CATALOGUED

NATIONAL HIGHWAYS MAP OF THE UNITED STATES

SHOWING PRINCIPAL

TRANSCONTINENTAL HIGHWAYS

AND CONNECTING SYSTEM OF

ONE HUNDRED THOUSAND MILES OF

NATIONAL HIGHWAYS

PROPOSED BY THE

NATIONAL HIGHWAYS ASSOCIATION

WASHINGTON, D. C.

ISSUED UNDER THE JOINT AUSPICES OF THE

NATIONAL HIGHWAYS ASSOCIATION
PIKES PEAK OCEAN TO OCEAN HIGHWAY ASSOCIATION
NATIONAL PARKS TRANSCONTINENTAL HIGHWAY ASSOCIATION
SOUTHERN NATIONAL HIGHWAY ASSOCIATION
NATIONAL OLD TRAILS ROAD ASSOCIATION
COLORADO GOOD ROADS ASSOCIATION
PACIFIC HIGHWAY ASSOCIATION
MERIDIAN ROAD ASSOCIATION
MIDLAND TRAIL ASSOCIATION
INYO GOOD ROAD CLUB

A NATIONAL HIGHWAY WHICH WILL "Bind the States together in a common brotherhood, and thus perpetuate and preserve the Union."

Population	Urban	per cent.	Rural	per cent.	Total	per cent.	Located in	per cent.
Population of the United States	42,623,383	100.0	49,348,883	100.0	91,972,266	100.0	2,953 Counties in the United States	100.0
Contiguous Population Served	41,293,225	96.9	36,852,881	74.7	78,146,106	85.0	2,030 Counties Traversed	68.7
Adjoining Population Served	1,250,640	2.9	11,638,201	23.6	12,888,841	14.0	851 Counties Adjoining	28.8
Total Population Served	42,543,865	99.8	48,491,082	98.3	91,034,947	99.0	2,881 Total Counties Served	97.6

PRINCIPAL TRANSCONTINENTAL HIGHWAYS

1. Northwest Trail
2. Lincoln Highway
3. Midland Trail
4. Pike's Peak Ocean to Ocean Highway
5. National Old Trails Road
6. Southern National Highway
7. Atlantic-Gulf Highway
8. Trail to Sunset
9. Pacific Highway
10. Oregon Trail
11. National Parks-Gulf Highway
12. Meridian Road
13. Dixie Highway

PUBLISHED UNDER DIRECTION OF THE NATIONAL HIGHWAYS ASSOCIATION
GENERAL COLEMAN DU PONT
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FREDERIC REMSEN HUTTON, M. E., SC. D.
GENERAL SECRETARY
WASHINGTON, D. C.
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NOTE

This map shows **Tentative** locations for a system of 100,000 miles of National Highways. It is hoped that each State will suggest to the National Highways Association improvements in location within its borders.

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.

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

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 brought about the desire for and 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. 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, from 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 lines within 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 other or secondary State Highways, thereby reaching more remote farming districts than are now reached. Such a system of State Highways will likewise be the heavy traffic lines within the several counties. This will relieve the counties of their construction and maintenance.

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 within their respective towns. This will relieve the towns of their construction and maintenance.

TOWNSHIP OR TOWN ROADS. And therefore, finally, thus 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.

National Highways and Good Roads Everywhere

By this four-fold system of roads there will be an impetus, as yet unthought of, given to road building throughout the Nation. Authority and responsibility will be logically 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-balanced connected system of National, State, County, and 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 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, "graft," and "corruption," and he will continue to wait in the "mud" for roads so vital to his well-being!

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.

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.

"ROAD BUILDERS"

Sand Clay road builders would build many miles!
So would Gravel road builders!
But so would Broken Stone road builders!
And likewise Asphalt road builders!
While Tar road builders would get their share!
And Bituminous road builders likewise theirs!
With Bitulithic road builders in the running!
Concrete road builders might beat them all!
If it were not for Brick road builders getting some!
And Stone Block road builders what they can!
But then Wood Block road builders would claim a share!
While the Oil road builders would take all the rest!

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 otherwise be built.
But after all the road users, one hundred millions of them,

The People of the United States are demanding
National Highways and Good Roads Everywhere

which will
"bind the States together in a common brotherhood and thus perpetuate and preserve the Union"
To this end is pledged the

NATIONAL HIGHWAYS ASSOCIATION

a membership corporation which exists to favor, foster, and further the development of National Highways and Good Roads Everywhere in the length and breadth of these United States of America and to secure the benefits—social, moral, commercial, industrial, material, educational, and personal—in the progress and uplift of the American People which follow in the train of easy inter-communication and transit between the great centers of population and distribution and the great productive areas of the Nation.

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 HAVE FROM THE ATLANTIC TO PACIFIC GULF TO LAKES YOU MUST ALSO HAVE FREE ROADS

NATIONAL HIGHWAYS ASSOCIATION
MOTOR VEHICLE RADIATOR CAP DEVICE, etc.

NATIONAL HIGHWAYS ASSOCIATION
MOTOR VEHICLE RADIATOR CAP DEVICE, etc.

1:3,600,000

A. L. WESTGARD
Vice-President and Director Transcontinental Highways

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John C. Mulford, Chief Cartographer
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NATIONAL HIGHWAYS ASSOCIATION
Membership Button or Pin Badge Device
Membership Crest Device, for Motor Vehicle Radiator, Panel, Dash or Door, etc.

BECOME A
MEMBER
OF THE
NATIONAL HIGHWAYS ASSOCIATION
AND
HELP BRING ABOUT
GOOD ROADS EVERYWHERE
SEND APPLICATION TO WASHINGTON, D. C.

Council Members—	Nominated by the Association.	Patron Members—	$1,000 in one payment for life.	
Founders—	$25,000 in one payment for life.	Life "	500 " " " "	
National Members—	10,000 " " " "	Touring "	100 annually.	
State "	2,000 " " " "	Rural "	50 "	
Collective "	Trustees, Firms, Partnerships.	County "	25 "	
Corporate "	Business Corporations.	District "	10 "	
Association "	Association, Societies, Clubs, etc.	Highway "	5 "	

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 mean	Good Schools	Good Roads mean	Good Living
Good Roads "	Good Churches	Good Roads "	Good Homes
Good Roads "	Good Health	Good Roads "	Good Going
Good Roads "	Good Morals	Good Roads "	Good Farms
Good Roads "	Good Times	Good Roads "	Good Country
Good Roads "	Good Towns	Good Roads "	Good Crops
Good Roads "	Good Fun	Good Roads "	Good People

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

EVERYBODY BELIEVES IN GOOD ROADS EVERYWHERE

If you believe in us and our honest purpose a paster will be sent you denoting the kind of membership you have taken in the NATIONAL HIGHWAYS ASSOCIATION

THIS SPACE FOR PASTER DENOTING MEMBERSHIP IN THE NATIONAL HIGHWAYS ASSOCIATION

PRICE ONE DOLLAR

AMERICAN GEOGRAPHICAL SOCIETY

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