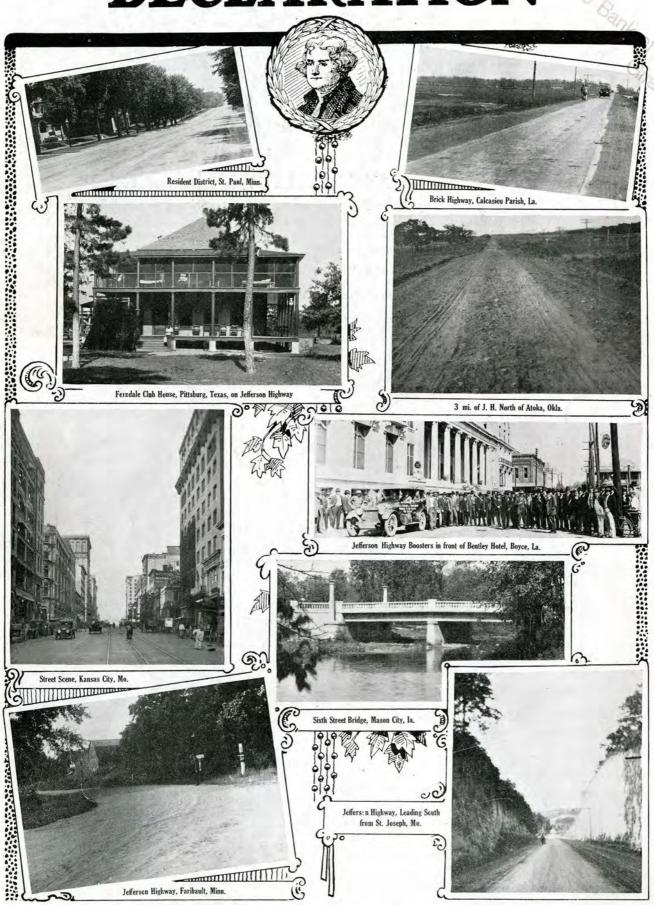
The State Bank of Girard

JEFFERSON HIGHWAY DECLARATION



Atoka County, Oklahoma

The Land of Sunshine and Balmy Climate

Fine Farming
Land at
Low Prices

This is the Stock Raisers Paradise

Our Schools are of the Best—No States Have Any Better.

Our Citizenship is Good and will Make Strangers Feel at Home.

Atoka Has More Good Churches than the Average town of twice Her Population. Atoka county, Okla., is located on the Jefferson Highway in Southeastern Oklahoma.

This County offers excellent opportunities to homeseekers and investors; our lands are fertile and produce equal to northern lands; our lands range in price from \$20.00 to \$40.00 per acre.

The climate here is ideal; our winters are of about two months duration, and seldom reach zero; there is not a month in the year that farmers are not able to plow.

Our cultivated land produced this year \$50.00 to \$75.00 per acre in cotton. Why not acquire a home or investment of this kind?

Why keep your money on small interest when a safe investment in farm lands will bring you ten fold more?

We invite you to make a trip to our county and see for yourself. Make the trip this winter while the weather is cold and bad. Decide now and do it.

ATOKA, OKLA., IS LOCATED ON THE MAIN LINE OF THE M. K. & T. RY. YOU CAN GET EXCURSION FARES ON THE FIRST AND THIRD TUESDAYS IN EACH MONTH. ON THESE DATES EXCURSION TICKETS ARE ON SALE at St. Louis, Kansas City, Hannibal and intermediate points; tickets under similar conditions are on sale by M. K. & T. lines from points in the following states: Illinois, Iowa, Minnesota, North Dakota, South Dakota and Nebraska. These homeseekers excursion tickets are good fifteen days for return passage to original starting point.

From	Round Trip Fares to Atoka, Okla.					
St. Louis	\$21.50					
Kansas City	14.60					
Hannibal	20.60					
Chicago						
Des Moines, Iowa						
Omaha, Nebraska	20.45					

For Descriptive Booklet and Further Information Address

JAMES H. CHAMBERS

Atoka, Oklahoma

Sec'y Jefferson Highway Ass'n





Who Am I?

Who am 1?

I come with the first snows of winter, when the tiny ice crystals are forming their exquisite patterns over lake and stream. Yet, I temper the chill of the North Wind with the glow of memories. You humans, when you first sense my presence, live again the times I have visited you in the past and your hearts warm to the possibilities of what I may have in store for you in the future. I conjure up memories of the dolls and toys of your childhood, lending enchantment to the make-believe you builded about the things I made possible for you.

I would gladly enter the hearts of all mankind, filling them with a love for their brethern and leaving no room for selfishness, or greed or lust. By my touch, frowns leave their furrows about tired eyes and little smiles take their places. I stretch out my hand and millions pause to heed. I smile and depression is transformed into joyousness. I gather all humanity into my arms and multitudes thrill under the warmth of my being. I draw near to evil and wickedness gives heed to righteousness. I am present but a few short weeks of each year but my influence is felt eternally.

How is it that I can exert this influence over you? Because your body, being human has erred; and your soul being divine craves righteousness. I come at a time when you weary of the sinfulness of your kind and long for a greater understanding of vital things: hence my offering of brotherly love is thrice welcome and you grasp eagerly at the truths for which I stand.

I am among you now, ready to enter your hearts and fill them with understanding; willing to teach you a little lesson in brotherly love; anxious to bring a little touch of heaven to those who know it not.

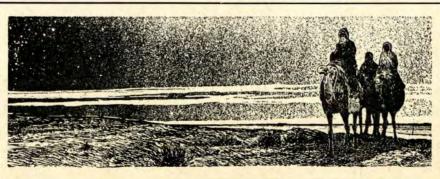
I am old,—oh, so very old, but my age only intensifies the youth of the things I try to teach.

And who am 1?

I am the Spirit of Christmas, the personified teachings of the Christ Child.

-Lorenzo D. Van Doran.





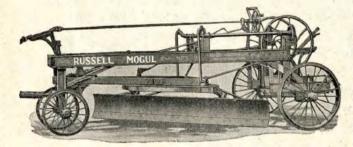


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THE best road engineers and road contractors know the efficiency and economy of Russell Road Machinery. The U. S. Government is using them in its preparedness work. In every part of the country you will find them on contracting jobs or on municipal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

These Two Russell Machines Do Big Work Most Economically



The Russell "Mogul"

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

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

The Russell "Planers"

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



The Russell line is complete—consisting of the following machines

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

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

RUSSELL GRADER MANUFACTURING CO.

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Representatives in All Principal Cities

JEFFERSON HIGHWAY DECLARATION

Volume I



Number 11

DECEMBER, 1916

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News and Progress Along the Route

MOTORISTS RALLY AT FAIR TO BOOST HIGH-WAY BUILDING

The second day of the State Fair was greater the first, with more visitors from the parishes, and many from South Louisiana. It was Jefferson Highway Day, which added to interest and attendance, as way Day, which added to interest and attendance, as delegations from towns many miles away came by automobile. This part of the program was worked up by a committee composed of F. T. White, chairman; Mrs. Dr. J. L. Kimbell and J. C. Trichel, S. H. Bolinger, W. F. Taylor and Will Mercer.

The Highway meeting brought Walter Parker, manager of the New Orleans Association of Commerce, from the city and in addition to other activities have.

from that city, and in addition to other activities he assured President Hirsch, of the State Fair, of the interest

and co-operation of the metropolis and said that over a hundred citizens would come for New Orleans Day. President Hirsch gave as-surance of reciprocal spirit and of Shreveport's delight to welcome the visitors.

Good Roads Urged

Governor Pleasant, General Manager J. D. Clarkson, of the Jefferson Highway Associa-tion, and Walter Parker, of the New Orleans Association of Commerce, made addresses in the Coliseum at the State Fair today in the

interest of good roads.

Nearly 1,000 automobiles filled with good roads boosters were here and it was "Jefferson Highway Day." Towns so far away as Alexandria, 152 miles distant, sent motor delegations, and fifty or more points were represented.

Mr. Parker, secretary-general of the Jefferson Highway Association, spoke in part as follows:

"Canada and the United States, both served by the Jefferson Highway, are natural friends, logical allies, and effective co-workers in the development of the North American continent. Joint highway communication means as much to one as to the other. The people of Winnipeg are just as much interested in the completion of this great project as are the people of New Orleans. 'From Pine to Palm,' the rallying call of the Highway, has become a byword in Canada just as it has in Louisiana.

"How friendly and sympathetic the people of the two

countries are is best shown by absence of forts and soldiers along the border. Natural friendship has made border protection there unnecessary, and the two governments have saved much money as a consequence.

"Say the saving amounts, on the average, to ten millions a year to each government-a small figure-it means that in the past one hundred years peace and friendship here saved us both two billion dollars. This money, in one form or another, has gone to promote the pursuits of peace. Suppose all that money had been invested in good roads construction! "It would have built just about two hundred thousand miles of paved highways costing ten thousand dollars a

"This would mean thirty and more great highways reaching from the Atlantic to the Pacific across the United States and Canada and thirty and more great highways reaching from the Gulf of Mexico and Mexican border north and south through the United States, and one thousand miles north from the Canadian border.

"In other words, there would be a paved north and south highway every 100 miles, and a similar east and west highway every 100 miles throughout the area lying between the Hudson Bay and the Gulf of Mexico and the Atlantic and Pacific oceans.

"To put the case in another way: This two billions dollars is enough to build highways of suffi-

cient length to circle the earth eight times.

"With such an illustration of the fruits of peace and friendship before them, it is no wonder the people of Canada and of seven states of the Union have turned themselves into co-operative community builders under the banner of the Jefferson Highway Associa-

tion, and have gone to work with great vigor to create a paved highway 2,000 miles in length to connect Winnipeg with New Orleans.

"The Jefferson Highway project was launched in November, 1915, in the rooms of the New Orleans Association of Commerce. Today, one year later, we find a perfected orly and provision for the surfacing of more than

ganization and provision for the surfacing of more than 50 per cent. of the entire mileage. It is my conviction the Highway will be completed within three years, and that the project will serve as a striking example of the wonderful force that can quickly be generated where all the people at interest get together and work in harmony to a common end."

WHAT THE "HIGHWAY DAY" MEANS TO SHREVEPORT AS TAKEN FROM THE NEW ORLEANS ITEM"

In setting apart today as Highway Day, the Louisiana state fair management wins the honor of being the first state fair management in the United States to recognize officially the intimate relationship between good roads and agricultural progress.

Prior to any further comment it should be stated this is due to the work of Mrs. John L. Kimbell, Louisiana director of the Jefferson Highway Association, the only woman holding such a prominent position in highway work in the United States. Mrs. Kimbell's efforts to arouse public interest in good roads have been constant, enthusiastic and well-directed. It would be fortunate for the cause of good roads everywhere if tunate for the cause of good roads everywhere if women could be enlisted in the work.



Shreveport is a splendid setting for a demonstration in behalf of better roads. Caddo Parish has more improved highways than any parish in the state. The people are so certain that good roads are the best investment any community can make that they are constantly adding to the mileage of improved highways in Caddo and Bossier parishes.

They attribute the high value of their farm land, the unusual development of diversified farming and truck gardening, the abundance and variety of foodstuffs for the city at moderate prices, much of the prosperity of their business interests, their good schools and a satisfied, permanent, high-grade population in rural districts to their network of improved main highways and cross roads.

Now they propose to help educate the state, a spirit that should

prevail everywhere and must obtain in places where it is now lacking, if Louisiana is to get its share of capital, ambition and desirable population that are coming South. To make Highway Day mean something more than gate receipts for the fair, the management distributes prizes today to the outside parishes which make the best good roads demonstration.

Coming just at this time, this should give a tremendous impetus to improved highways in Louisiana. The preliminary inspection of the competitive routes for the Jefferson Highway has just been finished, arousing un-usual interest all the way across the state. The recent tour over the New Orleans-Houston route stimulated interest already awakened in another section of the state. Later this month a delegation of Northern good roads boosters will traverse state. The Louisiana State Highway Commission has just complied with the conditions that will put the state in line to receive the first installment of a total federal appropriation of over \$1,000,-000 for good roads in the

All things are happily conspiring to puli Louisiana out of the mud. When the Highway work now under construction shall have been finished, the state will have 1500 miles of improved highways. With the work that will be done under the Federal act, plus other work now a practical surety, highway officials and enthusiasts say that in five years-by which time the last of the five annual installments of the Federal aid will have become available-Louisiana will have 5,000 miles of improved rural highways, usuable 365 days a year.

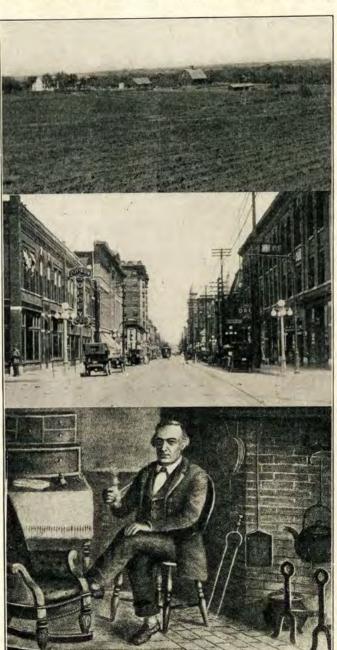
If that prediction is realized it means thousands of tourists traversing our rural communities, seeing the ad-

vantages of Louisiana's soil and climate first hand, a tremendous increase of investments in farm land and a marvelous development of the rural communities.

Highway Day at the Louisiana State Fair should go down in the state history as a red-letter day.

ATTEMPT TO STEAL "JEFF" HIGHWAY

Reports come to Osawatomie from those who have had occasion to travel the Jefferson Highway between Osawatomie and Fort Scott recently that there is an attempt on to steal the Highway from Fulton, by way of Pleasanton to Paola, avoiding Mound City and Osawatomie. R. B. Hansen, who came over the route the latter part of last week says that from Fulton the road is not marked and that he and others were directed to go north from Fulton to Pleasanton, instead of west from Fulton to Mound City as the road has been designated and that the Fort Scott Highway Association has only marked the road as far as Fulton, instead of carrying out the marking five miles to the Linn county line in the direction of Mound City. This has the appearance of being a ruse on the part of the Bourbon county people to prejudice travelers against going by way of Mound City and Osa-watomie. If it is not they will see to it at once that the Jefferson Highway is marked from Fulton toward Mound City, at least as far as the Linn county line.—Osawatomie Graphic.



Missouri home seven miles north of King City, Mo. Street scene, Joplin, Mo. Joseph Robidoux, tounder of St. Joseph, Mo.

IEFFERSON HIGHWAY NEWS

On Monday, October 23, Mr. J. D. Clarkson of the Jefferson Highway Association, visited the town of Melville, and Melville gave him a characteristic Southern welcome. When the car bearing Mr. Clarkson and party touched the west bank of the river, everybody, young and old, were there to greet them. Bells were rung and the children of the high school cheered to the echo.

The streets through the town were gay with flags and decorations, the Jefferson monogram showing conspic-uously on all sides. Dinner was served at the Welcome Hotel, the dining room being tastefully decorated with bouquets of roses and other flowers of the Southland.

After the inner man had been refreshed, an adjournment was made to the high school building, where an overflow meeting was held. Mayor Stone briefly introduced Mr. Clarkson, and a beautiful pennant of blue with the name of the town in white letters was presented to the "Pioneer" of the National Highway, and very graciously accepted by him. It occupied a very prominent place on the car when it left town. Let us hope this may be prophetic.

In the very able speech, Mr. Clarkson explained the advantages which would accrue, both financially and socially, by bringing the country in touch with the town, heretofore inaccessible for want of a good road. He very clearly demonstrated the fact that the outlay in the building of such a road would be an investment, and a most important one at that. He paid some charming compliments to the Southern ladies and told some interesting anecdotes in connection

with his long trip. On taking his seat he was given an ovation.

30,000 ATTEND CELEBRATION FOR BETTER HIGHWAYS FOR STATE AT SHREVEPORT

Nearly 1,000 automobiles loaded to the guards with enthusiastic boosters for good roads, came to the state fair today to participate in Jefferson Highway Day. The cars were from about fifty towns along the Jefferson Highway route through Louisiana and Texas. Alexandria was the most distant town to send a delegation to par-(Continued on Page 8)

Interesting History of Highway States

MISSOURI

By MRS. GEORGE E. McININCH

NE HUNDRED AND THIRTY-TWO years after DeSoto discovered the mouth of the Mississippi river, there lived in Canada two men who were destined to send their names down through history as great explorers. One of them, Father Marquette, was a priest and the other, Robert de LaSalle was a fur trader. The known portion of Canada at that time was claimed by France. Marquette and LaSalle were two of the many venturesome souls who left the sunshine and flowers of their native country to journey across the sea to this virgin land of ours. It matters not what incentive drove them to endure the hardships of their land journeys; suffice it that they

came and accomplished great things. All of the great country now known as the Mississippi valley was unexplored and was inhabited solely by wandering tribes of Indians. Through the vague reports and fantasies, as told to the French by these native wanderers Marketing tribes of the country of the by these native wanderers, Marquette and LaSalle learned of a mighty river, to the west and south, that flowed from the land of the snows to the land of the flowers, passing through forests of great beauty and open country of great fertility. They, more venturesome than their fellows, determined to search for this mighty stream of which the Indians spoke so thrill-

ingly.

They did not start together and Father Marquette was the first to formulate his plans. In 1673 he set out on his remarkable journey, and on June 17 of that year, he discovered the Mississippi river at the mouth of the Wisconsin. He began his voyage down the larger stream

continuing down the Mississippi until he and his party reached the mouth of the Missouri river. Here they landed. They called the river that swept from the west, "Pekitanoui" meaning "Muddy Waters."

. Unless DeSoto entered the territory of what is now Missouri, Marquette and his followers were the first

white men that did so.

In 1682 LaSalle made his explorations and discovered the Mississippi and Missouri rivers nine years after

Father Marquette, and again white men were in what is now the State of Missouri.

The early inhabitants of Missouri were a peculiar people. First of all were the Indians, next came the French, then the Spaniards and lastly the Americans. The last named were from Kentucky, Tennessee and Virginia. They were rude and uncultured but unselfish and brave. Stories of them and of the record where Stories of them, and of the people who preceded and who followed them, are both entertaining and

While the expedition of Aaron Burr in 1805 resulted in his own ruin, it was of practical benefit to Missouri, for it supplied the territory with its first school teachers and professional men. St. Louis, St. Charles, Boone and Howard counties were the first to enjoy respecta-

On June 4, 1812 Missouri Territory was organized by Congress with a governor, a legislative council and a house of representatives. Only one man was ever territorial governor—Wm. Clark, commander of the Lewis and Clark expedition. His term began in 1813 and lasted until Missouri became a state in 1821.

The capital of Missouri was St. Louis, among the early acts was the granting of a charter to the first bank of Missouri, "The Bank of St. Louis."

About this time a brisk trade between Missouri and Santa Fe. New Mexico, was opened up. It consisted of

an exchange of furs, salt and other products, of Missouri for coffee, silver and wool. The trade was known as the Santa Fe trade, and the route over which the goods were transported was for many years called the "Old Santa Fe Trail." St. Louis was the center of commerce in Missouri, but many settlements had sprung up in the interior and it was found necessary to move the capital to a more central point. The constitution of the state required that it be located on the Missouri river and five commissioners were appointed to choose river and five commissioners were appointed to choose the sight. After examining many locations they decided upon the spot where Jefferson City now stands.

In 1822 the town was laid out, and was called Jefferson City in honor of Thomas Jefferson, the third president of the United States.

The first capitol building was erected at a cost of twenty-five thousand dollars. An important thousand dollars. An important event in the history of Missouri occurred in 1837. It was the "Platte Purchase," by which a valuable tract of land was added to the already large state. It included all that portion of the state west of a line extending from Kansas City northwest to the Iowa line.

This tract is now divided into the counties of Atchison, Andrew, Bu-

counties of Atchison, Andrew, Bu-chanan, Holt, Nodaway and Platte; and is today among the most fertile and beautiful portions of Missouri. The history of the Mormon trou-

bles in Missouri, the Mexican War and down to the Civil War are fa-miliar to us all. From the time Missouri was admitted as a state, there was constant agitation over

there was constant agitation over slavery, and it was especially bitter in this state, for the people were very evenly divided on the subject, and while it did not secede from the Union, it was considered a "southern sympathizer," and so had many trials. Notable among them was "Ewing's Special Order Number Eleven." Nearly every one has read of the eviction of the Arcadians, as described by Longfellow in his beautiful poem "Evangeline." Scores of stories fully as sad might be written of "Ewing's Order Number Eleven."

After the war, Missouri was at peace except for the

After the war, Missouri was at peace except for the bands of robbers who were the outgrowth of what had become known as Guerillas. For nearly twenty years the bandits committed the boldest depredations and on one occasion robbed the treasurer of the Kansas City Fair Association, in the midst of thousands of people.

On April 3, 1882, Jesse James, the reputed chief of the Missouri outlaws, was killed at St. Joseph by mem-bers of his own band, and his brother Frank James soon surrendered to Governor Crittenden at Jefferson City. This put an end to the organized banditti of

Missouri.

"A state is the product of its people—In field, in mine and forest are found the tools," and so among the improvements begun soon after the war, was the construction of a gigantic bridge across the Mississippi river. It was completed and formally opened on July 4, 1874 and until 1890 St. Louis had no other bridge across the Mississippi. Manufactures of all kinds started up; woolen and cotton mills, and factories of various kinds were put in operation—mining was done for lead, iron, zinc and coal. For be it known, Missouri is a state of many interests; other states lead in one or two industries, Missouri is in front rank in all.

Missouri is an agricultural state, outside of the three cities, St. Louis, Kansas City and St. Joseph, only 7.6 per cent. of the population live in towns of over four

(Continued on Page 19)



MRS. GEO. E. McININCH St. Joseph, Mo.

News and Progress Along the Route

(Continued from Page 6)

ticipate in the contest, the distance being 152 miles. The city of Shreveport will award a first prize of \$300 to the town sending the largest number of people to the fair today; second prize is \$150, the third, \$50.

Winners will not be known until tomorrow. Delegations up to 2 P. M., Thursday, had come from Gilliam, Belcher, Mansfield, Stonewall, Minden, Natchitoches, Roberline, Colfax, Alexandria, Grand Cane, Kingston and Doyline, Louisiana and Marshall and Hallville, Texas. It is believed that Colfax, Alexandria or one of the Texas towns will carry off first prize. It is good roads day proper at the fair.

Governor Pleasant made a talk in the interest of good roads in the Coliseum this afternoon and urged the Louisianans to get busy with the parish links and make the road a reality. General Manager J. D. Clarkson of the Highway and Walter Parker also made speeches. All seats in the big building were taken, proving the deep interest in the Highway. The local committee who had charge of the day's good roads activities was composed of F. T. White, chairman; S. H. Bollinger, J. C. Trichel, W. D. Taylor, Mrs. J. L. Kimbell, Will Meyer and S. J. Harmon. Mrs. Kimbell first suggested the auto contest and did about all of the work toward making a success.

It was the largest number of autos ever in the fair grounds in one day. Total attendance at the fair today was estimated to be close to 30,000.

CONFERENCE HELD ABOUT BIG HIGHWAY

Government Sympathetic, But Urges Necessity of Doing Work Gradually

That Manitoba will build its share of the Jefferson Highway, about fifty-four miles, and build it so as to equal in character the much longer portion in the United States, was the assurance given yesterday by Premier Norris to a large deputation.

The premier reminded the members of the deputation that in this critical juncture the province had many other pressing demands which had to be met. Therefore the road might not be constructed in four years, as had been suggested; it might take six years. It would be a great International Highway connecting Winnipeg with New Orleans and opening up to Manitobans the great road systems of the republic. It was a work that would have to be done and done well, and it would be a provincial work.

Claims of Settlers Noted

Hon. Edward Brown, provincial treasurer, directed attention to the lamentable needs of the settlers in many of the outlying districts who were without roads—whose children could not even get to school. The

province could not at once spend half a million dollars in building fifty miles of road in one corner.

Mayor Waugh said that the city was a most important part of the province, and contributed a large share of the provincial revenue. The city had never asked for any aid in the building of its roads and pavements.

F. J. C. Cox observed that the automobile license revenue for the province totalled a very large yearly sum, and that Winnipeg contributed about one-half of this money.

The premier said that what Mr. Brown had said about the settlers in outlying districts was too true. "They come here," he said, "with tears in their eyes and ask for a couple of hundred dollars to make the roads passable so that their children may get to school."

Gradual Construction Suggested

Hon. T. H. Johnson, minister of public works, said that it was at once apparent that it would be a great thing for the province to be identified with the great international undertaking. It was also plain that it would not do to construct the Manitoba portion in an inferior way. That would give a very bad impression to the thousands of tourists who would come in over the road. But time would have to be taken and the expenditure incurred gradually.

Mayor Casselman, of Emerson, spoke strongly in favor of the road, as did Mayor Code, of Morris.

William Stevenson, reeve of the rural municipality of Morris, ad-

vocated the building of the road, and said that his municipality would be willing to aid in the building of that portion within its own borders. The aid, he thought, would be about 20 per cent.

E. L. Bissonette, reeve of Montcalm, said that municipality would not shoulder any of the cost of the road. They looked on it as a desirable provincial undertaking.

"But think of the value to the municipality of such a road running through it," he was asked.

In a strong French accent Reeve Bissonette replied, "What good would it do us? We have roads of our own, and on this road all the good we would get would be to see automobiles going by very fast."

Grading Started Next Year

It was decided that no work could be attempted this fall, but government engineers will elaborate plans. The work next year will likely be largely in getting a proper grade well started. After that the hard covering will be put on year by year until complete.

The general idea seemed to be that the road would eventually have a concrete surface. Some members of the deputation suggested that there be concrete strip in center 10 feet wide with a gravel shoulder on each side and each three feet wide. However, it was definitely promised that the government was in entire sympathy with the project and felt that the road would have to be of a high standard when finally completed.

BRIGHT SPOTS

Pittsburg, Texas, has located there the North East Texas Fair. They think so much of the Jefferson Highway in that locality that

the district which is called the White Way, the Midway or the Gladway in most fairs is in the northeast Texas Fair Grounds called the Jefferson Highway. The entire length of it was marked with posts eight feet high bearing the Jefferson Highway marks of blue and white and the Jefferson Highway monogram.

The Jefferson Highway party passed through Pittsburg, Texas, two days before the commencement of the Northeast Texas Fair, and received a very cordial invitation to return for the opening day.

When it was ascertained how the Highway was being honored at the fair grounds, the party consented to return for the opening.

The Chalmers Highway car, occupied by Mayor Reynolds and the Highway party, was given the place of honor at the head of the procession.

This procession was made up of a number of splendidly decorated floats and automobiles, followed by the school children of Pittsburg and

neighboring towns to the number of several hundred. The Jefferson Highway is considered a home institution by the people of Pittsburg and surrounding country. The Highway party felt well repaid for retracing its course to attend the fair.

We are indebted to the Pittsburg Motor Co. of Pittsburg, Texas, for many courtesies while in that little city. Jefferson Highway neighbors when passing through Pittsburg will be sure of receiving satisfactory services from this company

Between Whitewright and Sherman, Texas, the Highway party had to detour a mile over country cross-roads, on account of bridge construction on the main Highway.

In passing over a small culvert, it gave way, and the Highway car slid down to within a few inches of the end of the culvert, in such a position that it was impossible to pull it out by its own power, and a team had to be secured. Mr. H. S. Leman, of R. F. D. No. 4, Sherman, Texas, who lives nearby, came cheerfully to help out with his team. After the car was safely on the road again, he was asked for his bill, when he stated he never charged for pulling an auto out of difficulty.

This was rather unexpected, and he was asked how many people there were in Texas of that kind. He responded the whole state was just like that. The Highway party certainly found them that way, but Mr. Leman will receive the Highway Declaration complimentary for his timely and cheerful assistance.

(Continued on Page 10)



Caddo Parish and Good Roads

Good Roads Have Lifted the Farmer Out of the Mud, Broadened His Market and Decreased His Costs

By W. H. BOOTH, President, Shreveport Chamber of Commerce

T the meeting of the Jefferson Highway Association, W. H. Booth, President of the Shreveport Chamber of Commerce, delivered the following highly interesting and illuminating address on the subject of good roads which we quote in part.

In the early days, Shreveport was one of the most important commercial centers in the South. At the head of navigation she enjoyed a vast trade area, embracing East Texas and a part of Arkansas and Indian Territory. The crack of the wagoner's whip, as he markaled the long carrage of prairie schooners mingled shaled the long caravan of prairie schooners, mingled with the screaming whistles of the big river steamboats was music, sweet, to the progressive merchant's ear. Long

trains of wagons were constantly enroute, the motive power of which were usually oxen, for it required those sturdy fellows to negotiate the heavy sluggish roads and swollen streams, loaded with the fruits of the farmers' toil to be transported by water to a market far away. Shreveport was their Mecca, for there they received their supplies and were again on the way.

History-Making Days

Those were history-making days, the pioneers often en-during hardships untold, particularly during the rainy sea-son. It was a familiar sight son. It was a familiar sight to see wagon after wagon bogged in the little town's main thoroughfare. Danger signs, "Bad Hole, Keep Out," "Danger, Drive Around," and others, such as these placarded many of the most interesting bog holes right down in the business district. These wagon travelers found. These wagon travelers found the lowland adjacent to and in Shreveport much more susceptible to the influence of rain and held the water to much greater extent than the rolling plains and wooded lands of Texas, and yet traffic continued in this manner until the advent of the rail-roads. It was then that Shreveport began to lose her

Shreveport began to lose her far-away wagon trade, but not her commercial supremacy, for the industry and enterprise of her merchants, together with the advantages given her by nature, she was recognized, as the years went by, as the third largest distributing point in the South. She grew and expanded and had not one of our sister states erected a trade barrier, she would have today more than held the reputation she had already won. But her roads remained the same. They were the bane of her people and the subject of stinging criticism of her visitors. Bogged wagons and twelve inches of mud on her principal streets were not an uncommon sight twenty years cipal streets were not an uncommon sight twenty years

Showing the Farmer

The farmer then began to realize the importance of easy hauling. As he would leave the soggy ruts of the country road and drive on a boulevard, it awakened within him an ambition to do something like his city neighbor. He was heartsick of hauling one bale of cotton (the maximum load) to town with a pair of well

developed mules, and upon his arrival see a span of no better animals pulling a float loaded with twelve or fourteen bales of the same product. This sentiment of the farmer augmented by a few progressive citizens, started a campaign of education and agitation, which in the year 1911 culminated in a five mill, five year, parish

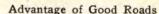
Good Roads Popular

The good road sentiment is so popular in North Louisiana, that it will be but a matter of a short time until all of the parishes will be well equipped in this

respect. Our neighbor, just across the river Bossier Parish, has finished forty miles of splendid high grade paving and the matter is now being agitated in both Red River and DeSoto Parishes. Harrison County, Texas, too, is preparing to build right up to our state line.
But so much for the his-

tory of good roads in Caddo Parish. You have asked me to speak with reference to

their benefits.



There are certain direct economic or money advant-ages which follow the im-provement of public roads in every community. These advantages are probably more apparent in the reduced cost of hauling. Certain depend-ent or reflex economic advantages also arise in a com-munity where roads have been improved. The increase in the value of farm lands is an example of the indirect an example of the indirect economic advantage of im-proved road conditions. It should not be considered, however, that in presenting the advantges of improved roads, the direct decrease in the cost of hauling and the increase in farm values are entirely separate and independent. The farm increases in value partly because the cost of hauling is decreased. It is plain that no system of

good roads can directly improve the soil fertility or the quality of farms. It is equally true that good roads can and do improve the site value of the value which accrues to a farm by virtue of its situation with respect to markets, schools and towns. The price of farm land, like that of any other commodity, is ruled by the relation between supply and demand. A farmer on one of our good roads owned a 100-acre farm which was assessed at \$10 per acre. His tax only amounted to \$5 per year, or \$25 for five years. For this small investment he became a part owner of the heaviful highway. per year, or \$25 for five years. For this small investment he became a part owner of the beautiful highway which he now recognizes as a value builder, for he would not part with his farm for \$50 per acre. Our farmers ought to realize that good roads cost them but a few cents per acre and that all they have to do is to get the bellet and that the relieved it seems to be accepted to the second seems of the second seems of the second second seems of the second second seems of the seco cast the ballot and that the railroads, oil companies and other corporations will pay the tax, and that, after all, the farmer is the greatest beneficiary. Land values due to the good roads, have had a wonderful increase. There are many farmers and investors locating in our parish who would otherwise not be attracted.
(Continued on Page 21)



The able president of the Shreveport Chamber of Commerce, He is doing much to advance the interests of his city and state.

News and Progress Along the Route

(Continued from Page 8)

A peculiar accident happened to the Highway car between Atoka and Kiowa, Oklahoma. The auto came to a standstill just as the rear wheels rolled off of a railroad crossing. Some time was spent in seeking for the trouble, but without avail. Kiowa garage was five miles away. It seemed a long distance to walk, but this proved unnecessary, as a passing auto picked up the party and took them into Kiowa. The garage of A. C. Schug at the south end of town was a welcome sight. Mr. Schug proved a friend in need. No sooner did he learn that it was the Jefferson Highway car, that was in trouble, when immediate preparations were made to go to its assistance.

Upon reaching the disabled car, first aid manipulations were used but no trouble discovered. Mr. Schug then said "How about your gasoline?" He was assured that the tank had been filled at Atoka fifteen miles away and the trouble could not be there. He again sought to find the trouble, but could not and again inquired about the gasoline, and was assured a second time, that there could be no trouble there as the tank was always kept well supplied. However being a garage man of experience, he finally said, "I am going to look at that gas tank anyway," and when he did, discovered the tank was entirely empty. It seems that a stone thrown by one of the wheels, had hit the plug in the lower part of the tank and broken it partially off, allowing all the gasoline to leak out in the road. This fully explained why the car refused to go any farther. Mr. Schug would make no charge for this five mile trip, stating he had come from California to start a garage on the Jefferson Highway. From our experience with him, we cheerfully recommend him as a good man to go to when having auto troubles.

LOUISIANA LEADS HIGHWAY STATES

The prominent place in the organization of the Jefferson Highway Association and the development of the Highway plan from an idea

into a fact held by Louisiana and its people was outlined Salurday by J. D. Clarkson, General Manager, in a manner which sets the state's part in the scheme before the public in a clearer manner than ever before.

"Shreveport being a cardinal point on the Jefferson Highway," he said, "her people are naturally very much interested in its early completion and the material developments that are to follow.

"Louisiana holds a very honorable place in the development of the Highway. The Association was organized in New Orleans and Rapides was the first parish or county along the proposed route to remit money for the support of the international association. Many people do not realize that the Jefferson Highway is not only an international road, but the only one on the continent.

"Louisiana is so far the only state in which a woman has been appointed a director and Mrs. J. L. Kimbell of Shreveport is the one who holds that distinction. It is the only state which has set apart one day of its state fair as Jefferson Highway Day and appropriated money for premiums to attract attention to the Highway.

"DeSoto was the first parish or county to vote bonds for the construction of the Highway within its boundaries and Stonewall has the honor of having voted unanimously for such issue

May Be First to Finish Road

"Forces now at work would indicate that Louisiana may be the second state to complete its section of the great Highway. As the Jefferson Highway party made its way through the state intense interest in the project was encountered wherever they stopped and on the southern half of the route the subject of its construction and location has become a burning issue to such an extent that whole communities side-tracked all other business while the party was in town to present their particular claims for the road.

"This has so focused public attention on the value of good roads in general and of the Jefferson Highway in particular that a very spirited contest has sprung up along two rival routes from Colfax to New Orleans. One set of contestants wants the road to extend east of the river, crossing it at Alexandria, thence to Bunkie, Simsport, New Roads and Port Allen. Another party wants it to be built through Bunkie and Melville to Port Allen. A 'hird wants it to go via Marksville to Simsport, while a fourth contends that it should be built from Colfax to Boyce and Alexandria, taking any route from there that it will.

Four Hot Fights in Progress

"So anxious are the Boyce people to have the Highway and such is the value they place upon it that they have voted the limit of their credit to build the Highway and throw a bridge across Red River at that point. It was found that this limit was not sufficient to provide both road and bridge so Rapides parish has come to their assistance and loaned its credit to Boyce to meet the deficiency. This action has caused a great deal of favorable comment all along the line of the Highway, it being the first instance in the history of the road that one municipality loaned its credit to another.

"In addition to the contest from Colfax to Port Allen a similar one has sprung up on both sides of the Mississippi from Batton Rouge to New Orleans. On the west side the controversy is led by Donaldsonville and Plaquemine under the guidance of Mayor Lemann of Donaldsonville, Senator Charles E. Schwing of Plaquemine and Walter Godschaux of Napoleonville. On the east side Mayor Alex Grouchy of Baton Rouge and Frank M. Opdenweyer have the backing of all the towns on that side.

"The west side folks are so anxious to locate the road there that when the Highway party went south it was met at Port Allen at nine o'clock at night by fifteen auto loads of people who were there in the interests of an inspection of the proposed route.

Will Have Road Anyhow

"As the result of these several contests the entire territory from Colfax to New Orleans will be put into regular contest proceedings under the rules and regulations of the Highway Association. A time far enough in advance to allow each town an opportunity to make the very best showing it can will be named for the scoring of the points required to settle the issue and the route scoring the largest number of points will be officially designated. Whichever route wins, however, it is expected that the other routes will be built up also as the interest in good roads is such that the people are going to have good roads through their communities whether it is the Jefferson Highway or not."—Shreveport Times.



Looking West on Walnut Street, Des Moines, Iowa

WHAT MUSKOGEE GAINS BY HIGHWAY

"The Jefferson Highway will mean more to Muskogee than any other enterprise or industry, I care not what it may be, that cost anything like the money," declared J. D. Clarkson, General Manager of the Jefferson Highway Association yesterday.

"People do not realize what the Jefferson Highway means. The Highway will be a 365-days-a-year road, but let us figure that the touring season is only 100 days. At least 100 cars a day will pass through Muskogee. That is not guess work, but a conservative estimate based on the traffic of other highways not nearly so desirable. An average of three and a half people will travel in

cach car. And these tourists spend an average of a dollar an hour.

"The Highway is simply a big department store. Each section has something to sell. You have many things here that the tourists from the older states will eagerly seize upon. And all tourists need gasoline and oil and they must be fed and clothed.

"California has been selling her good roads for ten years. They throw in a little atmosphere and mountain scenery but the big thing they sell is their roads. I was talking to a man the other day who told me, 'Well, I bought \$800 worth of California roads last year.' 'What did you do with them?' I asked. He said that he had left them there and that he had also left behind him the air and the scenery. California will sell them over again and again. I asked this man if he was satisfied with his purchase and he told me that he intended to buy the same thing next year. I asked him why he did not trade at home. 'If you'll make it possible for me I'll go to Minnesota next year,' he said. Thousands and thousands of motorists are anxious to tour this new and wonderful country. And they can tour it the year round.

"The Jefferson Highway means more than any railroad you have, and I do not except the Katy. That seems an exaggeration I know, but it is not. The changing modes of transportation, the genius of this twentieth century make it so. It all lies in 'he little combustion engine that Henry puts under the hood. By the first of the year there will be four million automobiles in use in the United States. The motor car is a means of transportation that is always at your door. You have no schedule, no sidetracks. You go and come and stop where you please."

Mr. Clarkson declared that the meeting of highways officers which will be held here November 28 and 29 will be the most important meeting held in Muskogee in some time. Thirty-two international and sixty-three state directors will be in attendance.

(Continued on Page 12)

Conservation of Human Endeavor

Address Delivered Before State Federation of Women's Clubs at Hammond, La.

By J. D. CLARKSON

RESENT conditions with which we are dissatisfied and which we are to discuss and try to remedy have their roots away back in our past history and are but the natural fruit of the tree we have been cultivating so assiduously.

It is safe to say that 95 per cent. of our population never think in terms greater than the farm or street on which they live; that but 3 per cent. of the balance never think in terms larger than the town or township in which they live; that one per cent. more may possibly think in terms as large as states. This leaves the other one per cent. of our population who does think in terms nation size to come together in gatherings like this for the purpose of planting thought seed that will grow, with proper cultivation, into nation sized thought which will be absorbed by the multitude and bring forth a harvest nation wide.

Up to the present time disaster and disaster only, is the one thing that brings thought into larger units,

sometimes nation size, up-permost in our minds. Until disaster appears on the horizon, individualism is rampant and each for himself is the motto of the multitude. Take thought of the morrow is an unpracticed precept. Am I my brother's keeper? is still an unanswered question.

Disasters like a drought and famine in Kansas, the breaking of the Johnstown dam, the tidal wave at Gal-veston, or a flood in the Mississippi delta, shocks the nation, arouses thought to nation size, and aid flows unrestricted to the sufferers. The drought in Kansas for a moment suggests the conservation of moisture for that district, the destruction of life, and

the suffering caused when the dam at Johnstown broke suggested a system of thorough inspection for such works, but the thought was never cultivated to fruitage. The tidal wave at Galveston revealed the weakness of the prevalent form of municipal government, but it did not save Dayton from doubling both disasters. The floods in the Mississippi delta have so far aroused only a temporary sissippi delta have so far, aroused only a temporary

spasm of sympathy for the sufferers.

Momentarily these events bring home to our consciousness the fact that all these localities and the people that live and suffer in them, are a part of our national domain and of our national life, but owing to the lines along which we have developed the value of the other person and the part he can contribute to the successful solution of our problem and our obligation to him and his problem, is as yet very obscure.

As heretofore stated this should not excite wonder nor unduly discourage us. The fruit of the tree, independence, is what we longed for and sought when we came to this country and we have cultivated little else since we arrived. The early settlers defended their homes independently, until Indian massacres taught them interdependence through suffering. The colonies each stood beliggerantly independent until they were them interdependence through suffering. The colonies each stood beligerantly independent until they were driven together by English tyranny. Then came the great Declaration of Independence, a doctrine rendered sacred by the blood of martyrs. This was intended to be a tree, nation size, but no sooner was the Revolutionary War over than each inhabitant cut a slip and planted and cultivated a tree for his own use. A consideration of these things suggests that while the conservation of our natural resources is an important subject, the conservation of human resources is of still greater importance.

What was the reward of those who pioneered the great work of independence in its day? Do their names not stand out in history with such honor that their descendents form themselves into organizations to bask

in the reflected honor?

Shall the reward of those who pioneer the new, and greater movement for interdependence be less? Owing to the more rapid movements of events in our times may they not only expect to be remembered with honor in the future, but may they not hope for Pygmalion's immediate reward? He like us, was dissatisfied with the times in which he lived and cherished an ideal of what there might be. Being a sculptor with some skill he determined to express his ideal in an ivory image with no hope that it would ever become instict with

life. Day after day, week after week and month after month he plied the chisel and the mallet on the inert

ivory.

Commencing on a hopeless mass, it at first seemed a hopeless task but grad-ually graceful lines ap-peared which gave him en-couragement for renewed endeavor, until after months of patient toil the com-pleted image of his ideal stood before him; but al-though it possessed beauty of outline it was a silent, lifeless stone.

Then his ambition in its natural evolution desired life for his beautiful ideal and his devotion was rewarded. The cold intellectual thought became instinct with life. What a moment that event have

been and what a reward for persistent toil. Myth though this is, it possesses value for us in inspiration and encouragement. We, like Pygmalion, are dissatisfied with the times, and have our ideals of what they might be He had but a shapeless mass of lifeless stone upon which to impress his ideal. We also have a shapeless mass, but it is not lifeless. The mass of throbbing hearts and active minds of our own people is the material upon which we must work.

Pygmalion worked independently. We must work interdependently. No one shared in his task or his reward but in our task and our reward anyone may share who wishes to join in interdependent action. It was some such thought and ambition as this that started from the materialistic foundation of constructions of incharge to include the started from the materialistic foundation of constructions of the started from the materialistic foundation of the started from the materialistic foundation of the started from the materialistic foundation of the started from the started from the materialistic foundation of the started from the started from the materialistic foundation of the started from the started ing a highway to join the commerce of the north and the commerce of the south, and has now leaped to other heights, and the patriotic, unselfish devoted men who conceived these thoughts and entertained these ambitions now see that the materialistic image of con-served commerce may be the foundation for a great university of human thought and action palpitating with life and energy for the conservation of human endeavor.

And what a moment it will be for those who take part in this task when they see this highway of commerce become a neighborhood two thousand miles long, throbbing with loving thought and sympathetic inter-est in each others problems, uninterrupted by sectional differences, untrammeled by selfish ideas brought about (Continued on Page 22)

Chamber of Commerce, New Orleans, La, where the Jefferson Highway was organized

News and Progress Along the Route

JEFFERSON HIGHWAY DECLARATION

(Continued from Page 10)

According to Mr. Clarkson 25 per cent. of the Jefferson Highway is already constructed of hard-surfaced roads. There is money now in the treasury to surface 25 per cent. more. Half of the Highway has been completed; the other half must be finished soon.

JEFFERSON HIGHWAY

The large number of strange cars which are daily passing through our little city is the best proof as to the value of this great Highway, the advertisement our country will get, besides direct financial gains. Only yesterday on our streets we noted cars from New York, Winnipeg, St. Paul, International Falls, Cass Lake, Bemidji, Grand Forks, and many other points. This is only a streamlet to what is coming when this wonderful National Highway is completed.

Plaquemine, La., November 15, 1916.

Jefferson Highway Declaration,

Des Moines, Iowa.

Gentlemen:—In regard to the rivalry existing between the east and west bank of the Mississippi River as regards the location of the Jefferson Highway from Port Allen to New Orleans on the west side, or from Baton Rouge (which is just across the river from Port Allen) to New Orleans on the east side, I notice in the issue of your paper for November, page 22, a statement credited to General Booth of New Orleans, speaking in favor of the east bank that: "Between Baton Rouge and Hope Villa, 98 miles of model highway has already been completed," which statement if allowed to go unchallenged might wrongfully influence the Highway Committee which is authorized to locate the road, in favor of the east bank if the advantages of the west side are not set forth.

With this object in view, I herewith present the points in favor of and against each side of the river. These facts are taken from official publications and from information obtained from individual residents and are as accurate as can be arrived at. The following are the points for and against each side of the Mississippi River over the proposed routes from Baton Rouge to New Orleans and from Port Allen to New Orleans:

East Side

Distance from Baton Rouge to New Orleans, 89 miles.

Miles of traveled roads completed, 33.

Number of grades encountered, one of about 20 degrees with main line and switch of railroad midways on grade, just after leaving ferry boat, arriving at Baton Rouge.

Number of railroad crossings, seven.

Number of bridges, one over Bayou Manchae.

Number of ferries, one on entering Baton Rouge.

Number of county seats, two.

West Side

Distance from Port Allen to New Orleans, 121 miles.

Miles of gravel road west side route, completed 80, balance provided for by bond issues, work to be done in 1917.

None.

None.

Two steel bridges, one over Bayou Plaquemine at Plaquemine, one over Bayou Lafourcha at Donaldsonville.

One on arriving at New Orleans.

Six.

East Side

Number of garages from Baton Rouge to New Orleans, none.

Number of banks between Baton Rouge and New Orleans, three.

Miles of feeders already graveled leading from interior points connecting with proposed highway on east side, none.

Incorporated towns, and popu-

Lutcher		.1,000
Garyville		. 850
Kenner		.1,235

West Side

Number of garages from below Port Allen to New Orleans, eight.

Between Port Allen and New Orleans, seven.

Miles of feeders, graveled:

Morley road, four miles connects at Brusly.

Bayou Grosse Tete road, 36 miles, connects at Plaquemine.
Bayou Plaquemine road, 12 miles, connects at Plaquemine.

Samstown road, two miles, connects at White Castle.

Bayou Goula road, two miles, connects at Bayou Goula.

Bayou Lafourche roads, running both sides of Bayou, 66 miles connects at Donaldsonville.

Paradis road, 20 miles, conaects at Luling. Total 138 miles.

Incorporated towns and population between Port Allen and New Orleans:

Brusly 600
Plaquemine
White Castle2,289
Donaldsonville4,090
Westwego 500

It will be seen at a glance that the west side is the logical route for the proposed Highway, having in its favor greater population not only as to towns passed, but also along the route, the west side road passing entirely along the Mississippi River with an almost unbroken line of towns, cities, homes, farms, etc.

The great number of feeders on the west side also adds immeasurably to tnat side, affording the tourists opportunity to take these side trips, leading off to beautiful sections of Louisiana, with connecting gravel roads to southwest and center Louisiana, through the heart of the sugar, cotton, rice and corn belt, permitting them to see Louisiana as she really is. The side trip down Bayou Plaquemine follows the route taken by Longfellow's Evangeline on her trip to the Teche and would prove interesting to many. Other feeders lead to the large timber mills and sugar plantations, where tourists might see anti bellum homes just as they were in slavery days but now under modern management.

A great many more reasons could be given but I do not with to impose on your space, and can be given later if necessary.

Respectfully yours,

F. J. KEARNY, M. D.

[Editorial Note:—We published the above for the information of the Jefferson Highway neighbors outside of the contested districts. Of course we have to rely to a great extent on the fairness and the accuracy of our correspondents in matters like the above. In this case Dr. Kcarny is more than fair to the east side in mileage. The east side people, we have not doubt would be very much pleased to have the doctor pilot them over a road only 89 miles long from Baton Rouge to New Orleans. Anything published in the Declaration or any other publication will have no bearing on the final decision of (Continued on Page 14)



The above photos show a sample of the splendid work done on a waterway in Atoka County, Okla., on the Jefferson Highway, before and after work was completed.

"His Soul Goes Marching On"

John Brown, Noted in Border Warfare, Was One of Kansas' Early Settlers

HE leader whispered his final instructions to the little band gathered about him. A murmured response, a salute and each individual slunk away into the misty blackness of the night to take up his appointed station and to await the signal for action. At last it came, a low whistle that rose but slightly above the patter of rain upon dripping leaves.

Indistinct figures darted out from cover. Then came

the sounds of pounding, a shout, a scattering volley, the

cry of a wounded man and the thud, thud of hurrying feet. The chaos was over as quickly as it had started. The arsenal at Har-per's Ferry had been captured with ease and John Brown started up-on the last series of incidents of his eventful career.

John Brown's tri-umph was short lived,

however, for on the in his memory, Osawatomie, Reighteenth of October, 1859, eight days after his capture of the arsenal at Harper's Ferry, he was attacked and his small band of followers overpowered. In the engagement, John Brown was severely wounded. His trial for murder and treason followed upon the twenty-seventh of the month. Having been found guilty, he was hanged on the second of December, 1859.

Whatever may be the right and wrong of John Brown's opinions on the slavery question, he will live long in the history of Kansas as a figure prominent in

long in the history of Kansas as a figure prominent in the ante-bellum days. From the time he moved to Kansas in 1855 until he gathered his band for the attack upon the government arsenal he stood out prominently

in the border warfare in the Sunflower state and the neighboring territory. His victory at Osawatomie probably gave him the courage and the confidence to carry his actions into the east. As an anti-slavery advocate, his lead was unquestioned, although he took rather radical methods of showing his enthusiasm.

Like many of the men brought into the spotlight of

the Civil War, John Brown had never made a success of his commercial activities.

Born on the ninth of May, 1800, in Torring-ton, Connecticut, he received but the rudiments of an education and at an early age migrated to Ohio. Here he entered the wool business, but though he spent twenty years buy-ing and selling this commodity, in 1840 he had but a small amount of money.

of John Brown, and cabin preserved So, hearing of the sas, on the Jefferson Highway great possibilities of wealthy Kansas, he took his four sons and journeyed into the west. The cabin he and his sons erected at Osawatomie, Kansas, and where he spent the remainder and the most event ful of his days, is still standing and is now one of the interesting landmarks of the Jefferson Highway.

Thousands of tourists annually pause at this ancient dwelling and think of the ironical ballads that have been composed to his memory. His ideas may have been radical, his methods crude, but still "his soul is marching on" and all Americans are willing to honor him because he was American enough to be willing to fight and die, if need be, for the principles he held as right.



Entrance to Memorial Park in honor of John Brown, and cabin preserved in his memory, Osawatomie, Kansas, on the Jefferson Highway

Race to Grade County Roads

Buena Vista May Beat Rival Across Line but Story Will Complete System Without a Dollar in Bonds

	tory	Calhoun County	Sac County	Hardin County	Buena Vista County
Total mileage of county road system	135	168	148	174	167
Miles permanently graded prior to Jan. 1, 1916		44	49	23	53
Percentage permanently graded prior to Jan. 1, 1916	*45	*26	*33	*13	*31
Miles to be permanently graded during 1916	28	26	30	65	65
Percentage will be permanently graded during 1916	*21	*16	*20	*37	*39
Total mileage permanently graded by Jan. 1, 1917	89	70	79	88	118
Total percentage permanently graded by Jan. 1, 1917	*66	*42	*53	*50	*70
Remaining to be graded after Jan. 1, 1917	46	98	.69	86	49
Remaining to be graded after Jan. 1, 1917		*58	*47	*50	*30
Will probably complete grading of county system in1	917	1918	1918	1918	1917

UENA VISTA and Story counties are running a neck to neck race in a contest as to which will first complete the permanent grading work on the county road system. These two counties are both scheduled to complete the grading of the country system next season or in 1917. Three other countries, Sac, Hardin and Calhoun, are all scheduled to complete this same class of work the following season, or in 1918.

To the man interested in studying the progress of road improvement in Love during the past three years.

road improvement in Iowa during the past three years, and who understands what the term permanent grading stands for, the table shown gives some very pertinent facts. Buena Vista, according to percentage table, should be nearer the completion of the job in hand at should be nearer the completion of the job in hand at the end of the season than Story, yet Story has so managed her work for several years past that her road building will be paid for in cash while Buena Vista will issue bonds for a considerable part of her mileage. Story county is rather fortunate in that she has no bonds of any kind outstanding. That she has done so well on her road building speaks well for the management of her affairs. It should not be forgotten, also, that Story has made great strides on her bridge and culvert building and that her county road system is expected to be permanently bridged by the end of the

Story, however, has a little the advantage over her nearest contestant in that she has only 135 miles in her county road system while Buena Vista has 167 or 42 miles more to care for. Hardin, Sac and Calhoun, the next three nearest to the head of the list, all will pay for a good portion of their work with money from bond

Buena Vista and Hardin are both planning to complete 65 miles of their systems this season, Sac 30, Story 28 and Calhoun 26. A good portion of this work is under contract now. This season's work will leave is under contract now. This season's work will leave Buena Vista with 49 miles to permanently grade, Story 46, Hardin 86, Sac and Calhoun 69 and 98 respectively. Putting a road to permanent grade consists first in making a complete survey of the road as it exists.

(Continued on Page 18)

News and Progress Along the Route

the contest unless the personal investigation of the arbitrator finds them to be facts and having a bearing on the matters in contest. The arbitrator will have constantly in mind the rights and privileges of the Jefferson Highway neighbors living in the other six states and Canada. Local contestants sometimes lose sight of these things. It is for these and other reasons that two full weeks will be taken to thoroughly examine all the roads in confest in Louisiana.]

HIGHWAY PROJECT EXPLAINED

The value of the Jefferson Highway to the sections through which it will pass was effectively pointed out by J. D. Clarkson, General Manager of the Highway Association, at a mass meeting held in the Grand Theatre, Thursday afternoon. Incidentally, the meeting served to bring home the fact that the selection of the west bank of the river as the official route of the great Highway is regarded as a matter of vital importance to the City of Donaldsonville and the western wards of Ascension Parish, and a degree of interest and determination was aroused which gives assurance that nothing will be left undone to press the claims of the west bank for recognition as a link in the route of the international roadway.

The meeting was attended by a representative gathering of ladies and gentlemen of Donaldsonville and vicinity, and the students of

the upper grades of the high school were present also. A delegation from Iberville Parish, including among others Senator Charles E. Schwing and Lewis R. Murrell, was in attendance and after the meeting headed the party of good roads boosters who escorted Mr. Clarkson to Plaquemine, where he further expounded the Jefferson Highway doctrine.

Mayor Walter Lemann presided over the local meeting and introduced Mr. Clark-son. The latter explained briefly the project under consideration, told of some of the numerous benefits that will accrue from the construction of the Highway, spoke in comland, would be eager to invest. and value of the enterprise.



A road that spreads prosperity from Winnipeg to New Orleans

plimentary terms of the advantages possessed by this section of the country and the charm of the southern people, and cited concrete instances of how the Highway will prove a paying investment to all progressive communities through which it passes. The interchange of information and broadening of views will be valuable to all concerned, to say nothing of the money that will be placed in circulation and the general development that is certain to result.

Mr. Clarkson prefaced his remarks by stating that he had come to advocate a new form of merchandising and one that has been profitably employed in many states-selling good roads. Enlarging upon this theme, he explained that good roads, enjoy the distinction of being the only commodity for which the purchaser pays the price, but which is left on the counter to be re-sold at a profit. The automobile tourist, he explained, is primarily the purchaser, who comes into a community and buys the road by expending his funds, enjoys the road, and yet leaves it for the community to resell to other tourists time and time again, paying attention only to maintenance.

"California was the first to offer paved highways to the traveling public," said Mr. Clarkson, "and along with their good roads they threw in a quantity of scenery and a little atmosphere. People from all over the west came and paid big prices for the road, and the scenery, and after using them they left them there for the use of others. Now the Jefferson Highway is going into the business of selling good roads, along with the bounty, scenery, and personality of the south."

Mr. Clarkson then commented at length on just what the south has to "sell" tourists in the way of historical surroundings and quaint features of interest. He directed attention to the fact that the Jefferson Highway would, in effect, be a broad, hard-surfaced avenue extending from Canada to the gulf, as important as the main thoroughfare of a city.

Possible results other than purely financial, he illustrated with the assurance that farmers from the upper reaches of the Mississippi, coming to New Orleans, would realize that the soil carried from their lands by the mighty flood waters, to their detriment, reaches the mouth of the river only in the form of a possible liability through flood results, and would be encouraged to take steps toward flood prevention from the upper portion of the watershed.

He told of northern farmers, with money seeking investment, who, if they should get one glimpse of the possibilities of Louisiana

A fluent and easy speaker, with an engaging gift of humor and a pleasing manner of expression, Mr. Clarkson presented his subject in a most interesting and entertaining manner, and succeeded in impairing to his auditors a measure of his own enthusiasm over the Jefferson Highway project, and an enlightening sense of the importance

Police Jurors George B. Reuss, Jasmin Tobias and C. H. Landry,

Sr., and Messrs. E. J. McCall, C. Kline, E. H. Barton and Walter Lemann were selected by the meeting to represent the west bank of Ascension in the state organization of the Jefferson Highway Associa-tion. A number of local automobile owners and good roads boostaccompanied the Clarkson party on the trip to Plaquemine. Donaldson Chief.

MODEL DIRT ROAD

model dirt road, graded according to directions of the best road experts and drug in the manner in which they drag roads in Kansas, is to be one of the features of the first

annual good roads week, to be held at the University of Oklahoma on Jan. 1-6, according to announcement just made by Professor J. I. Tucker, consulting State Highway Engineer, who has charge of the conference.

This week is to be a regular school for county engineers and road men from all parts of the country, according to present plans, of which Professor R. C. Terrell, formerly State Highway Commissioner of Kentucky, is aiding. Mr. Terrell drew up plans for the complete highway plan being worked out in Kentucky. He was induced to come to Oklahoma by the great opportunity of aiding in building up in this state a system of good roads that would touch every township in Oklahoma.

Practically every county engineer, county commissioners and good roads enthusiasts from every part of the state are expected at the meeting.

GOOD ROADS COME FIRST

Good roads are of prime importance to the people who live in this trade territory and that applies to readers of The News a large per cent. of whom live in the community tributary to Baxter Springs. With this in view The News presents in this issue many arguments from many points of view for the building of permanent roads. hopes that the various articles on the subject will be read carefully, (Continued on Page 16)

Jefferson Highway Echoes

Breezy Items Converted From Observations by Occupants of Official Car

By S. WOLSTENCROFT

HE experience that came to the writer while making the organization trip south, with the general manager, J. D. Clarkson, were many and varied. Some were of a very pleasant character, others very amusing. For instance, it was very pleasant indeed to be met at Miami by our neighbor and co-worker in Jefferson Highway affairs, Paul Nesbitt. Every one who knows Paul knows that a meeting with him could

be nothing but a pleasant one. And added to this was the splendid meeting at night, so ably presided over by our neigh-bor J. F. Robinson. The men attending this meeting were vitally interested in the story that our general manager had to tell, and proved their interest by starting us off on the right foot in Oklahoma.

I don't know what to say about Welch, when we got there the next morning and found the entire town awaiting us it just took our breath away; that's the reason we are lost for words to express our appreciation with such men as J. W. Dixon, H. B. Campbell and others in the har-

Campbell and others in the harness. Welch will be heard from
often, I guess. At the meeting in Vinita, Craig county
was fully organized with such splendid road enthusiasts
as John Wise, W. M. Malone, L. C. Crouch of Vinita,
Joe Madison of Big Cabin, to push the work along. We
are looking on, boys, so do your best.
James Quinn and W. L. Gardner of Pryor, Mayes
county, expect to put that county on the map in good
shape. At least that is what we understood you to say,
neighbors. We are not mistaken are we? Hope not anyway.

Maybe we had better let our General Manager tell about Wagoner. He seemed to be enjoying himself so much (at the head of the table). But it certainly was O. K. And the friends in Wagoner headed by James H.

directors meet there on November 28th and 29th and then they will get all the space re-

quired. I haven't space to tell you of the good things of Eufaula, Checotah, Canadian and Crowder. Wish I had, for we met some good fellows there and I feel I should like to mention should like to mention them all by name but cannot. But they certainly do things. It was just great how they got across the "Canadian River" on that Twentieth century ferry. Talk about "Washington crossing the Delaware," why

that was a Sunday school picnic to what it was when "Clarkson was crossing the Canadian." Ask Paul Nes-Ask Paul Nes-

bitt about it, he knows. Aye? Paul?
And then "On to McAlester." This was one of the experiences that was not quite so pleasant. We missed the school children, who had all come out to meet us, but we were too late. Still we had a splendid meeting at night with Gov. Williams as one of the speakers, and

that made up for a good deal. Honestly, Paul, we are

that made up for a good deal. Honestly, Paul, we are mighty sorry on missing the kiddies, but we couldn't help it, now could we? Better luck next time old boy. That was a pleasant ride to Kiowa that neighbor Walter Evans gave us and we were glad to notice the interest taken by your enterprising town Walter. Keep it up. R. A. Thompson is a good team-mate, keep him in harness. Atoka, Atoka, Atoka, what about Atoka?

It is the best town in the state.

At least so the folks that live there say, and they ought to know. One thing we are sure about and that is they showed as much interest as any town on the route, and best of it all is, they keep that interest up. We want to thank S. W. Butler for escorting us to Caney. Some ride that? Wasn't it Sam? Here is looking at you Atoka, go to the head of the class.

At Durant, the old soldiers had the town by storm, and you know Dr. J. P. Smith how it is, not even the Jefferson Highway could displace them, nor do we wish to try.

At Colbert, Tom Hamilton, our director, wished us "Good Luck and God Speed." Thank you Tom. Supt. Applegate of Atoka County, Oklahoma, is the pioneer there having his car marked with the J. H. colors and monogram. That's fine Applegate. Other road superintendents take notice. Nuff end. ents take notice. Nuff sed.

onts take notice. Nuff sed.

Our northern neighbors will remember Paul Nesbitt the "sweet singer of Oklahoma" who came on the northern sociability run. Well it's all true what he said about the fleecy, snow white cotton fields, and the far-reaching landscape and prairie land, with the darkies singing "Swing Low, Sweet Chariot 'a comin' foh to carry me home." Saw and heard it for the first time in my life hove and it was just fine—fine. You must carry me home." Saw and heard it for the first time in my life, boys, and it was just fine—fine. You must come down and hear them for 'yourself, neighbors. It was mighty fine of our Texas Vice-President, W. N. King, and Mr. Pierce to meet us at the bridge. Maybe Mr. Vice thought we had a

King thought we had a strenuous time driving through Oklahoma and wanted us to enter Texas "easily." We drove easy to Denison and arrived O. K. The ride to Sherman was beautiful. That's some road you've got King, no wonder you are no wonder you are proud of it. Wish the northern entry was as good. In fact you ought to be proud of your entire state, with such men as J. A. Craft, W. J. Huff of Trenton, Tom Holmes of Tren-ton, T. H. Sears and Mayor Ecolls of Whiteright, J. B. Debonport of Mt. Pleasant, W. G. Hayden of Mt. Vernon,

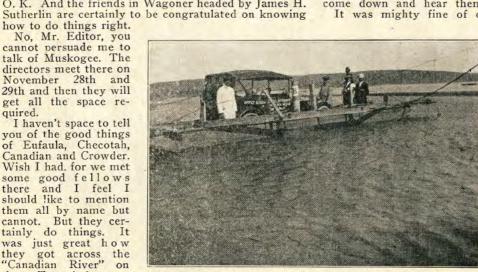
Hayden of Mt. Vernon,
L. L. Dean of Gilmore, J. J. Love of Marshall, and so
many others that we haven't space to mention, pushing
and keeping your state to the front. You've got your
work cut out old man to keep Texas in the van guard,
but you'll do it won't you?

Theo Webster joined us at Sulpher Springs and piloted
us over the road. He is a very interesting companion

(Continued on Page 24)



Road Supt. Mr. Applegate, Atoka County, Okla., in his Jefferson Highway car.



J. D. Clarkson, General Manager and party crossing the Canadian River in Oklahoma with official car.

News and Progress Along the Route

(Continued from Page 14)

for they are based in fact and have solid foundations to stand on. Good roads continue to be the most valuable asset to this community, located as it is in a rapidly developing country, good roads should come first in our consideration of community welfare. Let us not slight this subject.—Baxter Springs News.

AT THE END OF A GOOD ROAD

To see what really happens at the end of a good road, a public road specialist of the department recently had observations made in different sections of the country. The observer noted many country-bound teamsters who drove two loaded wagons, hitched one behind the other, to the end of the good road, and then found it necessary to leave one wagon by the roadside to be returned for later, while all the power of their teams was devoted to hauling a single wagon over the unimproved road.

Farmers bound for the market frequently were seen to haul wood and similar products to the beginning of the good road, there dumping them, and returning for a second load. When this arrived, the two loads were consolidated and easily hauled by a single team the remaining distance to market over the improved highway.

In one section of the country where oxen are still used teamsters were observed to bring their loads over the dirt roads with two or three yokes of oxen. When the beginning of the good roads was reached, the teamsters would unhitch the extra animals and finish their journey with a single yoke.

THE JEFFERSON HIGHWAY

J. D. Clarkson, General Manager of the Jefferson Highway Association, accompanied by Mr. S. Wolstencroft, a member of said Association, and others, visited this town for the purpose of locating a route to New Orleans of this Highway in Avoyelles Parish. The night before these gentlemen were at Bunkie looking over the situation there.

The Jefferson Highway is locating a route from Winnipeg, Canada, to New Orleans—from Pine to Palm—and along the whole route the greatest enthusiasm is manifested for the success of the enterprise. Good roads are considered today of absolute necessity and any movement which tends to improve road conditions is encouraged as no other enterprise is. A modern Highway, ensuing easy and safe travel, from the Canadian line to our Sunny Gulf is of vast importance to the sections of country the road will traverse. It will be a wealth builder and furnish untold pleasure to tourist and easy means of communication to business men.

Marksville gave a royal reception to the gentlemen representing the Association on their visit to our town. American flags were flying from all business houses, and streamers of red, white and blue bunting were strung across all the streets. The court house, where the speaking was to take place was a bower of flowers and evergreens, too lovely to contemplate.

Mr. Clarkson and his friends came from Bunkie to Marksville Monday night. At sun up Tuesday morning, he, accompanied by 30 or 40 automobiles, filled with the leading citizens of the place, proceeded to inspect the route mapped out by the Marksville people. They went as far as Bout du Bayou. All were highly impressed with the beautiful scenery and magnificent country along this route.

Returning they took breakfast at the Mayer Hotel, which by the way furnishes the finest cuisine in the state, and the appreciation felt for the good things provided there was manifested by the manner the "edibles were destroyed" by the party.

At 8:30 the court house square was filled to overflowing by men, women and children. Mr. Clarkson came in his celebrated Chalmers car on which he is making the journey from Winnipeg to New Orleans and return, and young Master Edwin Kurshedt, infant son of our popular electric light plant manager, dressed as Uncle Sam, was a conspicuous figure in the front of the automobile. A photograph was taken by photographer Molenar of the car and party.

At this time the pupils of the Marksville High School, numbering about 400 boys and girls, headed by their principal, W. W. Tison, and accompanied by their teachers, came in procession and made a fine show.

Mr. Clarkson made one of his characteristic speeches about good roads, showing their advantages to the country and to all class of people. He said the intention was to locate the road on the best route and as there was competition for the road from Alexandria to New Orleans he had to give every section a hearing. He said he was impressed with Marksville and its people and was glad to see they were actuated by the right spirit. He gave a history of the organization of the Jefferson Highway Association and was loudly applauded.

Mr. Wolstencroft followed him and impressed the people on the necessity of good roads everywhere, showing their advantages and the benefit to be derived from them. "Marksville must not be alone," said he, "it must live for others beside itself. Such a beautiful and

prosperous country should place itself in touch with the world outside."

Mr. Edwin L. Lafargue was then introduced by Mr. W. E. Couvillon, the chairman of the reception committee.

Mr. Lafargue extended a hearty welcome to Mr. Clarkson and his party in well chosen and appropriate remarks. He dwelt on the proverbial hospitality of Marksville which had always a kind word for the stranger. He said that the people here were already impressed with the importance and necessity of good roads. This section had long ago awakened to the fact that roads were an index of a people's civilization and no effort would be too great for Marksville to align itself with other progressive sections, which had taken the matter up and were doing noble duty for "self and others in that line." "No, Marksville would not live alone; it would not live for self alone, but was willing to join any movement to place it in touch with the other sections of the country by means of good roads and common The route from Alexandria to Simmesport by way of Marksville was the shortest by several miles, it passed through an agricultural section along Red River from Alexandria to Echo unsurpassed in fertility and scenic beauty. Emergening from this alluvial belt the tourist would strike the Marksville hills, whose undulating plains and moss covered forests were of unsurpassed loveliness. The town itself had six hotels, three garage and auto repair shops, five churches, first class drug stores, able physicians, about twenty stores, and live wide-awake men. The tourist would not want for anything here.

Around the place could be seen the ruins of Fort de Russy, on Red River, which Farragut's fleet, with the famous Indianola could never pass. Admiral Dewey was a Lieutenant on one of the boats of that fleet. The Indian Mounds, the fortifications made by the followers of DeSoto after he had been consigned to a watery grave in the Mississippi River at the mouth of Red River, which is near Water Valley Landing, or Naples, in Avoyelles Parish. Another fort at Bout du Bayou could be seen, a fort constructed to resist Banks restreat from his Red River expedition. By the way, the route advocated by Marksville is the one which was taken by Banks army on its retreat from Mansfield. The scene of the battle of Yellow Bayou, where thousands clashed in the war's terrible drama, many losing their lives for duty and country, was on the route.

The flood conditions were as good along that route as elsewhere. Huge levees protected it, and if they broke the other sections proposed as a route would be equally submerged, so said the Supreme Court. But there was no danger of that ever happening.

The route was along a level country, only a few miles of it needing extra grading. The Louisiana Railway and Navigation Company selected the route up to Echo and then Mansura through the Corner, leaving this place only a few miles to the north.

It was a good, practical route; a route which would be advantageous to the tourist and of small cost to the Jefferson Highway Association to build its road through it.

"Marksville," said Mr. Lafargue, "opposes no other section, no other route, it speaks for itself."—Avoyelles Enterprise.

RESOLVE TO HELP OUR NEIGHBORS

The Thief River Falls Commercial Club is going to be real neighborly in the matter of securing a portion of that federal road fund. At a meeting held early in the week a resolution was passed pledging the support of the organization toward any attempt made by either of these counties to be counted in on the cash. The resolution was signed by President Johnson and Secretary Laird, and is as follows:

"Whereas: The government of the United States has seen fit in its discretion to appropriate the sum of \$75,000,000 in aid to state and Federal roads throughout the country, the sum of \$5,000,000 being available for the year 1917, and increasing \$5,000,000 each year for five years; and,

"Whereas: There is available for the State of Minnesota for the coming year \$142,000 for the improvement of such roads as the State Highway Commission may deem are most worthy of such aid, and which roads have been declared state roads and which by action of the county boards have been designated for improvement under state supervision, and,

"Whereas: There extends through several of the counties in the northwestern part of Minnesota a Highway known as the Jefferson Highway, and of local, state and national importance, connecting the northern boundary of the United States with the Gulf of Mexico, and under state and national control; and,

"Whereas: There is a stretch of the said Highway in the county of Clearwater that needs attention and improvement more than any other on the said Highway in this part of the state; and, "Whereas: Said Clearwater county was of material assistance in

"Whereas: Said Clearwater county was of material assistance in securing the said Highway through this immediate section of Minnesota, therefore, (Continued on Page 18)

Movement Receives Impetus

Enthusiasm of the People of Louisiana Carries Forward Work of Bettering Highways

By WALTER PARKER

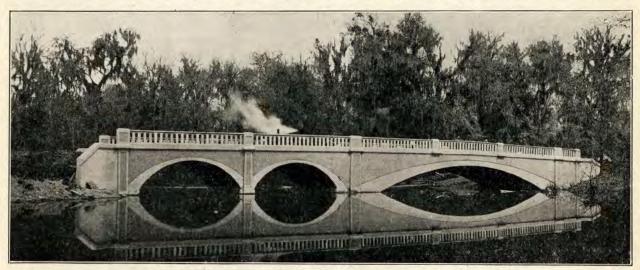
O better evidence of the desire on the part of the people of Louisiana to have good roads can be had than in the liberal voting of bonds by the different parishes or counties of the state. Meetings held at the county seats and in the larger towns never fail to attract large and thoroughly representative audiences. The amount of enthusiasm being manifested in favor of good roads is a revelation to the older residents of Louisiana.

Grant Parish has expressed a desire to vote \$200,000 worth of bonds to build the Jefferson Highway through that parish. Provision has already been made for the surfacing of 50 per cent. of Louisiana's section of the Jefferson Highway. Adjoining parishes will make sufficient allowance for the Highway, and the money to which grow abundantly in this climate, and use other trees and shrubs indigenous to this soil

Interest now centers in the next meeting of the state legislature, at which time the good roads people will be in position to lay the question of modern highways be-fore the lawmakers in detail. With the wholesouled backing of the people of the state, and the splendid sup-port and encouragement of the New Orleans Association of Commerce, it is believed substantial aid will be obtained. Many of the more influential men in this state will urge the legislature to appropriate liberally

for good roads work.

The tour of J. D. Clarkson, General Manager of the Jefferson Highway Association, will have a beneficial effect upon road development in Louisiana. Mr. Clark-



Type of Bridge along the Calcasieu Parish, I ouisiana, Highway System-Reinforced Concrete

complete the great project in Louisiana appears assured. Even those people who reside miles away from the route of the Highway, are working for it.

A Highway meeting held in New Orleans on Septem-A Highway meeting held in New Orleans on September 20, resulted in the formation of an association to build a modern Highway from New Orleans to Houston, Texas. This road will traverse the heart of the famous Evangeline country of Longfellow, and should prove an additional inducement for those who visit New Orleans over the route of the Jefferson Highway. Actual work on this Highway will be started without dalay.

Plans to make the Jefferson Highway in Louisiana one of the most beautiful stretches of roadway in the United States are being discussed by the business men of New Orleans and the larger towns along the route between New Orleans and Shreveport. It is proposed to embellish the Highway with massive tropical palms,

son's knowledge of conditions along the route between New Orleans and Winnipeg, will enable him to tell the people of this section what is going on elsewhere. Much publicity has been given the Jefferson Highway lately, and this has aroused interest in the work.

lately, and this has aroused interest in the work.

Many of the more prominent merchants and business men of New Orleans who were unable to enthuse over the Jefferson Highway last year, now are coming to the front and offering their aid in any possible way. They are convinced that the Highway will bring thousands of visitors to New Orleans annually, besides bringing the city and the immediate country into closer contact. "From Pine to Palm" will become one of the motoring slogans in this section of the United States before long. Travel northward in the summer months will almost equal the volume of traffic coming south during

most equal the volume of traffic coming south during the winter season. New Orleans expects to add greatly to her reputation as the "Winter Capital of America," when the Jefferson Highway is fully in operation.

The Highway Thru Baton Rouge

Louisiana's Capital City Offers Tourists Many Attractions and Comforts

By ALEX GROUCHY, Mayor of Baton Rouge

ARKING the route of the Jefferson Highway through the City of Baton Rouge has awakened interest in the Great International Highway, and the importance of this project is coming home to the community, as the route is being discussed.

Leading from the Ferry docks after crossing the mighty Mississippi River, the route of the Jefferson

Highway runs through the most important streets of

the city and out to where a junction is formed with the Baton Rouge-Hope Villa Highway, thence to the As-cension Parish line, providing a link of sixteen miles of

perfect roadway.

A splendid view of the Standard Oil Company's \$5,000,000 refinery and docks in North Baton Rouge is refinery offers endless sources of interest and hardly

anyone staying here for any length of time fails to visit the plant to see the huge enterprise at close range.

Baton Rouge will offer to the tourist places of interest second to none along the route from Winnipeg to New Orleans. This is the only city perhaps along the entire route that has been under the dominion of four different flags. Within its walls have been quartered the soldiers of France, England, Spain, the United States, and Confederate States; the city is rich in historical associations. Here in 1779 was fought the only battle of the Revolution fought on Louisiana soil and many events of historical interest make a stay over in the city worth while.

At Baton Rouge is located the Louisiana State University and the Agricultural and Mechanical College. The institution occupies the site of the old Federal garrison, which was donated to the state of Louisiana by the Federal Government to be used for educational purposes, furnishing to the youth of our state the opportunities of healthy, beautiful spots wherein to acquire

their education.

The garrison buildings are still standing and are splendid examples of colonial architecture. The broad University Campus with its magnificent stretches of green fringed with towering live oaks; the broad acres of the experiment stations; the placid reaches of the university lake, and imposing mystery of the huge Indian mound on the lake bank are interesting to all who visit the city.

visit the city.

Baton Rouge, the capital of Louisiana, is situated on the first bluff lands of the east side of the river north of New Orleans, and is many feet above the highest flood waters of the Mississippi River. Only that part of the city that is built below the bluffs needs the protection

of levees. Here the foothills of the Ozarks rise from

The city occupies an ideal position for trade, being situated where it can draw from all sections of the state their agricultural products. To the north and east are the uplands with cotton, corn and hay; to the south and west are the rice and cane fields. In all these sections the old style of one crop farming is giving away before the modern idea of diversification, and all sections are becoming more and more interested in cattle raising and the production of what they need at home.

Baton Rouge is a port of entry and is an ideal location for elevators, factories and warehouses. From Baton Rouge to New Orleans, a six hour run, the tourist enters a section of the country totally different from that he has hitherto traversed. He will not find the aligators, frogs, and loathsome crawling creatures expected when entering the lowlands. Instead of dismal swamps and moss covered trees he finds rich and fertile farms, well-improved and thickly settled country where industry and thrift, and good schools are evident rather than the traditional indolence and lavish carelessness.

A tour along the Jefferson Highway would not be complete without a stop over at Baton Rouge. For the sportsmen's delectation, golf links, beautiful streams and fields, picturesque and interesting scenery invite the pause to spend a pleasant day.

In the early fall the mammoth sugar refineries will be in full blast, easily accessible and deeply interesting.

The hotel and garage accommodations are adequate, making Baton Rouge a delightful last station on the way to entrancing New Orleans, with her charms and legends and romance.

Race to Grade County Roads

(Continued from Page 13)

Plans are then made for reducing the hills and filling up low places by cuts and fills so that the road will be the easiest possible grade to travel so far as is justified from an economical standpoint. Engineers compute the amount of dirt to be moved from the hills and the amount required in the low sections and so far as practicable these amounts are made to balance by changes in the grade line to be permanently established. If more dirt is needed for fills than is supplied by the hills and knolls, arrangements are made for securing the needed extra dirt for the fills from what is termed borrow pits from the road side or neighboring land. The matter of drainage is studied and plans proceded so far as possible to meet all conditions that may exist or arise. After the plans are made, checked for correctness of figures, conformity to state standards, and approved by the proper officials, the work is done according to the plans just as a city street is put to

permanent grade or a house is built according to carefully studied and checked plans. Nearly every county in the state has enough roads put to permanent grade and cross sections built under the standard plans prepared by the State Highway Commission, for all Iowans to know and appreciate what it means to have the county road system permanently graded. County officials will understand better than the average reader what a relief to these fortunate boards of supervisors it will be to have a county road system permanently graded and be able to make use of the road funds for still further improvement in the way of surfacing with gravel or any material that may be available and the importance of the section of road may justify.

There are a number of other counties in Iowa where splendid progress is being made but these five seem to have a pretty fair lead.

News and Progress Along the Route

(Continued from Page 16)

"Be it Resolved: That the Commercial Club of Thief River Falls, located in Pennington county, recognizing the benefits that will be derived from said Highways, hereby tender its services to said Clearwater county in its endeavor to secure a portion of the Federal aid to be distributed by the State Highway Commission; and,

"Be it Further Resolved: That a committee of three be appointed to render such assistance as is necessary in furtherance of this step, including the sending of a representative from this club to appear before the State Highway Commission if deemed advisable, or upon the request of the proper authorities of said Clearwater county.—Thief River Falls Times.

WILL ASK SLICE OF FEDERAL AID

With \$142,000 of federal aid for good roads awaiting division by the State Highway Commission on Friday of this week, a meeting of the Executive, Good Roads and Jefferson Highway communities of the Commercial Club was held at the club room on Monday, in an effort to secure such action as is necessary to get a portion of the above sum for Pennington county.

One County Asks Aid

Up to last Saturday only one county along the whole Highway in this state had applied for Federal aid, and that county was Freeborn, which was asking for \$53,000 to improve the road from Albert Lee north to the county line, Freeborn county having agreed to spend a like sum in the improvement of this road.

Carver county was asking for \$15,000 to improve the Yellowstone Trail, while Pine and Chisago counties were each after the lion's share, having petitioned for \$80,000 and \$25,000 respectively, the money to go toward the improvement of the Twin Cities-Duluth Highway. There were a few other smaller slices sought but nothing of importance.

Wants Small Portion

Under these circumstances it was thought that the Commercial Club should take steps to secure a small portion to be used on the piece of road west from the city to the Pembina Trail, which road it was decided by the county board this past summer should be improved.

Will Assist Other Counties

There was considerable discussion of the matter which resulted in a motion being carried that the chair appoint a committee of three to adopt a resolution asking such aid of the Federal government as the State Highway Commission considered Pennington county entitled to. This committee was further authorized to give assistance to Clearwater and Marshall counties if they were more entitled to aid than Pennington and stood a better chance of receiving assistance. The committee was still further empowered to send a representative to St. Paul to appear before the commission if deemed advisable after (Continued on Page 20)

INTERESTING HISTORY OF THE HIGHWAY STATES

(Continued from Page 7)

thousand inhabitants. It outranks all of its neighboring states in farm homes owned free of encumbrance. Missouri is a live stock state, having more live stock farmers than any other state in the Union. Its live stock is valued at \$200,000,000. It is a leader in horticulture and is said to have the finest fruit soils in all the world. Its mining facilities are enormous, producing as it does 80 per cent. of all the zinc mined in the United States, 90 per cent. of the nickle and a large per cent. of the lead.

In manufactures and commerce Missouri is a leading state. Transportation facilities are widespread and adequate. Steam railways and electric lines, macadam and dirt roads extend in all directions. In one Missouri County—Jackson—there are more macadamized roads than in any other county in the United States. The government is well administered. The state has an assessed valuation of \$1,327,962,237. Its educational and religious interests are looked after very thoroughly, being equal to those of any other state in the United States.

The climate conduces to health and physical strength.

It has been pointed out that native Missourians are stronger and taller than the native citizens of any other state.

Missouri is 328 miles in length and contains 69,415 square miles. The inhabitants today number three and one-half million and this is nothing to the number which the state is capable of supporting. It has been said that if Missouri were cut off from all the remainder of the world, it has enough natural resources within its self sufficient to supply thirty million inhabitants with all the necessaries and comforts essential to a civilized people. And lastly we have passing through this great state a number of National Highways; among them the "Jefferson Highway" the great north and south highway extending from Winnipeg to New Orleans, the Pikes Peak Highway and the National Old Trails, the two great trans-continental highways.

[Editor's Note:—This is the first of a series of historical articles of the states traversed by the Jefferson Highway. The second will appear in an early issue.]

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

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Volume 1

December, 1916

Number 11

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

Boost!

Since the Jefferson Highway Declaration was first published in February, 1916, we have received many favorable comments upon the general appearance of the magazine and on the quality of the articles it contains. Much of the success of this publication is due to the hearty co-operation of the members of our family and the support given the Association by of our family, and the support given the Association by the road enthusiasts along the route. As the Declaration is purely an auxiliary of the Jefferson Highway Association and not an organ published for personal or private gain, we must depend, in a great measure, upon the voluntary contributions of the members of our family. So far the results have been very gratifying and ily. So far, the results have been very gratifying and the prospects are equally as good for the immediate

To inform all of our members of the things which occur in various parts of the country intersected by the Highway is one of our principal objects. The

boosters down in Texas know what is happening in their own vicinity, but they would also like to know just how the work is progressing in Kansas, in Iowa, in Minnesota and the other states of our route. The folks in Missouri may have a problem similar to one that has been solved in Louisiana and a report from the latter state might be of inestimateable value to them. We try to fill in the missing links of the chain with our official publication, giving the news from the various sections and attempting to solve the problems that are presented to the workers along the route.

You may know of something that might prove of interest to others of our family, an interesting historical landmark that might draw the attention of tourists to your locality, some unusual difficulty that you have overcome in the building of the Highway through your section. If so, you will be bestowing a great favor upon us and our subscribers by writing a little story around the event and sending it to the Declaration.

We want each subscriber to feel that he is as much a part of the Declaration as he is of the Association and that in boosting the Declaration he is boosting for the Jefferson Highway. For, really, we have but one object in view: to make the Jefferson Highway the greatest and best and most attractive thoroughfare of its kind in the country, to make it the real "Vacation Route of America.

Now, all together, -B-O-O-S-T!

News and Progress Along the Route

(Continued from Page 18)

further investigation. The chair appointed Daniel Shaw, C. L. Hansen and Scott Laird.—Thief River Falls Times.

THE BIG HILLS OF RAPIDES AND NATCHI-TOCHES AND HIGHWAY BUILDING

The country west of Lena, in the northern part of Rapides Parish contain some of the largest and highest hills in Louisiana. rival in extent the hills of Sicily Island and the Tunica hills of West Feliciana. These hills extend northward into Natchitoches Parish for a good distance, and, from the Rock Quarry near Boyce to the Kisatchie country, many of the hills are composed of rock formations, some of the formations being similar to that cropping out at the Rock Quarry

We understand that the difficulty and expense of building roads through this sparsely settled section was one or the determining factors that caused the board of engineers of the Louisiana State Highway Department to choose the east side of Red River, for the prospective state highway from Natchitoches and Grand Ecore, via St. Maurice, Montgomery and Colfax, to the Alexandria traffic

Other factors in determining this route, was: First—The level character of the land, greatly cheapening the initial cost of building. as well as the cost of maintaining roads in the future. Second—The route is not only most feasible and easy to build in, but it runs through a rich and thickly settled country. Third—It passes through the two parishes of Grant and Winn, which are certainly entitled to consideration in an enterprise intended to benefit the most people.

This route having been officially endorsed by the State Highway Department, has a prestige and standing that will doubtless appeal strongly to the Jefferson Highway officials. Add to this the fact that fully twenty-five miles of the distance in Grant Parish is already built up with a good model road, surveyed and located by state engineers, and up to standard specifications, besides being hard surfaced for several miles with gravel, and its advantage and importance is at once apparent.

Another important item is that Rapides Parish will only have to build a few miles of road from the Grant Parish line in order to run into Pineville and over the big, fine free traffic bridge into And this is as it should be, giving the parishes of Alexandria. Grant and Winn a great free highway connection with the world at large-Shreveport on the north and Alexandria on the south, both of them railroad centers of considerable importance.-Louisiana Colfax Chronicle.

NOTICE

STENCILS AND MARKING INSTRUC-TIONS CAN BE OBTAINED FROM THE HOME OFFICE AT DES MOINES, IOWA, OR STATE DIRECTORS AND VICE-PRESI-DENTS.

CADDO PARISH AND GOOD ROADS

(Continued from Page 9)

Roads and Agriculture

I will, for a few minutes, speak with reference to certain questions concerning farm economics, without, however, introducing the social condition of country life. The business of farming is essentially dependent on the condition of country roads, for whatever is not produced on the farm must be hauled to the farm, and many crops of the farm must be hauled away to the railroad station and local markets. Farmers, sooner or later, come to realize the desirability of diversified farming. Or course, the prime requisite for a successful diversified farming is a good market. This market may be either a nearby town or a city, or a distant market, which requires railroad transportation. In any case, however, the speed of transportation from farm to the unloading point is essential. Diversified farming usually means a change from staple crops, such as corn and cotton, to more perishable products, such as fruits and garden truck. The possibility of this change is largely dependent upon road conditions. About each market or shipping point there is a boundary line which encloses the area that can be cultivated profitably for delivery at that point. If this area is considered as bounded by a circle, it is not difficult to see that its size will depend upon road conditions. The profit of the farmer is determined by the difference between the production and transportation costs and the selling prices. Production must cease when the transportation costs wipe out the difference. As one goes farther from market centers he passes through successive zones of production, each of which contains fewer farm products, because some products will not bear the additional cost of transportation. With our system of good roads all things are equal, the farmer living ten miles away has as good an opportunity as the producer who lives

Improvement of Social Conditions

The social conditions of rural communities are matters of serious consideration. If the term "social condition" is analyzed, it will be found that all social activity is dependent upon the gathering of people for some common purpose. Social institutions, such as schools, churches and public amusements, are more or less subject to valuation in any community, but they are by no means the complete measure of social conditions in that community. Those subtle and delicately adjusted relations which obtain in any neighborhood are equally dependent in the country upon road conditions. Bad roads are often a handicap to social intercourse. Under the worse road condition all travel may be completely suspended. The esthetic value of our highways is conceded, for it is noticeable that along our improved roads there is a visible tendency for farmers to improve the appearance of their homes and their outbuildings as well as to clean up their farms. In fact, the presence of the good roads scems to stimulate latent self-respect into practical expression. Isolated communities are, now, practically a thing of the past. Our farmers have the advantage of rapid transit to the city whether they own a motor car or not, for the nervy jitney is ever on the alert for a few dimes and they traverse our highways with daily schedules. No one has observed the marked tendency of the farmer to surround his family with a more cultured environment than those engaged in my business, the selling of furniture. There has been a decided change in their taste of home furnishings. It is of frequent occurrence to send a motor truck loaded with our most representative designs a distance of twenty miles into the country.

The good roads have brought the farmer free rural daily mail, telephones, newspapers, magazines, intensive education and greater liberality and closer bonds of fraternity—and fellowship.

Increase of Tourist Travel

The roads of this country are being used each year to a larger extent by the automobile. Now think of the possibilities of this business when we have completed the Highway that will soon connect the friendly cities. The auto tourist is a spender, his trade is desirable and best of all he is a howling booster.

YOUR HOTEL

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

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The XL Ranch

consisting of twenty-seven hundred acres of land of FEE SIM-PLE TITLE, with two thousand acres of cheap leased lands; 80 per cent. of the Title land is productive, tillable land, balance fine pasture. At present there is about five hundred acres in cultivation, fenced and cross fenced with woven wire. There are three fair sets of improvements, two four and one three room dwelling houses, three barns, and large hay barn, ranch well watered by two stream and earthen ponds; distance nine miles from the thriving town of Kiowa, Oklahoma, which is on "The Jefferson Highway." Price of Title land, twenty dollars per acre; half cash; balance terms to suit.

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street car; 15 acres strictly first class dry bottom land; 10 acres cultivation; no rock; no overflow; balance rough but good pasture. Soil dark sandy loam. Raise much corn or wheat per acre as average bottom land of Missouri or Iowa. Fine for vegetables or poultry. Bought Government sale which accounts for low price \$45 per acre. Terms.

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CONSERVATION OF HUMAN ENDEAVOR (Continued from Page 11)

by the application of modern forces and not by the wielding of the mallet and the chisel or an appeal to Venus. It is possible for us to be among the number who will experience the satisfaction of having a part in the founding of this great university of nation wide

development.

Later some states became infatuated with the flavor of the fruit of this independence tree and it required four long years of war and suffering before Old Glory appeared without a rival above the smoke of the can-non blast and we began to regard ourselves as one people, with a destiny to work out along interdepend-ence lines instead of those of independence; that while we should worship independence no less we must worship interdependence more and give more attention to its cultivation. A few are beginning to realize that a new era has arrived, that new forces are at work, that the vast spaces which gave such splendid opportunity for independent action are now restricted spaces, that however attractive independence may seem we can never retain the semblance of it except by surrendering

We cry loudly against the waste caused by the independent cutting of our forests, by the independent waste of our coal, by the independent acquirement and use of our water powers, by the independent control, or non-control of flood water which devastates the south with surplus and depletes the supply in the north; all caused by the independent action of individual

municipality or state.

Is there not a better way? Has not the time come to trim back the surplus growth of the old independence tree, graft on some interdependence buds, leaving



Rock quarry and crusher at Denison, Texas, making macadam for good roads

its roots still deeply imbedded in the soil to furnish a plentiful supply of sap for the new growth?

Instead of retaining all our rights of independent action and being forced by disaster to seek interdependence, may we not be wiser than the mimal and the savage, and by voluntarily surrendering some of this much valued independence, thereby acquire more of it in other directions. By surrendering the independent in other directions. By surrendering the independent right to be in a certain spot at a certain time we render traffic rules possible, by which we acquire greater freedom of action. By surrendering the independent right to start on a railroad journey at any moment we desire, we aquire the interdependent privilege of traveling much farther and faster in commodious coaches. By submitting to "thou shalt not," we place this command on many others thereby acquiring ten fold the interdependent privileges we would otherwise have Can wenot think of these things in larger terms and apply them to greater things?

In the field of sport we can combine nine men on a baseball field, or eleven men in a football team, each one surrendering a part of his independence and thereby securing interdependence values much greater. In the field of business we used to combine men in co-partnerships but now combine in corporations, doubling and trebling values in interdependent acquirement for every surrendered right, under wise and honest administra-

Has the time not come to think in larger terms and commence to combine communities as we have in the past combined men and dollars. Has the time not come to pass up effects and treat causes human thought and human action? And what of those who pioneer this work? What shall be their reward?



These six wagons are less than half a load for this Twin City "25" used by the Taxpayers Association of Hazelton, Penn.

Twin City Tractors Are Ideal Road Builders

More than 60 of these machines are now being used by counties in Iowa for road building.—Many more are used in Minnesota, Missouri and other states. The Twin City "40" ordinarily handles two 12 foot graders.

TWIN CITY TRACTORS DO THE WORK BET-TER AND CHEAPER

Twin City Tractors are manufactured in four sizes:

Twin City "60" Twin City "40" Twin City "25" Twin City "15"

All sizes burn kerosene and distillate as well as gaso-line under steady load.

All have four or six cylinder vertical motors.

Write for catalog MANUFACTURED AND SOLD BY

MINNEAPOLIS STEEL AND MACHINERY COMPANY

Minneapolis,



The Twin City "40" purchased by Mitchell County, Iowa, over two years ago is still working satisfactorily in its third season and this county has recently purchased a second machine

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MR. FARMER: Are you making good where you are? Plain Dealing Colony invites you to consider its superior points of merit. You ask what they are? Answering this question, will say that the climate is suited to the growth of all animals and plants raised in the temperate zone. It's never very hot in summer nor subject to blizzards in winter. Stock and people are immune from most diseases and are practically free from pests. There's rich, deep soil, underlaid with clay. Rain every month of the year; no drowth-stricken years or destructive hail. The way crops of all kinds grow here is a revelation to the northern farmer. Just think of what you can do if you have a fertile soil, plenty of sun heat and moisture in rich quantity at the right time! Plant life must respond admirably to such a combination. Again, the growing season is twice as long here. You can grow two crops as readily as one where you are. Besides, there are a lot of crops grown with us you cannot grow at all. Very little fuel is needed. There's abundance of oil just over in Caddo Parish (county), and in fact it is more than likely oil will be found under the lands about Plain Dealing, and then there is plenty of standing timber to last for many years, so that cost of fuel can only be a very small matter. The cost of lumber for building will surprise you; it's grown and made right here, so the heavy freight and dealers' profit is cut out. Stock require only slight protection. The great outstanding fact is that you can get stuff for people and animals for a fraction of their cost where you are. Hence, as a place to make money, it's a grand one; besides, you don't have to endure the long, cold winters. To the man who wants a pleasant and remanent home, where he can make the most money with the least amount of work, this locality should appeal. We want to get in touch with earnest home-seekers, for we have a proposition to make that will not be duplicated anywhere. The prices of our lands range from \$12 to \$20 per acre. As an evidence of good faith we re

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JEFFERSON HIGHWAY ECHOES

(Continued from Page 15)

and showed us many advantages of Hopkins county, and by the way, Mr. Webster pointed out a China Umbrella Tree which interested the writer and our General Manager very much indeed. There is a story about that to be told some day.

Manager very much indeed. There is a story about that to be told some day.

The Highway Association wants to thank the Camp county boys that are doing so much under the leadership of J. F. Reynolds, Judge Keeley, S. R. Gear, Mr. Turner and others. It was might fine of the Judge to pilot us to Shreveport, La. He makes a good traveling companion. He had so many interesting things to tell about besides road building, and he helps to steady the car some. We enjoyed the ride Judge and hope to repeat it soon with your permission.

Our reception at Shreveport was all that could be desired and after a week of hard, strenuous work we were glad to meet with such people as Will Mercer, W. R. Hirsch, Mrs. J. L. Kimball, Mrs. Dr. T. M. Comegys, Mrs. Bailey, Mrs. A. B. Avery, Pres. Booth and others that are so deeply interested in the upbuilding of their community. The report of the doings at Shreveport will appear from time to time in the Declaration.

W. F. Johnson of Mansfield undertook to guide us from Shreveport. He never mentioned the fact but one fancies his thoughts were on the car that was following. At any rate he took us round a by-path and allowed the ladies to over-take us at Stonewall. Are our surmises true, friend Johnson?

It was a splendid gathering that Mansfield people got

true, friend Johnson?

It was a splendid gathering that Mansfield people got together and the merchants of that enterprising town are to be congratulated on the magnificent meeting that was held. We would like to describe it but the editor says we haven't got room, and you know what editors are. Speaking of editors, one of the assistants of our office is a lady, and she is very adept with the shears. You understand, don't you?

In the drive from Mansfield to Alexander, W. M. Petrie proved to be a good and profitable guide. He showed us many interesting things and we were glad.

showed us many interesting things and we were glad of his company. Mrs. A. B. Avery, who had been delegated by director Mrs. J. L. Kimbal to organize the ladies along the route, was also a splendid addition to

Once more words fail us to describe the courtesy shown our party at Alexander, with Col. W. Polk, Sec. Felt, of the Commercial Club, E. M. Shumacke and so many others who were so fine and splendid. We spent a pleasant evening and did definite work for the High-

J. C. Pope, of Bunkie joined us here to show us the J. C. Pope, of Bunkie joined us here to show us the road. We got up before the sun and we are not sure that this did not disturb our friend Pope. He surprised us somewhat by driving us into a refinery to show us the process, but lo and behold the refinery wasn't working until the next week. Did you do this to gain time Pope? So that the people at La Count could have gotten up. Now own up, was that your reason? Anyway Bunkie is a live wire town and is up and doing at all times.

From Bunkie down to New Orleans was one continual round of enthusiasm and interest. There are so many men down there that are awake to the possibilities

many men down there that are awake to the possibilities many men down there that are awake to the possibilities of what the Highway means that the editor will not let me name them all, but I have begged for space to mention Dr. Perkins of Simmsport, Dr. Joseph and E. T. Hathorn of Mellville, C. C. Gasperd of Marksville who are so interested in the development of their community and parishes. The other boys must take the will for the deed, can you do it? I know you will.

We would like to tell about the interest shown at Mellville and of the beautiful sight that met our eyes when the entire school children of both grade and high

when the entire school children of both grade and high school were lined up to meet us. It was splendid and inspiring, and made the officials feel satisfied that the interest taken were deep and vital.

Then at Marksville again the children came out be-fore nine o'clock in the morning, lined up in the square, and sent us away upon our work for the day with hearts aglow. The writer walked through the streets of Marksville about six o'clock that morning and found the merchants and towns people busy placing bunting and flags to show their appreciation of our visit and we want to say that we do appreciate all that you have

Can't I have any more space Mr. Editor? Not another line? Alright, alright here is where I quit.



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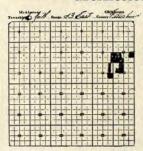
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There is 400 acres of the finest of blue stem prairie land in this tract, all under fence, hog wire and barb wire. 175 acres in cultivation. 120 acres in the finest of hay meadow, remainder used for pasture. There is not to exceed 15 acres of rough land on the tract. Has a fine well of water. One 4-room house, small barn and grainery. There is not to exceed 50 trees upon the entire tract. 390 acres of this, the finest of prairie farming land. Can be cultivated without removing trees or rocks. Located 9 miles North-West of McAlester, 1 mile of the school and church. Will make 35 bushels of Corn per acre. This land produces from 40 to 70 bushels of Wheat2per acre. Has produced 26 bushels of Wheat2per acre. Can deliver this tract of land for \$30.00 per acre. Can secure a loan on this land for \$15.00 per acre.

If this tract of land is misrepresented in any way, I will pay all expenses to McAlester and return. The county road goes by the land. This land will produce fine fruit, has a few fruit trees at the present time. This land is cheap today to a good farmer at \$50.00 per acre. It produces one and one-half tons of the finest of hay per acre.

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"Willing Workers Club"

Willing Workers of Andrew County, Missouri, a Splen-did Work for the Community and Jefferson Highway

By MRS. J. W. DANLEY, Secretary

By MRS. J. W. DANLEY, Secretary

The Society of Willing Workers of Andrew County, Missouri, was organized to promote neighborliness; and co-operation for those things that make for the common good. One of the first things undertaken by the club was to assist liberally in repairing Fairview and Jimtown churches. Later \$239.50 was raised to cut down Rucker hill west of Avenue City on the road to station 19, on the St. Joseph-Savannah Inter-urban Railway, the county court duplicating this amount. Attention was next directed to the Rochester road, which is now a part of the Jefferson Highway. The court was unable to duplicate more than \$400. The club had raised \$776—so the amount of \$1,179 has been expended to date on the Jefferson Highway. The



MRS. W. H. THOMAS President Willing Workers Club of Avenue City, Mo.

sum of \$5 was later subscribed by the club as a part of

the assessment on the Highway.

Through the efforts of the club, four large wheeler scrapers were procured to be used in cutting down hills

on the Jefferson Highway.

Through the club magazine, libraries have been es-

tablished in three school districts; and a prize will be awarded the school making the best report.

It has also organized a Sunday school which meets in a hall, there being no church at Avenue City. We never measure our success from a financial standpoint,

only by the spirit back of the work.
Our slogan is "Better Roads and Better Schools,"

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Our motto is: "We can do it."

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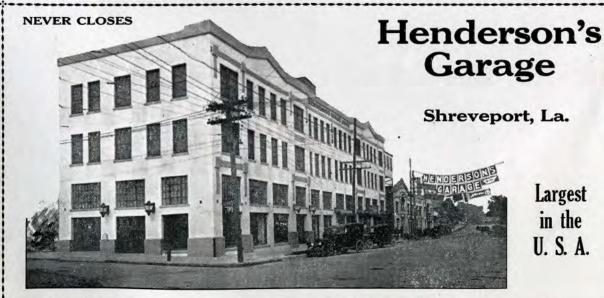
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