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WASHINGTON, D. C.
PRESIDENT FREDERIC REMSEN HUTTON, M.E.Sc.D. GENERAL SECRETARY
ISSUED UNDER JOINT AUSPICES OF THE NATIONAL HIGHWAYS ASSOCIATION AND ITS TRUSTEES, COUNCILS, DIRECTORS, BOARDS AND COMMITTEES, AND ITS HIGHWAY DEPARTMENTS AND DIVISIONS
NATIONAL HIGHWAYS ASSOCIATION
WASHINGTON, D. C.
PRESENT PRESENT EDITION, JE E. BO CO
MORGAN LEWIS & BOCOCK, PHILADELPHIA
OF THE NATIONAL HIGHWAYS ASSOCIATION
NATIONAL HIGHWAYS ASSOCIATION
NATIONAL TRUSTEES
NATIONAL HIGHWAYS ASSOCIATION
NATIONAL HIGHWAYS ASSOCIATION
NATIONAL HIGHWAYS ASSOCIATION

PREPAREDNESS

WE ARE ALL FOR IT. SOME FOR WAR! SOME FOR DEFENSE!! SOME FOR PEACE!!!

THERE CAN BE **NO REAL PREPAREDNESS** FOR **WAR**, FOR **DEFENSE**, OR FOR **PEACE** WITHOUT

NATIONAL HIGHWAYS AND GOOD ROADS EVERYWHERE

PREPAREDNESS

PLAN OF ORGANIZATION OF THE NATIONAL HIGHWAYS ASSOCIATION

THE GENERAL BODIES, AND THEIR SEVERAL FUNCTIONS, OF THE NATIONAL HIGHWAYS ASSOCIATION, TOGETHER WITH THEIR PRESENT PERSONNEL, ARE GIVEN BELOW

BOARD OF NATIONAL TRUSTEES

BOARD OF NATIONAL COUNCILORS

COUNCIL OF COMMISSIONERS

NATIONAL BOARD OF DIRECTORS

NATIONAL HEADQUARTERS, WORKSHOP, AND OFFICES OF THE NATIONAL HIGHWAYS ASSOCIATION

NATIONAL OFFICERS

THIS MAP IS ISSUED UNDER JOINT AUSPICES OF THE NATIONAL HIGHWAYS ASSOCIATION AND THE FOLLOWING

DEPARTMENTS AND DIVISIONS

FOUR FOLD SYSTEM OF HIGHWAYS

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

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. Then came a movement about the desire for and building of the local feeder lines. Otherwise there was no demand for the local feeder roads. 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 it is a fact that the favored by road building it is our farming and rural districts. They need highways to carry their products to market, and they need help to build them. They cannot of themselves furnish the needed funds. 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 building of a system of National Highways, connecting and market towns in farm, 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 be built by the States, and will be built first on lines within the several States. This will relieve the States of their construction and maintenance.

STATE HIGHWAYS. Then relieved, the States can, without increase of present appropriations, build more miles than now of other or secondary State Highways, or more reaching more remote farming districts. The money spent on these State Highways will benefit, and will likewise be the heavy traffic lines within the several counties. This will relieve the counties of their construction and maintenance.

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

TOWNSHIP OR TOWN ROADS. Then relieved, 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 farthest from our market towns and railroads.

By this four-fold system of roads the farmer will be benefited, and he will be thought of, given to road building throughout the Nation. Authority and responsibility will be fixed, and economically divided and fixed without conflict arising. Uniformity and efficiency will be established. Standards of construction and maintenance will be raised. The entire Nation will be given "Good Roads Everywhere," by a well-ordered system of roads, built by the States, and by the Town Highways reaching out to the most remote parts thereof. They will be, built in the shortest possible time and with the utmost economy. The money will go into roads, where it belongs, and the road will be equitably distributed, and economically expended, and will last longer. 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." This "Federal Aid" is to be deceived by and will find his money going into politics, "graft," and "corruption," and he will continue to wait in the "mud" for roads so vital to his well-being!

GOOD ROADS EVERYWHERE

FOUR FOLD SYSTEM OF HIGHWAYS

FACTS IN THE HISTORY OF ROAD BUILDING

Town or Township Roads

County Aid

County Roads

State Aid

State Highways

County Roads

Town Roads

National Highways

State Highways

County Roads

Town Roads

Good roads were first built by the more wealthy and prosperous towns and villages. The larger towns and cities grew within their limits. This attested the road traffic and necessity, but did not help build or maintain the roads it partly destroyed.

This destruction resulted in a demand for county appropriations for road building. The moneys were first distributed among the towns or townships on some agreed plan, and were spent by them, or under the joint authority of county officials. Under this system, the towns or townships built and maintained their town roads, and there was no uniformity in construction or care.

As a result of this work, there was a reaction in favor of County Roads built and maintained by the County Authorities, and only then, did the bulk of such appropriations get into roads, and there was a beginning of efficiency and uniformity.

But history repeated itself as between the towns and townships, and the County Roads were neglected and unscientifically made. These were again destroyed by the traffic from adjacent counties. This traffic did not help build or care for the roads it destroyed. There followed a State-wide demand for State appropriations to build roads, and State Highways were built, in the form of State Aid to the counties and towns, to be spent by them, or under joint authority of the State officials. And again there was a lack of uniformity in construction and care, and lack of efficiency and uniformity resulted.

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 its Highway Commission. Efficiency and uniformity were the result, and the moneys went to the roads.

In those States which now have the best road systems we find, as the result of the above experiences, a three-fold system, each under the exclusive jurisdiction of the proper authority, and each doing its share. It has produced the largest amount of good roads for the least expenditure. It has brought efficiency and uniformity out of chaos, and the money has gone into roads.

The advocates of National Highways claim that this system should be built and maintained by the National Government, as the only sane and logical course to pursue. They claim that this would result in a four-fold system, each under the exclusive jurisdiction of the proper constituted authorities. They further claim that the least advantages to be thus gained would be that—

NATIONAL HIGHWAYS would act as State, County, and Town Highways within the localities through which they passed. There would be no need of State, County, and Town appropriations, or administration, as a result, there would be more money available for the building of State, County, and Town Roads.

STATE HIGHWAYS would likewise act as County and Town Highways in the local communities through which they passed. There would be no need of County and Town appropriations, or administration, and still more money would be available for the building of County and Town Roads.

COUNTY ROADS would similarly act as Town Highways, thus again saving a further, from the standpoint of the towns through which they passed, and, finally,

TOWNSHIP OR TOWN ROADS would be confined to those actually within their borders and yet they would have as many other roads as now, because the Highways would take the place of Highways within their limits, both without expense to the towns.

NATIONAL HIGHWAYS VS PANAMA CANAL

You built and own the second. Do you want to own the first? They cost the same. How many people does the second serve? The first will serve 99 per cent of our people. This includes 98.3 per cent of our rural (country) population.

FREE SEAS YOU KNOW THE ATLANTIC TO PACIFIC THE GULF TO LAKES HAVE FREE ROADS

"ROAD BUILDERS"

"OUR QUESTION OF QUESTIONS ARM OR DISARM?"

REAR ADMIRAL, W. W. KIMBALL, U. S. N. RETIRED

Farm Factory Arms

MUST BE JOINED BY NATIONAL HIGHWAYS and GOOD ROADS EVERYWHERE

NATIONAL HIGHWAYS MAP OF THE UNITED STATES SHOWING ONE HUNDRED FIFTY THOUSAND MILES OF NATIONAL HIGHWAYS PROPOSED BY THE NATIONAL HIGHWAYS ASSOCIATION WASHINGTON, D. C.

SCALE OF STATUTE MILES

A. L. WESTGARD
Vice-President and Director Transcontinental Highways
Copyright, 1918, by the National Highways Association, Washington, D. C.
John C. Mulford, Chief Cartographer
G. E. Lambert, J. M. Dailey, E. E. Jenkins, Cartographers

POPULATION	URBAN	per cent.	RURAL	per cent.	TOTAL	per cent.	LOCATED IN	per cent.
Population of the United States	42,623,383	100.0	49,348,983	100.0	91,972,266	100.0	3,014 Counties in the United States	100.0
Contiguous Population Served	42,121,852	98.8	43,351,642	87.8	85,453,501	92.9	2,511 Counties Traversed	83.3
Adjoining Population Served	491,153	1.1	5,920,645	12.0	6,411,798	7.0	490 Counties Adjoining	16.2
Total Population Served	42,613,015	99.9	49,252,287	99.8	91,865,302	99.9	3,001 Total Counties Served	99.5

NOTE

Lines nearly parallel between important places frequently indicate **Alternative Routes.** The ultimate choice between such alternatives will be left to the National Highways Commission, when that body is appointed by the Government of the United States.

TOURING

The proposed National Highways shown on this map are substantially all present existing roads; take them 1,000 miles are projected Highways. They are the shortest roads to serve the maximum population. Sometimes, however, political or local influence has built a better adjacent road. Such roads will be considered for National Highways if they are better roads. The tourist should always remember that only a **Good Road** is a good road 365 days in the year, even in summer. After a rain—winter or summer—unless hard roads are ahead, make careful inquiry for road conditions before proceeding.

NOTE

This map shows **Tentative** locations for a system of 150,000 miles of National Highways. It is hoped that each State will suggest to the National Highways Association improvements in location within its borders.

NATIONALISM

True Patriotism	means	"Truth for Authority"	
Lip Patriotism	means	Authority for Truth"	
True Patriotism	"	Sacrifice - Self-Denial	
Lip "	"	Selfishness - Greed	
True Patriotism	"	Work - Service	
Lip "	"	Words - Slackers	
True Patriotism	"	National Life	
Lip "	"	Self - Conceit	
True Patriotism	"	Rulership - Freedom	
Lip "	"	Anarchy - Slavery	
True Patriotism	"	Real Preparedness	
Lip "	"	False Preparedness	
True Patriotism	"	Victory - Justice	
Lip "	"	Defeat - Corruption	
True Patriotism	means	Peace - Progress - Prosperity	
Lip "	"	War - Wretchedness - Waste	

NATIONALISM

IF the Nation has the question of preparedness or nonpreparedness before it, there is no middle course; in fact, there is no middle course in any activity of the human race. You must choose for good or evil, one course or the other. Obviously, with the world as it now is, unpreparedness is foolish. Preparedness is the only thing, but false preparedness is worse than no preparedness. The only preparedness worth talking about is complete preparedness, and you cannot get that unless you have everyone preparing as an individual. I have seen no plan advanced toward that end."

Editorial in COLLIER'S December 11, 1915

BY SPECIAL PERMISSION FROM MARK SULLIVAN, EDITOR COLLIER'S

NATIONAL COUNCIL OF PRESIDENTS

COUNCIL OF GOVERNORS

COUNCIL OF NATIONAL ADVISERS

CLASSES OF MEMBERSHIP

WHAT THE NATIONAL HIGHWAYS ASSOCIATION IS

WHAT THE NATIONAL HIGHWAYS ASSOCIATION IS NOT

WHAT THE NATIONAL HIGHWAYS ASSOCIATION HAS DONE

WHAT THE NATIONAL HIGHWAYS ASSOCIATION EXPECTS TO DO

BECOME A MEMBER OF THE NATIONAL HIGHWAYS AND HELP BRING ABOUT GOOD ROADS EVERYWHERE

SEND APPLICATION TO WASHINGTON, D. C.

Council Members	—	$1,000 or one payment for life.
Governors	—	500 annually.
National Members	—	100 annually.
Life	—	100
Sustaining Patrons, Patronesses	—	25 annually
Corporate	—	Optional
Association	—	Business Corporations, Clubs, etc. Optional

WE HAVE NO ENTANGLING POLITICAL ALLIANCES
You want to get ——— Good Roads Everywhere
We want you to get ——— Good Roads Everywhere
You can help us get ——— Good Roads Everywhere
We are working to get ——— Good Roads Everywhere
WE HAVE NO ENTANGLING COMMERCIAL ALLIANCES

Good Roads —	Good Schools	Good Roads —	Good Living
Good Roads —	Good Churches	Good Roads —	Good Living
Good Roads —	Good Farms	Good Roads —	Good Living
Good Roads —	Good Towns	Good Roads —	Good Crops
Good Roads —	Good Cities	Good Roads —	Good Crops

YOU CAN HELP BRING ABOUT GOOD ROADS EVERYWHERE BY BEING A MEMBER OF AND SUPPORTING THE NATIONAL HIGHWAYS ASSOCIATION

BECOME A MEMBER

GOOD ROADS EVERYWHERE

FOUR FOLD SYSTEM OF HIGHWAYS—NATIONAL HIGHWAYS—STATE HIGHWAYS—COUNTY ROADS—TOWNSHIP OR 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 AND COUNTY—THUS OMITTING THE TOWNSHIP ROADS

EVERYBODY BELIEVES IN GOOD ROADS EVERYWHERE

If you believe in us and our honest purpose a poster case below; and a poster case above; and a poster case on your desk; and the kind of men who employ you have taken to the you denoting the kind of men who employ you have taken to the

NATIONAL HIGHWAYS ASSOCIATION

duplic. SCHMOOPO
United States 1918