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CHAIRMAN BOARD OF NATIONAL COUNCILLORS
CHARLES HENRY DAVIS, C. E.
PRESIDENT
NATIONAL HIGHWAYS ASSOCIATION
PENNANT OF THE ASSOCIATION — PRIVATE SIGNAL OF THE PRESIDENT
SHIELD OF THE ASSOCIATION
PERSONAL CREST DEVICE FOR MOTOR VEHICLE RADIATOR, PANEL, DASH OR DOOR, ETC.

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

FREDERIC REMSEN HUTTON, M. E., Sc. D.
GENERAL SECRETARY
MORGAN, LEWIS & BOCKIUS, PHILADELPHIA
GENERAL COUNSEL
NATIONAL HIGHWAYS ASSOCIATION
NATIONAL FLAG — NATIONAL FLAG
SHIELD OF THE ASSOCIATION — NATIONAL INSIGNIA OF THE ASSOCIATION
MEMBERSHIP BUTTON OR PIN BADGE DEVICE. MEMBERSHIP CREST DEVICE FOR MOTOR VEHICLE RADIATOR, PANEL, DASH OR DOOR, ETC.

PLAN OF ORGANIZATION OF THE NATIONAL HIGHWAYS ASSOCIATION

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

BOARD OF NATIONAL TRUSTEES

GENERAL COLEMAN DU PONT, Wilmington, Delaware
CHARLES HENRY DAVIS, C.E., Cambridge, Massachusetts

BOARD OF NATIONAL COUNCILLORS

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Missouri — JUDGE JOSEPH MACAULEY LOWE — Kansas City
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New York — WALDRON WILLIAMS — New York City
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TIMOTHY W. SPRAGUE, S.B., Engineer — Boston

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NATIONAL BOARD OF DIRECTORS

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D. McRA LIVINGSTON, New York City, New York — Member
ALBERT R. SHATTUCK, New York City, New York — Member
SCHUYLER S. WHEELER, New York City, New York — Member

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Corporate Headquarters — WASHINGTON, D. C.
National Trustees — EQUITABLE BUILDING, NEW YORK CITY, N. Y.
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Offices of the General Counsel — LAND TITLE BUILDING, PHILADELPHIA, PENNSYLVANIA
National Headquarters and Clubrooms — OLD SLIP, NEW YORK CITY, N. Y.
National "Workshop" and Drafting-Rooms — SOUTH YARMOUTH, MASSACHUSETTS
National Organization Headquarters — OFFICE OF THE DIRECTOR-GENERAL — JAMESTOWN, OHIO
Automobile Legal Department — OFFICE OF THE COUNSEL — 9 PARK STREET, BOSTON, MASSACHUSETTS
Northeastern Organization Department — MIDLAND BUILDING, KANSAS CITY, KENTUCKY
Office of the Engineer of Chart Construction — HARLAN, HARLAN COUNTY, KENTUCKY
Office of the Engineer to the Board of National Councillors — 88 BROAD STREET, BOSTON, MASSACHUSETTS
Map Shop — OFFICE OF THE CHIEF CARTOGRAPHER — 3211 THIRTEENTH STREET, N. W., WASHINGTON, D. C.
Davis Library of Highway Engineering — COLUMBIA UNIVERSITY, NEW YORK CITY, N. Y.

NATIONAL HIGHWAYS ASSOCIATION
MOTOR VEHICLE RADIATOR CAP DEVICE, ETC.

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CHARLES HENRY DAVIS, C.E., South Yarmouth, Mass. — President
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WALDRON WILLIAMS, New York — Chairman National Membership Committee
A. L. WESTGARD, New York — Vice-President and Director Transcontinental Highways

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 or 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!

POOR ROADS—POOR SCHOOLS—IGNORANCE—POVERTY
With Two Million Miles of Roads Like This!
Many of 18,000,000 school children often do not get to school on 2,000,000 miles of roads like this! Twelve million other children do not go to school mostly because of 2,000,000 miles of roads like this!

POOR ROADS—2,000,000 MILES OF THEM!
Plodding, straining every muscle,
Mud and water to their knees.
Two miles an hour is rapid going.
Plowing through such roads (?) as these!

WHY LIVING IS COSTLY
For Farmers, Lumbermen, Miners, Manufacturers, Merchants, Carriers, Skilled and Unskilled Laborers, Professional Men, Bankers, Investors and even for Loafers!

GOOD ROADS—GOOD SCHOOLS—KNOWLEDGE—PROSPERITY
With "Good Roads Everywhere"!
Thirty million school children could all go to school every day in the year with "Good Roads Everywhere."

"GOOD ROADS EVERYWHERE"
There is life and health and pleasure
In the sunshine and the air;
Two fast horses and a surrey
And "Good Roads Everywhere!"

HOW TO CUT THE COST—"GOOD ROADS EVERYWHERE"
For Farmers, Lumbermen, Miners, Manufacturers, Merchants, Carriers, Skilled and Unskilled Laborers, Professional Men, Bankers, Investors and even for Loafers!

"GOOD ROADS EVERYWHERE."

You want "Good Roads Everywhere." Whatever your politics or your religion you and every citizen of the United States subscribes to the slogan, "Good Roads Everywhere."

Whether you believe in Preparedness for War—for Defense—for Peace—you believe in "Good Roads Everywhere." Whatever social, moral, commercial, industrial, educational or personal development you believe in you know that "Good Roads Everywhere" are a vital necessity for the advancement of all. Whether your political faith be of any one of the great parties, or of none of them, you believe in "Good Roads Everywhere."

We, the National Highways Association, also believe in "Good Roads Everywhere." We believe that a Four Fold System of Highways—National, State, County, Town or Township (three fold if the county is the smallest political unit)—will solve the road problem of the nation. We believe the government of the United States and our States can thus double the wealth of our country and treble the happiness and efficiency of our people.

We believe that our farmers who haul over these roads, soldiers who may have to march on these, pleasure seekers who enjoy them, doctors, ministers, school children and all our people who must and do use them, will profit by having "Good Roads Everywhere." They will add a thousandfold to the worth whileness of life in America.

We believe that the story told by our maps and pictures is a vital story. We *know* that these maps and pictures are an argument for what should be. We *know* our nation should have many, many miles of good roads which go somewhere and do something for everybody.

You may live on a *good* road or on a *poor* road—either is convincing evidence of the need of "Good Roads Everywhere." Our story gives you facts—photographic facts—facts which tell the bitter need, as well as the happy solution of the problem, stated in the simple words "Good Roads Everywhere."

Our nation is made up of one hundred million people. When a majority of them want anything they get it. Every man, woman and child who sees that "Good Roads Everywhere" is the answer to a majority of our—your—problems, social, economic, political, moral and national, makes that day one day nearer when we, the Americans people, shall have "Good Roads Everywhere."

Look at the pictures. Read the facts. Look at the maps. Then, if you believe as we believe, help spread the slogan

"FOUR FOLD SYSTEM OF HIGHWAYS—NATIONAL, STATE, COUNTY AND TOWN OR TOWNSHIP" and "GOOD ROADS EVERYWHERE"

Show the maps. Give the pamphlets to your friends. Ask your newspaper to publish all or any part of the story. Send to us for as many more of our story as you will give to others. This is the way in which you can help get

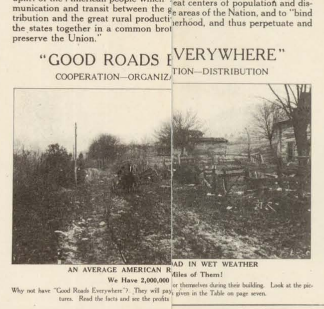
"GOOD ROADS EVERYWHERE."

Charles H. Davis, President.
APPROVED: Coleman du Pont, Chairman Board of National Councillors.

NATIONAL HIGHWAYS
Incorporated A. D. Nineteen Hundred and Twelve in the City of Washington, District of Columbia, United States of America.

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 communication and transit between the great centers of population and distribution and the great productive areas of the Nation, and to "bind the states together in a common brotherhood, and thus perpetuate and preserve the Union."

"GOOD ROADS EVERYWHERE"
COOPERATION—ORGANIZATION—DISTRIBUTION



AN AVERAGE AMERICAN ROAD IN WET WEATHER
We Have 2,000,000 Miles of Them!

GOOD ROADS EVERYWHERE
FOUR FOLD SYSTEM OF HIGHWAYS

SMALL ROAD TAX—HEAVY LOSSES ON 2,000,000 MILES OF ROADS LIKE THIS!
Paying taxes on roads like this is throwing money away. They cost more in losses to the nation than the entire cost of "Good Roads Everywhere."

A COMMON THING—ABANDONED FARM ON A BAD ROAD
There Are Thousands of Them On Our 2,000,000 Miles of Poor Roads!
Fifty million country people—men, women, children—live on 2,000,000 miles of road like this! They have the right to live on "Good Roads Everywhere." The Nation should give them "Good Roads Everywhere."

POOR ROADS—POOR CHURCHES—RELIGIOUS INDIFFERENCE
With Two Million Miles of Roads Like This!
Over two hundred churches in one state of the Union closed and abandoned largely because of roads like this!

FAIR ROAD TAX—NO LOSSES WITH "GOOD ROADS EVERYWHERE"
The cost and the taxes to build and maintain "Good Roads Everywhere" are many times offset by the social, economic, and financial benefits and profits derived therefrom. See Table on page seven.

NO ABANDONED FARMS ON THIS ROAD OR ON "GOOD ROADS EVERYWHERE"
Give our people roads like this and they will "go back to the land." They belong there! They will be happy there! They will be prosperous there! And this is the only way they can be, continuously, both happy and prosperous.

GOOD ROADS—GOOD CHURCHES—RELIGIOUS INTEREST
With "Good Roads Everywhere"!
One hundred million people could all go to church every Sunday in the year over "Good Roads Everywhere."

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 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 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.

NATIONAL HIGHWAYS ASSOCIATION
NATIONAL HIGHWAYS SIGN POST

PLAN OF ORGANIZATION OF THE NATIONAL HIGHWAYS ASSOCIATION

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

COUNCIL OF NATIONAL ADVISORS

NATIONAL COUNCIL OF PRESIDENTS

COUNCIL OF GOVERNORS

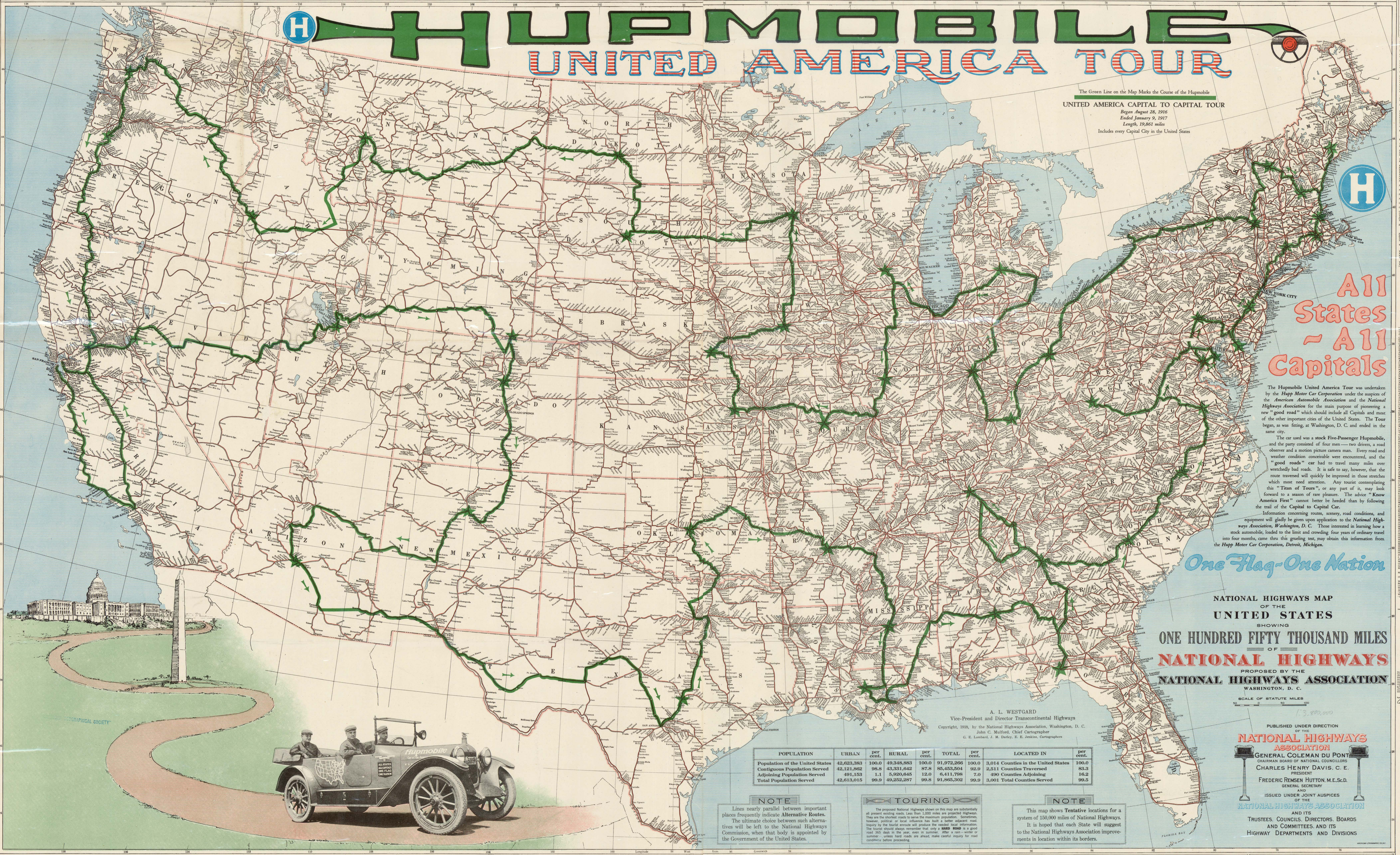
CLASSES OF MEMBERSHIP

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



The Hupmobile United America Tour was undertaken by the *Hupp Motor Car Corporation* under the auspices of the *American Automobile Association* and the *National Highways Association* for the main purpose of pioneering a new **"good road"** which should include all Capitals and most of the other important cities of the United States. The **Tour** began, as was fitting, at Washington, D. C. and ended in the same city.

The car used was a **stock Five-Passenger Hupmobile**, and the party consisted of four men—two drivers, a road observer and a motion picture camera man. Every road and weather condition conceivable were encountered, and the **"good roads" car** had to travel many miles over wretchedly bad roads. It is safe to say, however, that the route traversed will quickly be improved in those stretches which most need attention. Any tourist contemplating this **"Titan of Tours"**, or any part of it, may look forward to a season of rare pleasure. The advice **"Know America First"** cannot better be heeded than by following the trail of the **Capital to Capital Car.**

Information concerning routes, scenery, road conditions, and equipment will gladly be given upon application to the *National Highways Association, Washington, D. C.* Those interested in learning how a stock automobile, loaded to the limit and crowding four years of ordinary travel into four months, came thru this grueling test, may obtain this information from the *Hupp Motor Car Corporation, Detroit, Michigan.*

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
50 0 50 100

1:3,800,000

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

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John C. Mulford, Chief Cartographer
G. E. Lombard, J. M. Darley, 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	49,348,883	100.0	91,972,266	100.0	3,014 Counties in the United States	100.0
Contiguous Population Served	42,121,862	98.8	43,331,642	87.8	85,453,504	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. Less than 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. Inquiry by the tourist enroute will produce the needed local information. The tourist should always remember that only a **HARD 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.

PUBLISHED UNDER DIRECTION OF THE
NATIONAL HIGHWAYS ASSOCIATION
GENERAL COLEMAN DU PONT
CHAIRMAN BOARD OF NATIONAL COUNCILLORS
CHARLES HENRY DAVIS, C. E.
PRESIDENT
FREDERIC REMSEN HUTTON, M.E., Sc.D.
GENERAL SECRETARY
AND
ISSUED UNDER JOINT AUSPICES OF THE
NATIONAL HIGHWAYS ASSOCIATION
AND ITS
TRUSTEES, COUNCILS, DIRECTORS, BOARDS AND COMMITTEES, AND ITS HIGHWAY DEPARTMENTS AND DIVISIONS

AMERICAN LITHOGRAPHIC CO., N.Y.

THIS MAP IS ISSUED UNDER JOINT AUSPICES OF THE

NATIONAL HIGHWAYS ASSOCIATION

AND THE FOLLOWING

DEPARTMENTS AND DIVISIONS

ALABAMA GOOD ROADS ASSOCIATION—Alabama Division
APPALACHIAN HIGHWAY Department
ARCADIAN HIGHWAY ASSOCIATION—Arcadian Highway Department
ARIZONA GOOD ROADS ASSOCIATION—Arizona Division
ARROWHEAD TRAILS ASSOCIATION—Arrowhead Trails Division
ASTORIA TRAIL Department
ATLANTIC HIGHWAY Department
BANKHEAD HIGHWAY ASSOCIATION, Inc.—Bankhead Highway Department
BEN HUR HIGHWAY—Ben Hur Division
THE BIG FOUR TRAIL ASSOCIATION—The Big Four Trail Division
BOONE WAY ASSOCIATION—Boone Way Division
BORDERLAND TRAIL Division
BORDER MILITARY HIGHWAY Division
THE BURLINGTON WAY—The Burlington Way Division
CALAVERAS GOOD ROADS ASSOCIATION—Calaveras Good Roads Division
CANADA-KANSAS CITY-GULF HIGHWAY ASSOCIATION—Canada-Kansas City-Gulf Highway Department
CANNON BALL HIGHWAY Division
CAPITOL HIGHWAY—Capitol Highway Division
CATERPILLAR TRAIL ASSOCIATION—Caterpillar Trail Division
CENTRAL FLORIDA HIGHWAY ASSOCIATION—Central Florida Highway Division
CHICAGO-KANSAS CITY & GULF HIGHWAY—Chicago-Kansas City & Gulf Highway Department
COTTON BELT TRAIL Department
DALLAS-CANADIAN-DENVER HIGHWAY ASSOCIATION—Dallas-Canadian-Denver Highway Department
DIAMOND LOOP HIGHWAY ASSOCIATION—Diamond Loop Highway Department
DIXIE OVERLAND HIGHWAY ASSOCIATION—Dixie Overland Highway Department
FEDERATED HIGHWAYS ASSOCIATION OF NORTH MISSOURI—Federated Highways Department
FEDERATED ROAD Division
GOLDEN BELT ROAD ASSOCIATION—Golden Belt Road Division
GOOD ROADS ASSOCIATION OF WISCONSIN—Wisconsin Division
GRADY COUNTY HIGHWAY ASSOCIATION—Grady County Highway Division
GREAT LAKES-ATLANTIC HIGHWAY Department
GREAT PLATEAU HIGHWAY Department
GREAT WHITE WAY ASSOCIATION OF IOWA—Great White Way Division
GUYMON GOOD ROADS CLUB—Guymon Good Roads Division
HANNIBAL & ST. JOSEPH CROSS STATE HIGHWAY ASSOCIATION—Hannibal & St. Joseph Cross State Highway Division
HEART OF ILLINOIS AUTO TRAILS Division
THE HIGH LINE TRAIL—The High Line Trail Division
ILLINOIS CORN BELT ROUTE ASSOCIATION—Illinois Corn Belt Route Division
INDEPENDENCE & WINFIELD TRANS-CONTINENTAL HIGHWAY ASSOCIATION—Independence & Winfield Trans-Continental Highway Division
INDIANA GOOD ROADS ASSOCIATION—Indiana Division
INDIAN HEAD TRAIL ASSOCIATION—Indian Head Trail Division
INDIAN TRAIL Department
INTER-MOUNTAIN GOOD ROADS ASSOCIATION—Inter-Mountain Good Roads Division
INTERNATIONAL PAVEDWAY—International Pavedway Department
INTERSTATE HIGHWAY ASSOCIATION—Interstate Highway Department
IOWA GOOD ROADS FEDERATION—Iowa Division
INTER-MOUNTAIN GOOD ROADS ASSOCIATION
JACKSON HIGHWAY ASSOCIATION—Jackson Highway Department
JACKSON MILITARY HIGHWAY ASSOCIATION—Jackson Military Highway Division
THE JEFFERSON DAVIS HIGHWAY ASSOCIATION OF MISSISSIPPI—The Jefferson Davis Highway Division
JEFFERSON DAVIS MEMORIAL HIGHWAY Department
JEFFERSON HIGHWAY, BLUE "J" ROUTE—Jefferson Highway Division
JEFFERSON HIGHWAY Division
KANSAS GOOD ROADS ASSOCIATION—Kansas Division
KENTUCKY GOOD ROADS ASSOCIATION—Kentucky Division
KING OF TRAILS ASSOCIATION—King of Trails Department
LA CROSSE-TAMA-KANSAS CITY HIGHWAY—La Crosse-Tama-Kansas City Highway Division
LAKES TO GULF HIGHWAY ASSOCIATION—Lakes to Gulf Highway Division
LEE-GRANT HIGHWAY ASSOCIATION—Lee-Grant Highway Division
LOUISIANA STATE GOOD ROADS ASSOCIATION—Louisiana Division
The "MARK TWAIN" HIGHWAY—The "Mark Twain" Highway Division
MERIDIAN ROAD ASSOCIATION—Meridian Road Department
MINNESOTA GOOD ROADS FEDERATION—Minnesota Division
MISSISSIPPI HIGHWAY Department
MISSOURI CENTRAL HIGHWAY Division
MISSOURI-IOWA FAIR TRAIL—Missouri-Iowa Fair Trail Division
MOBILE-MERIDIAN HIGHWAY ASSOCIATION—Mobile-Meridian Highway Division
MUSCLE SHOALS HIGHWAY ASSOCIATION—Muscle Shoals Highway Division
NATCHEZ TRACE HIGHWAY Division
NATIONAL AUTOMOBILE ASSOCIATION—Massachusetts Division
NATIONAL MIDLAND TRAIL ASSOCIATION—National Midland Trail Department
NATIONAL OLD TRAILS ROAD ASSOCIATION—National Old Trails Road Department
NATIONAL PARKS HIGHWAY ASSOCIATION—National Parks Highway Division
NATIONAL PARKS TRAIL Department
NEW MEXICO GOOD ROADS ASSOCIATION—New Mexico Division
NORTH CAROLINA GOOD ROADS ASSOCIATION—North Carolina Division
NORTH DAKOTA HIGHWAY IMPROVEMENT ASSOCIATION—North Dakota Division
NORTH & SOUTH IDAHO STATE HIGHWAY ASSOCIATION—North & South Idaho State Highway Division
OHIO GOOD ROADS FEDERATION—Ohio Division
OKLAHOMA, TEXAS & GULF HIGHWAY ASSOCIATION—Oklahoma, Texas & Gulf Highway Division
OLD DOMINION TRAIL Department
OLD SPANISH TRAIL ASSOCIATION—Old Spanish Trail Division
OMAHA & ST. LOUIS HIGHWAY—Omaha & St. Louis Highway Division
OREGON TRAIL Department
THE OZARK TRAIL (Chicago Branch)—The Ozark Trail Division
PACIFIC HIGHWAY Department
PENNSYLVANIA GOOD ROADS ASSOCIATION—Pennsylvania Division
THE PIKES PEAK OCEAN-TO-OCEAN HIGHWAY ASSOCIATION—The Pikes Peak Ocean-to-Ocean Highway Department
PIONEER WAY Department
RICHMOND-NORFOLK NATIONAL BOULEVARD Division
ROCKY MOUNTAIN HIGHWAY Department
SOUTHERN APPALACHIAN GOOD ROADS ASSOCIATION—Southern Appalachian Good Roads Department
SOUTHERN NATIONAL HIGHWAY ASSOCIATION—Southern National Highway Department
SOUTH WEST TRAIL ASSOCIATION—South West Trail Department
SUNSHINE HIGHWAY Department
TAMIAN TRAIL ASSOCIATION—Tamian Trail Division
TENNESSEE HIGHWAY ASSOCIATION—Tennessee Division
TEXAS GOOD ROADS ASSOCIATION—Texas Division
TRAIL TO SUNSET Department
WASHINGTON & RALEIGH HIGHWAY Division
WASHINGTON STATE GOOD ROADS ASSOCIATION—Washington Division
WEST VIRGINIA GOOD ROADS ASSOCIATION—West Virginia Division
WILLIAM PENN HIGHWAY ASSOCIATION—William Penn Highway Division
WONDERLAND TRAIL—Wonderland Trail Department
WYOMING GOOD ROADS ASSOCIATION—Wyoming Division
YELLOWSTONE HIGHWAY ASSOCIATION—Yellowstone Highway Division
YELLOWSTONE TRAIL ASSOCIATION—Yellowstone Trail Department

NATIONAL HIGHWAYS ASSOCIATION
INSIGNIA FOR MOTOR VEHICLE RADIATOR, PANEL, DASH OR DOOR; DESK WEIGHT, ORNAMENT, ETC.

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**

"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!
While Topeka pressed them some!
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!
Except that Asphalt Block might cut them down!
And Bituminous Concrete still some more!
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 ASSOCIATION
A NATIONAL HIGHWAY WHICH WILL "BIND THE STATES TOGETHER IN A COMMON BROTHERHOOD, AND THUS PERPETUATE AND PRESERVE THE UNION."

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 paster (see below) and certificate of membership 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

BECOME A **MEMBER** OF THE **NATIONAL HIGHWAYS ASSOCIATION** AND HELP BRING ABOUT

GOOD ROADS EVERYWHERE

SEND APPLICATION TO WASHINGTON, D. C.

Council Members— Founders—	Nominated by the Association. $25,000 in one payment for life.	Patron Members— Life	$1,000 in one payment for life. 500 "
National Members—	10,000 " " "	Touring	100 annually.
State—	2,000 " " "	Rural	50 "
Collective	Trustees, Firms, Partnerships.	Local	25 "
Corporate	Business Corporations.	District	10 "
Association	Associations, 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 Crops
Good Roads " Good Towns — Good Roads " Good Country
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**

800-b
D-Nat'l Hwy Assn
1918a
CATALOGUED
CATALOGED AC