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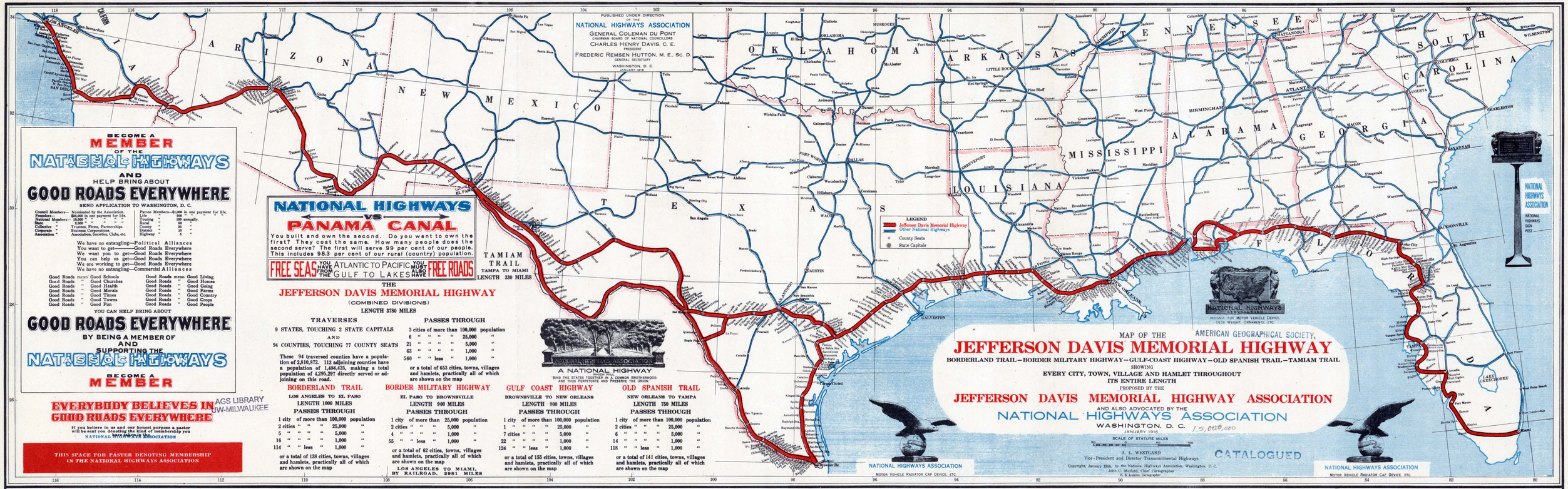

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"ROAD BUILDERS"

Use People of the United States are branching National Highways and Good Roads Everywhere

which will

"bind the States together in a common brotherhood and thus perpetuate and preserve the Union"

NATIONAL HIGHWAYS ASSOCIATION

a membership corporation which exists to favor, foster, and further the interests of the National Highways and Good Roads Everywhere, for the benefit and health of those United States of America and to secure the benefits—social, moral, commercial, industrial, material, educational, and political—which will accrue therefrom to the people of the United States, in the topic of any inter-communication and transit between the great centers of population and distribution and the great productive areas of the Nation.

Send City road builders would build many miles! So would Great road builders!
Aye! Aye! Good Road builders! Good builders!
Aye! Macadam Asphalt road builders!
While Tar road builders would get their share!
Aye! Concrete road builders! Good road builders!
With Brick road builders in the running!
Concrete road builders might bear their all!
Aye! Good Road builders! Good Road building men!
And Stone Block road builders what they can!
Yes! Good Road builders! Good road builders! Share a share!
Yes! Good Road builders! Good road builders! Share!

And finally for every mile of National Highways built there would spring up 10 miles of State, County and Town roads that cannot and will not be otherwise built.
But after all the road needs, one hundred millions of dress.

All attempts to develop roads by first building local roads have failed. Not until trunk lines were built was there any material advance in road building. These trunk lines have been built by the States, the building of the local feeder lines. Otherwise there was no desire or reason for the existence of such local feeders. Branch railroad lines were built after the trunk lines were established—otherwise they could not have existed. It must be the same with roads.

While discrimination as between districts is neither wise nor fair, nevertheless if any should be favored by road building it is our farming and rural districts. They need roads more than the urban centers; and, what is more, they need help to build them. They cannot of themselves furnish the needed funds.

FOUR FOLD SYSTEM OF HIGHWAYS

NATIONAL HIGHWAYS-STATE HIGHWAYS-COUNTY ROADS-TOWNSHIP OR TOWN ROADS.

FOUR-FOLD SYSTEM OF HIGHWAYS

Four-Fold System—
National Highways
State Highways
County Roads
Township Roads

How can they be given the roads they must have! How can this be done most quickly and cheaply? National Highways advocates claim that the rural districts will get their needed roads, the railroads and market towns to farms, more easily, quickly and cheaply by the building of National Highways than by any "Federal Aid" plan, where the money is bound to go into politics and not into roads. National Highways advocates claim this because—

NATIONAL HIGHWAYS. Such a system of National Highways will likewise be the heavy traffic, main trunk line system, the several States. This will relieve the States of their construction and maintenance.

STATE HIGHWAYS. Thus relieved, the States can, without increase of present appropriations, build more miles than now of their lighter traffic roads and thereby reach those farming districts lying farther from our market towns and railroads.

National Highways and Good Roads Everywhere

County Roads

Town and Township Roads

State Aid

State Highways

County Roads

Town Roads

National Highways

State Highways

County Roads

Town Roads

State Highways

County Roads

Town Roads

If the smallest unit within a State is the County, and there are no Townships, then the System becomes Three Fold,—National, State, County,—thus omitting the Township roads if there are none.

By this four-fold system of roads there will be an improve, as yet unthought of, given to road building throughout the Nation. Authority and responsibility will be logically and economically divided and fixed without conflicting or overlapping. Standards of construction and maintenance will be raised. The entire Nation will be given "Good Roads Everywhere" by a well-balanced connected system of National, State, County, and Town Highways reaching out to the most remote farm, and, at the same time, the most remote farmer will be given and with the utmost economy. The money will get into roads, where it belongs, and the cost will be equitably distributed upon those communities best able to bear the burden. In other words, the farmer will thus get what he needs and what he wants. He cannot get this by any form of "Federal Aid." If he permits himself to be deceived he will find his money going into politics and not into roads. It will be as impossible to wait in the "road" for roads as vital to his well-being.

COUNTY ROADS. Thus relieved, the counties can, without increase of present appropriations, build more miles than now of other or secondary County Roads, thereby still further reaching out into the more remote farming districts. Such a system of County Roads will likewise be the heavy traffic roads to connect their respective towns. This will relieve the towns of their construction and maintenance.

TOWNSHIP OR TOWN ROADS. And therefore, finally (than re-), the townships or towns can, without increase of present appropriations, build more miles than now of their lighter traffic roads and thereby reach those farming districts lying farther from our market towns and railroads.

All of State Highways will likewise be the heavy traffic lines within the several counties. This will relieve the counties of their construction and maintenance.

FACTS IN THE HISTORY OF ROAD BUILDING

Town or Township Roads Good roads were first built by the more active and prosperous towns or townships. The larger centers of population grew within these towns. They attracted the road traffic of adjacent communities. Such traffic did not help build or maintain the roads.

County Aid This destruction resulted in a demand for county appropriations for road building. The demand was met by the County Commissioners. Boards of County Commissioners were created. Roads were opened for them, or under the joint authority of county officials. Under these conditions more of such moneys went into politics, and not into roads, and there was no uniformity in construction or care.

County Roads As a result of the county officials. There and only there, did the bulk of such appropriations get into roads, and there was a beginning of efficiency and uniformity.

State Aid But history repeated itself as between the counties. The more active and prosperous built and maintained good roads. These were again destroyed by the traffic from adjacent counties. The demand for State Aid was met by the State Legislatures. Boards of Commissioners were created. Roads were opened for these appropriations toward road building. Again history repeated itself in the form of State Aid to the counties and towns, to be spent by them, or under joint authority of the State officials. Much of such moneys went into politics, and not into roads, and lack of efficiency and uniformity prevailed.

State Highways As a result of this waste, history once more repeated itself and there was a demand for State Highways built and maintained by the State under the Highway Commission. Efficiency and authority were the result, and the moneys went into roads.

State Highways
County Roads
Town Roads

National Highways
State Highways
County Roads
Town Roads

State Highways
County Roads
Town Roads

National Highways
State Highways
County Roads
Town Roads

In those States which now have the best road systems we find, as the result of the long experience, a three-fold system, each under the exclusive jurisdiction of its properly constituted authorities. This has produced the largest mileage of good roads and the most economical, efficient and uniformity out of chaos, and the money has gone into roads.

The advocates of National Highways therefore claim that such a system, built and maintained by the National Government, in the only and logical way, under the exclusive jurisdiction of its properly constituted authorities, and a State system under the exclusive jurisdiction of its properly constituted authorities. They further claim that now the best advantage is for this answer would be that—

NATIONAL HIGHWAYS would act as State, County, and Town Highways where the localities through which such roads pass, fail to do so, and thus would be a State Highway where a State road would be a County road, and with the County Highway where the County road would be a Town road.

STATE HIGHWAYS would likewise act as County and Town Highways in the local communities through which such roads pass, and would be a County Highway where a County road would be a Town road, and which would be available for the building of County and Town Roads.

COUNTY ROADS would similarly act as Town Highways, thus again taking a broken from the shoulders of the Town or Township Highways and Roads.

TOWNSHIP OR TOWN ROADS would be confined to the Township or Town, and would be built by local or major labor only, or force, or as there were National, State and County Highways which their roads, built without expense to the towns.

ISSUED UNDER JOINT AUSPICES OF THE
NATIONAL HIGHWAYS ASSOCIATION
JEFFERSON DAVIS MEMORIAL HIGHWAY ASSOCIATION
AUTOMOBILE CLUB OF SOUTHERN CALIFORNIA
INYO GOOD ROAD CLUB
ARIZONA GOOD ROADS ASSOCIATION
NEW MEXICO GOOD ROADS ASSOCIATION
BORDERLAND TRAIL ASSOCIATION
BORDER MILITARY HIGHWAY ASSOCIATION

NATIONAL HIGHWAYS ASSOCIATION
PRIVATE SIGNAL OF THE PRESIDENT (RIGHT)
PENNANT OF THE ASSOCIATION (LEFT)
SHIELD OF THE ASSOCIATION (CENTER)
PERSONAL CREST DEVICE FOR MOTOR VEHICLE RADIATOR, PANEL DASH OR DOOR, ETC.

ISSUED UNDER JOINT AUSPICES OF THE
NATIONAL HIGHWAYS ASSOCIATION
JEFFERSON DAVIS MEMORIAL HIGHWAY ASSOCIATION
GULF-COAST HIGHWAY ASSOCIATION
TEXAS GOOD ROADS ASSOCIATION
LOUISIANA STATE GOOD ROADS ASSOCIATION
ALABAMA GOOD ROADS ASSOCIATION
CENTRAL FLORIDA HIGHWAY ASSOCIATION
OLD SPANISH TRAIL ASSOCIATION
TAMIAM TRAIL ASSOCIATION

NATIONAL HIGHWAYS ASSOCIATION
MEMBERSHIP BUTTON OR PIN BADGE DEVICE,
MEMBERSHIP CREST DEVICE, FOR MOTOR VEHICLE RADIATOR, PANEL DASH OR DOOR, ETC.

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