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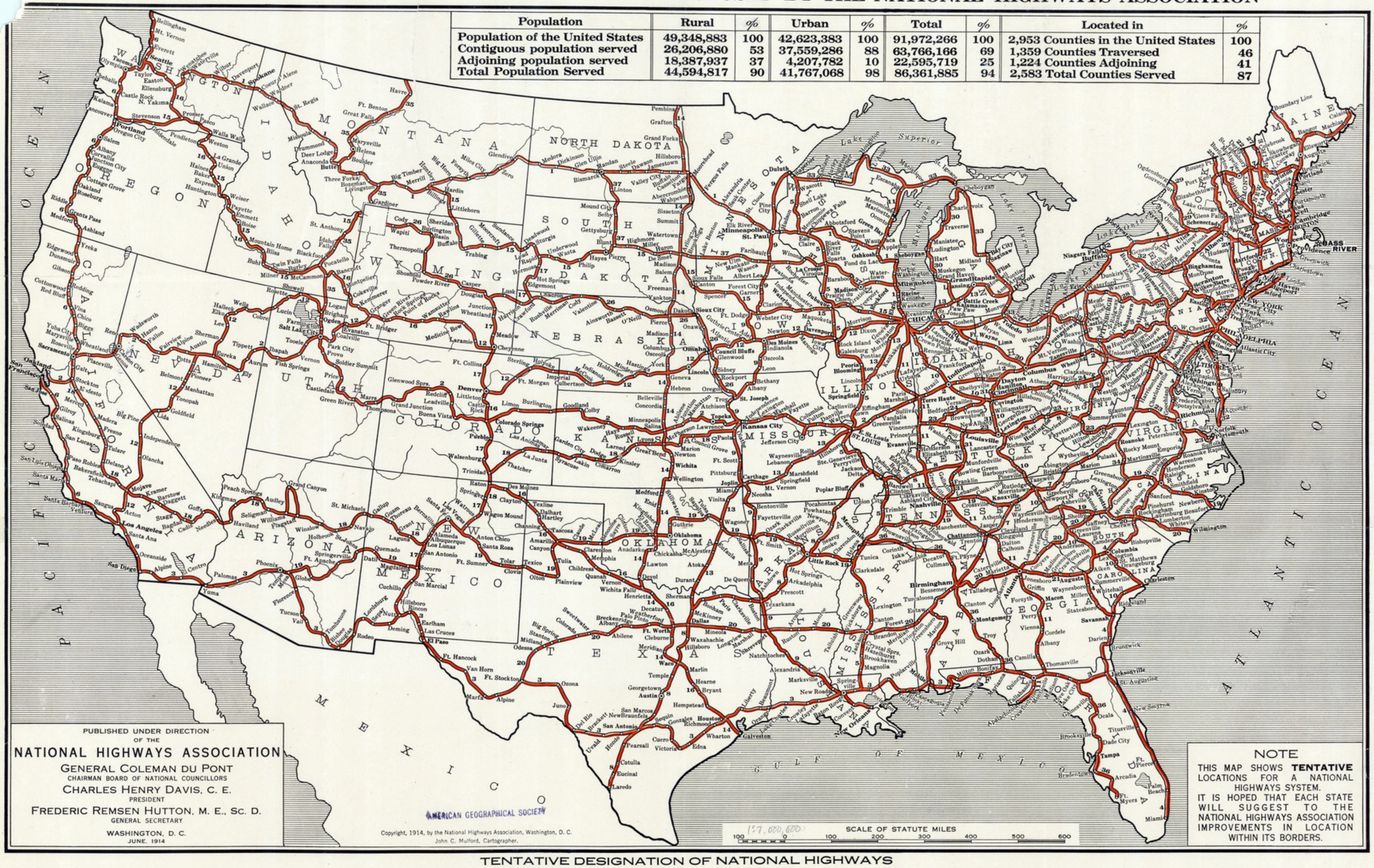
PANAMA CANAL vs. NATIONAL HIGHWAYS

You own the first. Do you want to own the second? They cost the same. How many people does the first serve? The second will serve 94 per cent of our people! This includes 90 per cent of our rural population

FIFTY THOUSAND MILES OF NATIONAL HIGHWAYS PROPOSED BY THE NATIONAL HIGHWAYS ASSOCIATION

Population	Rural	%	Urban	%	Total	%	Located in	%
Population of the United States	49,348,883	100	42,623,383	100	91,972,266	100	2,953 Counties in the United States	100
Contiguous population served	26,206,880	53	37,559,286	88	63,766,166	69	1,359 Counties Traversed	46
Adjoining population served	18,387,937	37	4,207,782	10	22,595,719	25	1,224 Counties Adjoining	41
Total Population Served	44,594,817	90	41,767,068	98	86,361,885	94	2,583 Total Counties Served	87



TENTATIVE DESIGNATION OF NATIONAL HIGHWAYS

1	NORTHERN	3,657
2	CENTRAL	3,519
3	SOUTHERN	3,046
4	ATLANTIC	2,309
5	MISSISSIPPI	1,701
6	PACIFIC	1,682
7	APPALACHIAN	2,133
8	ATLANTIC-SOUTHWEST	2,459
9	CANADA-GULF	1,698
10	GREAT LAKES-ATLANTIC	1,142
11	GREAT LAKES-GULF	1,386
12	LAKE-MOUNTAIN-PACIFIC	2,943
13	LAKES-SOUTHWEST	1,136
14	MERIDIAN	1,860
15	NORTHWEST	2,600
16	PUGET-GULF	1,050
17	ROCKY MOUNTAIN	884
18	SANTA FE	2,066
19	SOUTH CENTRAL	2,481
20	TEXAS-ATLANTIC	1,806
21	ATLANTA-AUGUSTA	179
22	CONNECTICUT VALLEY	329
23	INDIANA-ATLANTIC	467
24	INDIANA-PENNSYLVANIA	614
25	MASSACHUSETTS-CHAMPLAIN	295
26	MISSOURI-YELLOWSTONE	1,140
27	NEW HAMPSHIRE	255
28	NEW YORK-LAKE ERIE	438
29	NEW YORK-ST. LAWRENCE	299
30	OHIO-MACKINAC	584
31	OHIO-TENNESSEE	342
32	ONTARIO-CHESAPEAKE	573
33	PENNSYLVANIA-LAKE SUPERIOR	1,042
34	ROANOKE-GREENSBORO	106
35	SALT LAKE-MONTANA	453
36	TENNESSEE-FLORIDA	995
37	WISCONSIN-DAKOTAS	816
	TOTAL LENGTH	50,485

FOUR FOLD SYSTEM OF HIGHWAYS

NATIONAL HIGHWAYS—STATE HIGHWAYS—COUNTY ROADS—TOWNSHIP OR TOWN ROADS

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 their limits. This attracted the road traffic of adjacent communities. Such traffic did not help build or maintain the roads it partly destroyed.

County Aid 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 these conditions most 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 this work, there was a reaction in favor of County Roads built and maintained by the county officials. Then, and only then, 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. This traffic did not help build or care for the roads it destroyed. There followed a State-wide demand for State 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. And again most of such moneys went into politics, and not into roads, and lack of efficiency and uniformity persisted.

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

State Highways County Roads Town Roads In those States which now have the best road systems we find, as the result of the above experience, a three fold system, each under the exclusive jurisdiction of its properly constituted authorities. This has produced the largest mileage of good roads for the least expenditure. It has brought efficiency and uniformity out of chaos, and the money has gone into roads.

National Highways State Highways County Roads Town Roads The advocates of National Highways therefore claim that such a system, built and maintained by the National Government, is 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 its properly constituted authorities. They further claim that not the least advantage to be thus gained would be that: —

NATIONAL HIGHWAYS would act as State, County, and Town Highways within the localities through which they passed. Therefore, just so many less roads need be built and maintained by such communities. As a result, there would be more moneys 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. The results and benefits derived from National Highways would thus be accentuated, and still more moneys would be available for the building of County and Town Roads.

COUNTY ROADS would similarly act as Town Highways, thus again taking a burden from the shoulders of the towns through which they passed; and, finally,

TOWNSHIP OR TOWN ROADS would be confined to those entirely within their borders and yet they would have as many other roads for local use as there were National, State, and County Highways within their limits, built without expense to the towns.

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