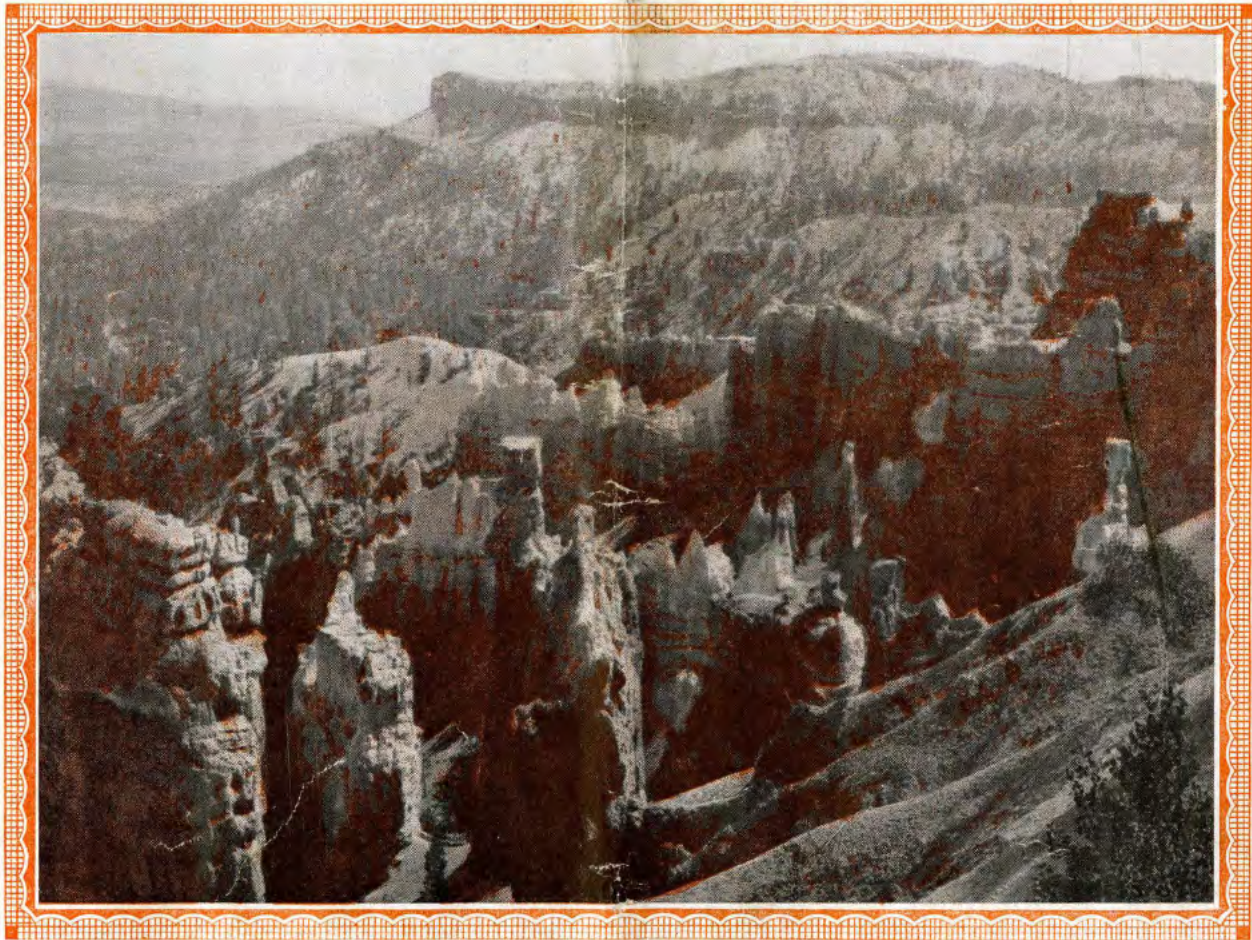


The Modern Highway



Published Monthly by JEFFERSON and PIKES PEAK HIGHWAY ASSOCIATIONS at St. Joseph, Mo.

SEPTEMBER-OCTOBER, 1921



Price Canyon in Utah, One Day's Trip From Pikes Peak Ocean-to-Ocean Highway

CONSTITUTION AND BY-LAWS

Jefferson Highway Association

Revised and Adopted at Annual Meeting, St. Joseph, Mo., January 19, 1921.

ARTICLE I—Organization.

Section 1—The permanent organization of the Jefferson Highway Association consists of president, vice-president, secretary and treasurer.

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

Section 3—The General Officers, with the vice-president and the three directors from each state, shall form the Board of Directors of the Jefferson Highway Association. (Note Article 17).

ARTICLE II—Method of Permanent Location.

The General Manager, subject to the approval of the Advisory Board of the Jefferson Highway, shall determine the permanent route in each and every state subject to the following conditions: An appeal may be taken from this decision by interested parties directly to the International Board, whose decision shall be final.

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

ARTICLE III—Organization.

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

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

Section 3—Office—Offices of the Jefferson Highway Association shall be located in any place that the Board of Directors of the Jefferson Highway may designate. (Note Article 17).

ARTICLE IV—Memberships.

- 1—Annual Memberships \$5.00 each, payable.
- 2—Touring Memberships \$10.00 each, annually in advance.
- 3—National Memberships of \$25.00 each, to be paid in five equal installments, annually in advance.
- 4—International Memberships of \$50.00 each, to be paid in five annual installments in advance.
- 5—Supporting Memberships of \$100.00 each, to be paid in five equal annual installments in advance.
- 6—Life Memberships of \$250.00 each, to be paid in five annual equal installments in advance.
- 7—Counselor's Memberships of \$500.00 each, to be paid in five equal annual installments in advance.
- 8—Founders Memberships of \$1,000.00 each, to be paid in five equal annual installments in advance.
- 9—Endowment Memberships of \$10,000.00 each, to be paid in five equal annual installments in advance.

ARTICLE V—Officers.

The officers of the General Association shall consist of a president, vice-president, secretary and treasurer. (Note Article 17).

ARTICLE VI—Board of Directors.

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

ARTICLE VII—General Executive Committee.

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

The duties of the General Executive Committee shall be to consider and pass upon all

matters laid before them by the president or vice-president or any member of the committee.

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

ARTICLE VIII—Election.

The election of the president, vice-president, secretary and treasurer shall be made by the Board of Directors at their annual meetings as hereinafter provided.

ARTICLE IX—County Association.

There shall be maintained a County Association in each county through which the Jefferson Highway passes, by the members making up the allotted quota of that county of which the officers shall consist of chairman, vice-chairman, secretary, treasurer and three advisory members.

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

ARTICLE X—County Convention.

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

ARTICLE XI—State Convention.

The state vice-president shall issue a call for a state convention to be held prior to the annual meeting of the International Association of each year and in said call shall be designated the time and place of said meeting. Said notice shall be given in writing at least ten days prior to said meeting. In the event the vice-president fails to make the call, such call shall be made by the directors of the state. Whenever a state organization or a state vice-president or state directors fail to perform their full duty or duties to the Jefferson Highway Association, the General Manager, with the approval of the president, may reorganize such state organization and report such reorganization to the next annual meeting of the Board of Directors.

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

The state convention shall be composed of the delegates elected from each county convention, the civic delegates provided in Article 17, and the State Board of Directors. Each county delegate shall have one vote in the election of the state vice-president and three directors and on other matters coming before the state convention.

Each state convention is empowered to provide for its organization and for the annual election of a state vice-president and three state directors. These four officials and the civic director or directors shall constitute the State Executive Committee of which the vice-president shall be chairman.

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

ARTICLE XII—Meeting of Board of Directors.

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

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

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

The Board of Directors shall meet annually. Said meeting shall be held on the third Tuesday in January at which time the annual election of officers shall be held; a called meeting may be held if deemed necessary. Said call to be issued by the General Manager subject to the approval of the Advisory Board and any business of the Association may be transacted. The

date of said meeting shall be set at least thirty days in advance of said meeting.

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

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

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.

ARTICLE XIII—Special Meeting.

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

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

ARTICLE XIV—Duties of Officers—President.

The president shall preside at all meetings of the Board of Directors, General Executive Committee and the General Association. The president with the secretary shall execute all papers of record requiring a corporate seal. No contract or obligation shall be entered into involving an expenditure of over \$200 without the consent of the Executive Committee, Board of Directors or the Advisory Committee.

Vice-President.

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

Secretary.

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

Treasurer.

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

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

The treasurer shall furnish a written copy one of which shall be furnished to each director. This report shall be properly audited by public accountant prior to each annual meeting and properly filed.

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

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

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

ARTICLE XV—Vacancies.

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

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

ARTICLE XVI—Amendments.

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

ARTICLE XVII—Civic Membership.

Section 1—There is hereby created two additional memberships in the Jefferson Highway Association. (Continued on Page 7).

The Modern Highway



Formerly "JEFFERSON DECLARATION"

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Volume 6

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Numbers 8-9

COLORADO STATE MEETING

The Colorado Division of the Pikes Peak Ocean-to-Ocean Highway Association is called to meet on Wednesday, October 19, 1921, at the Chamber of Commerce rooms in Colorado Springs at 1 p. m. sharp.

The persons named herein constitute the officials of the Association for the State of Colorado.

This Association is strictly a home rule organization and this is well adapted to the genius of Americans for self-rule through a representative form of government.

The officials named herein function as follows:

The duties of the three state delegates named herein for each county are to attend the next state convention, and take part in transacting such business as will come up for attention concerning the Highway in Colorado and take part in the election of four Colorado state directors, who shall represent Colorado on the national board of directors of the Pikes Peak Ocean-to-Ocean Highway Association.

The national board, made up of four directors from each of the twelve states and civic directors from certain cities through which the Highway passes, is the supreme law-making body of the Association.

The county committees named herein have charge of local road conditions. It will be their duty to see their particular portions of road are kept in the best possible condition for travel, either through their own efforts, or preferably by calling the attention of the proper township, county or state road officials to the matter. Failure to repair, drag, keep bridges and culverts in good condition and to place proper detour signs should receive their special attention.

As this is the first meeting to be held in Colorado since the reorganization of the Highway and as concrete plans, covering the next five years will be discussed and adopted at this meeting, it is of the utmost importance that every person named herein as a state delegate should be present.

In the event of it being impossible to attend, then a proxy, who must be a member of the Association, should be named who should attend, as any failure of any county to have its full voting representation on hand may result in loss of business and prestige for the next five years.

The Association will pay round trip mileage on the railroads, or at the same rate to parties going in automobiles.

As the convention will not be called together till one o'clock, owing to arriving time of trains, it is suggested that the delegates from as far east as Flagler and from as far west as Buena Vista go in automobile if weather and road conditions permit.

Some counties are planning to send delegations, with half vote for each delegate.

In that event the mileage for three delegates will be divided among those attending.

Some of the counties are planning to get a national director. Your county is just as much entitled to one as any other. Why not go after it?

The customary courtesies will be extended by the City of Colorado Springs, the home of E. E. Jackson, or General Secretary.

Signed: J. D. CLARKSON, Gen. Man.
Pikes Peak Ocean-to-Ocean Highway Assn.
Colorado Springs, Colo.
October 8th, 1921.

COLORADO STATE DELEGATES AND COUNTY COMMITTEEMEN

KIT CARSON COUNTY

State Delegates

Chas. W. Miller.....Burlington
Arthur S. Freidman.....Stratton
L. O. Farquahr.....Flagler

County Committeemen

Louis Vogt, Chairman.....Burlington
Henry G. Haskin.....Burlington
R. McCracken.....Stratton
Mark Waynick.....Vona
Clyde H. Tavenner.....Seibert
Gust. Westman.....Flagler
Thos. Z. Ness.....Bethune

LINCOLN COUNTY

State Delegates

Jas. A. Moran.....Ariba
John Forlow.....Genoa
J. Ray Smith.....Limon

County Committeemen

R. O. Huchins.....Ariba
Thos. Tuttle.....Ariba
Ralph Gilman.....Bovina
Jess Shyrack.....Genoa
G. W. Hicks.....Genoa
Marley Brown, Chairman.....Limon
Thos. Cope.....Limon

ELBERT COUNTY

State Delegates

E. E. Gray.....Simla
J. O. Grimes.....Matheson

County Committeemen

O. M. King, Chairman.....Simla
H. M. Alexander.....Simla
H. M. Grazier.....Simla
J. H. Spaid.....Simla
O. M. White.....Matheson

EL PASO COUNTY

State Delegates

J. M. Bradshaw.....Peyton
O. P. Snider.....Manitou
J. M. Wilson.....Green Mountain Falls

County Committeemen

D. O. Moberly, Chairman.....Calhan
E. N. Wright.....Calhan
O. H. Jones.....Peyton
E. J. Moreland.....Peyton

J. Frank Campbell.....Manitou
O. P. Snider.....Manitou
B. H. Wertz.....Green Mountain Falls

TELLER COUNTY

State Delegates

Cobb Carroll.....Woodland Park
W. L. Turner.....Divide
Geo. W. Lee.....Florissant

County Committeemen

Mr. Foster, Chairman.....Woodland Park
(Cobb, Caroll & Foster)....Woodland Park
A. D. Hackman.....Woodland Park
W. L. Turner.....Divide
Geo. W. Lee.....Florissant

PARK COUNTY

State Delegates

Thos. W. Baird.....Lake George
Hollis R. Mills.....Hartsel

County Committeemen

J. B. Ryan, Chairman.....Lake George
B. P. Becknell.....Lake George
E. C. Kinsley.....Lake George
John Lundberg.....Lake George
A. L. King.....Hartsel
H. M. Locke.....Hartsel
E. Kleinknecht.....Hartsel

CHAFFE COUNTY

State Delegates

G. K. Hortenstein.....Buena Vista
Geo. M. Pyle.....Buena Vista

County Committeemen

G. K. Hortenstein, Chairman...Buena Vista
Thos. R. Bay.....Buena Vista
Geo. M. Pyle.....Buena Vista
O. S. Mason.....Buena Vista

LAKE COUNTY

State Delegates

Ezra Dickenson.....Leadville
Warren G. West.....Leadville
F. W. Henson.....Leadville

County Committeemen

E. M. Dickerman, Chairman.....Leadville
F. W. Henson.....Leadville
Warren G. West.....Leadville
Frank E. Brown.....Leadville
Wm. Harvey.....Leadville
Clyde O. Helter.....Leadville
Robt. McKenzie.....Leadville

EAGLE COUNTY

State Delegates

C. M. MacMillan.....Wolcott
O. M. Baker.....Eagle
F. V. Burbank.....Minturn

County Committeemen

O. W. Daggett, Chairman.....Red Cliff
L. C. Summers.....Red Cliff
C. S. Merrill.....Wolcott
E. J. Bindley.....Eagle
Harry S. Dickerson.....Eagle
J. P. Oleson.....Gypsum
W. E. Cooper.....Minturn

GARFIELD COUNTY

State Delegates

E. E. Lucas.....Glenwood Springs
H. O. Switzer.....Glenwood Springs
E. M. McLearn.....Rifle

County Committeemen

H. O. Switzer, Chairman..Glenwood Springs
W. G. McDonald.....Glenwood Springs
C. M. Keck.....Glenwood Springs
J. R. Davis.....New Castle
Leslie H. Hall.....Silt
H. Glan.....Rifle
J. Goodrich.....Rifle

The names of the state delegates and county and civic committeemen from Mesa County, Grand Junction and Colorado Springs had not been reported at the time of going to press.



Before and After—Road Building in the Mountains Is No Simple Task, But It Can Be Done.

Utah State Meeting

The organization meeting of the Utah State division of the Pike's Peak Ocean-to-Ocean Highway Association was held at the Johnson Hotel at Richfield, Utah, September 17th, 1921.

Before turning the meeting over to the delegates from the various counties, Mr. J. D. Clarkson, Manager of the Pike's Peak Ocean-to-Ocean Highway Association, explained that the purpose of the meeting was the election of a Board of Directors for Utah.

Mr. Clarkson further explained that this organization was temporary in the sense that only four counties in the State of Utah being represented, it is expedient that the other counties through which the highway is to extend shall have opportunity to enter the organization at such time as the organization of these counties shall have been completed.

In turning over the meeting to the delegates from the counties represented, Mr. Clarkson appointed Mr. A. J. Lewis of Salina, Sevier County, as temporary chairman of the meeting and Mr. J. G. McBride of Cisco, Grand County, temporary secretary.

In taking charge of the meeting, Chairman Lewis entertained a motion from Alonzo Brinkerhof of Emery County that a ten minutes recess be taken that the delegates from the various counties might caucus among themselves for the purpose of each county

delegation selecting one member who shall be nominated for director. This motion was duly seconded and carried unanimously upon being put to a vote.

At the conclusion of the caucus, the chairman again called the convention to order, stating that nominations for director were in order.

A peculiar situation having arisen over the fact that the designated highway enters Emery County in its northern portion thence into Carbon County, then through a portion of Carbon County and back into Emery County and proceeding through its western part into Sevier County, it was deemed advisable after a full discussion that Emery County be allowed two directors, each having one half vote in the national convention. No opposition to this plan developing among the delegates, the following nominations were made:

George Franz, Green River, Emery County by Mr. Tomkins.

E. H. Ducett, Emery, Emery County by Mr. Alonzo Brinkerhof.

L. J. Loyd, Price, Carbon County by Mr. Geo. M. Miller.

A. J. Lewis, Salina, Sevier County by Mr. Keppler.

J. G. McBride, Cisco, Grand County by Mr. D. T. Baldwin.

There being no further nominations and no opposition to the nominations presented, Mr. Geo. M. Miller of Carbon County made a motion that as there was no opposition to

these nominees, the Secretary be instructed to cast one ballot for each nominee, duly electing him director. This motion was seconded by Mr. Blair of Thompson, Grand County and being put to vote, unanimously carried.

The Secretary formally cast the ballots duly electing the following directors of the Utah State Division of the Pike's Peak Ocean-to-Ocean Highway Association:

George Franz, Green River, Emery County.

E. H. Ducett, Emery, Emery County.

L. J. Loyd, Price, Carbon County.

A. J. Lewis, Salina, Sevier County.

J. G. McBride, Cisco, Grand County.

The newly elected directors immediately retired and after a brief discussion as to the proper member to become Vice President, it was unanimously decided that Mr. A. J. Lewis should have that honor. The motion being duly put and seconded, A. J. Lewis of Salina, Sevier County, was elected Vice President of the Utah Division of the Pike's Peak Ocean-to-Ocean Highway Association.

Mr. Lewis again took the chair. The county delegates upon being informed by the Secretary that Mr. Lewis had been elected, various delegates called upon him for a speech.

Mr. Lewis responded in a short speech of acceptance urging all in attendance to expend their utmost efforts in furthering the good of the Association and pledging his support to any move which would attain that end.

Many short talks from the delegates came next, in all of which the speakers were very enthusiastic over the prospective highway and its vast possibilities for the development and enrichment of the various counties through which it passes.

A motion to adjourn was made by Lake Young of Price and seconded by J. G. McBride. Upon being put to a vote, the motion carried unanimously and the meeting adjourned, subject to the call of the Vice President.

A. J. LEWIS, Vice President.

J. G. McBRIDE, Secretary.

In Illinois

By OTTO HIPPELHEUSER,
Publisher The Hume Record.

The measure of prosperity of any community will be greatest when that particular community creates new business—honest business. So it is with Hume, Ill., that thriving little village on the Pikes Peak Ocean-to-Ocean Highway (the Pershing Transport Route), which has become the greatest national highway from coast to coast and is now traveled more than any other highway in the United States. When our congenial friend, Mr. John M. Walshe, assistant general manager of this greatest of all tourists routes asked us to give a write-up for the next issue of the "Modern Highway," expounding the greatness of the Illinois corn belt and the fertile prairies surrounding the home city of Mr. George W. Hughes, father of the great ocean-to-ocean route, we hesitated for sometime, fearing that we could not do our community justice and make plain to our neighbors and fellow countrymen from coast to coast the untold advantages that the opening of this highway and the eventual paving of the same has already brought to our very doors and will bring to us during the next half century or so yet to come.

But as we have started in to boost our towns and our community we may as well admit that since Mr. Walshe visited our burg and delivered his wonderful lecture and presented the concrete and undisputable facts, everybody in Illinois, from east of the Mississippi River to the banks of the beautiful Wabash in Indiana, is a ocean to ocean highway booster. We here in Hume and Metcalf, attached our names to the charter membership rolls of the highway association, better than 200 per cent over the top, and are still going. The village board and township officials have secured a splendid tourist camping ground in the heart of the city, fronting the great Pershing trail. The location is ideal, with deep wells, plenty of shade, camping and cooking facilities and everything needed to provide comfort and good cheer to the hundreds of tourists who weekly pass through our city, spending their money liberally and bringing greetings to our very doors from every state in the union and from the two mighty oceans.

What is true in Hume and Metcalf, is true in every section of the country and in every town and hamlet. In order to keep affairs going, a community must be up and doing, using its best resources and the brains and thinking facilities of its people, and the degree of results depends upon the extent to which we succeed in stirring up things. If all activities in a community were suddenly to cease, everything would come to a standstill in a short time. Business would cease and a town would become a graveyard. If there would be nothing stirring everyone would have the same amount of money or stock of goods on their shelves, but no one would be the richer. Money is merely a medium of exchange, but if there are no exchanges, no new life added to a community, it becomes simply so much inert metal of no use to anyone—excepting possible as sinkers for fish line, if enough energy were left to fish; or as weights to hold down the eyelids of the dead, provided in such a general state of lethargy any such office were performed for the departed.

Money, to do good, must circulate. And that's the point we want to reach. Tourists that travel from coast to coast are spenders—liberal spenders, we find, and every town and village through which these tourists pass profit greatly by their visits. Not only the garages, hotels or restaurants profit, but all other lines of business share in a large measure directly or indirectly, from every auto party that travels the great Pershing route. Everybody shares in the dimes and dollars these visitors leave behind. And all

will continue to share in this new enterprise—we may well call it. There will be new business every day and every night. The tourists will continue to travel day after day throughout the year. Not a day passes in the coldest winter, but what some tourists greet every town along the highway. The American people are traveling with a mighty pace—traveling not by train or steamboat—but by motor, clad in khaki and overalls, prepared to endure the hardships that may overtake them on the highway and the elements of the weather.

In times past tourists sought the bigger cities for hotel accommodations, at the same time passing up the small towns and the cross road taverns. Now it's different. No more high priced or highly polished hotels for the tourists. It's the beautiful out-doors for them. No more dress parade stuff around the hotel lobbies and pink tea parties. Nearly all of them carry their camping outfits with them and slip out of their khaki's when night overtakes them and they seek a few hours of rest. When dawn comes, it's into the khaki again and after a hurried breakfast of their own cooking, they are off for the nearest store to again stock up the family larder for the day's cruise.

And right here is where the small towns profit most. The tourists seek rest after a hard day's travel. They desire recreation on the village town lot, with the breath of the new mown hay and the pure air all about them. And while guests of the small town folks the tourists spend liberally in everything needed. They are willing to pay a fair price that will net the merchant a living profit. And we all well know, that this passing around the money is a curious thing. The more briskly the tourists travel the more business it makes for the towns and cities along the route. Money travels with the tourists and everybody shares therein. It creates new business and to get new business, the communities must be up and doing and advertise their town along the great highway and make known to the tourists what they have to offer and seek to induce them to make their particular town their stopping place for the night or for the day, as the case might be.

And that is just what Eastern Illinois, especially Hume and Metcalf are doing. Since the visit of Mr. Walshe to our city, the bridges and culverts along the Pershing-Pikes Peak route have been painted a snowy white with the famous red and white trade mark along the banisters of these structures. The committee in charge of promulgating and carrying out the plans as suggested by the national headquarters, are not loosing any time to mark the trail and aid the tourists in every way possible to travel over the route in safety and in pleasure. Suitable signs and markers have been ordered printed and painted and the highway proper is now in better condition than ever before. All the "rough places" have been eliminated, new floors placed on bridges and the welcome posts are on every crossroads.

And in return for their patronage the towns and cities should offer more than exchanges of commodities for money. The religious life of a community should be laid before the tourists. This, we here in Hume,

take pride in doing. Three large churches beg them welcome to our gates. Here they may worship at the Methodist church, the Christian church and at a Catholic church. The congregation members and the clergies in charge bid them welcome, to worship with them or make use of their homes and assistance. Within one block of the tourists' camping grounds, visitors may step into the postoffice or the long distance telephone booth. Here the telegraph office is only a few blocks away, right on the Pikes Peak trail. In fact, Hume offers to the tourists anything that they may need or seek. Our people are at their service. Two big banks will cash their traveling cheques and look after their financial needs.

Our garages offer them the best mechanical services that can be found anywhere. The charges per hour are reasonable, consistent with the high grade work they do. Our gasoline and oil rates are the very possible lowest and two establishments carry a large assortment of parts for the leading makes of cars.

Our restaurants are operated by home people—folks who have made the city their home for many years. Only the best luncheons and meals are served at rates that will please you and in a manner that will cause you to speak a good word for the town and the eating place as you travel on and on to your destination.

As to hotel accommodations, we are proud to say, we have the best. One large brick hotel is modern throughout and offers to the tourists the advantages of a hot or cold bath and all that the large city hotels may lay before you. Two cottages also bid you welcome. There you may find the best rooms and homelike meals all at reasonable rates.

Our business houses are up-to-date and the prices are reasonable. The proprietors of these establishments will greet you with a glad hand and you will be treated right—no matter if you come to buy or just to say hello. You can get here right at the very gates of your camping grounds, fresh butter and eggs, vegetables and the like, from the busy farmer's wife or the daughter.

One of the best and most modern meat markets is at your service within a block of the camping place, as are also an up-to-the-minute drug store and the services of a high class physician and private hospital. Our schools are the very best and if you, Mr. and Mrs. tourists are in quest of a new home, we frankly tell you and appeal to your best judgment, that Edgar County, Illinois, especially the Hume and Metcalf communities presents to you the most fertile spot in all our land. Ours is a city of homes and our farms are known from coast to coast as the very best in the country. It's the garden spot of the nation, where the balmy breezes blow and its sunshine throughout all the year.

We are proud that we are a part of the Illinois division of the Pikes Peak Ocean-to-Ocean Highway. We have confidence in its future—confidence in the men that are leading in this great national highway movement. We are indeed proud that Hume and Metcalf appear on the map that is named after that gallant fighter and warrior, General John J. Pershing.



Gonvick—On the Jefferson Highway in Minnesota.

IN OTHER LANDS

It is sometimes well to raise our eyes from the immediate problems and glance elsewhere. By doing so we may cultivate sympathy for others' problems and enlarge our fund of information, which is a good antidote, sometimes, for self pity and undue egotism.

How England Is Solving Her Rural Road Problems

BY EDWARD JOHN STEAD
Somerset, England.

A very great deal has been written about widths of roads for the accommodation of modern traffic, and while admitting that a large proportion of what has been suggested is doubtless very desirable, it is submitted that under prevailing conditions, and notwithstanding the desirability of widening roads as a provision for future traffic developments, the widening of rural roads to 40 ft. or 60 ft. is today an impracticability. It is hoped that the consideration of this

long life to justify such initial cost, and the fatal bar of construction in half-widths puts it out of bounds for serious consideration as part of the present problem.

The improvement of road surfaces will undoubtedly be provided by the increased use of asphaltic, bituminous and tarred macadam, using wherever practicable local materials in order to cheapen the construction. Before such surfaces can be laid many roads will need strengthening and reshaping, probably additional drainage, and also the provision of some form of side support or curbing, all such necessities of course, adding to the cost.

The price of tar has reached such a figure

bituminous work. If it were practicable for the wealthy companies supplying bitumen to provide on loan suitable plants, with a competent man in charge for portions of a year, passing the plant on to various authorities, it is thought that a real want would be met and a difficulty disposed of. Even if such a course were desirable the contractors experienced in the work will not be able to carry out all the work of this character which will be required, and necessarily large quantities of it will have to be done directly by the road authorities. The continued use and extension of tarred material will depend to a large extent upon the price of tar, and the extent to which facilities for the in-



Primitive Road Building Methods Near Jerusalem.

paper will result in the evolution of a practicable proposition suitable for immediate adoption. To this end the author expresses the opinion that a standard width of 18 feet is sufficient for rural roads, with the exception that in certain cases of considerable mixed fast and slow traffic 27 feet should be adopted in order that there may be room for three vehicles abreast, thus permitting the fast to overtake the slow. The necessities of the times call for the exercise of great discrimination in the selection of roads to be given the greater width, and it is believed that the proportion of 27 foot roads would prove to be relatively small. An enormous improvement would be effected if roads now 14 feet to 17 feet wide could be widened to 18 feet throughout.

Bearing in mind that a practicable line of action is being sought, the selection of materials which will withstand the traffic presents very considerable difficulty, and it is obvious that water-bound macadam must still be used on many miles of roads for some years to come. It is not proposed to deal with concrete as a road material since the author is of the opinion that the high initial cost, the uncertainty of a sufficiently

that a greatly extended use of bitumen may be looked for, though large quantities of tar will still be required for surface treatment. Bitumen is now quoted at a lower price than tar. On such roads as traffic requirements justify its use two-coat asphalt work is probably the most suitable method, the plan being adopted of executing such a length annually on each selected road as financial considerations permit. On many roads this method would provide the requisite additional strength as well as supply a suitable surface.

There are differences of opinion as to the most satisfactory method of constructing bituminous macadam roads. It is submitted that the use of a previously coated material is preferable to the grouting method, as the latter is slower in execution, being to a certain extent dependent upon weather conditions, is less certain in its results, and permits more voids. Tarred macadam has the advantage that it can be laid some days before tarring, but bituminous mixtures must be laid while still hot. The lack of suitable plants for bituminous work, and the present expense of providing the same, will be a detriment to many authorities in the use of

increased use of bituminous macadam are provided.

The publication of the Ministry of Transport's designs for standard road signs should cause a very great improvement in the signposting of the country roads, though there will doubtless be numerous authorities who will consider that expenditure on this work is not an urgent necessity, and it is to be expected that in many instances action will be deferred until other forms of road work have assumed a less pressing aspect.

The financial aspect of the problem under consideration must receive serious attention, and the question of how the moderate policy outlined above is to be financed at once obtrudes itself. In many quarters it is apparent that the high-water mark in taxing has been reached, and a strenuous campaign of economy is at present in full swing. If it is correct to say that the cost of road works is now two and a half times what it was in 1914 and the assumption is allowed that the amount raised by rate is double what it was in 1914, it is clear that less work would be done now than in 1914 if it were not for Government assistance in respect of classified roads.



Pikes Peak Ocean-to-Ocean Highway at Norton, Kansas.

Motor Guests Leave \$3,500,000

Minneapolis Journal: Nearly 6,500 touring automobile parties, averaging four persons to the car, at least 26,000 persons in all, are somewhere in the United States advertising Minneapolis by wearing the yellow "Welcome to Minneapolis" tag of the mayor's tourist welcome bureau.

Registration of 1,000 more cars, bringing the total number of cars to 7,500 and visitors to 30,000, is expected by Oct. 1, when the season will end, Miss Turner, official hostess, said. And she estimated this total represents about one-third of the tourists from outside Minnesota who have traveled through Minneapolis since the welcome bureau was opened June 24.

Staying, on an average, between three and four days and spending all told about \$10 a day each, Minneapolis, motor guests have left, at an estimate, \$3,500,000 in the sojourn here, one-third of it the expenditure of those who registered at the welcome bureau.

With two weeks to go, Miss Turner is still watching for a license number from Alaska. She has had them from every state in the Union except Maine. Maine she has practically given up for this summer, but of Alaska she has hope. Why shouldn't an Alaskan car come through, she argues, when there have been several from the Philippine Islands, one from Gatun, Canal Zone, and one from Christchurch, N. Z. There also have been cars from every province in Canada.

Pulling the Road Out of the Sporting Page

Two years ago last January a gentleman interested in highway development walked into a western newspaper office and asked for the editor.

"I understand," said the visitor, on being introduced to the boss moulder of public

opinion, "that you publish an annual review of each year's progress."

"We do."

"Alright;" I'd like to write your road review."

"We'd be delighted, no doubt, but you'll have to see the sporting editor. Roads are his department."

"Very well," the visitor replied with a slight show of temper, "I'll do that, but will you tell me, if you can, about what time in the course of human events the roads will be taken out of the sporting column? What's the joke anyway? Is it a gamble whether you get there or not? Or did the roads get into that column when human jackasses were trying to see who could ride to death the quickest, and you just left them there because you still think the automobile is a sporting device?"

The editor pushed up his eye-shade and grinned.

"I don't know, just left 'em there I suppose. Anyway, you'll have to see the sporting editor," and turned on his heel.

Now comes another extreme—amusing at first thought—but hardly as far ahead of date as the western editor was out of date. What would you think, for instance, of a bill requiring the construction and maintenance of landing places along the public highway every twenty-five miles for aeroplanes?

Nonsense? No. That very thing is provided for in the usual dignified lawmaking style in "H. R. 4398, A BILL, etc."

And yet—along with this measure somewhat in advance of the period, perhaps—three other highway measures have been thrown in the legislative hopper, stating at some length that they are for the purpose of "constructing, repairing and maintaining public wagon roads."

And this—in national legislative halls—as the sound of the wagon wheel dies away in the receding past!—American Highway Educational Bureau.



Free Tourist Camp at Norton, Kansas.

Road Work in Georgia

At an expenditure of \$3,000,000, the State of Georgia has completed 62 new road projects in 36 counties according to a recent announcement. In addition, 161 projects in 11 counties are under way involving an expenditure of \$14,000,000. Plans are also being prepared for 78 projects in 53 counties at a cost of about \$2,000,000.

Big Road Program in New Mexico

The State Highway Commission in New Mexico has launched a big road building program with six new Federal aid projects, one to cost \$46,707.02, a second to cost \$65,505.67, a third \$58,362.87, the fourth \$41,624.73, a fifth, \$69,844.49 and the sixth \$74,194.47.

Constitution and By-Laws

(Continued From Page 2).

Association; one to be known as the Single Civic Membership and one to be known as the Double Civic Membership.

The Single Civic Membership to be applicable to the smaller cities of the Jefferson Highway and Double Civic Memberships to be applicable to the larger cities of the Jefferson Highway.

The Single Civic Membership to be for \$5,000, payable \$1,000 each year in advance.

The Double Civic Membership to be for \$10,000 payable \$2,000 each year in advance.

Section 2—The cities providing the Single Civic Membership either through one or more of its civic bodies or by a combination of individual memberships will, when such membership is accepted by the International Board, be entitled to the franchise for the Jefferson Highway subject to the rules and regulations of the Board of Directors, heretofore or hereafter adopted, and be entitled to a representation by three delegates in the meeting of its home state and be entitled to one director on the International Board of Directors.

Section 3—The cities providing the Double Civic Membership as provided in Section 2 of this article will be entitled to six delegates to the home state meetings and two representatives on the International Board subject to the same conditions.

Section 4—These two classes of representatives to be entitled to participate and vote in all meetings of their respective bodies in person, or by proxy.

Section 5—The right of representatives of civic memberships to participate and vote in state or international meetings will be in abeyance when the payments on such memberships are in arrears.

Section 6—The ultimate acceptance of memberships and the granting of the franchise of the Jefferson Highway Association must be by affirmative action of the International Board of Directors.

Section 7—All counties, parishes, municipalities (in Canada), and holders of Single and Double Civic Memberships which are not in arrears on their membership payments will be entitled to have paid out of the international treasury the railroad fares or automobile mileage not exceeding the railroad fares, of their respective delegates to and from their homes to the place at meeting of state associations for one meeting a year. The railroad fares or automobile mileage not to exceed the railroad fares, of the international directors and general officers shall be paid out of the international treasury.

This provision to apply as soon as any state unit shall provide its quota or more of memberships.

Section 8—Double Civic Memberships shall be allotted to New Orleans, Kansas City, St. Paul Minneapolis and Winnipeg.

ARTICLE XVIII.

Section 1—No one shall have the right to participate in or vote in the meetings of the International Board of Directors, the state, civic or county divisions of the Jefferson Highway Association unless he or she is an individual paying member of his or her own county or civic division of the Jefferson Highway Association.

Section 2—The right to participate and vote in any county, civic, state or international meetings of the Jefferson Highway Association shall be in abeyance when the individual proposing to exercise these privileges is in arrears for current membership dues.

Section 3—For the purpose of fixing the fact of delinquency, in the payment of membership dues, the record shall be closed one day in advance of any county, civic, state or international meeting.

Section 4—Voting on all questions in the meetings of the International Board of Directors shall be by individual representative and not by state. No proxy may be voted by any one living outside the state from which the proxy originates.



A PANORMA VIEW OF THE MOAB VALLEY—On the left is shown the wonder Court House Canyon, which contains many ruins of the Cliff Dwellers. In the middle distance can be seen the state bridge across the Colorado River. A little farther to the right is the Moab Valley with the La Sal Mountains in the distant back ground and at the right of the valley is the Grand Canyon, 25 miles south of the new route of the Pikes Peak Ocean-to-Ocean Highway.



“Prepared” for Pikes Peak Ocean-to-Ocean Traffic

By JOHN M. WALSH.

That Jacksonville, Ill., is prepared for the constantly increasing tourist traffic over the Pikes Peak Ocean-to-Ocean Highway and local trails passing through the city, is evidenced by the large number of garages offering service and storage facilities. Standing out prominently among these is the Auto Inn, which is believed to be the largest

ground floor garage on the Highway. It is admirably located one block east of the public square directly in the rear of one of the leading hotels of the city. Many cities much larger than Jacksonville would be justly proud of such a building. The Auto Inn covers an entire city block 180 feet frontage by 180 feet deep. It was built during the summer of 1920 by Mr. Howard Zahn, who, with his architect, evidently made a study of the needs of the tourists and saw a vision of the tourists traveling of the future. Many modern conveniences for tourists'

are provided such as a well appointed Rest room for ladies, including toilet and wash room facilities, a gentlemen's lounging room, including toilet, stock room, parts room and office. Three large wash stands are provided which can be used by the tourist at a slight charge or the service of expert washers are available at a regular charge for such service. The first floor is divided into three sections, 60x180 feet, which gives ample room to set machines in their stalls without jockeying back and forth to get in or out. The building is of buff colored brick with concrete floors. The center sec-

tion is two stories high and is reached by a concrete ramp running up beside the office directly from the street. On the second floor is located the repair shop, the paint shop and auto top repairing. The city affords many other garages offering service and storage accommodations. They are not as large as this but are very well equipped. In addition to the garages and supply house the city has one of the finest free camping grounds for tourists to be found in many states. It is located in beautiful Nichols Park on the outskirts of the city

where flowers and foliage abound and a large lake provides boating, swimming and fishing for recreation. A large dance hall is located in the park and dances are given through the week to which the tourists are especially invited. A good nine-hole golf course is maintained in excellent condition by the park board and is free to the tourists. Many days can be spent in and around this old and beautiful city with its many historic points of interest, its state and private institutions, its manufacturing plants, woolen mills, and other interesting features. Campers are welcomed

and can stay as long as they choose to take advantage of the many interesting places to visit. The merchants are making special effort to welcome the tourist and make his stay pleasant and agreeable. The Chamber of Commerce, the Rotary and Lion clubs are putting forth special efforts in this line also. Tourists traveling over this wonderful national highway cannot fail to notice the remarkable enthusiasm of the citizens, and the interest they are taking in this new form of sight seeing and traveling, all along the way from coast to coast.

Most Accidents on Straight Roads

Contrary to general belief, more accidents occur on straight highway stretches than at curves or road intersections, according to Harry D. Williar, assistant chief engineer of the Maryland State Roads Commission. During the past two months Mr. Williar has been keeping a record of highway accidents in his state and he says that a majority of the accidents are due to speeding, failing to give right of way and bad driving. Sixteen accidents occurred on the Baltimore-Frederick Highway, the straightest and perhaps the most widely used road in Maryland, and four of them were fatal. "It seems to be the weakness of a motorist," said Mr. Williar, "to hit her up' on a straight stretch of roadway. On roads where there are curves there is a disposition to be more careful."

Sixty-seven accidents occurred on Maryland highways during the past two months, fourteen persons being killed and thirty-three injured. Mr. Williar attributes the causes to faulty driving, violations of the law, failure to heed warnings, speeding, driving on the wrong side of the road and attempts to pass other cars or trucks. Mr. Williar's investigations, as have many others, refutes the oft-repeated contention that most accidents on smooth, hard-surfaced roads, are due to skidding.



In Missouri

The road east of Hunnewell has always been a vicious piece of going. The following note from R. P. Lyons, in charge of the construction there and the accompanying pictures would indicate that its teeth have been pulled.

"These views were taken on the Pikes Peak Ocean-to-Ocean Highway near Hunnewell, Shelby County, Mo. There were involved in the project 24,000 cubic yards of earth excavation, 50,000 cubic yards over-haul, and 1,750 feet of Standard Guard Rail."

Sapulpa, Okla.

Colorado Springs Auto Club,
Colorado Springs, Colo.
Gentlemen:

Recently I drove over your road from Colorado Springs to Sapulpa, Okla., coming through Limon, Goodland, Colby and Salina. I want to congratulate your club on the splendid work they have done in marking this road from the Springs to the Kansas line. The road from Limon to the Kansas line is one of the best I have ever driven over.

Yours truly,

F. B. REED,
President, First National Bank.

Anticipates Wider Highways

At the instance of the highway department of its state, the Pennsylvania General Assembly has enacted legislation giving the department power to increase the width of important thoroughfares where it is deemed necessary.

For two years the department has been studying traffic conditions on highways leading to important municipalities in Pennsylvania and it expects eventually to increase the width of many, although little if any actual work of this kind will be done immediately. Width will be established, however, in much the same way that municipalities establish building lines along undeveloped streets.

The Pennsylvania department hopes by this procedure to save the enormous expenditure which necessarily will be entailed in widening arterial roadways after improvements have been completed. The department is looking ahead fifteen or twenty years and expects ultimately to widen a number of the arterial thoroughfares to the 120 foot width which the legislature has authorized.

Eventually it will be necessary to build thoroughfares skirting the larger municipalities and wide enough to accommodate several streams of traffic going in each direction.

Within a few years it will be unwise, it is declared, to send heavy trans-Pennsylvania traffic into Philadelphia and Pittsburgh, inasmuch as additional traffic will add to the congestion of the downtown districts. Consequently wide roads must be provided around the cities so traffic may be accommodated.



Texas Forges to the Front

According to a tabulated statement by the Texas State Highway Department 130 new road projects have been completed involving 1,106.1 miles at a total cost of \$7,366,314.20 on which \$1,312,258.85 state aid and \$1,794,335.14 Federal aid was paid. Of these roads 32.4 miles were paved with concrete, 142.5 miles with bituminous materials and 607 miles with gravel. There are now under construction 192 projects involving 2,300.8 miles at a total cost of \$26,955,348.03 and upon which sums of \$9,260,986.09 as Federal aid and \$2,296,217.61 as state aid have been granted. Of these projects, 83.7 miles are paved with concrete and 421 miles with bituminous materials. Seventeen other projects totaling 144.2 miles are not yet under contract. Ten additional contemplated projects are not yet approved while 65 more have been approved for Federal aid to the extent of \$2,697,078.84 and state aid to the amount of \$1,208,740.52.

Road Work Reduces Unemployment

Careful estimates based on reports to The Asphalt Association, New York City, show that the impetus given street and road building in the United States during April, May, June and the first two weeks of July has had an appreciable effect on the unemployment situation. Highway work in thirty-nine of the states has already given employment to 376,000 men. The labor most benefited is that of the unskilled type.

The state of Washington has set a splendid example by arranging to go a step farther and extend its highway construction program well into the winter in order to help the unemployed. After inspecting the highway system in his state Governor Louis F. Hart declared that road work in Eastern Washington will afford employment to thousands in the fall and winter. "The work in Washington will be pushed rapidly," said Governor Hart, "if the Townsend road bill is successful in Congress, as it will give Washington state from \$1,500,000 to \$2,000,000 annually. In Eastern Washington we hope to be able to let several contracts for winter work. This plan is being considered to help in preventing unemployment during the winter. There are several projects in Eastern Washington that can be handled successfully during the winter months."



Minnesota Directors Meeting

Friday morning, September 9, 1921, the State Directors of the Jefferson Highway held a meeting at the Radisson Hotel in Minneapolis.

This meeting was called for the purpose of appointing another director to fill the vacancy of Vice-President, J. H. Beek of St. Paul, who recently resigned, and other matters affecting the Jefferson Highway in Minnesota.

A motion was made and carried that Herman Roe of Northfield be appointed as State Director to fill the vacancy caused by the resignation of Mr. Beek.

A motion was made and carried that J. K. Martin of Little Falls be appointed as State Vice-President.

A motion was made and carried that the State Secretary, R. B. Millard, write to the General Manager, J. D. Clarkson, and ask a detailed statement of the membership subscriptions for the state by towns, villages, cities and counties; that is, as to the number of subscriptions.

The Secretary was instructed to write the President and Secretary of the National Association notifying them of the action taken by the Minnesota directors.

No further business coming before the Directors the meeting adjourned.

R. B. MILLARD, Secretary.



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At Last

A letter just received from R. D. Nibert, secretary of the Louisiana Division of The Jefferson Highway, indicates that after years of strenuous endeavor to get a section of the Jefferson Highway built between Bunkie and Melville, he has received notice that the project has been advertised for bids.

Many difficulties and delays have confronted this project but the persistent work done now begins to show fruition.

A Worker's View

With more than 10,000,000 motor cars in use in the United States alone, and with more than one-half the population of the country doing more or less riding in these self-propelled vehicles, it is not strange that there should be a nation-wide sentiment for more and better highways, in the opinion of President George C. Diehl of the American Automobile Association, who points out:

"With light delivery cars and giant motor trucks operating in every section of the land where good roads exist, transporting quickly and economically every human need, and carrying every type of freight from eggs to pig iron, blind indeed is the man who can not see the value of highways. Today, however, this type is a rare specimen.

"But what a change from the days when the American Automobile Association came into being and inaugurated its long, hard struggle to convert a presumably enlightened people to the roads-building idea! In those days automobiles were few and generally considered playthings of the idle rich. Now with the bulk of the people motors are a workaday need and a Sunday pastime. And with good roads to travel upon today they serve alike industry and commerce, capital and labor, poor man, rich man, beggar man, thief."

According to President Diehl, first in this country to work in organized form for good roads was the American Automobile Association. In the beginning of its efforts, he says, the A. A. A. stood practically alone, while today it is assisted, supported, and commended by practically all big national organizations, both in and out of the automobile industry.

Writing reminiscently of the A. A. A.'s early roads efforts, and how difficult it was in those days to get the people to accept increased taxation for roads improvements, W. A. Johnson, manager of the Goodrich

auto tire department, in a letter to President Diehl, points out and dwells most interestingly on a sorrowful situation created largely by a lack of highways communication. Mr. Johnson said, in part:

"Over in China there is an area about the size of the State of Pennsylvania where fifty million people are starving. Every blade of grass, every green leaf or shrub, every grain, berry or herb has been eaten. The bark has been eaten from all the trees. Millions have died and despite world-wide relief efforts, millions more will die. The Great War was a catastrophe, but no such tragedy as this. In all recorded history only two or three pages tell a tale as horrific as China's famine.

"Yet the very next province is one of the most fruitful sections of the world. Grains, vegetables and fruits in abundance. Think of Pennsylvania starving and New York with plenty and you have the right mental perspective. Such a condition could not occur in this country. The specter of famine might be seen and felt but the actual pinch of desperate hunger would be unknown even on the remotest hilltop. Relief would come over every highway and railway.

"In China there is not a single modern highway between the fertile province where song and laughter are heard and the lean province where the children are too weak to cry for food. When the relief agents went to China they found it would cost far more to bring food from that rich province next door than it would cost to transport it from Europe to America. When China establishes some kind of a transportation system more elevated than the wheelbarrow its periodic starvings will cease.

"When the whole world shall have learned the lesson that the march of civilization demands a proper expansion of all agencies of transportation including waterways, railways and motorized highways, then such tragedies as China's will cease from the earth, but this will not come and cannot come by inaction or retrogression. What every country needs is an over-flow spirit in establishing quick communication and continuous commerce; satisfied with nothing less than safe and easy travel and transport on earth, water and the air; never resting till the wheelbarrow of this generation is but a memory, like many another rack and ruin of the past. If the people of the earth are to have a vision less than this then they must also harden their hearts against the relief of the starving hordes, and shut from their eyes the spectacle of millions of children dying from lack of bread."

In Iowa

Dear Mr. Clarkson:

Enclosed find a couple of kodak pictures of our free tourists camping park here and I would be very much pleased if you could insert them in your paper at some time and give our town and the park a little write up.

I think you have been here enough to know that we have one of the nicest little cities in Iowa, both from a scenic and business standpoint and the class of people we have here. We are located on the Iowa River which is the most beautiful scenery and fine camping place outside of our tourists' park.

Our tourists park is located right in the heart of the city, near a garage, hotel, restaurant and grocery store and most any kind of a business place you would want to use. It is on the Jefferson and Grant highways so that you do not have to go a bit out of your way to get to this park. Paved streets run right by. Tourists tell me it is one of the most pleasant places they find. We have electric lights, gas and individual cooking ovens and we expect in another year to make still further improvements. The park is well sodded and is in a natural growth of timber. Many tourists coming here camp for two or three days, finding it such a nice place to rest.

I received the Jefferson Highway folders you sent me and they were very much appreciated by me and the people I gave them out to. Are you going to change the marking of the Jefferson over to Primary road No. 1 south of Iowa Falls? I think this would be an improvement in the marking as the Jefferson travels over about eight miles of pretty poor road.

Any co-operation I can lend in making the Jefferson Highway better at all times, please let me know.

Your very truly,
IOWA FALLS COMMUNITY CLUB,
C. M. Wheeler, Secretary.

**More Folders Wanted**

Dear Mr. Clarkson:

Please send me some pamphlet maps of the Jefferson Highway. I have all together given away about 500 and was very careful not to give them to any one who would not appreciate them. They are dandies. Please send the ones with the mileage also as I like them awfully well.

You will not know the highway through Decatur County if you don't hurry back. They have the new concrete and steel bridge between Leon and Davis City, at Little River, completed and cars are going over it in droves. It is a \$32,000.00 construction. They are also putting up fences along all grades about two miles through the county. Mr. Frank Mallett, the county engineer, says he is going to make this the best road in the state of Iowa.

C. W. ROBINSON.

In Texas

Pittsburg, Texas.

Dear Mr. Clarkson:

Kindly send me some more Jefferson Highway Tourists Guides. I have used up the ones you sent me to good advantage.

There is now a daily stream of tourists passing through Pittsburg over the Jefferson Highway, and I am trying as far as my time will permit to meet them and make them welcome and give them all the information that I can.

Beginning today I am trying to keep a record of all tourists passing through in order to show our people the great value of the Jefferson Highway to our county and to the state.

From Mt. Vernon, Texas, through Mt. Pleasant and Pittsburg and on into Longview we now have a continuous run of fine graveled highway.

The J. H. through Harrison County, Texas, is still not completed but the work in that county is going on and will soon be completed.

The Jefferson Highway is now moving on from Pine to Palm and from Ocean to Ocean, and is one of the nation's greatest assets.

Yours very truly,
SAM. GREER.
International Director for Texas.

Holland has 10,000 motor vehicles or only one car to every 700 inhabitants. The United States has 10,000,000 motor cars, trucks and motorcycles or one to every eleven inhabitants.

Iowa Falls**Free Camp****In Minnesota, Marshall County**

The Jefferson Highway Association of Marshall county at Middle River, Holt and the towns north on the Babcock Trunk Highway No. 32 (the proposed Jefferson Highway) are putting in a petition to the highway commission to have this road graveled this winter across Marshall county. The road is already graveled from Thief River Falls to the Marshall county line. Under the Babcock law it must be graveled at an early date. The members of the Jefferson Highway Association in Marshall county claims the work can be done during the winter, with the gravel pits right along the road, cheaper than during the summer. Thief River Falls will be called upon to help bring about the consummation of this splendid plan. Anything we can do for Steiner, Holt, Middle River, Strathcona and the other towns north on Trunk Highway No. 32 and for the Jefferson Highway Association in Marshall county, we are ready, willing and anxious to do. We have paid for Trunk Highway No. 32 and we feel sure the state highway commission will favor us in every way possible.—Thief River Falls, Minn., Tribune.

In Louisiana—Finished

Erwinville, P. O., La.

Dear Mr. Clarkson:

Our link of the Jefferson Highway from Port Allen, La., to Rosedale is finished. This never could have been accomplished except through the masterly ingenuity and co-operation of our chief State Highway Engineer Hon Duncan Buie. The link from Red Cross to Ravenwood and down Bayou Fordache to the Iberville Parish line still lingers. Dr. Josephs' link from Melville, La., to Palmetto—one of the impossibles—is making splendid progress. Dr. Josephs has about overcome all obstacles, natural and artificial and deserves a Gold Medal. Hope to see you soon—along the Highway touching up the weak links.

With kind regards yours,
THOS. G. ERWIN.

An Oasis in a Desert of Dust

By JOHN M. WALSHE.

To the tired, dusty tourist traveling over the Pikes Peak Ocean-to-Ocean Highway through Indiana, the little city of Montezuma offers a novel form of relief, in having within its confines one of the largest flowing mineral springs in the country, having a natural flow of 472 gallons per minute, or over 17,000 barrels daily of pure sparkling water from a depth of over 1,995 feet.

The spring flows directly into a cement lined pool 90x150 feet, with a depth of from two to nine feet, where bathing and aquatic sports may be freely indulged. Thousands of Indians are taking advantage of this opportunity each season. Spring boards, rings, trapeze, rafts, chutes and slides are provided for those who like those forms of amusement. The water is believed to have great medicinal value and is being sought by many who have found it beneficial.

In connection with this popular pool, the tourist will find free camping grounds just four blocks from the business center of the city. In the amphitheater adjoining, chicken and fish dinners are served by appointment, in good old country style.

Every effort on the part of the citizens is being put forth to make the stay of the tourist in this thriving industrial and agricultural community one to be remembered with lots of pleasure.

Tourists traveling through this portion of the highway should make it a part of their trip to spend at least a few hours there.



Road Boom in New York State

The State of New York plans to construct 500 miles of hard-surfaced roads during the present year, according to Herbert S. Sisson, State Commissioner of Highways. Contracts have already been let for 387 miles at a total cost of \$14,883,800. The completed mileage to date is placed at 138 miles. New projects for which contracts will be let August 12 and 14 include 61.13 miles of bituminous macadam pavement, .5 of a mile of asphalt block, 3.62 miles of bitulithic, 1.5 miles of combined reinforced concrete and bituminous macadam, 26.3 miles of reinforced concrete and 1.32 miles of reinforced concrete and brick.

The highway program as outlined in the Hewitt Law passed at the last session of the New York Legislature, calls for the completion of about 3,000 miles of highway in the next six years. "Unless something unforeseen occurs," says Commissioner Sisson, "there is no reason why this program cannot be completed within the time contemplated."

Shade Trees for the Highway

The growing sentiment for beautifying the improved highways of the country by planting of shade trees, shrubbery and hedges along both sides of the roadway is in some instances crystallizing into action.

The State Highway Department of Pennsylvania has begun planting a large number of American elms and sugar maples along the state highway between Gettysburgh and Harrisburg. The work is being done under the direction of the State Forestry Department.

State Highway Commissioner Sadler says it is the aim of the department eventually to beautify all the main highway routes in Pennsylvania through the intelligent planting of shade trees. A plan has been worked out with the aid of the forestry department whereby a comprehensive system of planting trees along state highways will be taken up. The highway commissioner having designated the highway to be planted, the commissioner of forestry will inspect the highway, recommend the species to be planted and will give in detail the planting operations, such as distance, care of stock, size and depth of holes, setting of the trees, fertilizers, staking trees, planting crew, necessary tools, approximate time required and other details. State foresters will direct the operations and inspect the trees from time to time.

In order to make a success of work such as this it is necessary, according to Pennsylvania officials to obtain the hearty cooperation of the adjacent land-owners.

The Parable of Seeking a Sign

There is a certain city, and its name is Gooseville.

And the men of that town got busy, and they said, "We will put this town on the map."

And they raised fifteen hundred shekels. And they set up a great sign where the railroad tracks cross, that he who ran might read.

And the sign said:

WATCH GOOSEVILLE GROW

Greatest Railway Center on Earth

For information about factory sites write to the Secretary of the Gooseville Board of Trade.

And they sat down to Watch Gooseville Grow.

And they greatly admired their Sign, and they bowed down before it and worshipped it.

And the Electric Light Company fitted it up with lights, and furnished the juice free, for they thought that sleeping car passengers would wake up in the night in order that they might Watch Gooseville Grow.

And they hired a damsel whose name was Marguerite, but whom everybody knew as Maggie Perkins, who was the daughter of the Druggist, that she should answer Letters of Inquiry, for she could punish a typewriter.

And they fitted up an office on the Second Floor of the Gooseville First National Bank. And they had letters of gold upon the window, saying, Gooseville Board of Trade.

And they expected Maggie to have the writer's cramp answering the letters of inquiry.

And Maggie had nothing to do but chew her gum and powder her nose and make dates over the telephone for the movies. For none of the thousands of passengers who rode through Gooseville on the two railroads cared an Hoot whether Gooseville grew or not.

Now about this time I visited Gooseville, and they desired me to deliver an address. And I said unto them:

It doth pay to advertise provided thou hast the Goods. But I do not watch Gooseville grow.

This is the evil and adulterous generation that doth seek for a Sign, and the only sign that shall be given it is the sign of the prophet, Jonah, preaching and saying:

If indeed ye desire that Gooseville shall grow, then do something to make people want to come hither. Improve your schools. Pave your streets. Paint up your houses and clean up your vacant lots. Destroy the weeds that grow everywhere, and plant flowers or green grass.

Wherefore do ye spend money for that which is not bread and your labor for an electric sign that is Nothing to Write Home About. Ye do worship an Electric Sign, behold it is left unto you desolate.

Ye have proclaimed with great boasting the glories of your town and have never done a Blooming Thing to make any one want to live in your town.

And a few weeks thereafter they sent me a marked copy of their Local Paper. And they are having a Clean Up and Paint Up Week. And they are discussing the Paving of the Streets. And they are re-decorating the House of God, and adding an hundred shekels to the stipend of the Minister, and their School Committee was considering how to improve the School, and the Board of Trade is trying to get Gooseville on a Modern Highway so that people may stop instead of scooting through on railroad trains.

And I thought of Maggie; for if this thing keepeth on, Maggie may have to get busy.

For Gooseville is really beginning to grow. —Published with appologies to the Davis City, Iowa, News.

French Road-Building Policy

Of 33,000 miles of French roads in need of repairs at the close of the war, 13,620 miles have already been improved and 2,200 miles have been completely and permanently repaired, according to figures announced by the French Government through the Bureau des Ponts et Chaussées. In making these repairs the French Government is adhering to a policy similar to that laid down by the United States Bureau of Public Roads and now being insisted upon by members of the legislature in various states—a policy of open competition between all types of construction. Experiments are being made with all types of pavement and composition road surfaces, such as concrete base with asphalt surface, block base with asphalt surface and macadam with bituminous surface, are being put down to a greater degree than ever before by the French authorities. At Givers a test is being made with two miles of a new composition developed in Italy. Many composition surfaces are being put down in the Rhone Valley.

IOWA AND OKLAHOMA MOVING IN RIGHT DIRECTION

The following letter was written to the voters of a county in Oklahoma, prior to a road bond election, by the president of the Commercial National Bank of Muskogee, Okla.:

Dear Sir:

From the organization of the Jefferson Highway I have been intensely interested in the success of the Highway. The success of the whole enterprise depends upon the building of a real road through Oklahoma. If your county fails to do this, some other county will. While the location of the road may not be changed, travel will. Thus, the up-to-date neighborhood will reap the benefit, while other less progressive neighborhoods bewail their fate for neglecting to take advantage of their opportunities.

The present day traveler will not be misled by "J. H." signboards, which point only to poor roads, indifferently kept, when there are good roads that lead to the same destination.

Good roads cost money. So does everything else "good." Stop and think of the ultimate saving in comfort and time, the added loads carried, and that outstanding, every day advertising feature, that of a progressive citizenship. Good roads move you closer to your church, to your schools, and to your market. How can you afford to be against them? Vote for Good Roads before the other fellow does; beat him to it, and then reap the benefits to be derived therefrom. You will be happy if you do; you will be sorry if you do not.

Yours for an Up-to-date Good Roads System,
D. N. FINK,
Past President and Life Member of the Board of Directors of the Jefferson Highway.

(Editorial Note—An up-to-date good roads system means shortest possible mileage as well as good surface).

We make no apology for republishing the accompanying diagram and this article in connection with Mr. Fink's letter and coincidentally with what is going on in Iowa as related on another page in this issue. Good roads—shortened roads save time and distance. Not enough attention has been given to this latter subject in the past.

100 000 Acres Moved Miles Closer to Market

Muskogee County set a good example by cutting out a half score or more right angled turns and two railroad crossings in building the Jefferson Highway from Muskogee south to the county line straight down the M. K. & T. R. R. right of way.

By this simple process, possibly without realizing it Muskogee County has performed some tasks for the present generation and for posterity, the value of which is beyond comprehension.

Give her credit for building good roads



for the use of people now on earth. But this is only a minor credit.

Give her credit for saving the cost of construction of $4\frac{1}{4}$ miles of road by shortening it that distance from Muskogee to the McIntosh County line, say approximately \$50,000.00 for grading and draining. This is only a minor credit also.

Give her credit for saving the cost of maintenance of $4\frac{1}{4}$ miles of road for all time to come. A big item but still a minor credit.

These are well worth consideration but she has performed some Herculean tasks in comparison to these.

For her own people:

She has saved from .4 of a mile to 4.5 miles of travel and expense of operation in traveling or moving products to Muskogee for all the present and future population living in the south and west part of Muskogee County who use the Jefferson Highway.

Putting it in another way, she has performed the wonderful feat of moving all the land. (See diagram back cover).

On road AA (10240 acres) .4 miles nearer,
On road BB (9600 acres) .8 miles nearer,
On road CC (9600 acres) 1.2 miles nearer,
On road DD (8960 acres) 1.6 miles nearer,
On road EE (8960 acres) 2 miles nearer,
On road FF (8640 acres) 2.5 miles nearer,
On road GG (8320 acres) 2.9 miles nearer,
On road HH (7680 acres) 3.3 miles nearer,
On road II (7680 acres) 3.7 miles nearer,
On road JJ (7360 acres) 4.1 miles nearer,
On road KK (3520 acres) 4.5 miles nearer,
to Muskogee for all highway transportation purposes. A total of 90,560 acres west of the Jefferson Highway and enough on roads A, C, E, G and I east of the Jefferson Highway to make the grand total over 100,000 acres, which has been moved an average of 2.25 miles nearer a trading point of 40,000 population.

The ramifications of a complete analysis

of the benefits to come to Muskogee County alone, by the simple process—not of building a good gravel road—but of building a road in a diagonal line across the county following the line of the Missouri, Kansas and Texas Railroad—would reach into the infinite.

The diagonal course of the M. K. & T. railroad through Oklahoma is a decided asset to the Jefferson Highway counties. The Katy railroad mileage is thirty-five less than the Jefferson serving the same towns. Muskogee has cut $4\frac{1}{4}$ miles out of this handicap.

When the Jefferson Highway was lined out in Decatur and Clarke counties, Iowa, it was like chasing a rabbit to follow its course. When the General Manager suggested a shortening of the course it was regarded as a dream which could not be realized.

Five years have passed and the logic of events and constant pressure have succeeded in solving a very simple problem in road building.

Between seven and eight miles have been taken out of the Highway between Leon and the north line of Clarke County.

Between seven and eight miles of construction cost has thus been saved.

Between seven and eight miles of maintenance costs have thus been saved in perpetuity.

Between seven and eight miles in time of traveling has thus been saved the thousands who use this road every year.

But far in excess of all these—far in excess of any present means of computation—is the saving in cost of operation for the people who will travel this road for all time to come.

A very notable event in this connection has not yet been given in its proper significance.

Had the people of Lamoni and Davis City, Leon and Osceola put their towns on wheels and moved them bodily from four to eight miles closer to their state capitol and wholesale supply point the spectacular features of such an event would have attracted nationwide attention and publicity.

Up in Minnesota recently a town that had been built on valuable mining land was moved only about a mile in this way and the Sunday papers were full of the event.

Is not this just what has been done in the case of Lamoni, Davis City, Leon and Osceola, only the feat was accomplished without disturbing the location of the towns or cracking the plaster on the walls of the houses.

Work now going on in road shortening in Warren County will move all these towns still closer to the capitol city.

Incidentally and without any notice having been taken of it, this action of the people of Clark County, Iowa, in shortening



their road has reached out in its beneficial effects, beyond even the Iowa state lines—beyond the national border. Winnipeg and New Orleans, the terminals of the Jefferson Highway have been brought several miles closer together by this action.

The accompanying pictures show the thorough manner in which the road work is being done.

The following letter from a man who has devoted much of his time and ability to the public good in Southern Iowa forms a proper part of the history of this notable event

Osceola, Iowa.

Dear Mr. Clarkson:

I am enclosing herewith three photographs taken on the Jefferson Highway south of Osceola where the "Wade Hill" was being cut down. This work has now been entirely completed and the road from here south to the county line is a boulevard. And in addition to this the Clarke County Board of Supervisors have accepted the Federal Highway Survey and plans on the Jefferson Highway from this city north to the county line by which the Highway will be

shortened by about four miles, and one mile south. Work on this new project will be begun at once, the new survey following the line of the railroad for about six miles north-east, then crossing the railroad over a viaduct and following a general northeast direction to the county line where it connects with the similar project in Warren County. This route eliminates five railroad crossings and all right angle turns in this county.

Tourist traffic has been heavy here all summer and a great deal of favorable comment has been heard by us on the excellence of our Jefferson Highway, but as yet we have only begun the work.

Yours very truly,

JOHNSON RICHARDS,
Sec. Clarke County J. H. Association.

In Colorado between Simon and Genoa four miles have been cut out of the Pikes Peak Highway. Why can not something like this be done west of Simon and save several miles of construction cost, maintenance cost and operating cost?



An English View

That American state and city highway departments could do nothing more practical or patriotic than to follow the example of Greater London and give work to the unemployed former service men in the construction of public improvements is the opinion of Alfred Dryland, Chief Engineer for Middlesex County, England, who recently arrived in this country for a six weeks inspection of American highways.

"We are building a fifty-six mile arterial system of new hard-surfaced highways in the environs of London," said Mr. Dryland at the McAlpin, "of which thirty-five miles are now under way. This work is to cost \$6,000,000 and is undertaken at this time to afford work to thousands of unemployed former service men, and to provide means for diverting more of our heavy traffic from the heart of London. The cost of the new roads is shared by the general government and the county.

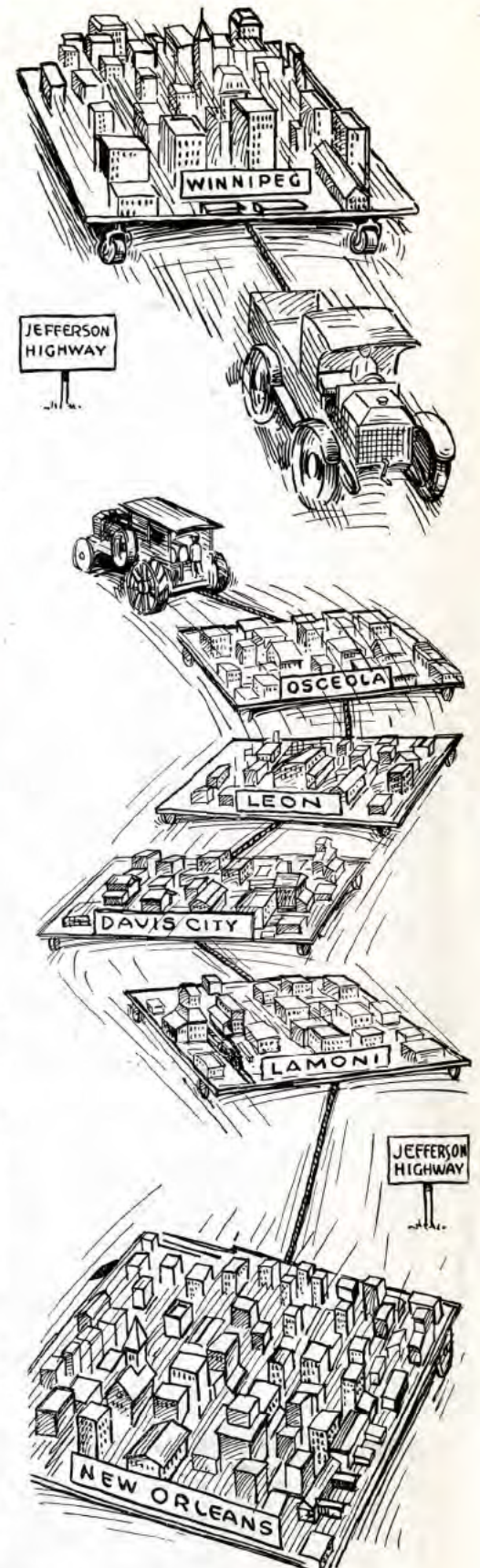
"All told, 5,000 passenger busses are operated on London streets. In addition there are 2,000 sight-seeing busses. It is planned to add 2,000 more to those now in use. This will greatly increase the congestion of traffic. Congestion is a much greater problem in London streets than it is here. New York does not approach anything like London in this respect. You have nothing like the proportion of heavy vehicles that we have. I am studying traffic conditions in New York very thoroughly and it is my opinion that your motor drivers do not drive as carefully as ours nor have they quite the same 'traffic sense.' By this I mean that driving a motor car does not seem to become 'second nature,' so to speak, as it does to our drivers in England.

"Future road development in England," Mr. Dryland continued, "will be very much along the line of development here, namely in the direction of asphalt surfaces. The time is coming when the United States will have the finest highways in the world.

"I came here primarily to study your portland cement concrete roads. I have been somewhat surprised to find how well the cement roads resist the wear of rubber-tired traffic, but in the British Isles concrete roads might be at a disadvantage because we have such large numbers of iron-shod, steam-driven trucks, traction-engines and tractors. Development in England probably will be along the line of the portland cement concrete base with the asphalt surface.

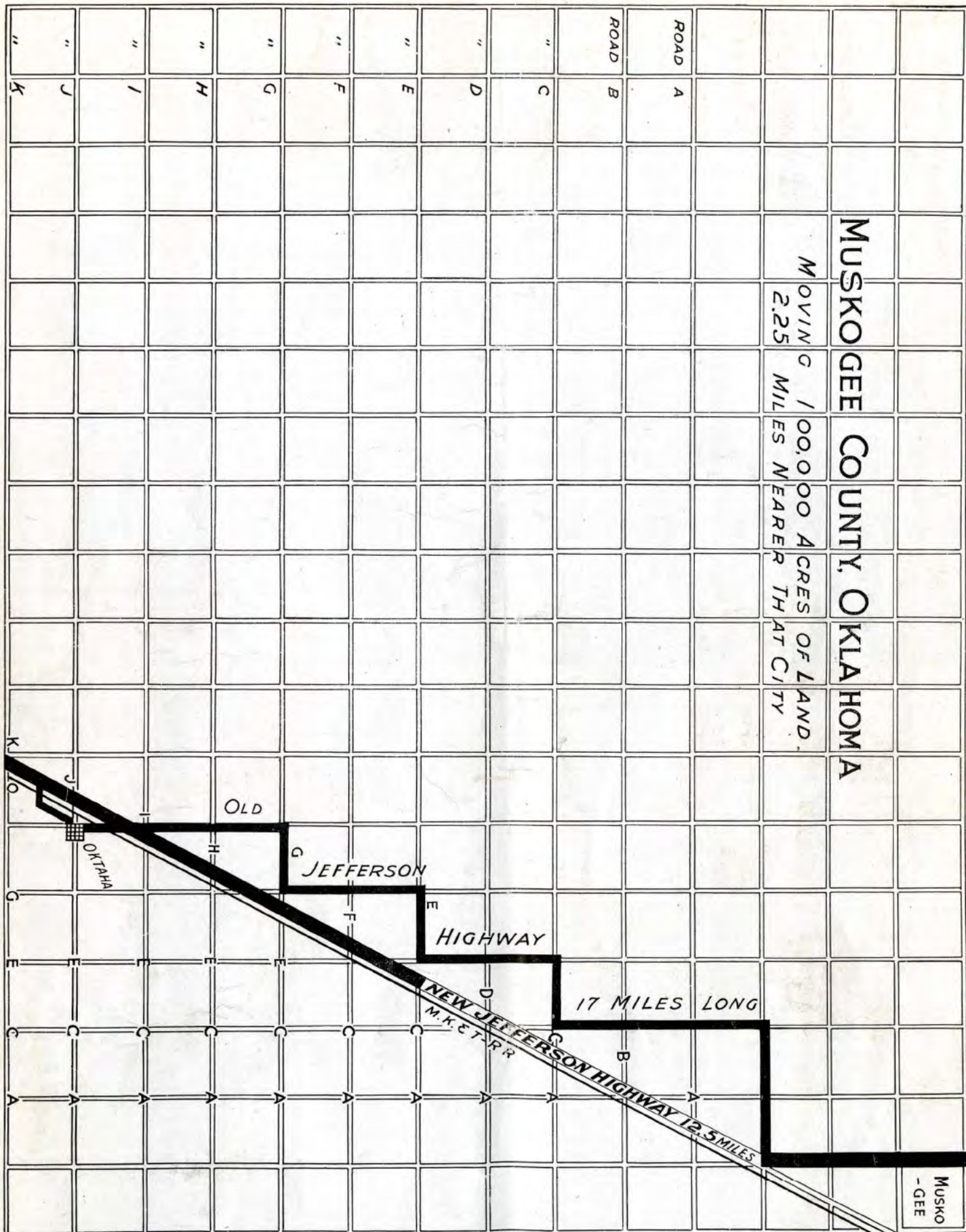
"Road-building is making great progress in America but the great weakness in your system is your partial development of width. Little attention, also, seems to be paid to the edge of the road. There is a large mileage of roads that are not up to date. You have an enormous area to develop. I have traveled more dangerous roads in the vicinity of New York than in my entire forty years of experience in England. Your roads are dangerous because the paved widths are too narrow for the amount of traffic they bear. There should be a minimum width of thirty feet of pavement, affording room for at least three vehicles to pass. The United States, however, is developing excellent pavements. It is only a question of time and money until you will lead the world both in the quantity and quality of your roads.

"New York City streets have always ranked very high but I have been more than surprised at their excellence. Fifth Avenue with its superb asphalt pavement is one of the very finest, if not the finest paved street in the world."



"Had the people of Lamoni, Davis City, Leon and Oceaola put their towns on wheels and moved them bodily from four to eight miles closer to their state capitol and wholesale supply points, the spectacular features of such an event would have attracted nationwide attention and publicity. Incidentally moving Winnipeg and New Orleans several miles closer together." See back cover.

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Moving 100,000 Acres of Land 2.25 Miles Closer to Muskogee.