deplorable condition, due to not having been dragged. In fact, the most of it looks like it had not been dragged this summer. The road from Nevada to Butler is particularly bad.

We have occasion to travel both Kansas and Missouri branches of the Jefferson Highway between Joplin and Kansas City, usually going down one and back the other. The Missouri branch is seldom dragged, while the Kansas branch is most always in good shape and well dragged.

As stated above, I travel these roads frequently, and if you are interested I will be glad to report to you occasionally on the condition of same. Please advise.

(Signed)

J. T. JACKSON,

4321 Belleview, Kansas City, Mo.

— Build Roads Now —

TWO MILLION REAL ROAD BOOSTERS

WASHINGTON, D. C., Nov. 16.—"There will be a couple of million real 'road boosters' back in the United States when the war is over, as I think all the men over here appreciate how good roads can be made invaluable. In my mind there is no doubt that the good roads of France saved her in two instances."

Col. Robert H. Tyndall of the 150th Field Artillery thus writes from "over there" to a fellow Hoosier, Chairman Carl G. Fisher of the A. A. A. Touring Board. It will be remembered that these two were closely associated several years ago in the transcontinental tour from Indianapolis to San Francisco, at which time much of the route of the Lincoln Highway was decided upon. Col. Tyndall is an inveterate road driver and has covered thousands of miles of good, bad and indifferent American highways. In his letter "home" he goes on to say:

"I have seen movements of troops made in the dark which would have been impossible in any other country than France. Here the roadmakers have scientifically planted trees that absorb drainage on the side and at the same time shelter the highways so as to keep them just moist enough. In some instances you will find a tall poplar standing higher than the rest of the trees bordering the road, at every kilometer, so that you can readily measure distances with the eye.

"One of the great things they do here is to repair a road and even make an entirely new surface without interfering with the stream of traffic. In one campaign we were in, over a thousand trucks passed my regiment, each carrying twenty-two soldiers. This was for reinforcements on the flank and was done without the slightest confusion. One does not find here the little holes that cause so much trouble remaining in a road. The potted places are immediately filled and drained, right up to the front line almost.

"As far as being able to orient one's self, I think from now on I can drive blindfolded any place in the United States, as most of my driving on the front has been at night, and the roads wind around considerably over here. I don't have lights and neither do the trucks and other vehicles coming in opposite directions. We are not allowed to use the Klaxon horn, as this is the method employed for a gas alarm. Sometimes I really wonder how we get through with it all, but it shows how a person can become accustomed to most any thing, and we train ourselves to see in the dark."

That a big road plan is near at hand in this country is the opinion of many leading highway advocates. Chairman George C. Diehl of the A. A. A. Good Roads Board summarizes the idea in this manner:

"One hundred million dollars a year appropriated by the Federal Government on a definite, tangible national highway system will work wonders in the form of from five to ten thousand miles of splendid highway, made up partly of sections already sufficient in quality, partly in sections to repair, partly of sections rebuilt, and partly of entirely new construction. State and local appropriations will be encouraged, and these subdivisions, largely because of Federal roads, will enormously increase road expenditures."

(Continued from Page 15)

OKLAHOMA DEPARTMENT OF HIGHWAYS

Mr. Cunningham has been confined to his home on account of illness for about five weeks. He is improving and we hope he may be able to come to the office next week, at which time your letter will be referred to him for attention.

(Signed)

NETTIE E. JOHNSTON,
Secretary.

TEXAS STATE HIGHWAY DEPARTMENT

The Jefferson Highway in Texas follows Texas State Highway No. 11.

The State Highway Commission has dilligently endeavored to secure the co-operation of the commissioners' courts of counties traversed in completing of less improved gaps of same, and to secure high types of improvement of sections that are already improved.

State and Federal aid has been granted these coun-

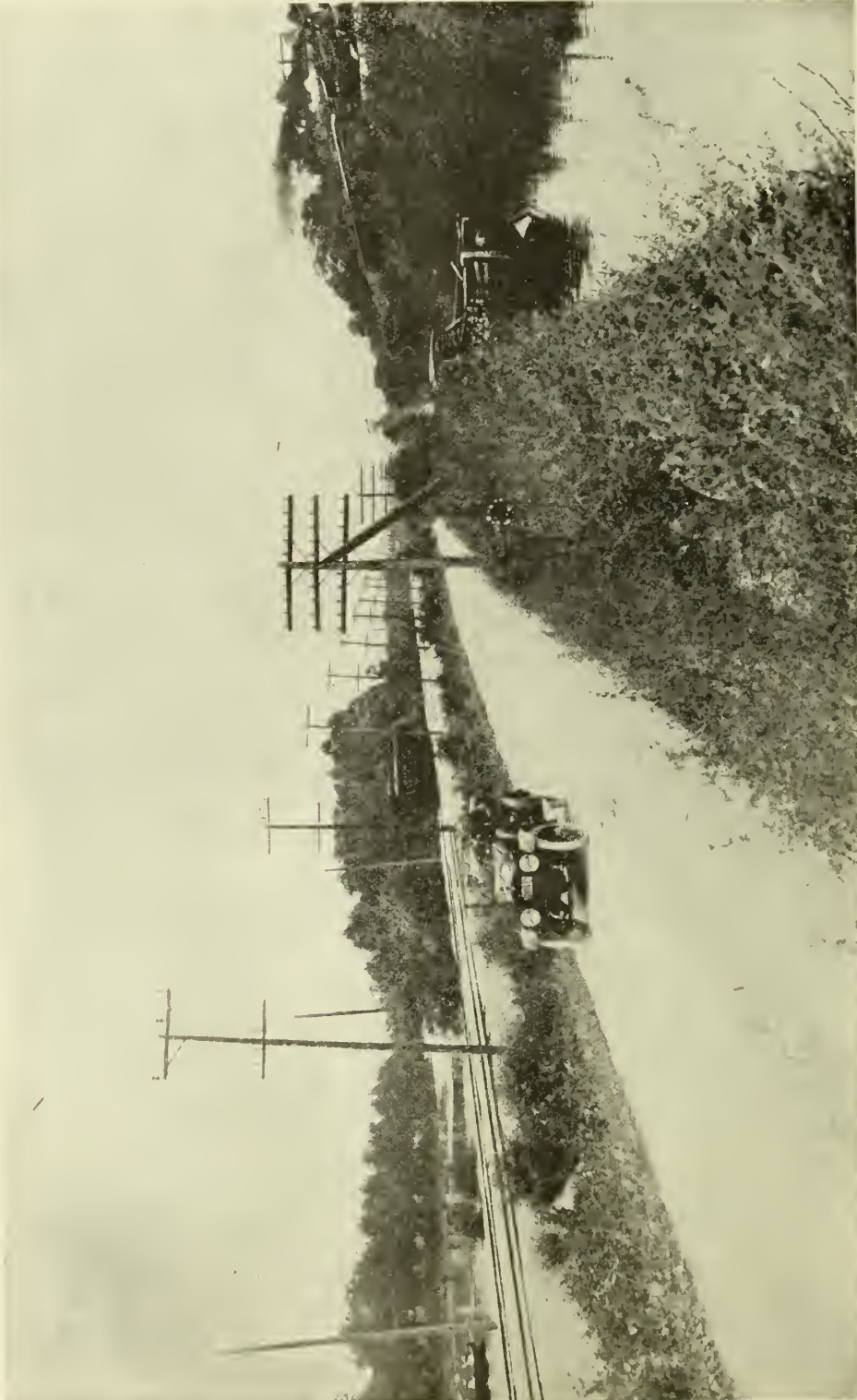
ties for the improvement of the Jefferson Highway as follows:

Harrison	\$ 3,300.00
Gregg	51,000.00
Titus No. 1.....	9,900.00
Franklin No. 1.....	25,000.00
Hopkins No. 1.....	50,000.00
Hunt Nos. 1 and 11.....	58,975.83
Fanin	25,000.00
Grayson	36,666.66
(Signed)	

GEO. A. DUREN,
State Highway Engineer.

J. W. TABB, COUNTY JUDGE OF TITUS COUNTY,
TEXAS

We have 16 miles of the Jefferson Highway in this county. It is complete through the county, with wood bridges, mettle culvert, concrete head walls and gravel surface.



Here is a remarkable picture showing five kinds of transportation, with a suggestion of the sixth. At the left is the river, next is the trolley line, in the center is the improved highway, to the right is the canal and the railroad. Activity is noticeable on each of them, and if a picture were taken a year after the close of the war, no doubt airships might be detected in the sky.

THE ROMANTIC SOUTHLAND

Incidents By the Way, In a Century Old Atmosphere

— Build Roads Now — Build Roads Now — Build Roads Now —

By Herbert F. McDougal.

BEFORE leaving the wonderfully interesting city of New Orleans, the Jefferson Highway tourist, even though he may feel that his time is limited, ought, if merely for the sake of romance, go down to the Old French Market and sip a cup of the famous coffee served there. Even the note of modernity which has crept into the market cannot overcome the feeling one has, as he faces the mirrors in the shelf of a table that is attached to a big pillar, that he has moved back the hands of time for a century or more.

The market, like everything else in New Orleans, has yielded to the new ideas of sanitation, and every scrap of food must be removed by noon in order to give way to the cleaners, who flood the place with water and shoo the germs all out the doors.

But while business is going on, and it starts there at 4 a. m., there is a variety of smells that leaves nothing out of the catalog, ranging from the odor of shrimps and crabs to that of fruit.

The market is really a series of markets along the river front, each one filled with food and a medley of foreign tongues, with French, of course, predominating.

Any one of a dozen or more ferries offers a way of getting out of the city across the Mississippi river, and the tourist may ramble a bit on the other side, finding interest everywhere, and coming back to take a beautiful shell road which forms the first link in the Jefferson Highway. The terminus of this thoroughfare is marked with a granite monument at the intersection of St. Charles and Common streets, the shaft being placed there by the New Orleans chapter of the D. A. R. This same energetic organization now proposes to mark the highway for the 100 miles between New Orleans and Baton Rouge with a border of palm trees, and is busily laying plans that will engage all the communities along the way in a co-operative enterprise that will plant all these trees on a certain date.

THE highway runs along the Mississippi levee nearly all the way to Baton Rouge, and to the traveler from the north, this is a novel experience. The Levee Board is a power to reckon with, and, having necessity as its ally, knows no law. A change in plans may send the 20-foot embankment right through a man's front dooryard—and often does, as in several instances the official party had to detour through private property on account of new levees in process of construction. The levees are built with huge steam shovels, and the dirt is handled with a rapidity that is astonishing.

The settlements here are all seemingly just along the levee, and the little towns are strung along without intervals—the only way to ascertain when you have come to another one, is to watch for the postoffice sign. The houses and stores are likely to be rather primitive in their architecture, and the stores have shutters that close forbiddingly when night or Sunday comes.

So much elevation has the Mississippi river attained since the levees have been built and all the mud from the north had to be deposited in the bottom of the river instead of spread out over miles of territory, that the surface of the water usually is above the level of the fields. This permits the use of siphons in getting water out of the river for irrigating the rice fields, and these siphons, which are called rice flumes, run over the levee and under the road in endless succession. A small pump at the top of the bend, affords a means of starting the flow of water, and then nature does the rest, except in case of low water, when steam pumps, or small gasoline engines, or occasionally a windmill, performs the task.

These siphons are made of heavy sheet iron, riveted together, and range in diameter from 6 inches to a foot. They keep the fields glistening with water, and the rice fairly springing from the ground. Probably the tourist will find as much interest in the sugar plantations as anywhere. They are immense in their acreage, and many of them have private railroads that thread the fields and carry the cane to the mills. These are usually narrow gauge affairs, and dummy engines pull

the cars, but they are very effective, and allow an efficient handling of a very bulky crop. Everywhere are sugar refineries, and the hope of continued sweetness grows in the heart of the tourist as he sees them, despite the fact that the food administration keeps reducing the size of the dose.

PRIVATE railroads are not uncommon in the South, however, for the lumber districts have their roads, almost as long as their names, and whisk the spruce and long leaf pine logs to the mills with expedition. Tourists who live in the cities are prone to look with regret at the constant fire that is maintained at every saw mill to consume the refuse lumber. That kindling in a city basement would solve many a cold morning's problem.

We were told in New Orleans that, until the coming of the Jefferson Highway, there was no way of getting out of the city by automobile for more than thirty or forty miles. Boats, plying the rivers and bayous had been the readiest means of transportation for passengers and freight, and the immense, two-wheel carts, high as a horse, had been the accepted vehicle for short haul freight on the paths that formerly served as roads. So it is no wonder that the Jefferson Highway is looked upon with favor in Louisiana, where roads are being thrown up through swamps to carry it, and gravel is providing the surface for mile upon mile.

In several places it is yet a matter of astonishment that a road could be built through the swamp, but it is there as a visible testimony where only water and trees existed a year ago.

The southern road, winding leisurely about with the bends in the rivers and bayous, darting down alleys of the little settlements, and winding through the woods is interesting, but piles up too much mileage. So the southerners are going at the problem of highways in a businesslike manner, and when they are through with a road, it looks as if it had been built by a gang of experienced railroad men.

The new roads are a puzzle to the live stock of Louisiana, as sows, horses, mules, goats and dogs make the old, crooked, dusty thoroughfares their favorite loafing places and they are hard to dislodge. They get up, after the tourist has tooted his horn hoarse, in silent and deliberate disdain and amble off the track with obvious sneers. Even turtles and an occasional lizard take up their station in the highway at times, and near New Orleans we saw enormous crickets that look as if they must just have stepped out of a scene in the Wizard of Oz.

BATON ROUGE is a good deal more of an interesting place than the residents suspect, for, try hard as I could one evening, I could elicit no historical interest about the city. I started out to the state university campus to see the tablet marking the site of the house where Zachary Taylor lived when he was elected president. I approached the young woman at the university library desk and sought for a few facts, trying a half dozen tacks in the hope of having my curiosity satisfied, but she didn't know anything about the tablet, didn't know when the capital was moved there from New Orleans, didn't know when the state university was brought there from Alexandria. Finally I said, "Young lady, some of these days I'm coming back to tell you something about your city; it's a pretty interesting place, if you only knew it."

Then I went out and found the tablet in a cabbage patch where no one but some of the Wiggsses were ever likely to find it, and then a stranger—one of 144 Alabama boys brought there to learn wireless telegraphy and other technical subjects for the army—showed me a tunnel that started in the quadrangle and ran to the river bank and had been constructed during the Civil War as a powder magazine and an easy way of access from the river, he had learned.

From Baton Rouge north, the Jefferson Highway country links up closely with history and romance. At the junction of the Red and Mississippi rivers, is the reputed burial place of DeSoto, discoverer of the Mis-

(Continued on page 21)



With something like this as a starter in 1916, how long will it take to reach—



The Jefferson Highway ideal?

IN REGARD TO SMALL LIBERTY BONDS

LEROY A. Goddard of Chicago put the matter in this way:

"As a general proposition, experience has shown that one of the best methods of saving money is to go in debt for a really safe, desirable investment, such as a home, a mortgage or a bond, and then gradually liquidate the debt by regular payments from earnings and savings. To anticipate the payments on such an obligation is an incentive for saving, and in time the home, mortgage or the bond becomes an investment clear of debt."

Another man once said: "The only way I can save anything is to go in debt for it."

These suggestions are both good. One can get lots of fun out of a savings account by making a game of it. The person who has the money to pay down on a Liberty Bond misses half the fun. By setting stakes and making schedules when certain points are to be reached in a savings account one can have more fun than the rich man who goes out to knock a little ball around on a golf links.

Every golfer stands in to beat his last record. Treat a savings account in the same way and see what real satisfaction there can be gotten out of saving.

And when one is done the game is only half over. Just think of what sport there will be in spending that wad after you have saved it. Not much sport in being a piker with a dollar or two, but one can spend or invest a wad of money like a lord. Try it.

Mississippi. Near Fordoche on the highway was the place of exile of the author of Maryland, My Maryland, and that song was written during that exile. Near Bunkie is the community where the prototype of Evangeline wandered, seeking her lover after her long trip from Nova Scotia, and whose sad tale inspired Longfellow to write the poem known to every school child. Not far from Natchitoches is the original Uncle Tom's Cabin, woven by Harriet Beecher Stowe into the powerful tale that played so big a part in the precipitation of the Civil War.

It wouldn't do to pass over Bunkie, La., without satisfying the reader's curiosity as to the origin of the name. The site of the town was formerly a big sugar plantation belonging to a man named Hayes. Long ago he bought his little daughter a monkey, and she couldn't say the word, she pronounced it "bunkie." When the Cotton Belt railroad was built through that country in 1882 and a station established, the name Bunkie was the handiest, as the young lady, well known throughout the community, had been dubbed "Bunkie" herself and her popularity suggested the name.

IT was in Avoyelles parish, where Bunkie is located, that I got into a French community where that was the language of everyday speech and where the negroes were better acquainted with it than with English. In that parish there are four families which have a voting strength of from 250 to 450 each, such being the status of the race suicide question there. Ten and twelve is the average number of children to the immediate family, and a few families of the same connection soon pile up the population.

While motoring through this parish, we came upon a typical French funeral, with two outriders in advance of the plain little hearse, one carrying on his stirrup a crude wooden cross with a wreath of green leaves upon it. All the mourners rode in buggies, and there was a long line of them. The funeral was to be held in a Catholic church whose communicants had grown in number from a little band of 200 ten or twelve years ago, to 4,000 now. The congregation had been built up through the efforts of Father Bloome who came to the church from Belgium.

It was when we got to Durnat, Okla., that we saw the real cowboy as exemplified in the movie shows and which are said to exist only on film lots. But these were real live ones, unfiled, and they wore boots with their trousers tucked in them, big broad hats, and some of the most fastidious ones had silk handkerchiefs knotted at the corners and draped loosely about their necks and shoulders. Green, yellow and blue were the favorite color combinations for these. Some of the boots were masterpieces, one pair that I saw being of fine alligator leather, highly polished.

ALL along the northbound journey we were having experiences with Mr. Hoover's emissaries and the sugar bowl. In hotels and restaurants the sugar was guarded with zealous care and if you had had two spoonfuls on your oatmeal, your coffee was denied its sweetening. At Muskogee, however, was where we found the following admonition, printed on the menu of a big restaurant: "Use one teaspoonful of sugar and stir like h—l, we can stand the noise." By the time we reached Vinita, the restaurants were serving sugar in little envelopes like the doctors one time used for their powders.

"It am de fust time in all mah life dat Ah evah took suggah on a doctah's puscryption," remarked Jeff, our colored chauffeur.

Jeff has taken keen notice of the military uniforms and the regalia worn by the bell boys in the hotels and has been hinting about for a uniform for himself. Finally he openly suggested that it would be proper and fitting for the chauffeur of the official car of the Jefferson Highway to be thus garbed and said that something of a military nature would be appropriate, he thought.

"What have you ever done to entitle you to a military uniform, and to what branch of the service ought you to honor with your regalia?" some one demanded of him.

"Well, Ah rides all de time, dat ought to giv' muh a caberly unerform," he said, "and Ah walks fur enuf fur gas to give me a doughboy's unerform—"

"And you shoot off your mouth enough to entitle you to an artillery uniform," said some one of the party who had grown tired of his remarks.

Since then we have not been bothered about uniforms.

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THE MISSOURI tourist over the Jefferson Highway will feel right at home when he gets to Leonard, Texas, for that town was named in honor of S. L. Leonard who came from St. Joseph in the sixties and entered into a contract with the state to survey a large amount of land. He was to receive an acre of land for every one he surveyed, and he was an industrious chap.

The only section farm in this part of the country is owned by his grandson, Willard P. Hall, and this same grandson owns one-half section that is worth \$250 an acre. It was pointed out to me the other day and now is in cotton and corn.

At Bells, Texas, the natives sprung a new one on me. They said that they expected to put up their new Jefferson Highway marks on bodark posts. Inquiry developed that the word was spelled Bois d'arc. Bois d'arc, it turned out, is nothing else than the humble hedge of Missouri and the Osage orange of Kansas. It is held in high esteem here as wood of endurance and the Texans insist that it lasts forever and then turns to granite. We saw many fences made of Bois d'arc pickets woven together with wire and which had been standing, we were told, for forty years or more.

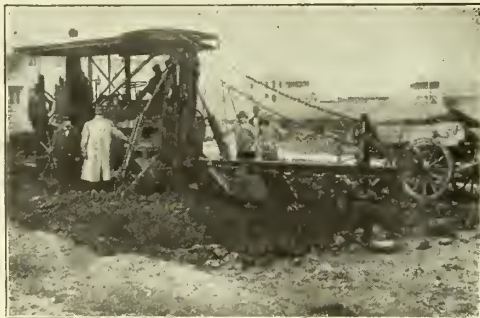
In the sixties one of the industries here was gathering what a Missourian calls a hedge apple, extracting the seed and sending the seed to Kansas and Missouri to be planted for fences. But Missouri and Kansas no longer plant hedge fences. They are pulling them up by the roots and replacing them with barbed wire.

AT Leonard, also, we came across a custom that prevails generally throughout this part of Texas—that of holding a "trades day." At Leonard it is the second Saturday of each month, and on that occasion the people for miles around bring in their trading stock, farm machinery they no longer need, or anything else that they have to trade, and there is lively swapping going on all day. It grew out of the old custom of setting aside one day a month for the trading of horses at the county seat town, but in these days of automobiles, the horse has lost his prestige, although the habit remains.

If you want to get into Texas from the north one has to go by Denison, which is called the Gate City because it has a bridge. The bridge is across Red River, which isn't nearly so red as the Canadian was when we cross-

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ed it at Eufaula, Okla., but is still red enough to carry the name.

At Wolfe City lives Mrs. J. Riley Green, who is the secretary and treasurer of the Texas Jersey Cattle club and the manager of its public sales. Mr. Green is a noted livestock auctioneer.

A trip by auto through this wonderful country, coupled with the pleasure of meeting its charming people forms an epic in one's experience and creates a desire to do it again.

— Build Roads Now —

We are under obligations to the Dupont Magazine, the Geographical Magazine and Brick Service for illustrations used in this number.

— Build Roads Now —

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912.

Of Jefferson Highway Declaration, published monthly at St. Joseph, Mo., for October, 1918.
STATE OF MISSOURI, ss.
County of Buchanan, ss.

Before me, a Notary Public in and for the state and county aforesaid, personally appeared J. D. Clarkson, who, having been duly sworn according to law, deposes and says that he is the General Manager of the Jefferson Highway Declaration, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management, etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 443, Postal Laws and Regulations, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are:
Publisher, Jefferson Highway Association, St. Joseph, Mo.
Editor, J. D. Clarkson, St. Joseph, Mo.
Managing Editor, J. D. Clarkson, St. Joseph, Mo.
Business Manager, J. D. Clarkson, St. Joseph, Mo.
2. That the owners are Jefferson Highway Association. No capital stock.
3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are none.
4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

J. D. CLARKSON,
General Manager.

Sworn to and subscribed before me this 23d day of September, 1918.

(Seal) ORIN M. SIMMONS.

My commission expires November 11, 1918.

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U. S. Department of Agriculture Office of Information

HIGHWAYS COUNCIL REMOVES RESTRICTIONS ON ROAD WORK

Washington, D. C., Nov. 14, 1918.

The United States Highways Council announces that no further applications need be made to it for approval of highway projects, that previous disapprovals are revoked, and that pending applications require no further action.

Procedure in securing materials and transportation should follow normal practices, officials of the council said.

The removal of restrictions does not affect highway bond issues, which are under control of the Capital Issues Committee.

State highway departments will not be asked to submit programs for next year's work.

The removal of restrictions on bond issues will undoubtedly follow soon.

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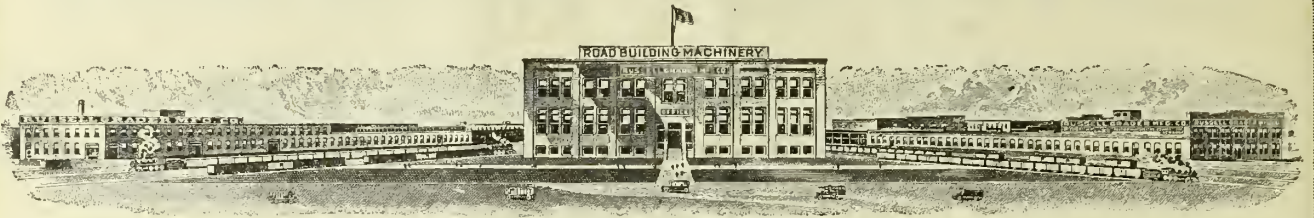
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JANUARY, 1919



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JEFFERSON HIGHWAY DECLARATION

Volume III



Number 12

JANUARY, 1919

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

"Entered as second-class matter, January 16, 1918, at the postoffice at St. Joseph, Mo., under the Act of March 3, 1879."



NEW ORLEANS, CITY OF ROMANCE

The Modern Metropolis San Rats and Germs Is Beautiful, Healthy and Prosperous, Thanks to Two Modern Knights

— Build Roads Now — Build Roads Now — Build Roads Now —

By HERBERT F. M'DOUGAL

[NOTE—Apropos of the meeting of the International Board of Jefferson Highway Directors in New Orleans on Thursday and Friday, January 16 and 17, the following is published.]

THERE seems to be two New Orleans, and the Jefferson Highway tourist, whether setting out to bowl along the 2,300 miles of the highway from the South to Winnipeg, or making this end the culmination of an interesting trip, will find either one of these towns worth several days of study. And it will not be a dull task.

It seems that a gentleman by the name of Bienville established the city back in 1718, and we could well believe the date after having seen a much rusted and time tried statuette of our hero in the historical collection. He bore every evidence of having been a swash-buckler knight, if the clothes he wore when he had his statuette taken, are any evidence.

The Old Town, and it deserves the capitals usually given it, was a mile square and Canal Street was one of the moats that bordered its walls and allowed the inhabitants to rest easy of nights. There was a wall running about this mile square of city, bastioned and angled for the utmost of protection, and the remnants of this wall

did not disappear until the time of the Civil war. There also were some defenses on Lake Ponchartrain and Bayou St. John, and some ridiculous cannon still are in place there to tell the tale and make one sigh that the fashion in cannons ever were trifled with by Mistress Bertha Krupp. Canal Street is now a prosaic sewer, protecting the lives of the people in quite another way than that intended, and lending itself much less to mosquito culture.

Within this mile square of territory are crowded the points of interest, although the French influence overspread the rest of the city as fast as it developed and you will could get enough filigree iron work off the porches of the French style houses to build a transcontinental railroad. Of course, you wouldn't call them porches—they're galleries, and you'd have to saw the ends off the rockers, if you'd get much comfort in a rocking chair on one of them. They are delightful to look at, however, and always extend the full two or three stories of the house.

The streets of Old



Louisiana State House, fronting Mississippi River, at Baton Rouge.

Town are so narrow that no vehicle traffic at all is allowed in some of them, while the most of the others are only way thoroughfares, and difficult at that, where parking of cars is allowed on one side. It is a bit confusing at first to discover that you had to learn two names for each street, one for the street northerly—one never goes so far as to say north, of Canal Street, which is "below town," and another for "up-town" or to the south of Canal street.

BUT this is all preliminary. What the tourist wants to see at first, is Jackson Square, bordered by the Contalbas houses on the right, looking from the river, the St. Louis Cathedral directly in front, the Cabildo

at the left of the Cathedral and the Presbytere at the right.

All of which at once assumes commanding interest when it is remembered that the formalities of the transfer of the territory of Louisiana to the United States, took place in the upstairs corner room of the Cabildo, December 20, 1803, while outside, where the heroic statue of Andrew Jackson now stands, the flag of the United States unfurled to replace the flag of France, at the culmination of those formalities.

The previous transfer of the territory to France from Spain had been made in this place, the Cabildo being the state house under three

governments, it having been erected under the Spanish regime of Gov. Corondole, whose name still lingers in local nomenclature.

It seems a good deal like delving into history to walk about a place of so many traditions and where so many events of such significance were transacted. But there it is, and the documents are all there to prove it, from the life size portrait of Thomas Jefferson, who made the little deal with the French and afterwards gave his name to a highway, to a photograph of the treaty which clinched the bargain.

A death mask of Napoleon, stares in ghastly likeness from a showcase in one of the rooms, along with the information that it was presented to the museum by Napoleon's own physician who took the mask and then, coming to America, because he found life in Europe tame without his royal patient stirring things up, brought the souvenir along.



Nature's graceful draping of the Spanish Moss is a constant source of delight to tourists on southern roads.

IT may be considered fitting that the mask should come to New Orleans, both because of its French character, as well as because Louis Phillipe, after his brother's deposition, built a house here, still standing, which was to be the home of Napoleon. For obvious reasons, Napoleon never had the pleasure of reveling in its luxury, and now negroes have in it an apartment house.

The old French Opera House, where once Parri delighted vast audiences, is another point of interest to the tourist. It is shut up now for long stretches, but the French still have an opera season, and the Mardi Gras ball is given there.

No tourist will overlook the Old Absinthe House, still with its old air of a hundred years ago clinging to it, but now the resort only of the French who still insist that absinthe is the only drink with the proper "kick" to it, and the tourist who walks timidly in and calls for a soda, sipping it slowly as he takes in the relics that have not yet been displaced. The marble slab on the bar gives authority to the old adage that constant dropping will wear away stone, being pitted deeply by the drip of years, while the old bell above the bar, formerly operated by a string pulled by impatient gentlemen at tables, is yet in place, grimly holding out against the advent of electricity.

The Haunted House, made famous by George W. Cable in his story, and occupied at different times by Marshal Ney, Lafayette, and Louis Phillipe, is worth a passing glance, and the fortunate visitor may gain a peep into the sacred privacy of the old-time courts, where a bit of nature always was imprisoned and which belied the straightlaced and inhospitable street front of the houses.

IT is a matter of regret to every tourist that the old St. Louis Hotel has to bow to the hand of time and be torn down. For here was real romance. It was richly adorned with paintings, and had on its lobby the block from which the

slaves were sold, this hotel being the slave mart of the old days. The hotel was built in 1816 at a cost of \$1,500,000; in those days a million dollars being something by way of being a bit of a fortune, war babies not having been discovered then.

But the old inn would not stand the modern test of sanitation, and the question of rat proofing was too difficult a one for its architecture, so romance and history bowed before the fear of the germ, and the old house became the prey of housewreckers who distributed its



Noted Monuments in New Orleans.

Top—Lee Circle. Right Top—Henry Clay statue. Top—Center, McDonough monument. Center—Left—Margaret statue. Center—Right—Gen. Jackson in Jackson Square. Bottom—Army monument in Metairie Ridge Cemetery.

treasures to the four winds.

Now that "rat proofing" has been brought to the fore, it had just as well be said that New Orleans went about the problem in a way that proved that the new town had arrived and taken control of affairs. Old buildings that for years had been chummy with the rodents, had to put a barrier of cement two feet underground and eighteen inches above between themselves and their old friends, for too many ships came into the port of New Orleans with rats as passengers, and the rats when they tour are likely to travel in the company of germs.

New Orleans went about the rat proof job in a thorough manner, kept rigidly on the job by the strict supervision of United States army engineers. It cost the property owners a pretty sum, but it is almost worth the money as something to brag about.

When you come to rat proofing, you are in the realm of the new town, and the residents will tell you that the change was recent. Back of any movement, any enterprise, of course, is the personality of some man or group of men, so I called for the genius who made the new town possible. The answer came with confidence—Walter Parker and E. E. Lafaye were the twin genii. Parker is now the general manager of the Association of Commerce, the big, constructive force of progress in New Orleans. At one time he was a newspaper man, who had vision.



Old French Opera House.

A dozen years ago Parker demanded a ship canal for New Orleans. It is a ship canal that in six months will be dug through from Lake Ponchartrain for enough to allow any boat built in the meantime to reach the sea through that and the gulf. In eighteen months it is to be completed with a depth adequate to any demand that can be made upon it, with locks fifty-five feet high, and other things in proportion. It will cut through the outskirts of the city to the Mississippi River, and will be lined with industries, among them several gigantic shipyards. Already \$30,000,000 in capital has found location along the route of the canal. What this canal will mean to the city hardly can be conceived, and it is only by floundering about over the territory that one can form even an idea of the immensity of the project.



Haunted House.

The old idea that municipalities and states can't handle public utilities, is rather refuted by the experiences of New Orleans where the state owns the docks, the cotton warehouse, the belt railroad, and a few other things, and everything seems to be moving along very satisfactorily so far as the people are concerned, although it may be a bit hard sledding for the politicians and the public utility folks. New Orleans seems always,



Old French Market.

sooner or later, to be able to find a way.

THE levee board in the state of Louisiana is a power that brooks no interference. When tackles the Mississippi, it doesn't want anyone pulling at its coat tails nor kicking its shins. And for miles it has put a dam along the sides of that noble stream which is constantly bringing from the North more mud to raise the bottom of the stream higher and require bigger levees. The humble "crawdad" that we all have fished for with red flannel when we were boys, is the bane of the levee work, and there is no telling when the water, pushing through the tunnel dug by a crawfish, will widen into a stream that will make a crevasse and inundate the country. For the breaks in the levee do not come from water



Lafayette Square.

pouring over them, but through them. There are two ways of fighting the crawfish. One is by assiduous work on the levees, sometimes cement walls being run below the low water line, and the other is the fashion of eating crawfish, which is indulged in freely in New Orleans. We did our part in the defense of the levees, and really, a "crawdad" isn't so bad, taken internally.

The cemeteries of the city are among its show places, and are worth a visit. In the days when floods held free sway, the ground water level of New Orleans prevented the burying of bodies below ground. As a result, above ground graves are in the majority, and in some of the cemeteries, the walls are lined with burial vaults, giving much the effect of a store with shelves all about.

Probably the tourist, hearing that St. Roch's cemetery is the mecca of maidens who desire favorable marriage, will squander some of his precious time waiting for them to pass by on their way from their homes to the cemetery—barefoot. Pink toes are a part of the contract, but somehow, one never sees them. At least we didn't.

— Build Roads Now —

\$2,500,000 Road Project

There soon will be presented to the people of East Baton Rouge parish for approval or rejection a proposition to construct 345 miles of good roads throughout the parish at a cost of more than \$2,500,000, announces Engineer W. E. Atkinson.

The plans being perfected by Mr. Atkinson call for seventy-one miles of concrete roadways and 274 miles of gravel highways. It is planned to pave the Bayou Sara, Plank, Greenwell Springs, Hope Villa, Jefferson Highway and Denham Springs roads to the parish limits. Standard gravel paving will be used on the other main roads of the parish and the less important ones will be laid in gravel, sand and clay.

It will be necessary to vote a total of \$3,000,000, out of which the present road debt of \$379,500 will be paid, it is said.



When one reaches the end of the Jefferson Highway at New Orleans it is but a few steps to the river where one may see vessels from all over the world. The one shown above is from Spain. The large steel discs on the cables are to keep the rats from coming ashore, carrying the Bubonic plague and other diseases.

MEETING OF INTERNATIONAL BOARD OF DIRECTORS

Of the Jefferson Highway Association at New Orleans, Louisiana, January 16 and 17, 1919

By GEO. C. MERKEL, Mgr. Good Roads Bureau, N. O. Association of Commerce.

— Build Roads Now — Build Roads Now — Build Roads Now —

Through The Good Roads Bureau of the New Orleans Association of Commerce, preparations are now being made to entertain the International Board of Directors of the Jefferson Highway Association. A program of entertainment is now being prepared by the committee appointed for this purpose, and the committee feels assured that every delegate to this meeting will enjoy his visit in New Orleans, and go back to his home with the realization that the Jefferson Highway has the enthusiastic support of not only the residents of New Orleans, but of the entire State of Louisiana.

A day previous to the meeting of the International Board of Directors, the Louisiana-Jefferson Highway Association, organized among the representatives of the sixteen parishes of Louisiana through which the Jefferson Highway passes, will meet and discuss certain plans for highway completion in the State of Louisiana. This state-wide meeting will be held on January 15th, and indications are that a full attendance will be present. Arrangements have been made on the program for extending the visit of the state delegates so that the International Board of Directors can meet these gentlemen and become more intimately acquainted with them.

To the Directors of the Jefferson Highway living north of the Louisiana line, much of interest will be found in the state and in the city, in connection with the completion of the International Jefferson Highway. The City of Shreveport, which is the first large city on the Jefferson Highway, as the tourist leaves the State of Texas on his trip south to New Orleans, is making extensive improvements in its highway. Through the chairman of the Goods Roads Bureau of the Shreveport Chamber of Commerce, Mr. Will Mercer, reports come of the completion of the highway in that and adjoining parishes. The cities of Natchitoches, Colfax, Alexandria, Bunkie, Melville and Baton Rouge, together with New Orleans, are taking a leading part in the completion of unpaved sections of the highway. Bunkie, Louisiana, which is the home town of Mr. R. D. Nibert, secretary and state organizer of the Louisiana-Jefferson Highway Association, takes a pride in the organization it has affected in its parish. Bunkie promises to be represented at New Orleans not only by its allotted delegates, but by a score of visitors in addition.

The towns between New Orleans and Baton Rouge, still alert because of the competitive highway on the opposite side of the river, are working hard to complete the hard-surfacing of the Jefferson Highway between these two points. As a result, there are but ten miles of roadway between Baton Rouge and New Orleans that is not hard-surfaced or provided for.

The people of New Orleans, although very

busy in the commercial development of the city, are also keeping up interest in the historical side, which always presents an interesting visit to non-residents of the city. A tour of the Old French Section of the city, so well described by the Publicity Commissioner of the Jefferson Highway Declaration in the last few numbers of that magazine, is planned by the entertainment committee for the meeting of the International Board of Directors and state delegates. We know that the delegates and visitors to these meetings will be interested in the Cabildo, Louisiana State Museum, and the St. Louis Cathedral, the latter of which has just been reopened after extensive repairs made for the preservation of this historic structure. Jackson Square, the French Market, the old Government Mint and other historic buildings in the French Quarter can be visited.

A trip to Spanish Fort through the beautiful parks and avenues of the city promises another few hours of delight to the delegates.

Arrangements will also be made to acquaint the visitors with the latest commercial developments of the city, which are more readily shown in the splendid port facilities of New Orleans, which include the state-owned dock system, the cotton warehouse, grain elevators, etc. The Industrial Canal, now being built at a cost of \$10,000,000, on which are now located two large shipbuilding plants, constructing ships for the American and French governments, and the commodity warehouse, now being built by the federal government for the purpose of housing army supplies and warehouse material used by the United States army, can be seen by the visitor.

The meeting of the International Board of Directors and the convention of state delegates will be held in the auditorium of the New Orleans Association of Commerce, in which room three years ago, the Jefferson Highway Association was organized. The granite marker placed at the southern terminus of the Jefferson Highway, and presented by the New Orleans Daughters of the American Revolution, will be officially dedicated on the second day of the convention.

The New Orleans members of the Jefferson Highway Association express the belief that every delegate to the state convention and every member of International Board of Directors of the Jefferson Highway Association will enjoy his visit to this city. Suitable accommodations are provided for the delegates, and all but the finishing touches are already made for the successful holding of both meetings. To the International Board of Directors, to the delegates for the state convention and to all interested in the holding of this meeting in New Orleans, the Good Roads Bureau of the New Orleans Association of Commerce, joined by the City of New Orleans, bids you welcome.

MOBILIZING AMERICAN BUSINESS

A Splendid Example of Large Planning

By GEORGE FRANK LORD

— Build Roads Now — Build Roads Now — Build Roads Now —

ONE reason why large corporations are usually more successful than small concerns is that the big enterprise continuously watches the drift of events, and with surprising accuracy forecasts the future. In like manner, the nation that succeeds is the nation that accurately gauges the progress of the world and its effect on future years.

The circumstances surrounding the great world war have been a most convincing lesson in the value of preparedness, of a study of the underlying conditions that obtain throughout the world, a forecast based on this study, and a preparation for eventualities so forecast.

We have all seen what great losses were caused by the unprepared condition of every country engaged in the war except Germany. It has been a bitter lesson, yet evidences multiply on every hand that the lesson has not gone home, because with few exceptions very little effort is being made in this country to prepare America for the commercial struggle that is bound to follow the war, and which will be of far reaching significance.

It must be remembered that this war was commercial in origin. Germany sought "a place in the sun" and "freedom of the seas," for the further commercial expansion of the German Empire, and the welding into a solid unit of outposts she had established in every civilized country. Her enormous scheme of a commercial expansion was restricted by her limitations in resources, the smallness of her territory and her secondary position as a naval power. The Monroe Doctrine also constituted a hindrance to her exploitation of South America. It was the hope and expectation of her military leaders that the great war, started when she was ready and when no one else was ready, would gain for her supremacy over all the obstacles that confronted her, and would leave her first with the commercial domination of the world, and, as a result, the ultimate political domination.

Her submarine warfare has been conducted not merely for the purpose of stopping the shipment of troops and supplies to her enemies, but also to reduce the available competitive ship tonnage for the period after the war. The minimum she will strive to obtain at the final peace conference will be the control of raw materials sufficient for proceeding with her scheme of commercial expansion. This has already been announced as an absolute necessity for the continued existence of Germany as a world power.

Foreseeing her inevitable withdrawal from northern France with its great stores of raw materials, she is bending every energy to secure and retain the control of Russia, which is perhaps the world's greatest undeveloped storehouse of raw materials.

Consider what will be the position of America at the dawn of peace.

America will be the richest country on earth, holding certificates of indebtedness of all

her allies to an enormous extent, having tremendous stores of untouched resources in minerals and agricultural lands, in water power and in man power.

The nations of Europe and Asia, on the contrary, will be impoverished, in debt, short of man power and either lacking natural resources or the money, men and machinery necessary to develop them. This will leave America as a shining target for attack, commercial in character at first, possibly military in character later on. We shall have everything that every other nation needs and must get for its mere existence. We shall, for the time being, be in control of the world; then will come the true test of America's magnitude as a world power. Will she be able to realize fully on the advantages of her position, while at the same time continuing her constructive assistance to honorable aims of foreign peoples, or will she simply be a puffed-up easymark, gorged with plenty, bejeweled with wealth, awaiting the hand of the despoiler?

If there is one characteristic of the American people that is outstanding, it is versatility, the ability to do more than one thing well and achieve results under difficulty. In this war we have accomplished the seemingly impossible in our production of military supplies, our shipments of food and our organization of a great army and navy, and we have done this while the country as a whole was living its ordinary life with almost its usual degree of comforts and pleasures. Every thinking person realizes that the time has come when our pleasures and luxuries must be largely curtailed, but as yet our comforts and ordinary requirements have scarcely been touched, and it is certain we will never by this war be forced to undergo the privations and sufferings that have been the lot of all the other belligerents.

JUST now when we are facing large increases in our military activity, the patriotic impulse and demand are that the nation go on a war basis to the largest possible extent.

There is, however, great confusion of opinion as to what constitutes a war basis. To what extent may the normal activities of home life, farm life and business life be altered without indirectly setting up a resistance to our war progress? It seems obvious that if all businesses are placed on a war basis, with earnings restricted by government prices and government taxation, there will be a gradual diminution of the ability of the country to finance the war. It seems evident that we must go on with the creation of wealth out of the mineral and agricultural resources of the country and our own labor in order that we may continue to pour into the treasure chest of the Allies the money necessary to finance the war.

Therefore, from this point of view, labor and industries not directly concerned in the produc-

tion of war material become essential to the production of wealth to back the war.

But there is another phase of this subject to which America has seemingly given little attention, as, however, is not the case in France, England or Germany, and that is preparedness for the commercial struggle to follow the war, and the first essential to such preparedness constitutes the maintenance to the fullest possible extent of our facilities for producing peace products, while at the same time doing our utmost to help win the war.

Consider, if you please, the condition that America would be in if at the end of the war every industry in the United States were on a 100% war basis. We would face the desired return to peaceful pursuits of 5,000,000 soldiers and probably 20,000,000 war workers. Think of it! 25,000,000 people, a majority of whom would be heads of families, in the sense that they would be the chief earners of families. They would represent approximately one-third of the population of the United States. Such a situation would be fraught with tremendous dangers, if no provision were made to meet it.

In Great Britain, as a result of a careful study of the prospective situation at the end of the war, it has been decided to hold her returning army intact at government expense until such time as the soldiers can be gradually absorbed by industry. More than six months ago France sent a commission to this country to arrange for the purchase of machinery for re-establishing her factories that have been destroyed or stripped of their equipment.

The world has never before experienced so gigantic an upheaval as this war. The great wars that have preceded it sink into insignificance compared with this one, and yet every one of those wars was followed by a long period of disturbed conditions that in several cases resulted in drastic revolutions.

It must be apparent that some of the best thought of this country must now be applied to this gigantic problem. Every large industry must now perfect its plans for the continuation of its peace business after the war on the largest scale consistent with its capital and facilities.

THE fate of the world, as well as America, hangs in the balance, because our answer to the problem will be not merely the means for taking care of America in this crisis; it will have a far-reaching influence on the future of every country in the world. Everything in Europe that is needed in modern civilization has been subject to destruction in this war—railroads have been torn up, rolling stock destroyed. New rails, new locomotives, new freight cars, must be provided, and America will be the only quick source of supply. Mines, mills, cities and villages have been destroyed or put out of commission. America must rebuild them. Agricultural implements essential to keep Europe from starving have been destroyed by military decree, or through rust and decay. The first move every warring nation will make after the war is to increase food production, to prevent ultimate plague, famine and anarchy, and we must supply the utensils and machinery. The rebuilding of cities, villages,

mills and houses will call for material and labor that will not exist in Europe. America must supply them. Pending the production of its own food, Europe will starve unless we feed it, as we are doing now. Little, if any, funds will be available for this vast reconstruction unless we furnish them. Does not all this evidence show that America must do two things at once—carry on the war and carry on peace production? Must we not be ready at the end of the war to provide living employment for 25,000,000 people? Is it not obvious that we shall need the effort of these 25,000,000 people and of all the other people in the United States to accomplish the gigantic task that fate has set before us?

E. I. du Pont de Nemours & Company is a large business which draws supplies from the four corners of the earth and makes products for all the world. It is one of those concerns that study fundamental conditions and the trend of events. It has been of vast service to the Allies and to the United States in this war, because it believed in preparedness, and its war-achievements can properly be a source of pride on the part of every American in this all-American business, as they have been a source of amazement and congratulation on the part of our Allies. This company has been credited by the English Government with having been one of the few important factors that saved the British Empire in the first year of the war, and that means, of course, saving the United States, which would have been another Belgium for the ruthless enemy of the world.

And just as this company has looked ahead and planned ahead for the inevitable in war, it is now looking ahead and planning ahead for the inevitable in peace. Our war activities have caused a vast expansion in our business. We have millions of dollars invested in munitions factories. More than 75,000 people are employed by this company in its present activities, of which perhaps 65,000 are engaged wholly on war work. To carry on this enormous undertaking, large capital has been required in the business. Thus at the end of the war we shall have on our hands enormous plants, large financial investment and many thousands of employes no longer needed for war work. It is our plain duty, if possible, to provide peace time employment for this capital, these plants and these employes. This is the least that any large business should plan to do, because it must be borne in mind that this minimum of effort, if successful, only takes care of the employes in this country and makes no provision for the returning soldiers. Under great difficulties we are endeavoring to build up a strong foundation for peace business. That is the object of the present development and promotional campaign we are conducting for the Du Pont American Industries.

SOME business men have construed as unpatriotic any effort to continue peace business during war time. This seems to us a shortsighted patriotism, which takes no stock of the inevitable future that will confront us. This company does not propose that it or any other manufacturer do less war work in order to do more peace work. It does propose that

every one do more work and thus do both. That was the object of the government's daylight saving law, to enable the business men and the factory workers to do their full day's regular work and a half day's other work in the remaining hours of daylight. It was not intended to provide time for recreation, but for work, and the results show that the mass of the American public fully realized this and the lesson taught in the proper utilization of spare time will have a far-reaching influence on the future of America.

We believe that every business and every individual should daily consider not only what it or he is doing to help win the war, but what to help fortify America for this gigantic task after the war. As already pointed out, we have not yet suffered privation in this country, because wages have been high and the sources of food and material have been regulated by governmental action to see that all are cared for. But after the war it will be a different story, unless we are very careful. The whole world

— Build Roads Now — Build Roads Now — Build Roads Now —

THE PATHOS OF DISTANCE

E. T. MEREDITH, in Nation's Business

In England and France I have seen things which I wish could be burned into the conscience of every business man in the United States. I have seen factories in ruins, office buildings blown to bits, commercial districts miles in extent lying deserted and silent, grass growing in the streets like places of the dead—everything that years, perhaps hundreds of years, of patient industry had built up and passed on as a heritage from father to son—all vanished.

We in America have known nothing like this. We can know nothing like it. Thanks to our allies, these experiences will be kept from us. That factory of yours in New England, that mine of your neighbor's in Michigan, that farm I own in Iowa—they are being protected today by the untold sacrifices of the soldiers, the business men, the women of England and France.

Why then should we complain? Why should we protest that our business is ruined? Why should we bewail lessened profits, cavil at high prices, inconveniences, hard conditions? Why should we rage at the disaster that overtakes our business?

Our business! Let me tell you something more of what "our business" means in England and France—as I have seen it. I talked with business executives past their prime, men so old and weary that they would be glad to stop a bit and rest before they die. Yet they carry on. They, like those famed old legionaries of France, "have no time to die." I saw a great shipbuilder, a fine old Briton, at his work—all three of his sons gone. At his side stood the grandfather, now in his eightieth year, doing what he could. I talked to a barber—the sole survivor of four brothers. I was chauffeured by a one time British capitalist—it was his own car—and one of his legs, a soldier's reward, was made in the United States!

I was in London when sons of these men gave their lives to plug up the neck of Zeebrugge

will suffer privations and famine and political upheaval, if wise plans are not laid now and acted upon without delay to insure an orderly, constructive period after the war.

The writer suggests that if the Government has not already taken steps in this direction, it would be well for a commission to investigate at once the peace possibilities of every industry in the United States, to study and catalog the labor absorptive power of every business and every community, to work with boards of trade and associations of manufacturers, and railroads, mines and quarries, to ascertain what can be done immediately after the war in the undertaking of manufacturing and industrial and engineering projects that will provide employment and will help to care for the civilized world. This study should include an analysis of the undeveloped agricultural resources of America and what can be done to make our undeveloped lands available for farming. If, as it seems probable, this war is to end in 1919, how little time is left to analyze and organize this vital information!—Du Pont's Magazine.

harbor. I felt then, as I know now, that by that heroic deed they defended not only the Thames and the coast of Kent, but the harbors of Boston, New York, Charleston. Those lads over there stood on guard before our mills, our stores, our homes. Their spirit—their will to win at any cost—was emulated by their business elders at home.

Our business? Our profits? Our lives? Good God, will we ever open our eyes to see the truth? Can we ever repay the debt we owe?

After seeing what Mr. Meredith saw, and going through the experiences he went through, the passionate inquiry he voices is but natural, and seems to invite a negative answer. But will that be the answer? As to individuals—yes; as to people—no.

Only a few months have passed since others were asking with equal passion "Will America ever get an army in the field? hung suspended seemed to travel on leather wings, yet April, 1917, brought an affirmative answer.

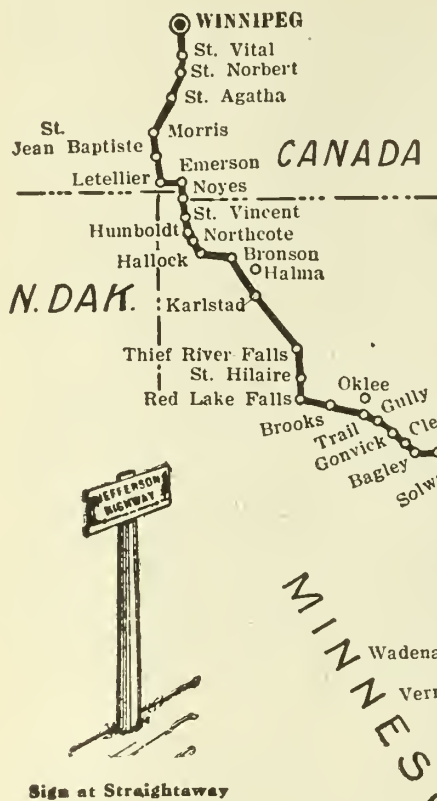
Again months dragged on. Will America ever get an army in the field? hung suspense in the air unanswered. But the answer did arrive at Chateau Thieray and St. Mihiel.

A century and a third was marked off on times table, and our debt to Lafayette and France remained unpaid, but just the other day Marshal Foch himself wrote Muese over that weather beaten account of the eighteenth century and declared it discharged with interest. Yes, the debt will be paid.

— Build Roads Now —

\$30,000 FOR JEFFERSON

The citizens of Avoyelles parish got together, raised some \$30,000 by bond issue, and now ask the state and the nation to assist them. The funds thus raised are now available and in bank. It is thought that the construction of this roadway will aid greatly in developing that section of the state and encourage further crop production.



Kansas City to Joplin (Thru Kansas)

Read Down	Read Up	Intermediate	Station
00.0	203.8	00.0	Kansas City
30.5	173.3	30.5	Olathe
35.9	167.9	5.4	Bonita
38.9	164.9	3.0	Ocheltree
40.7	163.1	1.8	Spring Hill
48.0	155.8	7.3	Hillsdale
55.1	148.7	7.1	Paola
67.1	136.7	12.0	Osawatomie
73.2	130.6	6.1	Beagle
81.3	122.5	8.1	Cadmus
91.4	112.4	10.1	Farlinville
99.4	104.4	8.0	Mound City
106.5	97.3	7.1	Manty
113.7	90.1	7.2	Fulton
125.5	78.3	11.8	Ft. Scott
140.0	63.4	14.9	Anna
149.1	54.7	8.7	Farlington
157.2	46.6	8.1	Girard
162.4	41.4	5.2	Washer
171.2	32.6	8.8	Pittsburg
180.7	23.1	9.5	Opolis
196.8	7.0	16.1	Carl Junction
203.8	00.0	7.1	Joplin

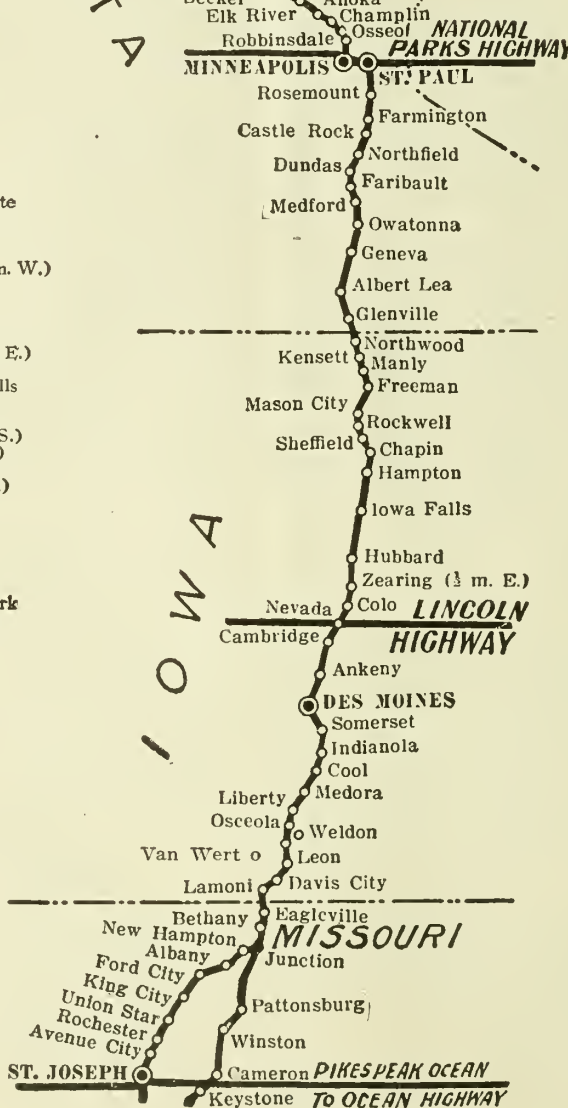
St. Paul to Kansas City

Read Down	Read Up	Intermediate	Station
00.0	503.0	00.0	St. Paul
15.6	487.4	15.6	Rosemount
23.1	479.9	7.5	Farmington
29.6	473.4	6.5	Castle Rock
37.2	465.8	7.6	Northfield
40.5	462.5	3.3	Dundas
52.2	450.8	11.7	Faribault
61.0	442.0	8.8	Medford
68.1	434.9	7.1	Owatonna
86.5	416.5	18.4	Geneva
100.8	402.2	14.3	Albert Lea
108.8	394.2	8.0	Glenville
120.0	383.0	11.2	Northwood
126.7	376.3	6.7	Kensett
131.5	371.5	4.8	Manly
137.5	365.5	6.0	Freeman
142.5	360.5	5.0	Mason City
154.2	348.8	11.7	Rockwell
160.9	342.1	6.7	Sheffield
164.9	338.1	4.0	Chapin
171.1	331.9	6.2	Hampton
189.2	313.8	18.1	Iowa Falls
205.1	297.9	15.9	Hubbard
215.4	287.6	10.3	Zearing (1/2 m. E.)
225.6	277.4	10.2	Colorado
232.8	270.2	7.2	Nevada
245.2	257.8	12.4	Cambridge
258.8	242.2	13.6	Ankeny
271.0	232.0	12.2	DES MOINES
283.6	219.4	12.6	Somerset
289.7	213.3	6.1	Indianola
300.1	202.9	10.4	Cool
303.7	199.3	3.6	Medora
308.2	194.8	4.5	Liberty
320.9	182.1	12.7	Osceola
331.1	171.9	10.2	Weldon (1 1/2 m. E.)
333.1	169.9	2.0	Van Wert (1 m. W.)
343.1	159.9	10.0	Leon
352.2	150.8	9.1	Davis City
359.5	143.5	7.3	Lamoni
373.6	129.4	14.1	Eagleville
389.3	113.7	15.7	Bethany
392.1	110.9	2.8	Junction
399.7	129.8	7.6	New Hampton
408.0	121.5	8.3	Albany
423.9	105.6	15.9	Ford City
430.8	98.7	6.9	King City
439.5	90.0	8.7	Union Star
448.8	80.7	9.3	Rochester
456.9	72.6	8.1	Avenue City
466.2	63.3	9.3	ST. JOSEPH
487.0	42.5	20.8	Dearborn
495.7	35.8	8.7	Edgerton
502.1	27.4	6.4	Trimble
508.8	20.7	6.7	Smithville
515.3	14.2	6.5	Nashua
519.0	10.5	3.7	Gashland
529.5	00.0	10.5	Kansas City

MILEAGE

Winnipeg to St. Paul

Read Down	Read Up	Intermediate	Station
000.0	557.5	00.0	Winnipeg
5.5	552.0	5.5	St. Vital
9.7	547.8	4.2	St. Norbert
24.4	533.1	14.7	St. Agatha
40.8	516.7	16.4	Morris
47.0	510.5	6.2	St. Jean Baptiste
55.9	501.6	8.9	Letellier
67.9	489.6	12.0	Emerson
68.9	483.6	1.0	Noyes
73.9	483.6	5.0	St. Vincent (1 m. W.)
79.9	477.6	6.0	Humboldt
85.9	471.6	6.0	Northcote
92.0	465.5	6.1	Hallock
108.4	459.1	16.4	Bronson
124.9	442.6	16.5	Halma (Just to E.)
168.6	398.9	43.7	Karlstad
177.6	389.9	9.0	Thief River Falls
189.6	377.9	12.0	St. Hilaire
206.1	361.4	16.5	Red Lake Falls
217.3	350.2	11.2	Brooks (1/2 m. S.)
224.6	342.9	7.3	Trail
228.6	338.9	4.0	Gully (1/2 m. S.)
237.6	329.9	9.0	Convick
244.4	323.1	6.8	Clearbrook
258.0	309.5	13.6	Bagley
264.0	303.5	6.0	Shevelin
270.0	297.5	6.0	Solway
289.4	278.1	19.4	Bemidji
324.8	242.7	35.4	Itaska State Park
348.3	219.2	23.5	Park Rapids
362.3	205.2	14.0	Menahga
371.7	195.8	9.4	Sebeka
387.0	180.5	15.3	Wadena
395.8	171.7	8.8	Aldrich
407.7	159.8	11.9	Verndale
422.7	144.3	15.0	Staples
431.7	135.8	9.0	Lincoln
437.8	135.8	6.1	Cushing
449.8	117.7	12.0	Randall
462.9	104.6	13.1	Little Falls
470.0	97.5	7.1	Royalton
483.3	84.2	13.3	Rice
485.7	81.8	2.4	Sauk Rapids
498.5	69.0	12.8	St. Cloud
505.7	51.8	7.2	Clear Lake
513.9	43.6	8.2	Becker
521.4	36.1	7.5	Big Lake
533.3	24.2	11.9	Elk River
539.5	18.0	6.2	Anoka
543.5	14.0	4.0	Osseo
547.5	10.0	4.0	Robbinsdale
557.5	00.0	10.0	Minneapolis
			St. Paul

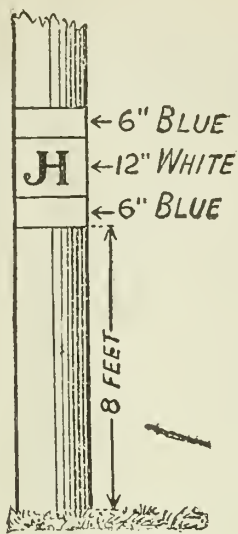


VIA CAMERON

Read Down	Read Up	Intermediate	Station
392.1	110.9	2.8	Junction
410.8	92.2	18.7	Pattonburg
424.6	78.4	13.8	Winston
439.6	63.4	15.0	Cameron
448.6	54.4	9.0	Keystone
454.1	48.9	5.5	Perrin
462.1	40.9	8.0	Plattsburg
475.6	27.4	13.5	Trimble-Junction
482.3	20.7	6.7	Smithville
488.8	14.2	6.5	Nashua
492.5	10.5	3.7	Gashland
503.0	00.0	10.5	Kansas City

Kansas City to Denison

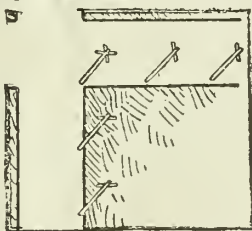
Read Down	Read Up	Intermediate	Station
00.0	518.4	00.0	Kansas City
			For Kansas Route, See Left-hand Top.
			For Missouri Route, See Right-hand Bottom.
195.6	322.8	6.0	Joplin
204.6	313.8	9.0	Galena
208.6	309.8	4.0	Lowell
211.7	306.7	3.1	Baxter Springs
230.2	288.2	18.5	Miami
242.4	276.0	12.2	Welch
261.9	256.5	19.5	Vinita
272.2	246.2	10.3	Big Cabin
281.5	236.9	9.3	Adair
292.4	226.0	10.9	Pryor
303.0	215.4	10.6	Choteau
320.3	198.1	17.3	Wagoner
334.8	184.1	14.0	Muskogee
355.1	163.3	20.8	Okataha
364.1	154.3	9.0	Checotah
380.1	138.3	16.0	Enfauila
392.1	126.3	12.0	Canadian
396.2	122.2	14.1	Crowder
411.6	106.8	15.4	McAlester
420.2	98.2	8.6	Savanna
428.8	89.6	8.6	Kiowa
449.7	68.7	20.9	Stringtown
457.7	60.7	8.0	Atoka
463.1	55.3	5.4	Peck
471.3	47.1	8.2	Caney
481.1	37.3	9.8	Caddo
494.0	24.4	12.9	Durant
499.8	18.6	5.8	Calera
509.4	9.0	9.6	Colbert
518.4	0.0	9.0	Denison



Pole Mark



Where course is straightaway poles are marked as above



Where course turns poles are marked as above

Denison to Shreveport

Read Down	Read Up	Intermediate	Station
00.0	280.9	00.0	Denison
11.4	269.5	11.4	Sherman
34.9	246.0	23.5	Whitewright
43.9	237.0	9.0	Trenton
52.7	228.2	8.8	Leonard
62.1	218.8	9.4	Celeste
75.9	205.0	13.8	Greenville
86.8	194.1	10.9	Campbell (1 m. N.)
92.3	188.6	5.5	Cumby
100.3	180.6	8.0	Brearshear
109.0	171.9	8.7	Sulphur Springs
122.3	158.6	13.3	Weaver
128.3	152.6	6.0	Satillo
135.4	145.5	7.1	Mt. Vernon
144.4	136.5	9.0	Winfield
153.4	127.9	9.0	Mt. Pleasant
165.4	115.5	12.0	Pittsburg
184.8	96.1	19.4	Gilmer
200.0	80.9	15.2	Gladewater
213.0	67.9	13.0	Longview
236.7	44.2	23.7	Marshall
245.8	35.1	9.1	Scottsville
255.5	25.4	9.7	Jonesville
259.1	21.8	3.6	Waskom
280.9	00.0	21.8	Shreveport

Shreveport to New Orleans

Read Down	Read Up	Intermediate	Station
00.0	418.2	00.0	Shreveport
11.5	406.7	11.5	Keithville
15.1	403.1	3.6	Stonewall
29.6	388.6	14.5	Grand Cane
36.8	381.4	7.2	Mansfield
60.0	358.2	23.2	Pleasant Hill
73.7	344.5	13.7	Marthaville
81.5	336.7	7.8	Robeline
96.7	321.5	15.2	Natchitoches
120.5	297.7	23.8	Montgomery
137.0	281.2	16.5	Colfax
144.1	274.1	7.1	Darro
146.1	272.1	2.0	Bagdad
158.6	259.6	12.5	Tioga
163.9	254.3	5.3	Pineville
164.4	253.8	.5	Alexandria
179.1	239.1	14.7	Lamouri
182.3	235.9	3.2	Lecompte
184.5	233.7	2.2	Meeker
186.4	231.8	1.9	Lloyd
190.5	227.7	4.1	Cheneyville
195.5	222.7	5.0	Bennetville
200.8	217.4	5.3	Bunkie
216.5	201.7	15.7	Morrow
225.0	193.2	8.5	Rosa
233.1	185.1	8.1	Palmetto
252.8	165.4	19.7	Melville
266.0	152.2	13.2	Fordchoe
276.4	141.8	10.4	Marrington
282.7	135.5	6.3	Rosedale
298.9	119.3	16.2	Port Allen

MISSISSIPPI RIVER

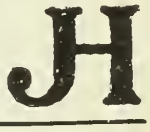
Read Down	Read Up	Intermediate	Station
297.7	118.5	.8	Baton Rouge
306.7	111.5	7.0	Country Club
315.6	102.6	8.9	Hope Villa
322.1	96.1	6.5	Dutchtown
324.8	93.4	2.7	Geismer
327.2	91.0	2.4	Belle Helene
342.7	75.5	15.5	Burnside
355.1	63.1	12.4	Convent
365.2	53.0	10.1	Lutcher
368.3	49.9	3.1	Mt. Airy
371.7	46.5	3.4	Garyville
375.1	43.1	3.4	Reserve
380.7	37.5	5.6	La Place
397.6	20.6	16.9	St. Rose
403.1	15.1	5.5	Kenner
407.5	10.4	4.7	Harriman
418.2	00.0	10.4	New Orleans

Passes through 264 towns and cities.
 Passes through 89 counties.
 Passes through 7 states and 1 province

Kansas City to Joplin Thru Missouri

Read Down	Read Up	Intermediate	Station
00.0	518.4	00.0	Kansas City
11.2	507.2	11.2	Rayton
32.7	485.7	21.5	Lee's Summit
50.1	468.3	13.6	Harrisonville
64.6	453.8	14.5	Archie
72.1	446.3	7.5	Adrian
77.7	440.7	5.6	Passiac
83.4	435.0	5.7	Butler
99.0	419.4	15.6	Rich Hill
106.8	411.6	7.8	Arthur
111.2	407.2	4.4	Horton
122.8	395.6	11.6	Nevada
131.8	386.6	9.0	Milo
139.6	378.8	7.8	Sheldon
145.6	372.8	6.0	Irwin
152.6	365.8	7.0	Lamar
159.5	358.9	6.9	Boston
166.2	352.2	6.7	Jasper
171.2	347.2	5.0	Carytown
177.6	340.8	6.4	Carthage
187.6	330.8	10.0	Cartersville
189.6	328.8	2.0	Webb City
195.6	322.8	6.0	Joplin

Intersects all the great International Highways extending east and west, the National Parks Highway at St. Paul, the Lincoln Highway at Nevada, Iowa, the Pikes Peak Highway at St. Joseph, Missouri, the Old Trails Highway at Kansas City, the Ozark Trails at Joplin, and the old Spanish Trail at Shreveport.



NEW ORLEANS

JEFFERSON HIGHWAY BUILDING

After The War, Construction Must Be Pushed With Vigor

By GEO. E. MININCH, Vice-Chairman State Highway Department.

IN the State of Missouri, the State Highway Department have laid out a system of state roads in the 119 counties of about 3,000 miles, giving the state a very complete connected-up system of state roads.

Under the laws of Missouri, these state roads laid out by the Highway Department will receive 50 per cent aid from the state and government for grading and hard surfacing. The Highway Department have given special attention to the great highways, international and national, that cross Missouri, and are extending every encouragement possible toward their construction.

More than \$4,000,000 worth of road construction has been approved this year by the Missouri State Highway Department, this improvement on about 1200 miles of state roads.

Missouri State Highway Department is encouraging the doing of the grading and building of the necessary sulverts now, so as to allow the settling of the roads before hard surfacing. No encouragement is given to construct hard surfaced roads until after the war, but all counties are strongly urged to get ready now; by doing the necessary engineering work and the approval of their road projects, so that the state and federal aid may be set aside for them.

JEFFERSON HIGHWAY.

"From the Pines to the Palms."

This great north and south highway, extending from Winnipeg, Canada, to New Orleans, traversing the rich timber, agricultural and mining area of the central part of the United States from north to south has had the following road projects approved:

	Miles	Total Cost
Jasper County, Webb City, Joplin-Galena road	7.4 concrete	\$119,211.40
Clay County, Jefferson Highway	22.5 macadam	355,157.44
Harrison County, Jefferson Highway	9.6 concrete	141,669.00
Cass County, Jefferson Highway	12.0 macadam	60,256.77
Buchanan County, Jefferson Highway	11.2 brick	384,855.26
Total	62.7	\$1,061,147.34

No other highway in the state has been given so much aid and this large aid has come to the Jefferson Highway in Missouri because of the efficient working organization of the highway.

There are three important factors necessary in building roads—**EDUCATION—PROMOTION—ORGANIZATION.**

ORGANIZATION—A good roads association should be organized with sufficient funds for each unit of road building. In some cases, this may be county-wide and others township or road districts. This association should employ (don't depend on voluntary help), a good competent manager or promoter to handle all the

necessary details, such as getting new right-of-way, rounding corners, seeing that the engineering work is properly done, arrangement for financing by bonds or taxation—a general utility man on the job all the time. "To receive and dispense properly and at the right time, all cussing necessary." You cannot endure all this, so get the right man for it and pay him well.

EDUCATIONAL—Having hired your manager, it is necessary to tell the people by meetings, press, map and circular work just what you propose to do, its cost of construction and the probable taxation. It is common belief that road construction will take a man's property to pay for it. Convincing proof is necessary to change this opinion. Everybody wants good roads, but everybody does not understand that good roads can be built at a surprisingly low cost to the farmer, so lets furnish the information. Surprising results are sure to follow.

PROMOTION—No road building will ever be done without *Organization, Education, and Promotion.* All the rest, "hot air" is good, as far as it goes, but usually stays in the hall that receives it. Someone, the manager or promoter, must stay on the job 24 hours a day, if success is attained. *He must be the Hired Man,* the best obtainable.

These are the conditions we must meet to accomplish results. This is now a time of doing big things. May we not appeal to every county on the Jefferson Highway to so organize their section that the Jefferson Highway will be the first great International Highway taking first place in the United States?

— Build Roads Now —

ILLINOIS' WONDERFUL EXAMPLE

FROM being a tail-ender in highway development, Illinois has taken action to put herself in the forefront. Derided as a stick-in-the-mud, Illinois has at one leap placed herself on high ground. By a vote of more than four to one, Illinois put over a \$60,000,000 state-wide road bond issue.

This is not only a record accomplishment in amount, being three times as much as ever voted by any other state for state-wide good roads, but Illinois has also blazed the way in the manner of financing this large bond issue and providing for its payment.

In a physical way it seems impossible to lift one's self by one's boot straps—for many years children have been told they could not eat their cake and have it, too. In a financial way Illinois has proven the fallacy of both these old proverbs.

Ordinarily improved roads and bond issues means the largely increased expenditure of money, but the bright financiers of Illinois have discovered a way to construct a state-wide system of good roads, to cost \$60,000,000, without levying one penny additional taxes. This vast sum and the interest on it is to be paid by motor vehicle licenses in the next twenty years. The plan they have adopted seems so sensible and so comprehensive that it is well worth the careful study of other states that are struggling with the highway problem.

ILLINOIS is going to increase largely the motor vehicle license. It would seem that motor vehicle owners would have been a unit in opposing this, and they probably would have done this but they were shown that this increase in the license added nothing to the total expense of running their motor vehicles during the twenty-year term of the payment of the bonds. They were convinced that it was an increase in name but not in fact. They were shown that in the end, the saving in operating expense in gas, oil, tires, general wear and tear, and the saving in time, would more than offset the increase in license fees—that it would more than offset all the license fees, both the present and increase—that they simply would be shipping the destination of the money from the gas, oil, repair man, etc., to the road builder, and coining waste time into money.

At first it would seem that outside of the saving in time this process would only be shifting the burden from motor vehicle owners to the gas and repair industry, but this supposition was found to have no foundation in fact. No true economic movement shifts a burden to any class of people. It did not take long to convince the gas and repair industry that added business coming to them by reason of good roads would more than make up for the falling off in sales to the present owners of motor vehicles.

— Build Roads Now — Build Roads Now — Build Roads Now —

THAT CHICAGO JOINT ROAD CONGRESS

A Federal Highway Plan Agreed Upon and Arrangements Made for Making It Effective

— Build Roads Now — Build Roads Now — Build Roads Now —

THE second week in December saw a very important highway congress held in Chicago. For the first time in the history of modern highway development, the Highway Industries Association, the American Association of Highway Officials, and the voluntary associations promoting trans-continental highways met in joint session to formulate a program upon which they could all unite.

Differences soon developed but it was soon ascertained that these were difference more in understanding than in fact so that when final action was taken in the closing hours of the joint convention the vote was unanimous on the following resolutions:

"That a federal highway commission be created to promote and guide the powerful economic development of both highways and highway traffic and establish a national highway system.

"That the present appropriations for federal aid to states be continued and increased and that the states be urged to undertake extensive highway construction.

"That all general activities with respect to highways be administered by the federal highway commission."

The report did not state the size of the appropriation that will be asked from congress nor did it establish the extent to which the program will be urged upon the present congress.

THUS ILLINOIS is planning to lift itself by its boot straps—to eat its cake and have it, too. Other states which have ambitions for better roads may study this process to their own advantage.

Naturally the successful campaign for such an economic movement was not left to chance or accident. All classes were appealed to and organized for educational purposes.

Illinois was fortunate in having a progressive executive in the person of Governor Lowden, who gave the campaign the benefit of his constructive leadership, while at the same time keeping it out of partizan politics.

In the person of Wm. F. Edens of Chicago, Illinois possesses a citizen whose vast acquaintance throughout the state enabled him to rally the business interests quickly. Mr. Edens has dreamed and worked for good roads for more than a decade. He now has his reward.

Farm values form a large item in Illinois assets. This element was well represented in the leadership of Senator Henry M. Dunlap of Champaign County, and Mrs. Dunlap was no less active among the women of the state.

That the whole state was well satisfied with the plan is evidenced by the vote of 661,000 for it and only 154,000 against it, or a favorable majority of 507,000.

Study the Illinois way.

THE thoroughness with which the subject had been threshed out may be inferred by the terseness of the resolutions and that they were passed without a dissenting vote.

The force behind this action may be inferred from the fact that forty-three states were represented.

Some of the national continental highway associations represented were:

Jefferson Highway Association, St. Joseph, Mo.; American Automobile Association, Washington, D. C.; Lincoln Highway Association, Detroit, Mich.; National Highways Association, Washington, D. C.; National Old Trails Road Association, Kansas City, Mo.; American Road Builders Association, New York City, N. Y.; Pacific Coast Defense League, Seattle, Wash.; Dixie Highway Association, Chattanooga, Tenn.; Yellowstone Trail Association, Aberdeen, South Dak.; Pikes Peak Ocean to Ocean Highway, Colorado Springs, Colo.; Old Spanish Trail, Tallahassee, Fla.

Washington, D. C.—The action taken by the highway congress, in Chicago, which has just adjourned, after recommending the creation of a Federal Highway Commission and urging extensive highway construction, is attracting

(Continued on page 18)

JEFFERSON HIGHWAY DECLARATION

Published Monthly by

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Editor

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

Forms close the 20th of month preceding date of issue. Sample copies free on request.

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Volume III JANUARY, 1919 Number 12

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



TO FOLLOW ILLINOIS EXAMPLE

DANIEL SHAW, Director Thief River Falls, Minn., writes:

"There is going to be a good roads movement in Minnesota similar to the one in Illinois, and I believe the plan followed will be much the same. Action must be taken before the legislature this winter, but we can not vote on the matter until the fall of 1920. From the present temper of the people any proposition within reason will carry. You know how impossible it would have been to do anything on the contemplated scale a few years ago, so the change in public sentiment must be attributed to the labors of such men as yourself, and it must give great satisfaction. At present the states Highway Transport Committee is being organized with Mr. C. W. Babcock, Highway Commissioner as chairman, and the plan involves the division of the state into five districts, again into sub-districts, and again into a chairman for each county in the state. I have been asked to represent the Fourth District, which embraces all of Red River Valley and east to include Bemidji."

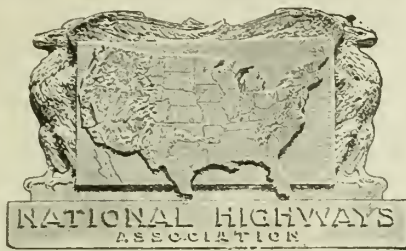
— Build Roads Now —

IN GREGG COUNTY, TEXAS

THE condition of improvement of the Jefferson Highway in Gregg County is as follows:

There are 14½ miles of this highway within the county, improved, 14½ miles of gravel, with 22-foot width of roadway available for traffic and 12 and 16-foot width of paved road.

Money is on hand in county depository to pay for placing bituminous surface on the entire 14½ miles of the Jefferson Highway in this county, and contract has been let for the work. Some delay has been caused on account of government restrictions, but these restrictions have been removed and there is no reason why the highway in this county should not be improved in the manner stated within the next



six months. Work will no doubt be commenced within the next few weeks.

Trusting the above is the information you desired, request having come through Mr. Geo. A. Duren, State Highway Engineer, I am,

Yours very truly,

Signed, E. M. BRAMLETTE,
County Judge, Gregg County, Texas.

— Build Roads Now —

SOLDIERS TO BUILD ROADS

Topeka, Kan.—The government is getting ready to offer the returned soldiers work in the building of roads. W. C. Markham, secretary of the Kansas Highway Commission, received a telegram today from the Department of Agriculture asking for an estimate on the number of men Kansas could use in road construction next year. The Department of Agriculture is planning to offer work to men returning from France and wishes a detailed statement of the amount of work to be started in Kansas at the close of the war.

— Build Roads Now —

HOW ABOUT THIS, OKLAHOMA

Denison, Texas, Dec. 15, 1918.

Hon. Paul Nesbitt, vice-president, McAlester,
Mr. H. H. Ogden, Muskogee,
Mr. W. F. Dodd, Caddo,
Mr. H. B. Campbell, Welch, Okla.

Gentlemen:

You gentlemen may or may not know the physical condition of the Jefferson Highway through the state of Oklahoma, for the reason that you probably have not had an opportunity to make an inspection, neither have I since last July, but tourists passing through Denison daily complain bitterly about many sections of the highway, describing it as practically impassable. They tell the hotels and garages here not to route tourists over the J-H but to send them via Oklahoma City, or out through Wichita Falls over the Meridian road. Mr. F. E. Davis, of the Davis Motor Car Co., told us yesterday that unless roads were improved along the J-H through Oklahoma, the tourists business would certainly be lost.

I realize we have always had road troubles and especially since the war, and under present conditions I feel certain that it would not be wise to build hard surfaced highways, because of the cost of material and labor, but dirt roads can and should be made passable and kept in that condition until something more substantial can be constructed.

In Texas, some of our construction was stopped on account of being unable to get material shipped for construction, but the Texas direc-

tors are constantly after the various counties to keep their dirt roads in shape, which is all any of us can do.

If I were permitted to make a suggestion it would be that a little trip of inspection in Paul Nesbitt's "flivver," the one that beat Dr. Becton, in a Cadillac Eight, from McAlester to Muskogee last July, and stir up interest in the improvement of dirt roads on the J-H, no better way to locate the bad spots and get the County Commissioner after them.

I would have this letter taken in the perfectly friendly spirit in which it is written because our Texas interests are so closely allied with yours that they are almost one and the same.

Very truly yours,

W. N. KING,

Vice-president, Texas Div.

— Build Roads Now —

MOTOR TRUCK EXPRESS FOR FARMS

A FARMER east of Kansas City had occasion to buy bran in Independence recently. A few years ago he would have had it hauled from the mill to the railroad. Then the railroad would have hauled it to the station near his farm. Then another wagon haul would have taken it to his place. The advent of the motor truck has changed all this. He notified a truckman in Independence. The bran was loaded on the truck at the mill and then hauled directly to the farm.

This is merely one of numerous incidents that show what revolutionary effect the motor truck is having on country life. There are trucks at Independence that are in constant demand to do country hauling, and the motor bus has become a recognized means of country travel.

The International Harvester Company recently laid out five motor truck routes from Mason City, Ia., ranging from ninety to 150 miles in length. The trucks were operated experimentally until the venture was shown to be a sound one, and then a company was organized with \$50,000 capital to carry on the business. Farmers in that part of Iowa are now shipping regularly by motor express. The experiment has been so successful in relieving railroad congestion that the Council of National Defense has asked the manager of the Mason City Company to organize other companies in the state.

In the East the motor truck express has undergone great development, chiefly because the East is better supplied than the West with hard surfaced roads. The new transportation is proving convenient and economical. It is a great factor in bringing the farmer into closer touch with his market.

Bad roads will retard the development of the truck express in the Middle West, for regular routes need to be maintained, and it is impossible to maintain them on dirt roads when it rains. Unfortunately, from the road standpoint, dirt dissolves in water, and a brisk shower leaves the truck with nothing to run on.

It is hardly possible, however, that the Western farmer will permit himself to suffer under such a handicap for many years longer. Even the farmer is not rich enough to afford the waste of bad roads.

(Continued from page 15)

deep interest in legislative circles at the national capital.

In the first place, much significance is attached to the fact that this was the first real congress devoted to highway development ever held in the United States. The enthusiasm shown and results obtained is taken to mean that the people of the country are now ready for a nation-wide road building campaign.

The fact that the highway congress was composed not only of the industries, but because state highway officials joined in with the other interests, but also a very large representation of Chambers of Commerce and other civic organizations from all parts of the United States, is being commented upon here as adding emphasis to the fact that the time is at hand for real road-building.

Fourth Assistant Postmaster General Blaklee, who loses no opportunity to urge a greater use of the highway for parcels post motor routes, is back in Washington, highly elated over the aroused interest in modern road construction. He foresees a rapid extension of that service as fast as permanent roads can be constructed, and from his experience so far in the operation of parcel post routes he is more firmly convinced than ever that the key to reduced living lies in the road. Others in official and legislative circles are also beginning to see, judging from public comment as a result of the deliberation of the first highway congress, that no amount of marketing legislation will equal the paved roads as a means of effecting economies to the advantage of the producer and consumer.

To put the matter briefly, the first highway congress, attended as it was by representatives from every state in the Union, is looked upon as the turning point in highway construction, equipment and operation, from a wasteful to a dividend earning basis.

— Build Roads Now —

THE GAS MOTOR ON A BUGGY

ATTENTION was called in The Star Sunday to the fact that men make a city, that the National Cash Register, for instance, would have been built in Kansas City instead of Dayton if John H. Patterson had come to this city rather than to that.

Here is what might be called a reverse illustration. Twenty odd years ago two of the important gasoline engine factories in the country were located in Kansas City. But it never happened to occur to anybody in Kansas City to take a gasoline engine and mount it on a buggy.

That idea did occur to a man in Rochester, N. W., and to several mechanics in Detroit, and the result was the automobile industry. It didn't come, of course, to Kansas City.—Kansas City Star.

Although Kansas City missed out on getting John H. Patterson, his cash register industry and his wonderful organizing ability—and also missed out on the manufacturing end of the gas motor buggy, opportunity seems not to have been seriously offended as it is again

knocking at her door in the person of the Jefferson Highway.

If Kansas City gets the time and the opportunity to investigate the forces behind the Jefferson enterprise—the modern highway form of development—she may yet retrieve some of her losses on the above named misses.

While others benefit from Mr. Patterson's organizing ability, she can develop a fine brand of her own.

While others take the profits from the manufacturing end of the gas motor buggy industry, she can take a bigger toll from use of this modern transportation vehicle if she will but grasp in time possibilities of the modern highway organization and its ability to control civic development and fix values.

So surely as that the railroads developed and controlled the location and building up of large business centers of the past fifty years, just as certainly will the gas motor buggy and the organized highway rebuild, control and direct the future development of those same business centers, and build others.

JUST as certainly as that the urban street transportation controlled, developed and made important certain streets in our towns and cities, just so certainly will the gas motor buggy in its perfected form, and the highway organization in its modern form, jointly, either serve to foster that development and those values where they now are, or shift them elsewhere.

The present restricted use of the gas motor vehicle is comparable to the short independent line railroad development of the sixties and seventies.

The future widespread use of the gas motor vehicle is comparable to the trunk line railroad development of the end of the century.

Can anyone familiar with the way trunk line railroads controlled, enhanced and fixed values, doubt the wonderful values that will be controlled, enhanced and fixed by the modern continental highway organization.

Kansas City was fortunate in trunk line railroad development; she missed out on the manufacturing end of gas motor buggy, which is only half the motor transportation problem. What is she going to do about the other half of the problem—the organized continental highway which is going to control, fix and direct motor vehicle traffic?

— Build Roads Now —

PLATTE COUNTY, MO., ORGANIZES

Platte City, December 7, 1918.

A meeting of the Jefferson Highway County Club of Platte County was held in the Probate Court room at 2 p. m.

The meeting was called to order by Judge Chestnut.

On motion the following were elected directors of the club: C. V. Hull, Platte City, North of Platte City; C. A. Chesnut, Platte City, at Platte City; Wm. L. Thomason, Platte City, Route 1, south of Platte City; James M. Elliott, Parkville, Route 1, north of Parkville; Dr. F. W. Hawley, Parkville, at Parkville; Geo. W. Day, Parkville, Route 3, south of Parkville.

Dr. John W. Perkins, Kansas City, 1005 Campbell street, Clay Co. On motion, Presi-

dent Hawley of Park College was elected chairman of the club, the chairman appointed D. M. Knight to act as temporary secretary.

A motion was made, seconded, and carried, that a legislative committee be appointed. The chairman appointed Judge J. W. Coots, James H. Hull and Geo. W. Day.

Mr. Willis read the report presented to the County Court by the engineers appointed by the court to survey and estimate the cost of culverts and grading for the Jefferson Highway.

Recess was taken to go before the County Court to report these proceedings and hear their decision regarding the report of the engineers. The court stated that the report was approved.

The meeting was reconvened in the Probate Court room. Minutes of the meeting were read and approved. On motion, adjourned.

D. M. Knight, Secretary Pro Tem.
Platte City, December 7, 1918.

The directors meeting of the Jefferson Highway County Club of Platte County, was convened on December 7th. At the close of the meeting of the club, Dr. F. W. Hawley of Parkville was elected chairman, C. A. Chesnut, first vice-chairman, and C. V. Hull, second vice-chairman. Mr. James Elliott was elected treasurer and W. L. Thomason, secretary.

Dr. Hawley, Geo. W. Day, and C. V. Hull were elected as directors to attend such meetings as may be necessary for the interest of the highway.

W. L. Thomason, Secretary.

— Build Roads Now — Build Roads Now — Build Roads Now —

STANDARD OIL CO. PICK WINNERS

WHATEVER opinion some may entertain as to the policy of the Standard Oil Company, no one has ever questioned the business acumen of its management.

That it has picked the Jefferson as a winner is evidenced by its action in locating oil supply stations where the Jefferson traffic is the dominant influence. At Indianola, Iowa, nearly a mile from the business center. At Osceola, Iowa, quite well to one side of the town, and at St. Joseph, Mo., nearly two miles from the center of activity.

This would seem to indicate that Jefferson Highway traffic would more than counterbalance any local trade.

— Build Roads Now —

IN HOPKINS COUNTY, TEXAS

THE condition of improvement of the Jefferson Highway in Hopkins County is as follows:

No miles of concrete.

Will be eight miles of bituminous road when finished. None now; one mile of macadam now, seventeen miles of gravel, six miles of graded earth road.

Twelve concrete bridges, seven steel bridges, three concrete culverts, fifteen wooden culverts and twenty metal culverts.

Roadway available for traffic, 24 feet, and paved road 16 feet wide.

Very truly yours,

Signed. T. J. TUCKER, County Judge.

— Build Roads Now — Build Roads Now — Build Roads Now —

GROW AN AMERICAN SOUL

A Judicial Definition of Allegiance Pulsating With Patriotism.

THE Rev. J. Fontana, pastor of the German Evangelical church, New Salem, N. Dak., was recently tried at Bismark, in that state. He was charged with having uttered from time to time seditious language for the purpose of interfering with the military activities of the government. The presiding judge was Charles F. Amidon, of the United States District Court, District of North Dakota. The jury returned a verdict of guilty against Mr. Fontana. United States Attorney Hildreth moved for sentence. In passing sentence Judge Amidon said, in part:

"You received your final paper as a citizen in 1898. By the oath which you then took you renounced and adjured all allegiance to Germany and to the Emperor of Germany, and swore that you would bear true faith and allegiance to the United States. What did that mean? That you would set about earnestly growing an American soul and put away your German soul. That is what your oath of allegiance meant. Have you done that? I do not think you have. You have cherished everything German, prayed German, read German, sung German. Every thought of your mind and every emotion of your heart through all these years has been German. Your body has been in America, but your life has been in Ger-

many. If you were set down in Prussia today you would be in harmony with your environment. It would fit you just as a flower fits the leaf and stem of the plant on which it grows. You have influenced others who have been under your ministry to do the same thing. You said you would cease to cherish your German soul. That meant that you would begin the study of American life and history; that you would open your mind and heart to all of its influences; that you would try to understand its ideals and purposes and love them; that you would try to build up inside of yourself a whole group of feeling for the United States the same as you felt toward the fatherland when you left Germany. There have been a good many Germans before me in the last month. It has been an impressive part of the trial. They have lived in this country, like yourself, 10, 20, 30, 40 years, and they had to give their evidence through an interpreter. And as I looked at them and tried as best I could to understand them, there was written all over every one of them, 'Made in Germany.' American life had not dimmed that mark in the least. It stood there as bright and fresh as the inscription upon a new coin. I do not blame you and these men alone. I blame myself. I blame my country. We urged you to come. We welcomed you; we gave you opportunity; we gave you land; we conferred upon you the diadem of

American citizenship, and then we left you. We paid no attention to what you have been doing.

"And now the world war has thrown a searchlight upon our national life, and what have we discovered? We find all over these United States, in groups, little Germanies, little Italies, little Austrias, little Norways, little Russias. These foreign people have thrown a circle about themselves, and instead of keeping the oath, they took that they would try to grow American souls inside of them, they have studiously striven to exclude everything American and to cherish everything foreign. A clever gentleman wrote a romance called America, the Melting Pot. It appeared to our vanity, and through all these years we have been seeing romance instead of fact. That is the awful truth. The figure of my country stands beside you today. It says to me: Do not blame this man alone. I am partly to blame. Punish him for his offense, but let him know that I see things in a new light; that a new era has come here. Punish him to teach him, and like of him, and all those who have been misled by him and his like, that a change has come; that there must be an interpretation anew of the oath of allegiance. It has been in the past nothing but a formula of words. From this time on it must be translated into living characters incarnate in the life of every foreigner who has his dwelling-place in our midst. If they have been cherishing foreign history, foreign ideals, foreign loyalty, it must be stopped, and they must begin at once, all over again, to cherish American thought, American history, American ideals. That means something that is to be done in your daily life. It does not mean simply that you will not take up arms against the United States. It goes deeper far than that. It means that you will live for the United States, and that you will cherish and grow American souls inside of you. It means that you will take down from the walls of your homes the picture of the kaiser and put up the picture of Washington; that you will take down the picture of Bismark and hang up the picture of Lincoln. It means that you will begin to sing American songs; that you will begin earnestly to study American history; that you will begin to open your lives through every avenue to the influence of American life. It means that you will begin first of all to learn English, the language of this country, so that there may be a door into your souls through which American life may enter.

"I am not so simple as to entertain the idea that racial habits and qualities can be put aside by the will in a day, in a year, in a generation; but because that is difficult is all the more reason why you should get about it and quit cherishing a foreign life. If half the effort had been put forth in these foreign communities to build up an American life in the hearts of these foreign-born citizens that has been put forth to perpetuate a foreign life, our situation would have been entirely different from what it is today. You have violated your oath of allegiance in this: You have cherished foreign ideals and tried to make them everlasting. That is the basic wrong of these thousands of little islands of foreigners that have been formed

through our whole limits that, instead of trying to remove the foreign life out of their souls and to build up an American life in them, they have striven studiously from year to year to stifle American life and to make foreignness perpetual. That is disloyalty. And the object, one of the big objects, of this serious proceeding in this court, and other like proceedings in other courts, is to give notice that that must be stopped.

"I have seen before my eyes another day of judgment. When we get through with this war and civil liberty is made safe once more upon this earth, there is going to be a day of judgment in these United States. Foreign-born citizens and the institutions which have cherished foreignness are going to be brought to the judgment bar of this Republic. That day of judgment looks more to me today like the great Day of Judgment than anything that I have thought of for many years. There is going to be a separation on that day of the sheep from the goats. Every institution that has been engaged in this business of making perpetual in the United States will have to change or cease. That is going to cut deep, but it is coming.

I recognize the right of foreign-born citizens to hear their religion, if they cannot understand it in English, spoken to them in the tongue that they can understand. If they have not yet acquired enough English to read, they are entitled to have a paper that shall speak to them the language that they can understand. I cannot go further than that. And this is the capital thing that is going to be settled on that day of judgment, namely, that the right to those things is temporary, and it cannot be enjoyed by anybody who is not willing to regard it as temporary and to set about earnestly making the time of that enjoyment as short as possible. That means a fundamental revision of these foreign churches. No freedom of the press will protect a perpetual foreign press in these United States. It won't protect any press or any church which while it is trying to meet a temporary need, does not set itself earnestly about the business of making that temporary situation just as temporary as possible, and not making it, as has been true in the past, just as near perpetual as possible. Men who are not willing to do that will have to choose. If they prefer to cherish foreign ideals, they will have to go to their own. If it is necessary, we will cancel every certificate of citizenship in these United States. The federal government has power to deal with that subject, and it is going to deal with it. Nothing else than that surely can be possible. And the object of the sentence which I pronounce upon you today is not alone to punish you for the disloyalty of which you have been guilty, but to serve notice upon you, and the like of you, and all of the groups of people in this district who have been cherishing foreignness, that the end of that regime has come. It is a call to every one of you to set about earnestly the growing of an American soul inside of you.

"The court finds and adjudges that you are guilty under each count of the indictment, and as a punishment therefor it is further adjudged that you be imprisoned in the federal peniten-

tiary at Leavenworth for the term of three years. The sentences under the three counts of the indictment are to run concurrently and not successively."

CONCRETE ROADS AND 11 CENT MILK

We compliment the Portland Cement Association for an advertisement in the current periodicals. It achieves the varied object of proclaiming at once the advantages of good roads, the use of motor trucks, the value of concrete and the advantages of organization in such a matter as the distribution of milk. In the City of Milwaukee, of near one-half million inhabitants, milk costs 11 cents a quart. In most cities it is 13 cents or more. This means a saving to the people of Milwaukee of around a clean million dollars a year.

The advertisement gives three reasons for this result: well-organized distribution, ample milk supply and low cost of hauling. And it avers that all three of these are the natural consequence of a system of 129 miles of cement highways radiating from the city. Only a small portion of the Milwaukee milk supply comes in by rail. The most of it is hauled by motor trucks over these concrete roads. As a sample of the saving they quote the president of the largest dairy company of that vicinity as saying that where one man with two horses, which had to be changed every other day, formerly could haul about forty cans a day, now a little two-ton truck will haul about one hundred eight-gallon cans, making two trips instead of one.

The advertisement closes with the pertinent question: How much of your milk bill is for bad roads?

CHURCHES I HAVE MET

Jefferson Highway Traveler Believes Religious Organizations Are Overlooking An Opportunity

A THREE MONTHS' TRIP over the Jefferson Highway convinced me that the churches along that great international automobile road are missing an opportunity. They are not extending a welcoming hand to the tourist who rolls into their cities late Saturday night and who might be induced to attend divine services, and at the same time to make the stranger feel a definite hospitality, to stand for a certain spirit for the town itself and to make the tourist realize that the church is keeping up with progress and meets a need that has grown up with gasoline and presents itself on air at a pressure of, say, 70 pounds to the square inch.

At the same time some churches in general are inveighing against the automobile, depreciating the influence that it is having on church attendance and are setting themselves squarely and unsympathetically against it.

It may hardly seem possible to the man who travels for the first time over the Jefferson Highway and sees the throngs of cars upon it, but it nevertheless is a fact that still more people are going to tour this and other highways. They will present more and better opportunities for the church to prove that it is farsighted and widely hospitable.

But the churches, my experience showed me, are not awake to the situation, are sitting back waiting for the stranger to break into their midst, and are looking with unseeing eyes upon him when he does present himself at services.

I fared forth upon my travels on the Jefferson Highway with the ambition and determination to go to church every Sunday. I long have been an active member of a church, and I went consistently to some church of that denomination whenever possible.

Was I given a welcome?

No.

Once in awhile, a long, long while at that, some sister or brother gave me a casual smile

and passed on, glad to get the duty off their minds, and leaving me feeling that their attitude was one rather of gracious tolerance rather than of friendliness.

At one hotel where I stopped over Sunday, I found a gracious invitation to attend church, and, filled with a glow of enthusiasm, and rather of exultation that I at last had found a warm cordiality for which I had been searching, I went to that church for morning services.

It was a frost.

THE church had given its parade in the form of a neat invitation, but the performance was overlooked. The goods were not up to the advertisement. I was ushered perfunctorily to a seat, and the members of the congregation had beat me to all the song books. I joined it as best I could from memory, and made the best of it.

I built up a hope that this probably happened because I was a trifle late and that the church believed in promptness, and when the service was over I would receive a cordial welcome.

I was disappointed. I put myself in a receptive attitude and loitered along the journey to the door. When I reached the entrance I hung about for awhile, still reluctant to be convinced that the invitation was a fake.

The congregation poured out, my good brethren brushed me aside and went home to dinner. I went back to my hotel feeling a good deal as if I had been caught in a watermelon patch with a melon under each arm. I looked at the invitation again and wondered why it was that the committee that had put it into my letter box hadn't finished the job. It surely had missed a fine opportunity to work on me.

And yet the churches are saying that the automobile is getting its members away from church, that the tourist is in a carnival frame of mind, that the devil is in the gasoline, and that an automobile highway is more or less the way to perdition.

MAIL BY OLD ARMY TRUCKS

Experimental Routes Have Been a Great Success—Believed Revenue From System Will Pay for Upkeep

—Build Roads Now—

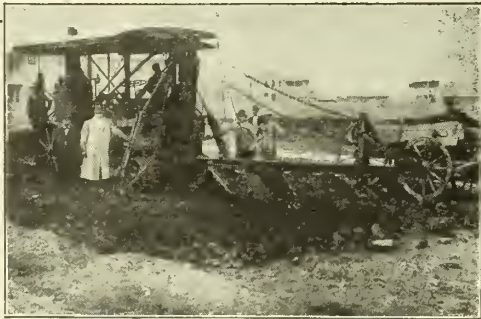
Washington — Cross-country operation of mail carrying motor trucks, tried out by the Postoffice Department on an experimental but nevertheless big scale in the last year, has been a great success. James I. Blakeslee, fourth assistant postmaster general, has found that one truck route between Philadelphia and Washington, cutting chiefly through territory without direct rail connection and costing \$800 a month to operate, has in eight months developed a revenue of \$16,000 monthly. Another route into Washington, where twenty-eight parcels a day were moved the first month, now shows one ton of traffic each way each twenty-four hours.

Seventy lines now operate over the country, all but one east of the Mississippi, and there are visions of a system which will supply 360 million dollars annually in revenue for road construction or other purposes.

"Why, General Pershing has nine thousand trucks damaged or ruined over on the other side," said Mr. Blakeslee, telling of the growth of the system. "I don't care what condition they are in. We want them all, and can fix up and put every one of them to work. What's even more important, he's got some boys over there shy a hand or an arm or a leg, and we can use them all, too, in good work at good pay, that they can do. Congress gave us \$300,000 to work with, and if we had the earnings of the

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
Beaver Falls, Pa. Joplin, Mo. Monadnock Bk., Chicago

TRAIL STATE BANK

Trail, Polk County, Minnesota
On the Jefferson Highway

6% PAID ON TIME DEPOSITS

RESOURCES OVER \$140,000.00

Corner 7th and Jule Sts. Phone 160 Main
DON RILEY'S
MOTOR INN
Best Equipped Home for Automobiles in
ST. JOSEPH
My Motto: Quick Service, Personal Attention

WALLER & WILLIAM
CITY GARAGE
Repairs and Accessories. SMITHVILLE, MO.

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

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

Public Garage

PHONE 35. BUTLER, MO.
Opposite Fraternal Inn.

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Ladies' Waiting Room in Connection.

BOYD-RICE AUTO COMPANY

CARTERVILLE, MO.

Best Material and Workmanship.
Texaco Gasoline Filling Station.

Jefferson Highway Garage

General Repairing and Storage
Phone No. 1 BAXTER SPRINGS, KAS.

Eckelkamp Bros. Hardware Co.

Goodyear Tires and Tubes
Good Gasoline and Oil

Buick Agency EUFAULA, OKLA.

lines themselves we could expand almost indefinitely. As it is, 9 million dollars will be requested by the division for next year, and I think it will be appropriated. People realize what we are doing.

Operating at night is the most profitable, and we have but two machines doing that, out of New York. The typical route is about 180 miles long, ninety miles out and ninety miles back.

"Almost always the contestant operation of the lines produces a return load, the universal character of the mail service allowing almost anything to be taken. The mail trucks go, come rain, storm or anything, and so the traffic develops. Rates are pretty high, the lowest being about \$20 a ton. That is what makes the surplus revenues.

"Of course, we'll have to have concrete roads, but the business can produce the money to build them. There are some economies in distribution of produce that are simply amazing. It has added an entirely new factor to trans-continental transportation, and we shall just begin finding it out when more extensive operation goes into effect in the next two years."

Just why Mr. Blakeslee sees it that why can be understood from just one commodity price list. Milk retails now in Washington at seventeen cents a quart. Milk is coming in on mail trucks direct to consumers for ten cents a quart. Naturally the trucks are being weighed down with 5-gallon cans as consumers learn of the possibility. The trucks tap milk producing territory outside the usual hauling lines and off the rail arteries.

Where'll the roads come from to run nine thousand trucks?" he asks. "Well, there are sixty-six thousand rural mail and star routes being operated in the United States now. Sometimes I think every one of them would make a truck line. Food is being handled ten times on its way to a consumer. We can cut that to five.

"Watching these figures since December, when we started, has given me a new sort of inspiration. We shall be moving the mails and mails will include a whole unexpected variety of things—in new modes before the generation finishes. Airplanes for the 1,000-mile distances, trains for the 500-mile and trucks for the 250. That's about the schedule."

G. C. HALL & CO., EUFAULA, OKLA.

FORD GARAGE

One Block of Main Street
We're Kind to Tourists

Phone 30

LEWIS-BRIGGS MOTOR CO.

Second and Cherokee

Phone 26

McALESTER, OKLA.

ATOKA AUTO AND SUPPLY CO.

F. P. Foy, Manager.

Storage, Accessories and Repairing
Prompt Road Service

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ATOKA, OKLA.

JEFFERSON HIGHWAY GARAGE

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Storage, Supplies, Accessories. Best Equipment
and Service at Your Command
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Automobiles, Supplies, Accessories
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"Prompt and Courteous Attention"

PEARCE AUTO COMPANY

112-120 S. Burnett Ave.

DENISON, TEXAS

Distributors of

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Old Phone 60

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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.

C. H. JENNINGS, Mgr.

SHREVEPORT, LOUISIANA

Pavers,
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Hoists,
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Building
Mixers,
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Elevators

Contractors' Equipment

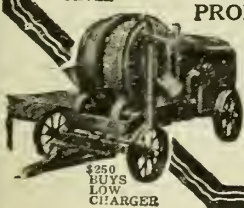
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PROMPT DELIVERIES

All sizes from 5 ft. to 22 ft.
cap., Gas, Steam or Electric.
Complete stock carried in
or near your city.

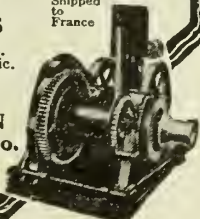
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Cement Machine Co.
Inc.
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OUR
HIGH DRUM
TWO BAG
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BUYS
LOW
CHARGER

OVER 100 SOLD
IN ONE ORDER
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to
France



THIRD ANNUAL MEETING

**International Board of Jefferson Highway Directors---New Five Year
Re-Organization Plan, Important Changes in Constitution and
By-Laws, and Vital Changes in Location of
Highway to Be Disposed of.**

— Build Roads Now — Build Roads Now — Build Roads Now —

THIS meeting will be held in the Association of Commerce rooms in New Orleans, Thursday and Friday, January 16 and 17, 1919.

It will be the most important meeting, in every respect, yet held by the Jefferson Highway Association.

Its three years of existence has resulted in such an evolution in functions to be served by the Association, and in ways and means of accomplishing this service, that it is scarcely recognizable in it from its first year's form.

The highway movement in the modern acceptance of that term is now recognized as the most potent influence for the internal development of the nation.

It is altogether likely that radical changes in the constitution and by-laws of the Association will be proposed and urged for adoption.

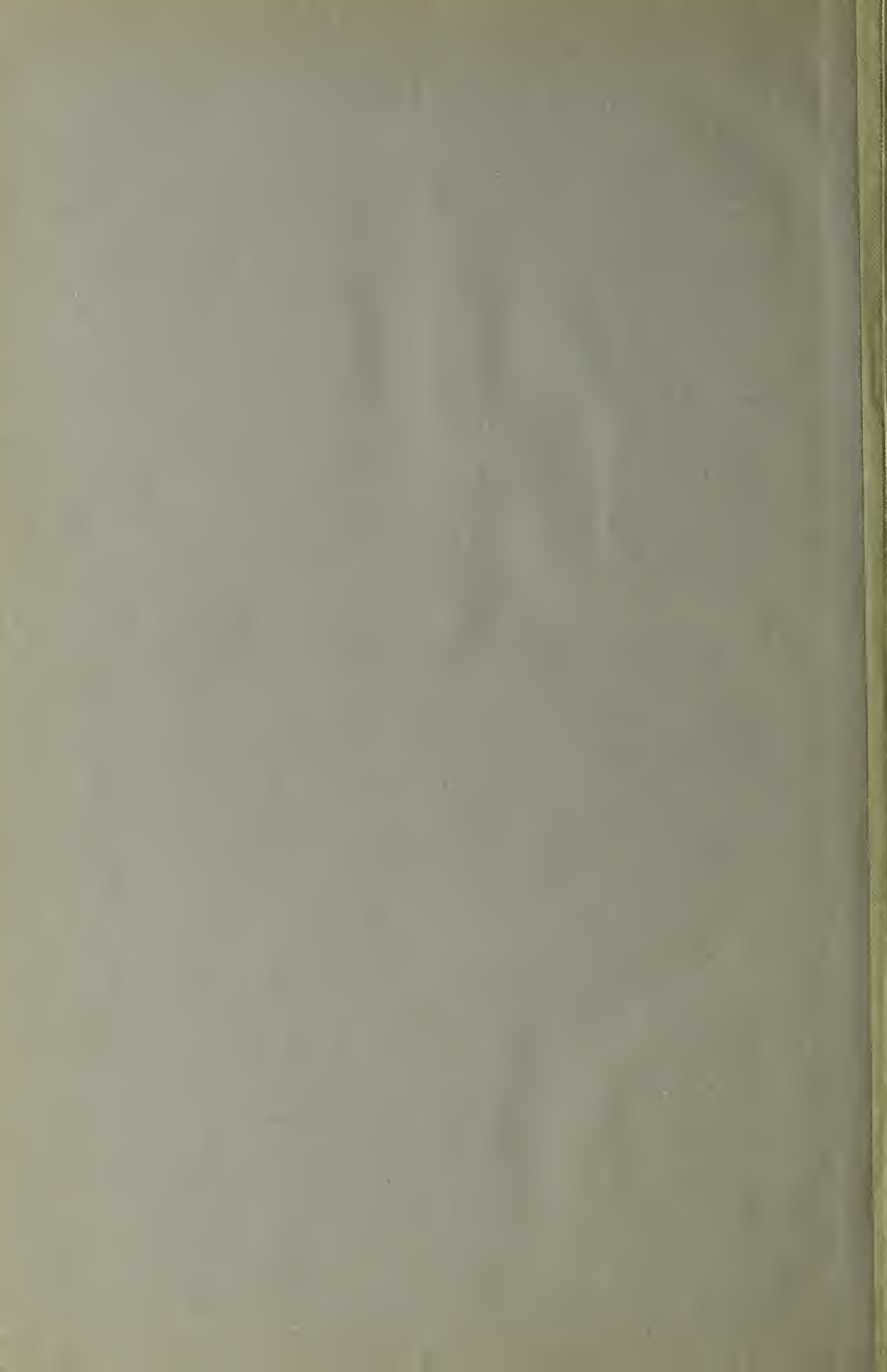
Changes in the location of the Highway will be presented for consideration and adoption.

These things are vitally important to all the Highway interests and of special importance to many localities.

Every Director should be present to safe-guard his own localities and see that wise legislation is enacted covering the entire highway.

Those who absent themselves from this most crucial meeting of the board will be responsible for any unwise or inadequate action that might have been prevented by their presence.

The Five Year Re-Organization Plan will be up for adoption or rejection. Upon the wisdom of this plan depends the future of the Association.



UNIVERSITY OF ILLINOIS-URBANA



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