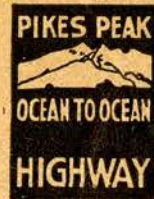


The Modern Highway



Published Monthly by JEFFERSON and PIKES PEAK H

A. M. Remington
Osawatomie, Ks

S at St. Joseph, Mo.

JANUARY, 1922

Jefferson Highway Free Camp Site Number

Free Camp Sites

Within the last two years the free camps for tourists, supplied by the various towns on marked highways, have proven themselves very attractive, and a valuable adjunct to other facilities which are offered to draw valuable tourist traffic.

To assist the various localities in their endeavors to secure this traffic the Jefferson and Pikes Peak Highway Associations are each issuing at heavy expense Free Camp Manuals for free distribution to tourists by mail and through information bureaus.

The inside pages of the Jefferson manual are reproduced in this issue. The Pikes Peak manual will be published in the next issue.

The Modern Highway



Formerly "JEFFERSON DECLARATION"

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

Volume 6

Entered as Second Class Matter, January 16, 1918, at the Postoffice at St. Joseph, Mo., under the Act of March 3, 1879.

Number 12

JEFFERSON HIGHWAY DIRECTORS MEET

Sixth Annual Meeting of the International Board of Directors of Jefferson Highway Association at the Chamber of Commerce, St. Joseph, Missouri, January 17 and 18, 1922

Following named directors were present at the opening:

J. K. Martin, Vice-president, Little Falls, Minn.
 E. H. Frisby, President, Bethany, Mo.
 W. N. King, Vice-president, Denison, Tex.
 D. M. Gregg, Director, Harrisonville, Mo.
 L. U. Babin, Director, Baton Rouge, La.
 Paul Russell, Director, Paola, Kan.
 Hugh H. Shepard, Director, Mason City, Iowa.
 W. A. Hopkins, past president and life member, Lamoni, Ia.
 J. D. Jones, Director, McAlester, Texas.
 J. E. Combs, Treasurer, St. Joseph, Mo.
 Hon. Geo. E. McIninch, Director, St. Joseph, Mo.
 W. L. Connett, Civic member, St. Joseph, Mo.
 R. B. Millard, Civic member, Little Falls, Minn.
 Mrs. W. H. Thomas, Civic member, Andrew and De Kalb counties.
 T. L. Youman, Osawatimie, Kan.
 Hon. J. McW. Ford, Shreveport, La.
 R. D. Nibert, Bunkie, La.
 Geo. O. M. Scott, Mt. Vernon, Texas.

At the opening of the meeting the general manager stated that on previous similar occasions various methods had been adopted in regard to keeping the minutes. In some cases notes were made by a secretary appointed from the directorate and the minutes written up from those notes. On two occasions we had hired a special stenographer to take a verbatim account of the proceedings. On the last occasion at an expense of \$125.00 and that when the time came to read the minutes at the next succeeding meeting it was found entirely impractical to read the one hundred twenty-five (125) closely typewritten pages of verbatim proceedings—that last year we had used the office stenographer to make notes and write up the minutes which proved the most satisfactory of any of the methods. For this occasion a similar arrangement had been made and that Mrs. Seay, the office stenographer, was here to perform that service if there were no objections. There being no objections made the board proceeded to business with the office stenographer making notes of the proceedings.

The following named directors came in at the time indicated after their names:
 Jas. F. Harvey, Director, Des Moines, Ia., (Leon), at 10:35 a. m.
 E. C. Harlan, Vice-president, Indianola, Ia., at 10:35 a. m.
 Wm. Lillibridge, Civic member, Andrew and De Kalb counties, 10:32 a. m.
 W. F. Dodd, Director, Caddo, Okla., at 11:20 a. m.

J. Luther Taylor, Civic member, Pittsburg, Kan., at 11:15 a. m.

F. W. Newman, Pittsburg, Kan.
 J. Riley Green, Director, Wolfe City, Tex., at 11:45 a. m.

C. L. Samuels, Director, Pryor, Okla., at 12:00 noon.

C. E. Dallas, Mound City, Kan., at noon recess.

Hon. Thos. E. Cashman, Director, Owatonna, Minn., at noon recess.

The following written proxies read and allowed:

S. R. Greer, Director, Pittsburg, Texas, by Geo. O. M. Scott, Mt. Vernon, Tex.

H. A. Russell, Vice-president, Ft. Scott, Kan., by Paul Russell, Paola, Kan.

C. M. Weeks, General Secretary, Garyville, La., Walter Parker, life member, New Orleans, La., C. A. Ransom, New Orleans, La., B. S. Simmons, Orlfax, La., all held by R. D. Nibert, Bunkie, La.

Dr. W. A. Nabors, Director, Mansfield, La., and John H. Keyser, Natchitoches, La., held by Hon. J. McW. Ford, Shreveport, La.

Dr. H. P. Hatfield, Director, Olathe, Kan., by T. L. Youman, Olathe, Kan.

W. A. Hopkins, past president and life member, Lamoni, Ia., by E. C. Harlan, Indianola, Ia.

Arthur H. Shafer, Vice-president, Pittsburg, Kan., by F. W. Newman, Pittsburg, Kan.

John M. Malang, Vice-president, Joplin, Mo., by Geo. E. McIninch, St. Joseph, Mo.

E. B. Van Ness, Director, Mound City, Kan., by C. E. Dallas, Mound City, Kan.

Daniel Shaw, Director, Thief River Falls, Minn., and Hermon Roe, Northfield, Minn., both held by J. K. Martin, Little Falls, Minn.

Walter L. Loubat, New Orleans, La., by L. U. Babin, New Orleans, La.

Meeting called to order by President E. H. Frisby of Bethany, Mo., at 10:30 a. m., January 17, 1922.

Address of welcome by Mr. Wesley Connett, who said he was proud that the headquarters is situated in St. Joseph, also proud that the Auto Club with the Chamber of Commerce have an opportunity to entertain the delegates.

Business

Register of all directors was made at the opening of the meeting or as they came in later.

Reading of minutes of previous meeting (Jan. 17 and 18, 1921), by Mr. H. D. Judson. Approved as read.

Reports from different states as to what they have been doing and remarks thereon occupied the balance of the morning hour

on a roll call of states commencing with Manitoba.

For Manitoba, Mr. Clarkson reported that Mr. Johnson of Winnipeg wrote that he could not attend this meeting because of the fact that his legislature was in session and he being attorney general had to attend this session.

For Minnesota, Mr. Martin asked to be passed until data expected in next mail could be available.

For Iowa, Mr. Shepard made quite a voluminous report, reading numerous letters from various localities. He was followed briefly by Messrs. Harvey, Hopkins and Harlin of that state.

Mr. McIninch of Missouri, made a comprehensive report for that state. Mr. Frisby said his county (Harrison), was building 22½ miles of road and Gentry County is now having two roads graveled. Mr. Gregg reported the forming of a strong organization south of Kansas City to see that the Jefferson Highway was in the \$60,000,000 program for Missouri.

Mr. Paul Russell for Kansas reported oiled roads in Miami and Johnson counties and grading in Linn County. Mr. J. Luther Taylor of Pittsburg, reported 26 miles of monolithic brick road under contract and construction in Crawford County with active road building going on in Bourbin County.

For Oklahoma, Mr. Jones reported road bond issue carried in Pittsburg County a \$50,000 bridge nearly completed at Gaville. Road completed in McIntosh, Musgee and Wagoner counties except a 5 mile mileage in Wagoner to be completed in Mr. Samuel reported that they were living with their dirt roads in Mayes County but hoped for township action during 1922. Mr. Dodd reported very satisfactory candidate in Bryant County with a live contingent at work in Atoka County to better their condition.

Immediately before adjournment President Frisby appointed the following committees:

Nominating: R. D. Nibert, chairman; Geo. E. McIninch, J. D. Jones.

Auditing: J. A. Harvey, chairman; Wesley Connett, W. N. King.

Resolutions: J. McW. Ford, chairman; J. K. Martin, Mrs. W. H. Thomas.

By-Laws: J. E. Combs, chairman; D. M. Gregg, Paul Russell.

They were requested to be ready to report if possible immediately after the general manager's report.

At this point Mr. Connett introduced Mr. M. P. Lawler, president of the St. Joseph Automobile Club, who invited the directors

to be guests of the Auto Club and Commerce Club at the St. Charles Hotel.

Adjourned until 2:00 p. m.

Afternoon Session

Mr. Clarkson introduced Mrs. W. H. Thomas, first lady civic director of the Jefferson Highway and told of her splendid work in organizing and Andrew and De Kalb county Jefferson Highway clubs, which entitled that territory to the second civic director, namely Mr. Wm. Lillibridge, who has also done splendid work for the association.

At this point Mr. Millard was called on for report on situation in Minnesota and made a very satisfactory showing for that state. Mr. Clarkson told of the Jefferson Highway Transportation Company, which had been organized to run busses over the Jefferson Highway from the Twin Cities to St. Cloud, the schedule which was better than train service and exhibited photograph which showed that this company was prepared with snow plows to keep the highway clear from snow. Mr. Millard reported freight line doing business over same road. Messrs. Cashman and Martin seconded Mr. Millard's report.

For Texas Mr. W. N. King reported conditions in that state as very satisfactory with all Jefferson Highway constructed except one and one-half miles in Grayson County, 6 miles in Hunt and 40 miles in Harrison County. Mr. Green made a humorous report as to what he could have been able to do if he had followed his wife's advice. Mr. Scott spoke of the road being entirely constructed through Franklin County with gravel and concrete to the city of Mt. Vernon.

For Louisiana Mayor Ford reported a very satisfactory state road law in operation on the "pay as you go" system and that Shreveport this year repaved the highway through the city. Mr. Babin reported miraculous improvement on Jefferson Highway in Louisiana during last five years.

At the close of these various reports comments of various directors would indicate that road building condition through territory governed by the Jefferson Highway was surprisingly good, better even than could have been hoped for and that this meeting of the board had developed an interest that surpassed all the former meetings of the board, notwithstanding that each one of the previous meetings had been considered more successful than its predecessor.

General Manager's Report

At the close of the reports from the states Mr. Clarkson made his report as general manager, which required over an hour for delivery.

He prefaced his remarks by stating that some weeks prior to the present meeting it became apparent, that owing to the failing condition of his health, he would have to give up the highway work. He made this known to the advisory committee, which suggested a vacation of sufficient length to enable him to recoup his health but as a vacation would be a rest from work only and not from responsibility which was the real load he, although regretting it very much, would have to give up the work entirely.

This point being settled it was then arranged by the advisory committee that the general manager was to continue his work until March 26, 1922, which would terminate six years of his services for the association, formulate and put into effect to the best of his ability and strength, such plans for 1922 as would enable the association to prosecute its work during the incoming year without loss of momentum in the change of management so late in the season.

Mr. Clarkson then proceeded to present the financial and other reports (found elsewhere in these records), accompanied by

verbal explanation to give the directors a working knowledge of the affairs of the association.

By this report, which took about one hour and a half in time, it was shown that the association was in better financial condition than ever before, with \$9,513.54 in the treasury or in course of remittance to the treasury at the moment the report was made.

The pole marking has been continued and completed during 1921 at a total cost of \$8,611.03, being an average of \$3.31 per mile.

A largely increased advertising campaign was carried on in 1921, consisting of the printing and distribution of three editions of a very fine folder of the highway and an experimental program of advertising in the Tib Route Book, the Blue Book, the American Motorist and numerous metropolitan daily and Sunday papers. The returns from this advertising had been so satisfactory that preparations for a much larger program were being made for 1922 under the direction of the advisory committee.

The two outstanding features of this plan were making of our own strip maps, samples of which were exhibited to the directors and the use of more space in magazines and newspaper advertising.

Near the close of his remarks the general manager introduced Mr. Fawcett, an expert on advertising, who went into some details of the proposed advertising program for the information of the directors.

Mr. Clarkson continued by stating that the advisory committee had under way plans for printing tourist strip map information in three forms—one covering the entire highway for long distance tourists—one covering each state and half way into the next state for shorter tours and one covering districts for local consumption.

He concluded by stating if the board took no action to the contrary the advisory committee would take the necessary steps to put into effect the newspaper advertising program for 1922 that had been outlined.

Mr. Harvey of Leon—Des Moines—As the matter now stands it is negative. To get it before the house I will make a motion that the advertising campaign as outlined by the general manager is satisfactory to this body. Motion seconded by Mr. H. H. Shepard of Mason City. Carried unanimously.

Canadian situation—It having come to the knowledge of the association that our Canadian associates wish to change the name of Jefferson Highway from Emerson to Winnipeg to "Lord Selkirk Highway." It was the consensus of opinion that the Association could not consent to such a change if we continue to make Winnipeg our northern terminal. It was also brought to the attention of the directors that although Winnipeg had always gone to the extreme in the way of entertainment of any official body from this association that visited that city, that Canada had in reality contributed only \$630.00 to the funds of the association in the six years that it has been organized, a smaller amount than many towns in the States with 2,000 population had contributed. This discussion finally resulted in the appointment of a committee to consider and offer a solution to the entire problem at the Canadian end of the highway and that they retain the name of "Jefferson Highway" and secure the proper number of memberships from that territory. The committee appointed were: Ezra H. Frisby of Bethany, Mo., Hon. Thos. E. Cashman of Owatonna, Minn., and Mr. J. K. Martin, Little Falls, Minn., with power to act.

In connection with the advertising campaign it was suggested by Mr. J. K. Martin of Little Falls, that the 10,000 Lakes Association should have a part in the advertising campaign and the general manager suggested to Mr. Martin that he (Martin), take the matter up with the 10,000 Lakes Association and see what could be done.

Much interest was developed in the dis-

ussion of the camp site information which was being tabulated for the purpose of getting out a Free Camp Site Manual.

The general manager reported that the contest in Iowa as to relocation of the Jefferson Highway via Ames, Ia., instead of via Cambridge, Ia., had been determined in favor of Ames and that was the official location of the highway hereafter.

He reported the contest for the relocation of the highway as between Avenue City, Rochester and Union Star on one hand and Savannah on the other hand; the contest resulted in confirming the location to Avenue City, Rochester and Union Star. He reported the securing of 400 memberships from this locality and their acceptance.

A similar contest had been decided in Oklahoma, giving the location to Picher and Cardin.

Adjourned to be the guest of the Auto Club and Chamber of Commerce at a dinner given at the Elks Club at 6:00 o'clock. A very enjoyable time was had at the dinner and attending a theater party afterwards.

Second Day of Meeting

January 18, 1922

Meeting called to order by President E. H. Frisby at 10:20 a. m. Report of nominating committee called for.

Mr. Shepard moved that Mr. H. A. Russell be appointed as secretary. Seconded by Mr. J. H. Harvey. No action.

Long drawn out discussion as to appointment of secretary.

Mr. Connett made motion that Mr. Jas. H. Harvey be appointed secretary. Seconded by Mr. Ford and carried.

Mr. Shepard made motion that records of yesterday insofar as expenditure of money occurs in those records be expunged as they were illegal on account of having no secretary acting.

Mr. Combs—Official secretary has never performed that function.

Mr. J. Luther Taylor—Suggested that we approve action of yesterday.

Mr. J. H. Harvey—Asked that secretary be appointed to try and avoid certain conditions that have sprung up for some time past when advisory committee have passed on things.

Mr. J. McW. Ford—Move that a committee on credentials be appointed to check up delegates attending the convention and report who is and who is not qualified to vote. Seconded by Mr. J. K. Martin; unanimous. President appointed committee as follows: J. McW. Ford, chairman; R. B. Millard and E. C. Harlan, with the request to report at once.

Mr. Connett—Moved that advisory committee be given authority to go on with advertising campaign as suggested by general manager to the extent that it thinks best. No action. Motion lost for lack of second.

Mr. J. McW. Ford—Move that we go on record as approving record of yesterday's meeting. No action taken for lack of second.

Mr. H. H. Shepard—Move that we ratify stenographic record of yesterday and that list of members whose names appear in the Modern Highway, that are here, and those who are here with proper credentials (proxies), present their proxies to the credentials committee and that names be recorded. Seconded by Mr. Ford.

Mr. H. H. Shepard—Move that persons present whose names appear on official board of vice presidents and directors be accepted as qualified without objection and that any newly elected director or persons holding proxies for directors or vice presidents not present shall submit qualifications to credentials committee. Seconded by J. Luther Taylor. Unanimous.

At this point Mr. Connett invited delegates to be the guests of the Chamber of Commerce and Rotary Club at the Robidoux hotel 12:00 noon. Accepted.

Mr. H. H. Shepard—Move that statement

of members present, whose names appear on the register, that they have paid their dues for 1921 be accepted. Seconded by Mr. McIninch. Carried.

Credentials Committee report as follows: In addition to those present, Mr. J. McW. Ford held proxies for Dr. W. A. Nabors and John Keyser of Louisiana, Mr. R. D. Nibert held proxies for Walter Parker and C. M. Weeks of Louisiana, Mr. L. U. Babin held proxies for Lubin and Ransom, civic directors for New Orleans.

Mr. W. N. King of Texas, stated he could not vote owing to non-payment of membership dues.

Mr. J. Riley Green of Texas made similar statement.

Mr. Geo. O. M. Scott of Texas, held proxy of Mr. Greer.

Messrs. Samuel, Dodd and Jones of Oklahoma, were to cast the entire vote of the state.

Mr. H. H. Shepard—Move that list of delegates present be registered in the minutes. Seconded by Mr. Ford and carried.

Mr. H. H. Shepard—Move that the proceedings of yesterday be ratified as action of the board of directors. Seconded by Mr. Ford. Carried unanimously.

Report of Nominating Committee: Nominating committee report as follows: Mr. Arthur H. Shafer of Pittsburg, Kan., president; Hon. Thos. A. Cashman of Owatonna, Minn., as vice-president; Mr. W. F. Dodd of

Caddo, Okla., general secretary; Mr. James E. Combs of St. Joseph, Mo., as treasurer. Mr. Nibert, chairman of the nominating committee, moved that this report be adopted. Seconded by Mr. Ford.

Mr. H. H. Shepard—Move that we substitute for report of nominating committee the following: Hon. Thos. A. Cashman of Owatonna, Minn., for president; Mr. W. F. Dodd, Caddo, Okla., for vice-president; Mr. Geo. O. M. Scott of Mt. Vernon, Texas, for general secretary; Mr. Jas. E. Combs of St. Joseph, Mo., for treasurer. Seconded by Mr. R. B. Millard.

Long drawn out discussion as to which of these reports should be accepted taken part in by Messrs. Taylor, Nibert, McIninch, Lil-

JEFFERSON HIGHWAY

MINNESOTA

Thief River Falls—Capacity 100 cars, electric lights, water, bath house, rest house, shade, free fuel, tables and benches. Next camp south 21 miles.



Bridge Over Clearwater River, Minn.

Red Lake Falls—Capacity 75 cars, electric lights, water, rest house, shade, free fuel, tables and benches. Next camp north 21 miles, south 35 miles.



Jefferson Highway, Just North of Red Lake Falls

Trail—New camp just opened. Data incomplete. Next camp north 35 miles, south 4 miles.

Gully—Capacity 10 cars, electric lights, water, rest house, shade, free fuel, tables and benches. Next camp north 4 miles, south 29 miles.

Bagley—Capacity 10 cars, water, rest house, free fuel, tables and benches. Next camp north 29 miles, south 31 miles.

FREE CAMP SITES

Bemidji—Capacity 200 cars, electric lights, water, bath house, rest house, shade, free fuel, tables and benches. The tourist camp is located along the shores of beautiful Lake Bemidji at a place called Diamond Point. There is a very fine, sandy, bathing beach accessible. The land is heavily timbered with pine, birch and elm. The camp is within walking distance of the business district of the city. Refreshments and groceries may be secured at the camp. Next camp north 31 miles, south 59 miles.



Seen from the Jefferson Highway in Minnesota

Park Rapids—Capacity 50 cars, water, rest house, shade, free fuel, tables and benches. The tourist camp is located on the shores of a very beautiful lake which has a fine sandy beach affording good bathing. Next camp north 59 miles, south 59 miles.

Staples—40 acres—water, rest house, shade, free fuel, tables and benches. Next camp north 59 miles, south 76 miles.

Sauk Rapids—Capacity 35 cars, water, bathing in river nearby, rest house, shade, free fuel, tables and benches. Next camp north 76 miles, south 2 miles.

St. Cloud—Capacity 200 cars, electric lights, water, rest house, shade, tables and benches. The camp has a caretaker. Next camp north 2 miles, south 48 miles.

Anoka—Capacity 35 cars, water, rest house, shade, tables and benches. Next camp north 48 miles, south 1 mile.

libridge and others who supported the report of the nominating committee and objected to substitute motion of Mr. Shepard. Before this discussion was closed, adjourned for luncheon at the Robidoux hotel at which Sir Harry Lauder spoke to the assembly.

Afternoon Session

Meeting called to order by the president at 2:15 p. m.

Discussion was had as to whether civic members should be allowed to vote.

Mr. Combs moved that civic members be accepted and allowed to vote. Seconded by Mr. Shepard. Unanimous.

Some discussion also had as to the motion prevailing before adjournment as to

acceptance of the substitute report on nominations by Mr. Shepard. At the end of this discussion the vote was taken by states, as to Mr. Shepard's substitute motion on nominations, which resulted as follows:

Louisiana	7	against
Missouri	7	against
Oklahoma	4	against
Pittsburg, Kan., civic member	1	against
Andrew-DeKalb civic members	2	against
For Mr. Shepard's motion:		
Minnesota	5	
Iowa	4	

Texas	4
Kansas	4
Mr. Hopkins, life director	1

Chairman declared the substitute motion lost on the vote of 21 against and 18 for. Mr. Nibert then called for vote on the original report of the nominating committee.

Mr. H. H. Shepard made motion that the report be adopted as unanimous. Seconded by Mr. Ford. Carried unanimous.

Report of Resolutions Committee was then read and adopted unanimously upon motion of Mr. Ford; seconded by Mr. Babin.

Report of Auditing Committee through Mr. Harvey as chairman was then read, which accepted and adopted the report of (Continued on Page 10.)

JEFFERSON HIGHWAY



Mississippi River from Tourists' Camp, St. Cloud, Minn.

Champlin—Capacity 25 cars, water, rest house, shade, free fuel, tables and benches. Next camp north 1 mile, south 5 miles.

Osseo—Capacity 20 cars, electric lights, water, rest house, shade, free fuel, tables and benches. Next camp north 5 miles, south 8 miles.

Minneapolis—Capacity 50 cars, electric lights, water, rest house, shade, free fuel, tables and benches. Next camp north 8 miles, south 10 miles.

St. Paul—Capacity 250 cars, electric lights, water, shower baths, rest house, shade, free fuel, tables and benches. Next camp north, 10 miles, south 68 miles.

Owatonna—Capacity 500 cars, electric lights, water, rest house, shade, free fuel, tables and benches. Next camp north 68 miles, south 33 miles.

Albert Lea—Capacity 100 cars, electric lights, water, rest house, shade, free fuel, good bathing facilities. Next camp north 33 miles, south 20 miles.

IOWA

Northwood—Eleven acre camp, electric lights, water, rest house, shade, free fuel, tables and benches.

Northwood, the county seat of Worth county, is located on the banks of the pretty Shell Rock river, and is a beautiful little city of about 1600 inhabitants. Its wide streets lined with nice shade trees and pretty homes with well kept lawns; its natural park of old oak trees, with the river winding through it, makes Northwood one of the most charming

FREE CAMP SITES



On the Jefferson Highway in Northwood, Iowa

towns in the state. With the people of the city trying to make the tourist feel welcome; with an eleven acre natural park, provided with free camping facilities, a modern three story brick hotel, good cafes, a half dozen modern garages; with all these to offer, it is not to be wondered at that an ever increasing number of tourists on the great Jefferson Highway find Northwood a pleasing resting place on their journey. You will want to stay here a week. Next camp north 21 miles, south 22 miles.



Seen from the Tourist Camp, Northwood, Iowa



Scene Near Entrance to Tourist Camp, Northwood, Iowa

Pikes Peak, Ocean to Ocean Highway Association The Pershing Transport Route

The Missouri Division of this Association held a wonderful meeting at Macon, January 30th.

ECHOES OF THE MISSOURI MEETING

PIKES PEAK ROUTERS BOOST THEIR HIGHWAY

COMMISSIONERS GARY AND CONNETT
GET NORTH MISSOURI'S MESSAGE

BIG ROAD RALLY AT MACON

St. Joseph Sends Coachload of Enthusiasts
to Meeting in Interest of Great Ocean
to Ocean Route—Ten Counties
Represented.

From St. Joseph News-Press.

MACON, Mo., Jan. 30—Theodore Gary, chairman of the Missouri state highway board, started from here late last night on the first leg of his European tour. He will be gone two months, and during this time, it is believed, the most vivid impression he will have regarding Missouri roads will be the one he received in the Princess Theater of this town late yesterday afternoon, when a cheering crowd of boosters pointed out to him the splendid possibilities of the Pikes Peak Ocean to Ocean Highway.

Boosters who filled the theater to capacity were from every county and almost every township in a direct line across the state, from Hannibal on the east to St. Joseph on the west, 217 miles as the crow flies.

Every man in the crowd was shouting for the Pikes Peak route, otherwise the

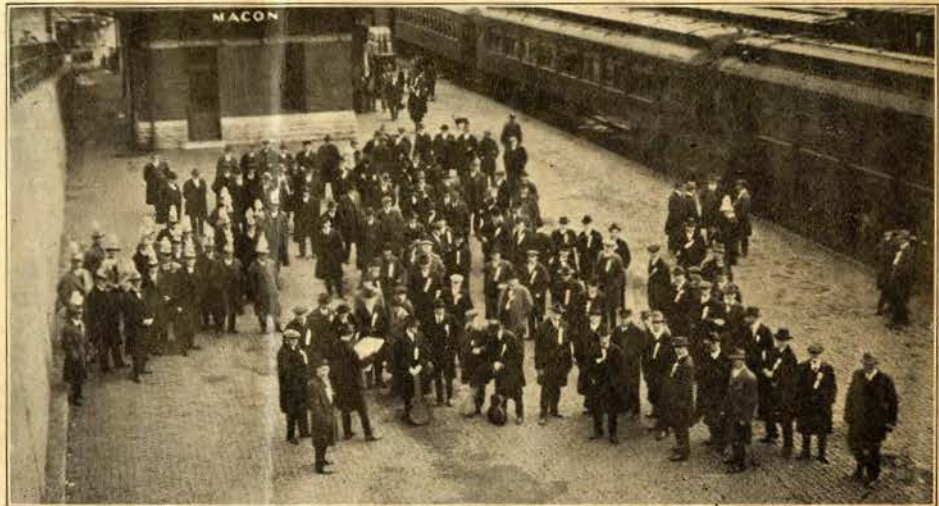
Pershing Transport Route across the continent between New York and San Francisco.

Getting the Message Home

The meeting had been carefully arranged to provide a favorable setting. The state chairman was caught in the home atmosphere of his native balliwick, Macon, and on the eve of his departure for a trip abroad. It was the psychology of time and place.

Two members of the state board got the message at Macon—Mr. Gary and S. S. Connett of Buchanan County. The other two members were out of the state. But the north Missouri half of the board occupied seats on the platform and heard north Missouri's plea, and being human, no doubt were impressed.

St. Joseph was represented at the meeting by a delegation of sixty-seven, and Hannibal by nearly as many, and the rest of the crowd, to the number of some 800, was recruited from intermediate towns along the



Hamilton and Breckenridge Delegation arriving at Macon.

The hope of the boosters is that the thought planted at the meeting will germinate in course of his two months' in Europe, and that, on his return, it will bear fruit abundantly in the way of state sponsorship of north Missouri's great highway.

route. It was a representative assemblage, made up of people from all walks of life, farmers, lawyers and small town merchants predominating. Four state senators and three circuit judges were present. The organization was on a county basis, and at least one speech was made in behalf of each of the ten counties traversed by the highway.

Gary Will Listen to Reason

Wesley L. Connett of St. Joseph, as chairman of the Missouri division, and J. D. Clarkson, general manager of the Pikes Peak, Ocean to Ocean Highway, divided between them the honor of presiding. The stage was decorated with shovels and picks, stacked in the military fashion, as suggestive of organization in road work.

Mr. Gary was the first speaker. He repeated much that he had already said about road building being a continuing process, but put the light pedal on his earlier idea that branch roads should be built first and connected up later with main traveled arteries. He emphasized low type roads, but denied that he is unfriendly to concrete as a paving material.

"Maintenance," he said, "is a bigger word than construction." Then he pointed out that, under the Missouri law, no provision had been made for maintenance of roads, and that the state can't get federal aid without provision for maintenance.

"I take up this work with certain definite ideas," Mr. Gary said, "but they are not



Brookfield Delegation in its Special Car on way to Macon.

fixed ideas. I have an open mind. If I'm wrong, I'm willing to be convinced. I'm headed in a certain direction, it is true, my car has a reverse lever on it, and if I see I'm not taking the right course, I'll not hesitate to pull that lever and back track."

This sentiment was cheered heartily. The boosters saw in it something more than a ray of hope. It held forth promise, they thought, that he could be won away from the "patchwork" method of road building and induced to construct the backbone of the state system first, and the laterals later.

MACON, Mo., Jan. 31—Macon was alive yesterday with good roads boosters living along the Pikes Peak, Ocean to Ocean Highway in Missouri. Fully 1000 people crowded into the opera house and many were forced to stand.

The meeting was especially honored by having Theodore Gary, chairman, and S. S. Connett, vice-chairman of the Missouri Highway Commission, present. Both delivered addresses to the convention, explaining the present roads law and plans for a state road system, to be built with the \$60,000,000 bond issue.

C. F. Adams, president of the national highway organization of the Pikes Peak, Ocean to Ocean Highway, spoke of its early history and the great improvement in the highway since it was organized seven years ago. He told of the heavy traffic passing over it today.

J. D. Clarkson, general manager of the association, told the great future of the highway and the benefits to be derived by the communities on the route. He told of the money expended for advertising to attract tourists to the Pikes Peak Highway, and stated that within six days following the insertion of the first advertisement in twelve metropolitan newspapers, hundreds of inquiries in regard to the highway were received. He submitted a list of these inquiries, which were typewritten, single-spaced, that, when stretched over the audience, measured 35 feet.

Charles D. Morris, editor The St. Joseph Gazette, made an interesting talk on the general subject of good roads.

H. D. Judson, assistant general manager, said there were 115 towns on the highway having tourists' camps and that 95,399 cars had used the camps last season.

Harry Graham of Chillicothe, referred, in a short speech, to the acceptance by General Pershing to name the route The Pershing Transport Route.

Counties Heard From

One of the most interesting features of the entire program were the 10-minute speeches made by representatives selected by each of the county delegations to represent their county, in talking on the advantages of the highway in their particular county and throughout the state. The men who responded to the call of the counties were:

Marion, J. B. Jeffries. Monroe, R. L. Wilson, Monroe City. Shelby, T. J. Rice, Shelbina. Macon, C. H. Payson, Macon. Lynn, Senator Walter Brownlee, Brookfield. Livingston, W. H. Ellett, Chillicothe. Caldwell, L. W. Reed, Breckenridge. Clinton, C. P. Dorsey, Cameron. DeKalb, L. H. Roberts, Stewartville. Buchanan, D. F. Burmond, San Antonio, and George E. McNinch, St. Joseph.

All towns, as well as rural districts throughout the line of the highway in this state were largely represented. Shelbina brought a band. The Chillicothe delegation had 73 delegates present and Brookfield 68, was headed by a drum corps. St. Joseph with other towns in proportion.

EXPENSE OF TOURING IN AUTOMOBILE FOR TWO PEOPLE
(Including Hotel, Garage, Gasoline and Oil), July, 1916, to October, 1920, inclusive.

Date	From	To	Miles	Total Expense	Cost Per Mile
July, 1916	Kansas City	Colorado Springs	737	\$35.63	\$0.0483
September, 1916	Monte Vista, Colo.	Council Bluffs, Ia.	858	33.68	.0391
May, 1917	Kansas City	Denver, Colo.	774	31.24	.0404
September, 1917	Denver, Colo.	Council Bluffs, Ia.	486	22.70	.0467
August, 1918	Kansas City	Lindstrom, Minn.	574	22.73	.0396
September, 1918	Lindstrom, Minn.	Council Bluffs, Ia.	476	19.25	.0404
September, 1918	Council Bluffs, Ia.	Fairbury-Salina-Wichita	652	28.16	.0431
April, 1919	Kansas City	St. Louis and return	660	40.80	.0618
July, 1919	Kansas City	Lindstrom, Minn.	560	44.02	.0786
September, 1919	Grand Maria, Minn.	Kansas City	975	71.42	.0732
July, 1920	Kansas City	Bemidji, Minn.	814	62.15	.0764
October, 1920	Bemidji, Minn.	K. C. via Omaha	963	66.28	.0687
Total or Average			8529	\$478.06	\$0.0561

Tire Mileage and Cost

No. of Tire	Date on	Date Junked	Miles Run	Initial Cost	Repairs Cost	Total	Cost Per Mile
30701	July, 1916	March, 1917	5086	\$20.00	\$20.00	\$0.0039
30881	November, 1916	April, 1919	5947	25.70	\$12.00	37.70	.0064
26607	November, 1916	May, 1918	5669	20.30	13.25	33.55	.0059
26611	March, 1917	January, 1919	9131	20.00	13.50	33.50	.0036
30893	May, 1917	October, 1918	8334	20.00	14.50	34.50	.0041
30698	May, 1917	March, 1918	4247	25.70	25.70	.0060
XXXXX	September, 1917	June, 1920	4518	24.00	4.00	28.00	.0062
52323	May, 1918	July, 1919	5568	28.27	28.27	.0051
XXXXX	July, 1918	Sept., 1919	5285	31.30	4.00	35.30	.0061
8187	March, 1919	October, 1920	5752	20.15	8.00	28.15	.0049
XXXXX	April, 1919	October, 1920	6075	20.15	17.50	37.65	.0062
Total or Average			65512	\$255.57	\$86.75	\$342.32	\$0.0052

Average Miles Per Tire, 5955

RECAPITULATION

Type of car	6 cylinder
Total miles run	24,250
Gasoline used	1939 gallons
Total Cost	
Gasoline used	\$430.14
Tires and repairs	480.52
Oils and grease	50.24
Repairs on car	397.53
Miscellaneous expense	461.39
Total or average	\$1819.82

	Cost Per Mile
Hotel, garage, gasoline and oil	\$0.056
Wear on four tires	.02

Total cost of touring excluding repairs and depreciation \$0.076

Cost of car accessories and operation	\$3139.57
Sale value of car	800.00
Net cost of car accessories and operation, less sale value	2339.57
Total number of miles traveled	24250
Net cost per mile traveled	9.6c

Gasoline used 1939 gal.

The Other Side

Those who read the account of Mr. Bustin's experience in last month's issue may be interested in the other man who tells his story under oath.

Archie, Mo., Nov. 28, 1921.

I hereby state that I met one J. D. Gustin about 3 miles north of Archie, Mo. I was dragging the roads north of the drainage ditch bridge when he came along in his car. He got stuck in the mud and I put his mud chains on the wheels for him to keep him from getting out in the mud. Also I went and got a pole to help pry his car out with and he could not pull out, so I hitched my team on to his car and pulled him through

Miles traveled	24250 mi.
Average mileage per gallon	12 1/2 mi.
Highest price for gasoline	35c gal.
Lowest price for gasoline	10 4/5c
Average price for gasoline	22c gal.

The above information is supplied by Mr. C. W. McDaniel of 2729 Olive St., Kansas City, Mo., and is published for the benefit of those who may want to know what it costs to travel in automobiles in a modest and unassuming way and yet to have a tip top time every mile of the journey. We asked Mr. McDaniel what car he used and he replied—

"I had a new 35 Buick in 1913. Drove it 13,000 miles and traded it in in 1916 for a D-45 Buick. Ran it 29,000 miles and when it refused to climb a tree, traded it in for latest model Buick "21-45" last spring. Of course I am "stuck" on the Buick. Have 23 attachments (or refinements as the Buick man says) on the last car, of my own make."

After reading the above it occurred to us that the above was a mighty good ad for the Buick. If after seeing it any of the officials of that company are overtaken with an uncontrollable desire to secure a Thousand Dollar Membership in one or both of our associations, mail addressed to us Fifth and Jule Streets, St. Joseph, Mo., generally reaches us.

the bottoms, about a half quarter of a mile. He offered to give me 25 cents and I told him it was worth \$1.00 and he began to kick about it and I told him he could give me \$1.00 or he could keep his money. He paid me \$1.00. He said he would ruin my job and he would advertise this county.

This is the true facts of this case.

CLYDE W. BURTON.

This statement subscribed and sworn to this 28th day of November, 1921, at my office in Archer, Mo.

WALTER HENDRICKSON,
Archie, Cass County, Mo.

My term as notary public will expire August 31, 1924.

Walter Hendrickson,
Notary Public.

PIKES PEAK, OCEAN TO OCEAN HIGHWAY ASSOCIATION, THE PERSHING TRANSPORT ROUTE.



Photograph of delegates in attendance at the Missouri Division Meeting of the Pikes Peak, Ocean to Ocean Highway Association. The Pershing Transport Route, at Macon, Missouri, January 30, 1922. No. 1—Theodore Gary, chairman, and No. 2—S. S. Connett, vice-chairman of the Missouri State Highway Commission. No. 3—C. F. Adams, president. No. 4—J. D. Clarkson, manager of the Pikes Peak, Ocean to Ocean Highway Association, The Pershing Transport Route. No. 5—W. L. Connett, president Missouri Division.

(From Page 5.)

the public accountant, who had audited the books of the association for the year 1921.

Mr. Jas. E. Combs, chairman of the committee on By-Laws stated that they had held open sessions for suggestions and changes in the by-laws but none had been made. Therefore the By-Laws Committee had no other report to make.

Mr. J. McW. Ford suggested that the incoming board of directors consider very seriously the matter, at their first meeting, of appointing a committee on the revision of the constitution and by-laws of this association, and ask each state, through the local organization at that annual meeting, to get together to make recommendations to this

committee in regard to revision of working tools of our association.

At 2:40 p. m. President Ezra H. Frisby invited Mr. Thomas E. Cashman, the newly elected vice-president, to take the chair on account of the absence of our newly elected president, Mr. Arthur H. Shafer of Pittsburg, Kansas.

Mr. Thos. E. Cashman—With this honor of being elected vice-president of this association came very deep responsibilities. We want to build and construct this road to make it the greatest highway in the United States and to bring the business of the United States to this highway. Everyone of us must consider it his special duty and business to work together in harmony, to

help advertise the Jefferson Highway and to co-operate with our officers to the best of our ability in order to make this highway by far the greatest in the United States.

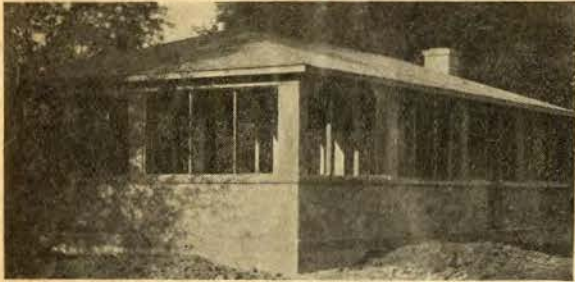
Many complimentary and pleasing remarks were made in regard to the retiring general manager and expressions of regret were made that owing to the condition of his health he had found it necessary to give up the highway work. It was the sincere wish of all that he speedily recover his health and be with us again.

Mr. L. U. Babin—Move that we offer appropriate resolutions for our retiring officers.

Mr. J. K. Martin of Little Falls, nominated Mr. R. B. Millard for general manager.

JEFFERSON HIGHWAY

Mason City—Capacity 200 cars, electric (Pop. 20065) lights, water, shower baths, rest house, shade, free fuel, tables and benches. Next camp north 22 miles, south 18 miles.



Shelter House in Tourist Camp, Mason City, Iowa



Bath and Rest House in Tourist Camp, Mason City, Iowa

Sheffield—Capacity 50 cars, spring water, (Pop. 1106) comfort station, shade, free fuel, tables and benches. Next camp north 18 miles, south 28 miles.



Tourist Camp, Iowa Falls, Iowa

FREE CAMP SITES

Iowa Falls—Capacity 500 cars, electric lights, (Pop. 3954) water, rest house, shade, free fuel, tables and benches. Iowa

Falls, Iowa, an up-to-date city of 4000 inhabitants, is located at the intersections of the Jefferson, Grant and Diagonal highways in the heart of the best farming community in Iowa and in addition is located at the most scenic point on the Iowa river. The beautiful natural timber, its high rocky bluffs and deep canyons and its natural ice cold springs attract many people here for camping and recreation. The river flows directly through the city and affords fishing, boating and bathing in summer and ice skating in winter. The free tourist camping park is located directly on the Jefferson and Grant Highways on a paved street and is in the heart of the city just across the street from garage, market, hotel, grocery, restaurant and only four blocks from the main business district; nevertheless is very secluded. The free camping park is located in a natural



Camping Park on the Jefferson Highway in Iowa

timber, not heavy but affording plenty of shade, has a heavy blue grass sod and is well drained by the natural lay of the land. It is bounded on one side by Rock Run canyon, which is one of the most unique things in Iowa, and on the other side by the Iowa river. The park is equipped with free lights, water, wood for the individual cooking ovens, tables and benches, toilets, and plans are being made for a ladies' rest room, shower baths and other things in 1922. Tourists comment on this being one of the best they find. The Community Club tries to make tourists feel welcome and affords a free tourists information bureau. Next camp north 28 miles, south 26 miles.

Later on Mr. Millard spoke in his own behalf.

Mr. Shepard then said he believed Mr. Judson should be permitted to speak. Also stated he would like to suggest the name of Robert N. Carson of Iowa City for general manager.

Mr. Judson spoke a few minutes, stating that he was not an applicant for the position of general manager.

Mr. J. Luther Taylor discussed the Kansas situation at length, stating that without a doubt Iowa and Kansas would have to have a better route and now was the time to do it; that no Federal aid could be secured on the way the road was now laid out.

Mr. H. H. Shepard moved that the Kansas

matter be laid on the table for the present. Seconded by Mr. Paul Russell. Carried.

Invitation was then read from Mason City to hold next year's meeting of the board at that point. Mr. Frisby moved that the place of the next meeting be left to the advisory committee. Carried.

Mr. Millard then took up the subject of having one man for the Jefferson and one man for the Pikes Peak Highway. He also spoke about the revolving fund.

Mr. W. N. King of Texas also advocated that each highway should have its own manager.

Mr. Geo. E. McIninch of St. Joseph, stated that either plan would be satisfactory to them.

Mr. L. U. Babin moved that a vote of thanks be extended to our retiring officers. Seconded by Mr. Shepard and carried.

Mr. Shepard moved that we continue to co-operate with the Pikes Peak Ocean to Ocean Highway in the Modern Highway and general advertising but in the program of road building, the Jefferson Highway confine itself to its own work. Seconded by Mr. W. N. King. Carried unanimously.

Mr. Jas. E. Comb then called attention to the advertising campaign and stated that he trusted everybody thoroughly understood the program.

Meeting adjourned at 3:55 p. m., January 18, 1922.

Having been appointed special secretary

JEFFERSON HIGHWAY

Zearing—Capacity 50 cars, electric lights, (Pop. 471) water, rest house, shade, free fuel, tables and benches. Next camp north 26 miles, south 17 miles.

Nevada—Capacity 100 cars, electric lights, (Pop. 2668) water, rest house, shade, free fuel, tables and benches. Next camp north 17 miles, south 38 miles.

Des Moines—Capacity 100 cars, electric (Pop. 126468) lights, water, rest house, shade, free fuel, tables and benches. Next camp north 38 miles, south 19 miles.



Tourist Camp, Indianola, Iowa

Indianola—Capacity 200 cars, electric lights, (Pop. 3628) water, shower baths, rest rooms, shade, free fuel, tables and benches. The camp is on the beautiful campus of Simpson College. Next camp north 19 miles, south 53 miles.



In the Tourist Camp, Indianola, Iowa

Leon—Capacity 20 cars, electric lights, (Pop. 2193) water, rest house, shade, free fuel, tables and benches. Next camp north 53 miles, south 9 miles.

JEFFERSON HIGHWAY



In the Tourist Camp, Davis City, Iowa

Davis City—Capacity 200 cars, electric lights, (Pop. 476) water, rest house, shade, free fuel, tables and benches. The

Davis City Park was once a part of a great forest that extended from Decatur County, Iowa, to the mouth of Grand river. It contained such fine trees as the red oak, white oak, swamp oak, white and black hickory, sycamore and ash. Here the red man had his home and was shaded and sheltered by the forest growth. This fine forest land extended as far south as the Missouri river bordered by fine prairie land, presided over by wild flowers. Here the red squirrel and the honey bee had their winter home long before Mr. Bryant was born. Here the Pottawatomie Indians made camp and held their Pow Wows. Such scenes are now gone forever. Where there was once beauty and the silent glade there is now the smell of gasoline and the chug-chug of the motor car. The woodman's ax and the ruthless hand of ignorance have laid waste the most beautiful forest land on the American continent. Seeing the destruction that was being wrought, a few such men as W. F. Craig, J. E. Teal, Uncle Billy Bowman and others, set about to save the remnant of forest land adjoining Davis City. The result of their foresight saved to the little city on the banks of Grand River thirteen acres of primeval forest land. There is not another town on the Jefferson Highway with such a park. We, as citizens of Davis City, are justly proud of this beauty spot, and we invite our friends from everywhere to stop when passing this way and enjoy the sweet scented woodland, and to fish in the running waters. Next camp north 9 miles, south 7 miles.

to legalize the minutes, I certify to the above as being the minutes of the Jefferson Highway Association by the Board of Directors of the Jefferson Highway Association, held at St. Joseph, Mo., on January 17 and 18, 1922.

JAS. F. HARVEY.

GENERAL MANAGER'S REPORT TO DIRECTORS OF THE JEFFERSON HIGHWAY ASSOCIATION, ST. JOSEPH, M., JAN. 17 AND 18, 1922.

Report From Dec. 31, 1920 to Dec. 31, 1921

RECEIPTS

Amount in treasury December 31, 1920..... \$ 3,644.91
Subscriptions to mag...\$ 1,719.50

Advertising in magazine 558.89
Memberships paid..... 15,785.01
Modern Highway refund 9.12
General 5,640.97
Total\$23,713.49 \$23,713.49

DISBURSEMENTS

Pole Marking.....\$ 3,604.58
Office expense..... 5,022.15
Modern Highway..... 4,663.31
Traveling expenses.... 1,393.80
Salaries 5,750.01
General 4,545.77
Total\$24,979.62 24,979.62

Cash balance in treasury December 31, 1921.... \$ 2,378.78
The accounts of the association were examined by Smith, Lovett & Smith, public accountants of St. Joseph, Mo.
We, your duly authorized committee on reports, have examined the report of Smith, Lovett & Smith, and find same to be correct.

JAS. F. HARVEY,
W. N. KING,
W. L. CONNETT.

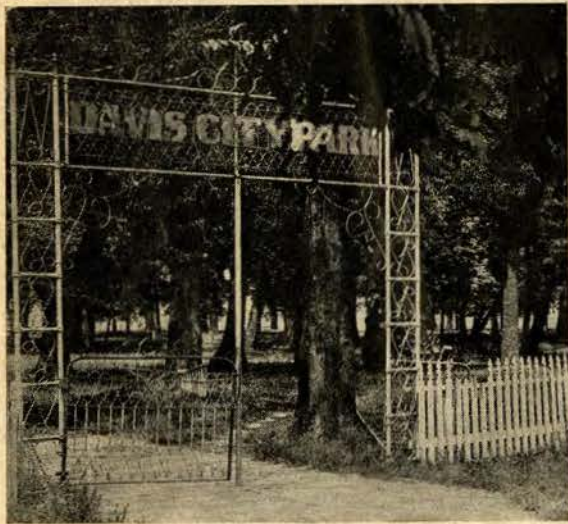
Resolutions

Whereas, 1921 was the hardest year this nation has been through since the organization of the Jefferson Highway Associa-

JEFFERSON HIGHWAY



Shelter House in Tourist Camp, Davis City, Iowa



On the Jefferson Highway in Iowa

Lamoni—Capacity 25 cars, electric lights, (Pop. 1787) water, rest house, shade, tables and benches. Next camp north 7 miles, south 14 miles.

MISSOURI

Eagleville—Capacity 8 cars, water, rest (Pop. 340) house, free fuel. Next camp north 14 miles, south 16 miles.

Bethany—Capacity 100 cars, water, rest (Pop. 2080) house, shade, free fuel, tables and benches. Next camp north 16 miles, south 31 miles.

Stanberry—Capacity 100 cars, electric lights, (Pop. 1864) water, rest house, free fuel, tables and benches. Next camp north 31 miles, south 20 miles.

FREE CAMP SITES

Union Star—Capacity 50 cars, electric lights, (Pop. 434) water, shade, free fuel. Next camp north 20 miles, south 27 miles.

St. Joseph—Capacity 30 cars, electric lights, (Pop. 77937) water, comfort stations, shade, free fuel, tables and benches. Next camp north 27 miles, south 63 miles.

Note—(Winston and Cameron are on the branch between Bethany and Kansas City.)

Winston—Capacity 50 cars, water, comfort (Pop. 460) stations, shade, free fuel, tables and benches. Next camp north 35 miles, south 15 miles.

Cameron—Capacity 100 cars, electric lights, (Pop. 3248) water, comfort station and free fuel. Next camp north 15 miles, south 63 miles.

Kansas City—Capacity 100 cars, electric (Pop. 324410) lights, water, swimming pool, comfort stations, shade, free fuel, tables and benches, shelter tent, watchman. Next camp north 63 miles, south 108 miles.

Nevada—Capacity 50 cars, electric lights, (Pop. 7139) water, comfort stations, shade, free fuel, tables and benches. Next camp north 108 miles, south 52 miles.



Near the Tourist Camp at Carthage, Mo.

Carthage—Capacity 500 cars, electric lights, (Pop. 10068) water, shower baths, shade, free fuel, tables and benches. Located in the Ozarks, "The Land of a Million Smiles," Carthage is the center of a prosperous agricultural region. All the ordinary farm crops do well, but in addition to that, this farming section is especially adapted to fruit-growing. Hundreds of carloads of strawberries are shipped out of this county every year. This is the home of the wonderful Carthage Marble, the "miracle stone,"

tion, and

Whereas, General Manager J. D. Clarkson has shown by his annual report that the highway has prospered and made great progress toward the hoped for goal of a 365-day highway:

Be It Resolved, That a special vote of thanks and appreciation be given him for his efficient handling of the business affairs during the year 1921.

Whereas, General Manager Clarkson advises us that on account of ill health, his doctors have ordered him to discontinue any confining or strenuous work, and

Whereas, He has been with the Jefferson Highway ever since its conception, and

Whereas, It has been largely through his

energy and interest in the project that our dream has been largely realized, and

Whereas, It is with deep and sincere regret that we must accept his decision to sever his connection with the Jefferson Highway Association:

Be It Resolved, That we do so with regret and deep appreciation of the service rendered, wishing for him an early return to health and in order that we may not be entirely deprived of his future guidance and council, and as a token of our deep love and affection for him, we, your Resolutions Committee, recommend to this convention that he be elected a life member and be declared a life director of the Jefferson Highway Association.

Whereas, The Jefferson Highway is now known from coast to coast, as well as from the Dominion of Canada to the Gulf of Mexico:

Be It Resolved, That it is the sense of this meeting that a special effort be made during the ensuing year to advance it to full completion.

Whereas, The City of St. Joseph, through its civic and commercial organizations, have entertained us wonderfully and treated us royally,

Be It Resolved, That a special vote of thanks of our sincere appreciation be tendered the press for its detailed reports of our deliberations and to the Chamber of Commerce, Automobile Club, Rotary Club and

JEFFERSON HIGHWAY



In the Tourist Camp, Carthage, Mo.

recognized by architects everywhere as one of the finest building materials in the world. Great deposits of this stone are found here and it is quarried, dressed and shipped to all



On the Jefferson Highway in the Ozark Country, Mo.

parts of the world. The beautiful state capitol at Jefferson City, costing \$3,500,000 is built of Carthage Marble. Carthage is an ideal home town. Carthage is the northern gateway to the Ozarks. Next camp north 52 miles, south 9 miles.

Carterville—Capacity 10 cars, water, comfort stations, shade and free fuel. Next camp north 9 miles, south 51 miles.



On the Jefferson Highway in Kansas

FREE CAMP SITES



In the Tourist Camp at Osawatomi, Kansas



Near Tourist Camp, Osawatomi, Kansas

KANSAS

Osawatomi—Capacity 300 cars, electric lights, natural gas, water, swimming pool, comfort stations, shade, free fuel, tables and benches. Next camp north 62 miles, south 32 miles.



Boating Scene Near Tourist Camp, Mound City, Kansas

their ladies for their cordial hospitality.

J. McW. FORD,
J. K. MARTIN,
MRS. W. H. THOMAS,
Resolutions Committee.

E. H. Frisby, President,
Bethany, Mo., U. S. A.
My dear Frisby:

Upon my return to the city a few days ago after three months' absence in Europe, I have received notice of the Annual Meeting of the Jefferson Highway Association, to be held in St. Joseph in January next. I very much regret that it will be quite impossible for me to attend the meeting. Our Legislature meets on the 12th of January and it

will require my whole time for the next three months. I would like to ask you to convey my personal regards to the directors I previously met, and to wish the association all manner of success and prosperity in the future.

Yours very truly,
THOS. H. JOHNSON.

Ezra H. Frisby, President,
Jefferson Highway Association,
Bethany, Mo.
My dear Sir:

I regret that it will be impossible for me to attend the annual meeting of the Board of Directors of the Jefferson Highway, January 17th and 18th.

I hope your meeting will be well attended and hope that the year of 1922 may be a prosperous year for the Jefferson Highway. Sincerely yours, LAFAYETTE YOUNG.

Mr. J. Luther Taylor, Civic Director of Pittsburg, Kansas, writes:

"We have the full appropriation now from the government for the completion of this road through Crawford County, except about \$17,000. I think it is something like \$450,000 that we have been appropriated and it sure does make us feel good that we are getting this without having any more of a fight for it than we have had to make, and I think that other \$17,000 will come, too, before long."

JEFFERSON HIGHWAY



John Brown's Cabin, Osawatomie, Kansas

Mound City—Capacity 100 cars, electric lights, water, swimming in Sugar Creek nearby, comfort stations, shade, free fuel, tables and benches. Next camp north 32 miles, south 26 miles.



Swimming Pool, Osawatomie, Kansas

Fort Scott—Capacity 200 cars, electric lights, bathing, comfort stations, shade, free fuel, tables and benches natural scenery and lake. Next camp north 26 miles, south 35 miles.



In the Tourist Camp at Fort Scott, Kansas

FREE CAMP SITES

Pittsburg—Capacity 60 cars, electric lights, water, comfort stations, shade, free fuel, tables and benches. Part of 400 acre Municipal Park, Band concert Thursday evenings during summer months. Next camp north 35 miles, south 66 miles.



Tourist Camp, Pittsburg, Kansas

OKLAHOMA

Welch—Capacity 25 cars, water, comfort stations, shade, free fuel, tables and benches. Welch, Craig County, Okla., is situated on the main line of the M. K. & T. railroad, ten miles south of the Kansas State line; is located on the Jefferson Highway, K. T. (King of Trails), and the Ozark Trail, between Joplin, Mo., and Vinita, Okla., and 14 miles west of Miami, Okla. Welch is a city of 1100 inhabitants, located in the center of the biggest coal fields in the United States, in which extensive developments are under way at the present toward opening up mines all around the city. She possesses three filling stations, three garages, a tourists' registry station at the Welch Oil Co.'s filling station. Welch has just completed the first process in the way of an auto tourists' Camp in the Park, where tourists may find running water, gas and every convenience for comfort with shade trees and plenty of room for as many tourists as may want to stop for a night or more, two blocks south of the Welch Oil Co.'s filling station. The tourist always finds a welcome in Welch, and is cordially requested to make himself at home here as long as he desires. This is also the stopping place for soldiers on their way to and from Camp Pike

J-H Government Highway?

The Jefferson Highway may be a government highway within the near future, if the Osceola, Iowa, Tribune is right in its conjectures. The highway runs from New Orleans to Winnipeg through the center of the United States, and is ideally situated for such a road. The Tribune bases its statements on rumors and actual information which has come to it within the last few weeks. A government engineer in the employ of the government primary road projects was in Osceola making surveys and when he left he gave out information which

leads the Tribune to make the above statement. The government plans for national roads embrace six main arteries of travel. One road will follow the Atlantic coast line. Another, possibly the Jefferson Highway, will run from the Gulf of Mexico to the Canadian boundary. Still another is to go from Main along the border of Canada to the State of Washington. One more is to cross the United States, east to west, going through centrally located cities, probably the Pikes Peak Ocean to Ocean Highway. The sixth highway will probably cross the states along the Mexican border and the gulf states. The Jefferson Highway is one of the oldest and best international highways in the United States, and is well

improved along much of its route, with many other improvements in process of making.

Several million dollars have been spent on parts of it during the last year, and even more expenditures are in prospect. The travel over it at present is perhaps more than that over any other highway running north and south in the United States, and should it be established as a primary government road, this of course would be much increased. The fact that the government is considering it as one of its primary roads should indicate to all its importance as one of the really important highways. The value of having it named as a government road is apparent to everyone.

JEFFERSON HIGHWAY



Tourist Camp, Welch Oklahoma

and Houston, Texas, to Kansas City and Omaha who are always accorded the use of the park for camping. Next camp north 51 miles, south 20 miles.

Vinita—Capacity 100 cars, electric lights, (Pop. 5010) water, comfort stations, shade, free fuel, tables and benches. Next camp north 20 miles, south 31 miles.

Pryor—Capacity 25 cars, electric lights, (Pop. 1767) water, comfort stations and shade. Next camp north 31 miles, south 42 miles.

Muskogee—Capacity 200 cars, electric lights, (Pop. 30277) water, shower baths, comfort stations, natural gas for fuel, shade, tables and benches, inside screened in room. Man in charge of park. Next camp north 42 miles, south 70 miles.

Alvester—Capacity 75 cars, electric lights, (Pop. 12095) water, shower baths, comfort stations, shade, natural gas for fuel, tables and benches. Next camp north 7 miles, south 46 miles.

Capacity 100 cars, electric lights, shower baths, comfort stations, shade, free fuel, tables and benches, and pavilion for use in case of emergency. Okla., the town where the first treaty dissolved all Indian government and their lands was made. Splendid homes, splendid homes, splendid homes. Its educated and cultured people attend to the tourists. Come to its camping grounds. Next camp north 46 miles, south 46 miles.

AS

Capacity 100 cars, electric lights, shower baths, comfort stations, shade, free fuel, tables and benches.

JEFFERSON HIGHWAY

benches. Camp in Munson Park of 140 acres contains large lake with fine bathing facilities. Next camp north 61 miles, south 60 miles.

Wolfe City—Twenty-one acres, electric lights, (Pop. 1859) water, comfort stations, shade, free fuel, tables and benches. Next camp north 60 miles, south 49 miles.

Sulphur Springs—Seventy acres, water, (Pop. 5558) swimming pool, comfort stations, tables and benches. Next camp north 49 miles, south 44 miles.

Mt. Pleasant—Capacity 100 cars, electric (Pop. 4099) lights, water, comfort stations, free fuel, shade, tables and benches. Mt. Pleasant is a city of 4100 people. It is the center of the famous fruit and vegetable-growing counties of Texas. The people are hospitable and extend the welcome hand to strangers. The Chamber of Commerce has its office in the City Hall Building. Our city is well equipped with hotels, restaurants and garages, capable of caring for all the public. We have beautiful Dellwood Park, noted for its famous waters and camping grounds for all tourists. Next camp north 44 miles, south 12 miles.

Pittsburg—Capacity 200 cars, water, com- (Pop. 2540) fort stations, shade, free fuel, tables and benches. Next camp north 12 miles, south 280 miles.

LOUISIANA

Alexandria—Capacity 30 cars, electric lights, (Pop. 17510) water, shower baths, comfort stations, shade, free fuel, tables and benches, hunting, fishing, hot wells, golf links, etc. Next camp north 280 miles.



On the Jefferson Highway in the Ozarks

The Jefferson Highway a Great Route

(From The Joplin, Mo., Globe)

The Jefferson Highway is many things to many men. To the casual observer who has heard the name, it is one of the several of the great highways of the country.

To the person who has followed its course, traveling in an automobile far from home, into a strange country, guided by its 26,000 marks and 2,000 signs, it assumes a distinct individuality and, in the mind of that traveler, it becomes the great international highway of this continent, for, if he follows those marks to the northern terminal, they will lead him across the border of the United States and many miles into a foreign, but very friendly land, to the city of Winnipeg in the province of Manitoba.

As he proceeds on his course whether north or south, he will soon perceive that, in addition to the standard markings of blue and white with the monogram J. H., there are other markings of great interest to him which will add much to the pleasure and convenience of his trip.

Just before reaching a turn, he may see on the blue and white marks, instead of the monogram J. H., the letter R. or L., advising him although the road may run straight ahead, the Highway turns to the right or left as indicated by the letter R. or L. At intervals, he will see a letter D. or X., giving warning that he is approaching a dangerous place in the road or a railroad crossing. At other intervals, he will see enamel signs bearing the design of a palm tree on the south end and a pine tree on the north end with the words Jefferson Highway, and he concludes he is on the Jefferson Highway which reaches from pine to palm.

By the time he has traveled a few hours, following these marks and signs, he perceives they are a great convenience. If he travels through several states, he will note they are the same in Minnesota as in Louisiana—in Iowa as in Texas. And if, per chance he has written to the Jefferson Highway Association headquarters at St. Joseph, Mo., for information or visited any one of its more than 200 information offices, he will have received, without any cost to himself, strip maps showing in detail the entire 3,600 miles of road between New Orleans and Winnipeg; the names of 263 cities and towns on the Highway; the total and intermediate mileage, together with location of free camping places, hotel and garage accommodations, enabling him to lay out his trip intelligently.

By this time, the Jefferson Highway has become something more than just a name. It has assumed an entity all its own and the traveler, when at the end of his day's trip, has availed himself of one of its scores of free camping places, supplied with camp houses and, in many cases, with free baths, or when comfortably quartered in a hotel for the night, may wonder how all this came about—may be curious to know what good fairy or busy genii have bestowed themselves in his behalf, unsolicited.

To the people who live on the Jefferson Highway, but have taken no active part in its promotion, it is just accepted as a project of more or less benefit to them, without taking the trouble to analyze it or understand it.

Thus, to the several thousand members, the Jefferson Highway has become an intimate and valuable instrument for the betterment of their financial, social and educational interests, as it pours through various communities each year, an ever increasing stream of automobile travel, the total bulk of which may be divided into three classes, 3 per cent being home seekers, 7 per cent being investors and 90 per cent being just plain tourists seeking to have a good time. All of them have money to spend, which contributes to the financial well being of the highway communities. Many are pleasant people to know, which contributes to the social welfare of the highway communities,

and some have valuable information to impart, which contributes to the educational interests of the highway communities. In this connection, it must not be supposed that the Jefferson Highway territory is like a sponge—absorbing but not giving anything in return. Welding this trinity together in one expression, the Jefferson Highway has already become an invaluable instrument of national patriotism and international comity.

In 1917, the premier of Manitoba and the mayor of Winnipeg made a tour, at the invitation of the association, over the Jefferson Highway from Winnipeg to New Orleans in eighteen days, stopping at all cities and principal towns, to meet and talk with the people. Upon returning to Winnipeg the premier, T. C. Norris, was called upon to tell of his trip by a score or more of the business and civic clubs of that city and province. In summing up his experiences, he said: "It was a wonderful trip; a post graduate course in the manners, customs and thoughts of a neighboring nation, under the most favorable conditions in the very homes of the people. Day after day, week after week, Sunday or week day, it mattered not, we were received everywhere with open manifestations of interest and friendship. It was an experience never to be forgotten and I fear never to be duplicated, unless a similar trip can be arranged in the future."

In 1919, at the invitation of the association, the governor of Louisiana, the mayor of Shreveport and a score or more of other southern citizens, made a trip over the Jefferson Highway from New Orleans to Winnipeg. They, too, were profuse in their expressions of the educational and social values of the highway. In Iowa, the governor gave expression to the patriotic values of this great international road.

At Pleasant Hill, Louisiana, the highway passes over the ground where the Civil war battle of Pleasant Hill was fought, in which some Iowa troops were engaged. At Mason City, Iowa, within fifty feet of the highway, in the public park, where Governor Pleasant was addressing the citizens, a monument has been erected to the memory of the Iowa soldiers who fell at the battle of Pleasant Hill. Turning to the monument and referring to the patriotic value of the Jefferson Highway, Governor Pleasant said: "Had this great highway, and others extending north and south, been organized and in use by the people in 1850, enabling the people to pass freely from one state to the other and exchange views as we are doing here today, this monument to the memory of the brave men from Iowa who fell at the battle of Pleasant Hill in my state need never have been erected, for there would have been no battle of Pleasant Hill, because there would have been no Civil war."

The international character of the Jefferson Highway was made increasingly apparent in 1920. In that year it became necessary for the cotton growing interests of the south to send a representative to England. It so happened that the man selected was Walter Parker of New Orleans. It was a coincident only that Mr. Parker happened to be the one who had called the convention which organized the Jefferson Highway in 1915 in New Orleans and was, at this time, vice president of the Jefferson Highway Association. Upon arriving in London, it became necessary for Mr. Parker to have an interview with the cabinet minister of the British empire having charge of cotton imports and manufacture. In telling of that part of his interview relating to the Jefferson Highway at the next board meeting of the association, Mr. Parker said: "In the few moments generally allotted to getting acquainted in such interviews, the gentleman said to me, 'By the way, I see that cotton is not the only subject in which you are interested,' and opening a folder, he produced a map of the Jefferson Highway

and data concerning the same. He continued, 'I learn from these that you are promoting a highway enterprise of some magnitude from New Orleans into our Dominion of Canada. You see we keep in quite close touch with these international affairs, welcome and co-operate with any efforts of this character which make for international amity.' Which statement was of immense interest to me."

Thus the Jefferson Highway has made a place for itself in the affairs of men to levy tribute, dispense benefits, be the subject of loyal support and favorable comment and the object of adverse criticism, in accordance with the custom of men, depending on their viewpoint, their interest and their understanding.

To the people who are trying to promote similar projects elsewhere in the United States, it is accepted in many of its achievements as a model to study, being the first of its kind to attain results, by studying and putting into practice certain well known and time tried business principles and methods used successfully in other lines of endeavor.

But to the people who have made it possible for the stranger to proceed by automobile through seven states and one province—through eighty-nine counties, parishes (in Louisiana) and municipalities (in Canada), through 263 cities, towns and villages in the United States and Canada, the Jefferson Highway assumes a much closer relation to their every day affairs and to their eventual prosperity. This class consists of nearly 5,000 people, living between Winnipeg and New Orleans who have banded themselves together under the name Jefferson Highway Association (a voluntarily organization) to perform a much needed public service, the need of which became increasingly urgent as the use of automobiles increased to such amazing numbers.

After much study and research, which involved the principles and methods of the Associated Press, the great department stores, the line stores like Woolworths, the fruit sellers' organizations, like the Sun-Kist Orange Company, the great state fairs, national baseball and golf, it was ascertained they had blazed the way for a successful highway organization. As the automobile builders had solved all the chief problems of the automobile buyer, leaving it necessary only for the buyer to choose his make of car and learn to drive it, so these great enterprises which represented the last word in their particular lines of development had solved all the chief problems of highway promotion, leaving it necessary only to choose the principles and methods to be used and learn how to combine into an efficient co-operative organization.

The man who follows the Jefferson Highway marks and signs for hundreds of miles through the heart of the great continent of the globe, notes the enormous road construction that has been completed in the last five years, in many cases the highest type of pavement, hundreds of miles of well planned and equipped on every hand even in the most remote communities, evidence of the fact that the Jefferson Highway, but as he has never onward till bay country or learns little of were put together centralized in

An intensive amusement and referred to above cause the great true purpose of business, amusement study soon reverse and suggest application to the