

Dixie Highway



OUTLINE
OF
Dixie Highway

*No called Paradise Loop
Ocala-to Harris City via St.
Petersburg is the way Mr. G. Maldo
recommended this change*

*Kind
Cut.*

the DIXIE HIGHWAY

A Monthly Journal Devoted to the Construction of the Dixie Highway

Volume 2, No. 2

Chattanooga, Tenn., October, 1916

10 Cents The Copy



A DAUGHTER OF THE REVOLUTION

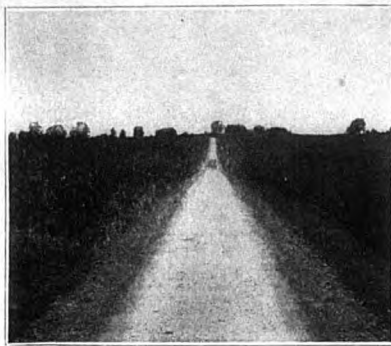
"In the Southern Mountains is found a larger percentage of descendants of Washington's soldiers than anywhere else in America." —John M. Harlan.

IN THIS NUMBER

"The Southern Highlands" ❧ *"Eastern Route Inspected"*



A CONCRETE ROAD UNDER CONSTRUCTION



CONCRETE ROAD—LEE COUNTY, MISSISSIPPI

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DIXIE PORTLAND CEMENT COMPANY

JAMES BUILDING

CHATTANOOGA, TENNESSEE

the DIXIE HIGHWAY



A MOUNTAIN HOME

The Southern Highlands

By Harry Barnet

The most unique and weird rambling ground for automobile tourists on the continent is outlined by proceeding north on the east leg of the Dixie Highway from Chattanooga to the vicinity of Lexington, Ky., thence over a sunset course to the west leg, and south along the latter route to the point of beginning. These boundaries enclose an irregular area as large as a minor European principality.

Dropping deep into the heart of this region the tourist comes upon a curious wonderland. The scenery is as beautiful as any in the world. It is made up of a great mass of mountains, in places covered with dense and virgin forests, carpeted with an astonishing flora, through which meander new country roads, and fantastic by-ways in the course of feverish construction. There are great cliffs beside which a family of skyscrapers would appear as ambitious boulders, and fields of massive rocks, lying helter-skelter as would the discarded blocks of some prehistoric giant child grown tired at play. Over them Mother Nature has splashed her most brilliant colors.

Here and there are the homes of the mountain folk. Some are mere cabins; others more pretentious structures;

but all are constructed of native materials which grow gracefully picturesque with age.

These Highlanders are the people of a more or less truthful fiction. Going about their every-day affairs they present the pleasing spectacle of living pages from the books, backgrounded by the supreme in Nature. They are a kindly set, with outcrops of uncommon beliefs. Among them is a high percentage of old-young people. That is, men and women, who boast of eighty and ninety years as their age, yet appear to be just cleverly started upon their journey into that realm beyond the half-century mark. These old people not only attest the healthfulness of their environment, but are human documents of an order to be found nowhere else.

The tourist finds more that is new and inspiring in this region than in any other section to which he might turn. There comes the thrill which the explorer feels when he views scenes that are strange to ordinary human eyes.

At least five ancient migrations came into, occupied for a while, then passed from, this section. There are traces of the passage of Roman legions, and of the Jews, or the Roman conquerors of the Jews. What they did,

history does not tell us. There are to be found occasional hollow-tree-trunk caskets enclosing mummied remains, wrapped about in mattings of strange weave. Once in a while a cave gives up its dead. In one, three mummied bodies were found. They were seated in individual pyramidal baskets, placed far back in the cave, which was paved with brick fashioned by ancient workmen. The mummied carcass of a dog was found in another cave not far away. In life the animal resembled somewhat our present shepherd dog, except that a heavy mane grew from base to tip on the underside of its tail.

There pass before the eyes of the tourist, a panorama of civilizations. Along the line of the Queen and Crescent railroad is the civilization we view from the train windows. Farther back in succession the tourist passes into that of the seventeenth century and beyond; while in few instances primitive people live in caves and beneath overhanging ledges of cliffs. The latter are remarkably rare.

But in whatever state one finds human beings in this region, written history is scanty. History of our own

Stearns is, perhaps, the only town in the United States founded and maintained upon the 30th chapter of Genesis. When the town was founded the labor of the mountains was primitive and inefficient. Native independence prevented any application of the doctrine of "Do" and "Don't." Suggestion remained as the only course in the training of efficient labor for the mines and woods, and the laws of suggestion have been followed until they have made of the town a center of social scientific experimentation.

Near Jamestown, Tenn., the tourist can trail, if he likes, the ghost of "Old 'Squire Hawkins," returned, we can imagine, and wandering happily among the very things he predicted would come to pass upon his "75,000 acres," as detailed by Mark Twain in the opening chapter of "The Gilded Age." The most striking thing about such a ramble is the contrast between reputation and character. The scene of that first chapter of "The Gilded Age" is laid in the "Tennessee lands," which belonged to the father of Mark Twain. Of them he said they "had a reputation like Nazareth, as far as turning out any good thing was con-



GOING TO "MEETIN"

times is being made and recorded in unusual manner. This whole section is one of the richest spots the nation has in actual and potential resources. They are being rapidly developed.

For instance, the town of Stearns, Ky., is one of the most curious communities in the United States. It is a mining and timber town. All towns elsewhere engaged in the same industries are apparently laid out after the same general unattractive pattern.

Stearns is about fifteen years old. In atmosphere it offers a bit of the Latin Quartier, in that it is the resort of artists of national prominence. They make their headquarters in Stearns while painting the mountain types and scenery. Chicago people can view these paintings in the Art Museum. Ugliness and work are separated in this remarkable town. Service is there, but it is made less crude by preservation of the beauty spots. The homes are not arranged in disorderly rows, but are scattered about in the forest and painted to blend with the varying natural tints surrounding them. There are no social distinctions so long as men and women conduct themselves somewhere near the standards imposed by society for its own preservation.

cerned." These lands are turning out many a good thing—apples, for one, superior to those of any other section of the United States.

In any part of this region making up the heart of the irregular enclosure the tourist is bound to come across the folklore of the hills, decidedly parallel to that of the old Scottish Highlands, and find that all romance is not canned in the movie dramas.

It offers unusual sport to the fisherman; a rare field to the photographer; and for the delight of the material minded, flocks of billy-goats, and their families, are clearing the undergrowth for the coming of cattle. The goats are a welcome sight. They mean the saving to this country of something like \$25,000,000 annually sent abroad for goat skins, besides the help the flesh of the goats affords in relieving a rather tense meat shortage.

Road building is going on with that intensity which follows a long period of inactivity. Until recently the mountaineers have been content to follow mere trails, and mud paths at times, but the wave of development which has come among them from the outside has stimulated them to build roads that compare with any.



"THEY WERE BRED IN OLD KENTUCKY"

Nine stalwart sons and four bonnie lassies comprise this mountain family

Land of Boone and Clay

By Professor William Goodell Frost

The line of the Dixie Highway through Eastern Kentucky has a scenic and historic interest quite unrivaled. Daniel Boone, Cassius Clay, Gen. Grant and Kirby Smith have done some interesting things in Kentucky; and they did them in a region replete with Nature's own wonders.

Between Richmond and Berea one makes the transition; Richmond is a Blue Grass town, Berea is the capital and eye of the mountains.

To begin with pioneer days, the traveler finds in the court-house yard at Richmond a great stone, hauled from near Berea, on which is inscribed the name of 'Squire Boone, the brother of the famous Daniel, with the date, 1774. The brothers were in this part of Kentucky, which was a famous hunting ground, at that early date, and tradition has it that Daniel went back to North Carolina for a supply of ammunition, leaving his brother, Squire, absolutely alone for a number of weeks. From Berea one looks to the left, eastward, to Boone's Pinnacle, three miles distant, from which it is supposed that the intrepid hunter had his first view of the Blue Grass region, after coming over the long trace or trail from Cumberland Gap. And just beyond Berea we ascend the "Scaffold Cane Hill," so named because of a cane-covered scaffold under which Boone lay at nights, watching for deer.

As is well known, the Indians had no permanent settlements in Kentucky, but in still earlier times some race, corresponding to the "mound builders," were here in large numbers. Near Richmond large numbers of human bodies

of a race older than the Indians have been found, and near Boone's Pinnacle, east of Berea, is the famous "Indian Fort," where are the most extensive mound builders remains to be found in the State — an elevated plateau, surrounded on all sides by palisades and fortified by Cyclopien stone walls. It is thought that this fort had communication by beacon fires from peak and mound all the way to the Ohio River.

Then comes the history of Kentucky as a "border State" in the Civil War. Like most Southern States, Kentucky contained a large number of "anti-slavery slave-owners," the most conspicuous being Gen. Cassius M. Clay, whose home was near Richmond. Clay took note of the mountain people as a distinct class — men who owned land, but did not own slaves. He actually maintained free speech in Kentucky down to the Civil War time, defending his printing office with cannon, and speaking in court-houses and church houses with a bowie-knife and a revolver on the desk beside the Bible! The Burnams and the Landrums, and many other permanent families in this part of the State were of the same temper.

It was at the suggestion of Clay that Rev. John G. Fee, of Bracken County, came to this part of the State and organized a union, anti-slavery church on a high ridge of the mountains which he named, out of the New Testament, "Berea." This was in 1853. In 1855 a school was started which has become Berea College.

(Continued on Page 16)

Eastern Division Inspected

Over \$1,000,000 worth of road work is going on in the Cumberland mountains of Kentucky and Tennessee along the Eastern Division of the Dixie Highway between Cincinnati and Knoxville. Judge M. M. Allison, president of the Dixie Highway Association, with Directors Richard Hardy, of Chattanooga, and A. F. Sanford, of Knoxville, have just completed an inspection trip of this division. Every mile of the highway is now provided for, and in the opinion of the members of the inspecting party a good macadam road from Cincinnati to Chattanooga will be open for travel in twelve months at the latest. On account of the detours necessary through the mountains over almost impassable roads, while the Dixie Highway is being constructed, it was decided in Cincinnati after a conference with the Dixie Highway enthusiasts there, to postpone the inspection trip which was to have started from Cincinnati October 23.



JUDGE T. J. ASHER, PINEVILLE, WHO IS BUILDING A BOULEVARD THROUGH THE MOUNTAINS

Leaving Knoxville, Tuesday, October 3, the first stop was made at Maynardville, where County Judge George Taylor and Road Commissioner Thaddeus Smith gave every assurance that the Dixie Highway in Union county will be completely surfaced. Similar assurance relative to Claiborne county was given by County Judge Morrison and Road Commissioner G. W. Montgomery, at Tazewell, that the \$50,000 set aside for the Dixie Highway would amply provide for the construction of the route.

The inspection trip was made in a Model 86, six-cylinder Overland touring car, which made a remarkable record of a practically perfect motor and tire score, although frequently called on to negotiate detours over the mountains which were declared impassable. Accompanying the Dixie Highway officials were John E. Lovell, manager of the Hotel Patten, and Carter Lynch, of Chattanooga.

In Kenton County, of which Covington is the county seat, the authorities are replacing macadam with concrete. Three miles of permanent paving has been constructed with preparations made for four miles additional. In a few years the entire mileage of the highway through this county will be of concrete. Judge H. F. Childress and County Commissioner R. J. Coday have done fine work in behalf of the highway in this county.

Boone County, adjoining, demonstrated its interest by voting \$200,000 in bonds, which enabled the county to throw open the Dixie Highway for free travel for the first time in seventy-two years and make extensive improvements of the old toll road. Judge J. G. Tomlin is due most of the credit for this.

After the designation was made in Grant County, the fiscal court let the contract for the north half of the highway in that county. This work is completed. Scott County, of which historic Georgetown is the county seat, is resurfacing their part of the route.

The present good road through Fayette County, of which Lexington is the county seat, will shortly be transformed into an asphalt macadam boulevard. Fayette is also ready to join with Madison in the construction of the Dixie Highway bridge over the Kentucky river.

The Dixie Highway between the Kentucky river and Richmond, in Madison county, is being resurfaced.

Rockcastle County originally voted \$100,000 for road construction. The Dixie Highway is a state aid road in this county. A portion of the money expended will be returned to the county after the highway is completed.

Laurel County, of which London is the county seat, faced the difficult problem of building the Dixie Highway across Wild Cat Mountain to Corbin. A spirited contest likewise arose as to the routing of the road. All of the contests have been settled and work is under way.

Due to the spirited contest of her citizens for the routing of the Dixie Highway, Knox County's troubles in the construction of her part of the highway only begun when \$200,000 was voted. Every process known to court practice was resorted to by the contestants on either side preventing the fiscal court from proceeding with the construction of the highway.

The work is well under way south of Barbourville toward the Bell county line. Judge Hammons is expecting a favorable decision from the courts which will enable him to proceed with the construction of the road to Corbin.

Under the able direction of Judge T. J. Asher, Bell county began the difficult construction required to build the Dixie Highway through Pineville, the county seat, to Middlesboro, where it would connect with the model road built four years ago between Middlesboro and Cumberland Gap, Tenn. All of the grading between Middlesboro and Pineville has been completed and a major portion of the surfacing. This county voted a bond issue of \$250,000 which was not adequate to complete all of the work planned by Judge Asher. A supplemental bond issue voted to complete the highway from Pineville to the Knox county line, through a technicality was declared invalid. Undaunted, Judge Asher petitioned for and received from the State Highway Department 100 State convicts. The completion of Bell County's link of the highway is now in sight.

Over 50 per cent. of the highway in Claiborne County has been completed.

At a recent meeting of the Union county court \$10,000 was transferred from another road and added to the previous allotment for the Dixie Highway. The county authorities expect to raise \$15,000 additional which will enable this county to provide a good macadamized road with all of the bridges.

Knox County, of which Knoxville is the county seat, has just completed the expenditure of \$500,000 which has amply provided for the Dixie Highway leading into Knoxville from the north and extending to the Loudon County line toward Chattanooga.

Loudon County has only three miles to build to provide a well surfaced road.

When the first automobile appeared in Roane County it was seen that a new era in locomotion had dawned. Immediately there was a public meeting called in Rockwood, the metropolis of the county. Resolutions were passed asking the county court to build two roads in both directions across the county. Judge Lindale pledged the building of these roads at once. Since then \$25,000 has been appropriated to resurface worn portions of the road.

Rhea County, on the south, needed no urging, following the designation of the Dixie Highway. A bond issue of \$250,000 was promptly voted and the work begun of providing an entirely new road eliminating railroad crossings to the Hamilton County line.



CONCRETE ROAD IN KENTON COUNTY, KENTUCKY

Hamilton County, of which Chattanooga is the county seat, has provided for the resurfacing of the entire mileage of macadam road with concrete and asphalt treated macadam. The road is now in good travelable condition.

Credit for the great progress made on the stupendous task of building a modern highway through the Cumberland mountains is largely due to the co-operation of the East Kentucky-Tennessee Dixie Highway Association, of which W. G. Sparks, of Richmond, Ky., is the president, and James Maret, of the Boone Way Association, which is also interested in preserving the trail traveled by Daniel Boone, from Cumberland Gap into Kentucky.



Four hundred residents of Rockcastle and Madison Counties joined forces in a road bee and worked the "Scaffold Cane" road to prove their determination to provide their portion of the Dixie Highway. Judge G. M. Ballard (with cross on sleeve), Berea students and a host of others participated in the celebration. At noon a big basket dinner was served by the women of the two counties

The Cumberland Trace

And How the Long Head of a "Billy" Yank
and the Horse Sense of a "Johnny" Reb,
Made the Wilderness Blossom Like a Rose

By Captain W. E. McElwee

(Editor's Note — It was in the summer of 1867 that the writer of this article, formerly an officer in the Confederate army, met Gen. J. T. Wilder, who had led the Federal forces in numerous engagements. The two had confronted each other on more than one field of battle, but the war was now over and a close friendship had sprung up between them. Soon after their first meeting they talked over the situation of the country, made desolate by the ravages of war, and sought means for rebuilding same. General Wilder proposed to erect a furnace and test iron making, with mineral coal as a fuel. At this time no iron had been made south of the Ohio River except by the use of charcoal. An agreement was quickly entered into. Wilder was to go North and form a company, Captain McElwee was to secure title to the location. Since that time the two men, always working together, have started numerous industries, giving employment to thousands of people. Captain McElwee has known some heroes of the Revolutionary War, as well as many of the more prominent leaders of both Blue and Gray. He confesses to be 83 years young.)

Before the coming of the white man there was an Indian trail along the valley at the eastern base of the Cumberland Mountains, from the Chickamauga towns to Cumberland Gap. This was the trail followed by Colonel Shelby on his return after the defeat of the Indians and capture of the supplies furnished by the English for an expedition against the Carolinians in 1778. On the third day out he camped in the bend of a creek, where he divided the captured goods and sold them to the men in payment for their services. For this reason the creek took the name of "Sale Creek." The trail was given the name of the Cumberland Trace be-

cause of it following the eastern escarpment of the Cumberland Mountains. This "Trace" was soon adopted as a road by the white settlers and became the Tennessee Valley road.

Wm. Blount was appointed by President Geo. Washington as governor of the territory south of the Ohio River, making his headquarters at White's Station, now the city of Knoxville. By the aid of an Indian agent named Chisholm, a "talk" was arranged with the Indians to be held at the mouth of the first creek below the junction of the Holston and Little Rivers, within the present limits of Knoxville. By the fifth article of the treaty, there made known as the Treaty of the Holston and signed by forty-one of the chiefs and headmen of the Indians, it was agreed that the President might locate one road across the Cumberland Mountain from Knox Station to the settlements on the Cumberland. The engineers appointed by President Washington were slow about making the location and emigrants began to use a blazed way, marked by engineers appointed by the State of North Carolina. To this the Indians objected, and an old chief, named Tullentuskee, located his

(Continued on Page 13)

the DIXIE HIGHWAY

PUBLISHED THE TENTH OF EACH MONTH BY
THE DIXIE HIGHWAY ASSOCIATION
(Incorporated)

HOME OFFICE, 1012-1014 GEORGIA AVENUE
HOTEL PATTEN
CHATTANOOGA, TENNESSEE

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V. D. L. ROBINSON Business Manager

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Entered as Second-Class Matter at Post Office at Chattanooga, Tennessee, Under the Act of March 3, 1879.

SUBSCRIPTION (Yearly)

United States and its Possessions	\$1.00
Canada	1.50
Foreign	2.00

Of each annual membership in the Dixie Highway Association, 50 cents of the \$5.00 membership fee is set aside for payment of one annual subscription to "THE DIXIE HIGHWAY."

ADVERTISING
Advertising rates on application. Copy for new or current display advertising must be in hand ten full days.

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., OF THE DIXIE HIGHWAY.
Published monthly at Chattanooga, Tenn., required by the Act of August 24, 1912.
Editor—N. F. Fyffe, Chattanooga, Tenn.
Managing Editor—None.
Business Manager—V. D. L. Robinson, Chattanooga, Tenn.
Publisher—Dixie Highway Association, Chattanooga, Tenn.
Owners—Dixie Highway Association, Chattanooga, Tenn.; M. M. Allison, President.
Stockholders holding 1 per cent. or more of total amount of stock—None.
Known bondholders, mortgages and other security holders holding 1 per cent. or more of the total amount of bonds, mortgages or other securities—None.
Average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the six months preceding the date of this statement (this information is required from daily publications only).
V. D. L. ROBINSON, Business Manager.

October 1, 1916.
Sworn to and subscribed before me this first day of October, 1916.
(Seal) J. E. LOVELL
(My commission expires February 14, 1919.)

The Eastern Route

This issue is largely devoted to the Eastern Route of the Dixie Highway from Cincinnati to Chattanooga, traversing Eastern Kentucky and East Tennessee. Barring a hundred miles or so of travel through the wealthy Blue Grass section of Kentucky where there have been good roads for nearly a hundred years, constructed of native limestone macadam, the route lies through the mountains of the two States, where Nature has been less prolific in bestowing upon the inhabitants those things that make for prosperity.

There is no section traversed by the Dixie Highway where greater credit is due the people for the energy and progress they have displayed in demanding the location of the road and in constructing it, than is due to this section.

The rugged mountains which supply a grandeur of scenery unsurpassed east of the Rockies, where every mile has its own particular thrill, make road building more difficult and more expensive and at the same time furnish less wealth with which to foot the bill.

Too much credit cannot be given to the mountain counties of Eastern Kentucky and East Tennessee for the vigor with which they have done their part under trying conditions in making the Dixie Highway a national asset.

AN EARLY DIXIE HIGHWAY

In 1832 there was undertaken with congressional encouragement the construction of a highway from Zanesville, Ohio, to Florence, Ala., by way of Maysville and Lexington, Ky., through Nashville Tenn., to Florence. So much of the road as was constructed of macadam through the limestone sections was perhaps the best piece of road building of equal extent ever undertaken in the United States. Though nearly a hundred years old, portions of this road are yet as good as any to be found of modern construction. This and other roads more or less national in their scope were highways for the transportation of freight. Great road wagons with from four to eight horses delivered the Nation's merchandise from river landings to interior points, but the coming of the railroad made the people forget the importance of wagon roads until the invention of the automobile created a new demand.

Ware County, Georgia, convicts are now at work on the southern end of the Central Route of the highway. They will remove one of the most objectionable sand stretches on this division. The Central Division is doing its utmost to comply with all the promises made to the directors of the association.

Garage proprietors at Elizabethtown, Ky., think they have apprehended the vandals who scattered tacks along the highway just before the Lincoln farm ceremonies.

Progressive people are more willing to submit to a tax for the highway than to tacks on the highway.

Touring Queries

EDITOR'S NOTE—The Dixie Highway is approximately 4,500 miles long, traversing the eight States of Michigan, Illinois, Indiana, Ohio, Kentucky, Tennessee, Georgia and Florida. Construction work is now in progress along the entire stretch. The route at the present time is passable over all divisions with the exception of the link between Lexington, Ky., and Knoxville, Tenn.; along the Western Division, through Central Florida, Tallahassee to Gainesville, and from Arcadia to Jupiter across Florida. The Lexington-Knoxville link is in course of construction now and will be passable within six months. The trip from Nashville to Chattanooga can be made over the mountain, provided dry weather precedes the trip; otherwise, the road by way of Huntsville, 100 miles farther, is best. The counties in Central Florida are hard at work on the road and hope to provide a good route in another year. It is the aim of The Dixie Highway Association to provide a route within two years time that will enable motorists to travel comfortably from Chicago to Miami in six days. This department will be glad to answer any inquiry received regarding any portion of the route.

Can we go south from Indianapolis to Dayton, O., then to Chattanooga by way of Knoxville? What sort of road would we find in going from Nashville to Birmingham, thence to Jacksonville?—W. J. G., Elgin, Ill.

It will be impossible for you to go to Knoxville from Dayton over the Eastern Division this year. The shortest and best route is via Chicago, Indianapolis and Louisville to Nashville. While the old road over the mountain can be traveled in dry weather we would advise you to detour by Huntsville, Ala., thence to Chattanooga. Knoxville is only a six hours drive from Chattanooga. The road from Nashville to Birmingham, thence to Jacksonville, is not practical. The better route would be from Chattanooga to Atlanta, Macon, Waycross or Savannah and Jacksonville.

We expect to drive through to Florida soon and want information as to best road from Indianapolis to Tampa. Is it necessary to pass Jacksonville in going to Tampa?—J. S. J., Greentown, Ind.

Your best routing would be from Indianapolis to Louisville, thence to Nashville. Between Nashville and Chattanooga the Dixie Highway proper will not be completed until 1917. We would advise you to detour by Huntsville, Ala., which is 100 miles farther, but a fairly good road. Taking the Dixie Highway again at Chattanooga, the best route is via Atlanta, Macon, Americus, Albany to Thomasville, thence to Lake City, Fla., and south to Gainesville. Owing to construction work, from this point south the best route is via McIntosh, Hernando, Floral City, Hudson, Tarpon Springs and Tampa. You do not pass Jacksonville in going to Tampa, unless you so desire.

I am planning an auto trip from Lansing, Mich., to Jacksonville. Would it be advisable to go from Detroit or South Bend, or would you advise that I go east by way of Washington, then south?—E. A. B., Lansing.

The best routing would be from South Bend to Indianapolis, thence to Louisville and Nashville. By detouring around by Huntsville and taking the Dixie Highway again at Chattanooga, the road is good via Atlanta and Macon to Jacksonville. We would not advise you to go by way of Washington for this trip, as it would be too far out of your way.

Please advise best road from Nashville, Tenn., to Asheville, N. C.—W. M. S., Chicago.

The best routing is by way of Chattanooga to Atlanta, thence through Athens and Greenville to Asheville. The road from Knoxville to Asheville is impassable at the present time.

I understand a good many tourists ship their cars through Tennessee. I want to go to St. Petersburg and would not want to start out with my family and get hung up. Please advise me from what point they ship cars and the approximate cost of a 3,000-pound car?—C. A. D., Strettor, Ill.

There is no reason at the present time why you should not make your trip south without having to ship your car part of the distance. The old road over the mountain can be traveled in dry weather, but the best thing to do would be to detour by Huntsville, thence back into Chattanooga and south by way of Atlanta, Macon, Americus, Albany and Thomasville to Live Oak and Gainesville. The best route from this point is via McIntosh, Hernando, Floral City, Tarpon Springs—thence to Clearwater and St. Petersburg. The cost of shipping a 3,000-pound car from Nashville to Chattanooga would be about \$33.

I would like to drive to Miami the first of November. What is your advice in regard to route?—H. H. P., Cleveland, O.

The road from Toledo to Dayton, thence across to Indianapolis and south to Louisville and Nashville would probably be the best routing for you to follow. From Chattanooga south you will find a splendid road via Atlanta, Macon, Jacksonville and Miami.

Has your official Dixie Highway Guide Book been published yet?
—C. L. D., Cedar Rapids, Iowa.

At the meeting of our Directors in Detroit it was decided that the Guide Book would not be published until the Dixie Highway between Cincinnati or Nashville and Chattanooga is open for travel.



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Women and Good Roads

What We Have Done In Bibb County

By Mrs. Orren W. Massey
Secretary Bibb County Auxillary

It isn't how long you have lived, it's what you've done with your life that counts, so the little band of Bibb County Dixie Highway Auxillary boosters has just cause to be proud of the fact that it is only the crawling age of nine months, and yet it has increased its membership from seventeen to eighty, planted four hundred trees, had embankments graded, and roads widened, organized subsidiary organizations throughout Bibb County, established councils in Macon and neighboring cities, sent literature on organization to sister cities and States, co-operated in public movements, and won the reputation of being a live-wire generally.



MRS. ORREN W. MASSEY

Bibb County boasts five hundred and fifty miles of comfortable riding roads, over which an automobile can make from forty to fifty miles an hour. Twenty-five miles of these belong to the Dixie Highway.

In selecting the shade trees to be planted along the route it was decided to use the hackberry for quick growth on the entire highway in Bibb County; but it was learned that some farmers could not see the practicability in the hackberry, but were anxious to plant the pecan, which later would yield an income.

The argument from the land-owners was always that trees "draw" from the soil its moisture and injure the crops; disregarding the fact that those same trees add a permanent value to the land, add to the moisture of the air by evaporation and reclaim moisture from below plant roots not recoverable by any other means.

The conversion of the inhabitants of the northern section of Bibb County to this belief has resulted in the planting of a hackberry drive, interspersed with the pecan.

(Continued on Page 18)



MRS. LOGAN PITTS

It remained for a Georgia woman, Mrs. Logan Pitts, of Calhoun, to introduce a very clever and decidedly progressive idea in connection with the planting of trees and flowers along the Dixie Highway in the "Cracker State." Mrs. Pitts is chairman of the Dixie Highway Beautifying Committee for the state of Georgia and the result of her work was plainly to be seen in the flower bordered roads of that section the past summer.

Mrs. Pitts' latest plan is to have the help of a landscape gardener in the selection of trees and grouping of foliage and in line with the thought of the day has chosen a woman artist for the place, Miss Nell Prince, who will complete a three-year course in landscape gardening at Columbia University this spring.

It is the desire of Mrs. Pitts to make the work of improving southern roads social as well as educational, and in doing so to enlist the interest of farmers and their families in planting plans wherever possible.



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Tourists, the Grand Hotel
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SEPARATE FIRE-PROOF GARAGE
—ADJOINING HOTEL

FREE TO OUR GUESTS—Each garage in-
dividually enclosed under separate lock
and key.

You have the Only Key. You can leave your
baggage, personal effects, etc., in car ab-
solutely safe from molestation.

Cincinnati, the Queen City

By R. E. Logsdon

The Blue Grass Route, as the Eastern Division of the Dixie Highway has become popularly known, takes in that fairest portion of the universe, known as the Blue Grass region of Kentucky. By a pleasant winding road from Lexington the tourist from the south arrives at Cincinnati, the most northern city of the South and the most southern city of the North. Lying at the southern extremity of Ohio, with the silvery Ohio alone separating it from the border of the Blue Grass, the Queen City is one of America's most inviting cities and of special interest to the tourist not only because of its many beauties and points of historical interest, but because it is an all-night stop-over whether the tourist is motoring north or south.

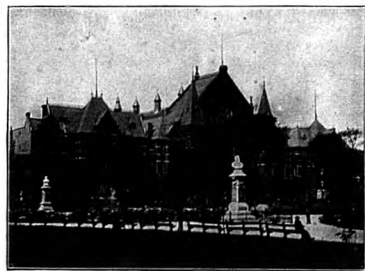
Before the Revolutionary War was fought, when the entire country west of the Appalachian mountains was a wilderness, the great trail of the Indians into the south crossed the Ohio river where the city of Cincinnati stands today. Over this trail the savages traveled when they made their excursions into the hunting and tribal battle grounds of Kentucky. Thus, the position of Cincinnati as the natural gateway to the south was first recognized.

The city is unique in many respects. The first weather reports ever sent out were from Cincinnati, it had the first paid baseball club in the world, and the first paid fire department in America. The first American champagne was made here, likewise the first steam fire engine. It has nearly 3,000 manufacturing establishments with no one industry predominating.

Cincinnati has one of the few municipal universities in the United States; nearly 3,000 acres of public parks, a city hall costing \$2,000,000 and a Mechanics Institute accommodating 4,000 students. Fernback Dam in the Ohio river at the western limits of the city is said to be the greatest movable dam in the world. It is one of the series of fifty-four locks and dams being built in the Ohio river by the United States government at a cost of about \$60,000,000. When completed, the Ohio river will be navigable, with a depth never less than nine feet, from Pittsburgh to Cairo. Across the river from Cincinnati on the Kentucky side is located the Latonia racetrack, which brings thousands of visitors to the city during the racing season.

No county along the Dixie Highway is more fortunate in its roads than is Hamilton county, of which Cincinnati is the county seat. Herefore the legal road tax has been sufficient to build good roads and to maintain them in first-class condition. Hamilton seeks to outdo itself concerning the Dixie Highway, and this spring will issue bonds for road construction, for the first time in its history. The Springfield pike, designated as the Dixie Highway, is a beautiful macadam road at present, but it will be torn up and replaced with brick or concrete. The Chamber of Commerce has provided an office and secretary for the Hamilton County Council, and is always foremost in any enterprise designed for the advancement of the highway. Colonel William B. Melish, president, and W. C. Culkins, executive secretary of the Chamber of Commerce, are both enthusiastic members of the Hamilton County Dixie Highway Council. The officers of the organization are as follows: Fred E. Weselmann, chairman; Dr. C. L. Bonfield, vice-chairman; R. E. Logsdon, secretary-treasurer; Dr. L. S. Colter, governor; J. Stacy Hill, publicity chairman; Harry S. Leyman, membership chairman. Among the active members of the council are Hon. George W. Harris and Hon. Harry L. Gordon, the two Ohio directors; H. F. Childress, R. J. Codey, Harry R. Probasco, F. C. Colwell, Bert Baldwin, J. E. Sullivan and A. J. Roberts.

It can be said of the Hamilton County Dixie Highway Council that in addition to bringing about the means of constructing a good road in their own county, they are largely due the credit for the efforts now being made to provide a year-around travelable road through the isolated mountain region of Kentucky.



MUSIC HALL, CINCINNATI



GOING UP CUMBERLAND GAP

(Continued from Page 7)

wigwam at the place where these two trails crossed and put a toll-gate until the Government should locate the road. These were within the present limits of the city of Rockwood. There is more than mere local history connected with the town of Rockwood. When the Civil War ceased this locality, like others, had been stripped of all its available supplies. All farm animals had been taken for use by the armies, the fences had been burned, and returning soldiers saw once prosperous farms now overgrown with brambles and briars, and they without the means to enclose or cultivate them. Many, under feelings of discouragement, left for the West, thus adding to the scarcity of labor.

Knoxville is intimately connected with the early history of Tennessee. It was here, when it was a mere station, that William Blount established his headquarters; here that the Treaty of Holston was made; and here, too, the first session of the Legislature met. It was this Legislature that adopted for the State the name of an Indian town, "Tennessee." The first college west of the Unaka Mountains was established here in September, 1794, by the legislative council for the territory south of the Ohio River. Coming southward from Knoxville the road passes the place where the Indians massacred the Cavit family, and the Farragut high school building, near which Commodore Farragut was born. Near the town of Concord the road passes the cemetery where Governor Roane was buried and at whose grave the State has recently erected a monument. Lenoir City is where the Indian town of "Steek" stood. Eighteen miles further on is the Indian town of Kingston, created by Act of the Legislature in September, 1799. General Sevier established a fort at this place in 1792. A log house, built from part of the logs of the old fort, is still standing and occupied. By an agreement with the Indian chief at the time of the purchase of lands, the Legislature met here September 7, 1807. The house in which it met stands by the highway. The Rittenhouse Academy, built by the State, is where the great chief, John Ross, and many famous characters were educated. Eight miles further on at Post Oak Springs is the graveyard where Capt. Samuel Walker, who commanded the body guard of "Lighthorse" Harry Lee, the father of Gen. Robert E. Lee, and seven other Revolutionary soldiers are buried. Four miles on is the town of Rockwood, where Tullentuskee's wigwam stood and where he had his toll-gate until the Government complied with the fifth article of the Treaty of the Holston. From this place the road follows the old Indian trail along the foot of Walden's Ridge, passing through the strawberry fields and peach orchards of Rhea County and the scenic beauty of Hamilton to Chattanooga.

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"5000 Miles and Then Some"

IT'S MADE FOR TOURING
AS WELL AS CITY STREETS

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PHONE M. 528 Vulcanizing TENNESSEE

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Every Facility to Get Your Car Going Right in
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318 Market Street, CHATTANOOGA, TENN.

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Chattanooga's Oldest Garage

Established 1905

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Special Attention Given Tourists Driving
Cadillac, Paige or Oakland Cars.

Chattanooga Automobile Co.

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KNOXVILLE, TENNESSEE

The Oldest Automobile Dealers in the Southland

MAMMOTH CAVE

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The Greatest of Natural Wonders

Accessible to Automobile Tourists from Louisville via West Point, Elizabethtown, Mumfordsville, Horse Cave and Cave City.

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IN THE HEART OF CHATTANOOGA

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Capacity 100 Cars. Storage, Machine Shop, Repair Shop, Tires and Accessories, Vulcanizing Day and Night, Batteries Recharged, Painting, Tops and Upholstering Repaired, Supplies of All Kinds, Logs and Road Maps FREE.

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Lexington

Famed for Its Fast Horses and—

Lexington, Ky., world-renowned as the metropolis of the Blue Grass country is a thriving city of more than 40,000 inhabitants whose reputation is inseparably coupled with three products for which the Blue Grass section has been famous for a hundred years. Before the automobile became the vehicle of transportation to say that he was "bred in Old Kentucky" was the passport to good society for most of the high stepping horses that ornamented the stables of horse fanciers the country over. In the days when no gentleman's sideboard equipment was complete without its decanter that brand known as "Bourbon," took first rank. The soluble limestone subsoil underlying and feeding the Blue Grass as well as affecting the water which flowed from thousands of springs, gave added strength to bone and sinew and nerve of all animal life, conditions that were perhaps more noticeable in the female of the genus homo than elsewhere. "Wherefore, came the wide fame of the beauty of Kentucky women.

Away from home Lexington has not earned the reputation which it has deserved as an educational center. The University of Kentucky, which had its beginning in the agricultural and mechanical college, has educated thousands of young men. Transylvania University, one of the oldest institutions west of the Allegheny mountains, has contributed no little to the culture of that section. A number of young ladies' colleges likewise have flourished here.



"WE DON'T KNOW MUCH ABOUT RACE-TRACKS,
BUT WE'RE THOROUGHBREDS ALL THE SAME."

Lexington is a peculiar city. While she has clung to her traditions as tenaciously as ever did Charleston, S. C., and her social prestige has been based on worth and not wealth, she has never been wholly a southern city. As many of her sons joined the federal army at the time of the civil war as she contributed to the confederacy, and since then her politics have been as much republican as democratic. Yet, withal she has been a social law unto herself, closing her portals to none whom she deemed worthy, opening them to none whose only passport was money. For many generations her principal topic was the horse and his record. Even the children knew the pedigree of every horse whose achievement bid for public favor, and a girl baby was no less gifted than her brother in the matter of equine information.

The rolling fields of the Blue Grass country, dotted with handsome homes, striped with fences of masonry better than the foundations of the houses in many sections, have a beauty all their own. Country life in this section savors strongly of rural England, and to the traveler who possesses the gift of seeing it as it really is, there is an inspiration and subtle pleasure not to be found elsewhere.

Knoxville, a Trading Center

By J. L. Bowles

The city lies in the Tennessee River Valley, with the great Smoky Mountains on the south and the Cumberland Mountains on the north. It is the natural trading center for Eastern Kentucky, Southwest Virginia, Western North Carolina, East Tennessee and North Georgia. Some of Knoxville's wholesale houses go back to the days when transportation was done by wagon and goods were delivered over almost impassable roads. The jobbing business



ROAD IN KNOX COUNTY

has grown from year to year until Knoxville stands today with its solid mile of jobbing houses, doing a business of approximately \$50,000,000 annually.

Pages could be written pertaining to the practically inexhaustible supply of natural resources, such as coal, zinc, copper, iron and marble, with which the Knoxville district has been favored by nature. Tennessee marble is noted for its strength, variety and durability. There are some thirty-five quarries operating in and around the city, which ship marble to the value of \$5,000,000 annually.

Eminent authorities have proclaimed the territory within fifty miles of Knoxville to possess more undeveloped hydro-electric power than any other equal area in the United States. The topography of the country in the Knoxville district is admirably adapted for the harnessing of the water in the basins formed in the mountains.

Perhaps the most notable feature about Knoxville is its wonderful city market. Every conceivable food product—except those grown in tropical zones—can be found here. The climate and land are well adapted to the raising of practically all crops. The business done by the stalls in the market house and the hucksters' wagons total more than \$1,000,000 annually. Every year between two and three thousand farmers journey to the city for a three days' session of the Farmers' Institute held under the auspices of the dean of agriculture of the university. This has resulted in a high degree of efficiency in the business of truck farming through this section.

The PARK HOTEL

NEW—FIREPROOF

EVERY ROOM
WITH BATH

Rates: \$1.00 to \$2.50

Center of Business District

E. Seventh St. Chattanooga, Tenn.



Come to the STRATFORD Knoxville, Tennessee

EVERY ROOM AN OUTSIDE ROOM

HOTEL ONE BLOCK FROM GAY ST. ON WALL AVENUE. AWAY FROM THE NOISE AND DUST.

European and American

American Plan \$2.50 to \$4.00 Per Day

Rooms with Bath \$1.50

STRATFORD HOTEL KNOXVILLE
TENNESSEE

CHATTANOOGA
ELECTROTYPE &
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DIXIE
HIGHWAY
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MEMBERS DIXIE HIGHWAY ASSN.

Magnificent Auto Boulevard
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On The Dixie Highway

SIGNAL MOUNTAIN HOTEL

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ABSOLUTELY FIREPROOF

ELEVATION 2000 FEET 250 ROOMS
200 WITH PRIVATE BATH

J.E. KENNEDY, MGR.

FORMERLY CONGRESS HOTEL & ANNEX, CHICAGO.

TAKE CARS AT MARKET & NINTH
STRS. MARKED SIGNAL MT. ROUTE

SIGNAL MOUNTAIN
ATTRACTIONS

GOLFING
TENNIS COURTS * BATHING
AND BOATING

ON BEAUTIFUL RAINBOW LAKE
BATH HOUSES * FINE
DRIVES AND WALKS

PURE FREESTONE * MAGNESIA
AND CHALYBEATE WATERS

LIMA, OHIO CLUB PUTS UP SIGNS



The Allen County, Ohio, Dixie Highway Council has adopted a very progressive manner of marking the highway in that section. The official Dixie Highway sign is here shown mounted on an iron post. The signs were put up at the expense of the Lima Automobile Club, whose secretary, F. A. Eaton, appears in the picture. Mr. Eaton is assistant secretary of the Lake Loop Division of the Dixie Highway Association and has contributed in great measure to the success of that organization.

(Continued from Page 5)

The cemetery in Richmond marks the point where the Union forces made their last stand in the famous battle of Richmond, August 30, 1862. Kentucky, through the united efforts of the business men of Louisville and the mountaineers, remained loyal, though many of its citizens went south to join the Confederate army. There were early engagements south of Berea (Wild Cat Mountain), but it was in the summer of 1862 that Kirby Smith came down Big Hill, six miles southeast of Berea, with an army of 30,000 veteran troops. Half way between Berea and Richmond he encountered a Union army of some 20,000 men under the command of Gen. Manson. The Union troops should not have undertaken resistance. They behaved well, but were outflanked, retired and formed again, and were again outflanked. And in the end all were captured or dispersed. The point where this battle began is marked by the brick Mount Zion church house, seven miles south of Richmond on the right. It was used as a Union hospital at the beginning of the engagement and shows on its south side places where damage by small cannon balls has been repaired. West of the church house, in the field, is a brick dwelling in which Gen. Miller died that day. He was a veteran of the Mexican War and a merchant in Richmond. He heard the firing in the early morning, mounted his horse and rode to Manson, and offered to act as a staff officer because of his familiarity with the region. His services were immediately accepted, and he was dispatched with orders to the regiment on the right flank, and was shot before the battle was well begun.

This vast region is without inland lakes or navigable streams. It was settled by young people of the best Colonial families, right after the Revolutionary War, and they have continued the speech, customs and thoughts of pioneer days. In many mountain counties more than 98% of the people are native born, and the children of native born. The mountains have contained until recently practically no negroes and no foreigners.

Game in Florida Abundant this Year

By G. M. McFerran, Sec'y Melbourne, Fla., Council

All the signs indicate that quail and turkey will be abundant this year and the hotels are being overhauled in anticipation of a large tourist season. A new development is progressing on the ocean beach opposite Melbourne which bids fair to surpass anything of the kind on the East Coast and should prove quite an attractive place for tourists to break the trip between Jacksonville and Palm Beach and enjoy the golf, fishing and bathing.

The new reinforced concrete bridge crossing Crane Creek, in Melbourne, has been completed, finishing up the twenty-two miles of new shell road on the Dixie Highway along the Indian River in Road District No. 3.

The Melbourne Woman's Club has donated markers for both Crane Creek and Turkey Creek in our district. This courtesy will be highly appreciated, not only locally, but by the traveling public as well. These signs will be put in place on the bridges across the creeks, by the Dixie Highway Council when they are marking the route of the highway with thirty-five of the official markers.

The contractors are now at work on the road from Melbourne to St. Cloud and Kissimmee, which will be the most southern hard surfaced road connecting the East Coast with the central and western parts of the state.

MELBOURNE GARAGE with CAFE ATTACHED

On the Dixie Highway

Half-way Stop Between Jacksonville and Miami



Expert Repairing
Courteous
Attendants
Storage

Accessories and
Supplies, Free
Air, Standard
Gasoline

THE W. S. MAXWELL COMPANY

ON THE FAMOUS INDIAN RIVER

MELBOURNE - - FLORIDA

HOTEL ATKIN and COLONIAL HOTEL

KNOXVILLE'S "BLUE BOOK" HOTELS

Rooms
without
Bath

\$1.00

Rooms with
Bath

\$1.50

and Up



Opp. Southern Ry. Passenger Station

Excellent
Cafes

Moderate
Prices



S. Gay St., Bet. Cumberland & Main Aves.

Rooms
without
Bath

\$1.00

Rooms with
Bath

\$1.50

and Up

(Continued from Page 10)

The splendid co-operation of the road board of Bibb County is a wonderful assistance to the auxiliary. The presentation of a delegation from this organization before the road commissioners of the county brought forth the hearty endorsement from this body of all plans under way, and its pledge to furnish and plant all trees in cases of institutions, and plant those furnished by individuals, after the right-of-way has been secured by the auxiliary; also, to grade and widen the roads, the 40-foot road being preferable.

The earnestness with which this work has been carried on is demonstrated in the case of the old man whose house interferes with the forty-foot roadbed. An offer was made by the board to move the house back, placing it exactly where desired, all expense to be borne by the county. The refusal to allow this to be done has held up the work so far, but a decision has been reached to widen the road in other parts, leaving the house where it stands, the autoist to be warned by a sign reading, "Slow up, honk your horn, don't hit home and family in the road."

One hundred Dixie Highway signs have been ordered by the road board to be placed through Bibb County, and the advisability of painting the telephone polls will be dis-

cussed at the next meeting. Other business to be handled by the ladies at this time will be the question of using the split log drag after each rain in order to keep the roads in a smooth condition, these to be placed with the different farmers along the highways.

The county already has six steel drags that have been stationed at intervals, but the farmer is not enthusiastic over this proposition, although he is paid \$3 a day for his labor and team when the drag is used. It is hoped and believed that this indifference will disappear, however, as the benefits derived become manifest.

This is one organization without dues. It is financed by the solicitation of members for the local Dixie Highway Council, the recognition of their membership being the official emblem of the Dixie Highway to be attached to the radiator of the automobile.

The Bibb County Auxiliary doesn't propose to confine its efforts to the improvement of the Dixie Highway, but intends taking up, in turn, all the highways of this county. With this end in view, the constitution provides for a vice-president from each of the eight militia districts.

The other officers are president, vice-president at large, secretary, and treasurer, whose present incumbents are Mrs. Orville A. Park, Mrs. Walter D. Lamar, Mrs. Orren W. Massey, and Mrs. E. J. Willingham.

These ladies have outlined quite a good deal of work for the coming season, but the planting of trees, beautifying unsightly spots, and marking historical places will be especially stressed.

They also appreciate so thoroughly the axiom "United we stand, divided we fall," that they plan to use the influence of the auxiliary in lending a helping hand to the neighboring counties in perfecting their roads, so as not to have a single missing link in the Dixie Highway; for

"If any town would make itself the center of the map,
Where folks would come and settle down
and live in plenty's lap;
If any town its own abodes of poverty
would rid,
Let it go out and build good roads—just
like old Caesar did."

Bowser Red Sentry

When you want pure, powerful, filtered gasoline, whether at home or on the Highway, look for the

BOWSER
Red Sentry
Gasolene
Pump

Always full-measure and good service, wherever you see a Bowser pump.

S.F. Bowser & Co., Inc.
Fort Wayne, Indiana



FALL AND WINTER ROAD BUILDING

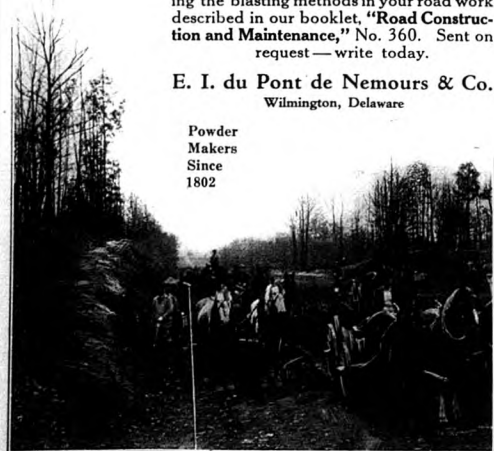
Can be successfully continued in most sections of the country by using **Red Cross Low Freezing Explosives** to loosen frozen top soil, shatter boulders, blast ditches, etc.

RED CROSS LOW FREEZING EXPLOSIVES SELDOM REQUIRE THAWING

Keep your crews busy all winter by adopting the blasting methods in your road work described in our booklet, "**Road Construction and Maintenance**," No. 360. Sent on request—write today.

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Powder
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FEDERAL —

First Motor Truck Over East Michigan Pike

(A Link of The Dixie Highway)

☐ The official baggage transport of the members of the Good Roads Committee of the Detroit Board of Commerce in their trip over the East Michigan Pike this summer was a FEDERAL Truck.

☐ In this trip of over 400 miles between Detroit and Mackinac City where road conditions varied from a few miles of macadam to many of sand and corduroy, the FEDERAL made the trip, keeping up with the pleasure cars mind you, *without having to make a single adjustment or repair of any kind.*

☐ And yet this FEDERAL was just a stock car built in the same careful manner that thousands of other FEDERALs have been built during the past few years. Such records as this are being duplicated daily by thousands of FEDERALs operating in other lines of business.

☐ Along the route of the Dixie Highway you will find FEDERAL dealers glad to give you further information about FEDERALs, or a word from you to the factory will bring complete information.

Federal Motor Truck Company
Detroit, Michigan

The New Hotel Gibson

Cincinnati's Newest, Safest and Best

Erected and Completed in 1914



500 Rooms
500 Baths

Rates, from
\$2. per day

Officially Appointed A. A. A. Hotel of the City
JAMES P. MILLS, Manager

Terminus of the Cincinnati Branch of the
DIXIE HIGHWAY

Home of the Cincinnati Automobile Club

August 20th, 1917.

Before deciding definitely on a main North and South Highway in the State of Indiana, on which Government Aid is to be used, I am in hopes you will give sufficient consideration to the many advantages of the Michigan Road from Indianapolis north to South Bend.

Its right-of-way is practically a bee-line for 143 miles, and it has a right-of-way of 100 feet from the State of Indiana. As far as I know, this is the straightest piece of road in existence that is 143 miles long - at least it is the straightest piece of road of this length that I have ever seen or have ever heard of. The steepest incline on the entire road is just north of Indianapolis.

It is possible and quite practical that this hundred foot right-of-way should be opened up and that the farmers who have encroached on this road should be made to move their buildings and fences back to their proper locations.

The opportunity for a thoroughly first class highway with a splendid right-of-way presents itself in the Michigan Road. In my estimation it would be a grave mistake to select any other road with a narrow right-of-way, numerous crooks and curves in and out thru villages in a more or less roundabout way.

Very truly yours,

CGF:R

August 21st, 1917.

City Clerk of
Knightstown, Indiana.

Dear Sir :

I wish to thank you for your promptness in calling me over the phone last night and advising me that your city would be pleased to put up one of the lights for our aviators.

I will send you, in another day or two, a set of blueprints from which you can decide on the price you wish to invest, the power of the light, of course, regulating the cost both of the light and maintenance.

I would like very much to see rather a high powered light over Knightstown as it is about a halfway point between here and Richmond. With a high-powered light at Richmond and one at Knightstown, and another at Greenfield, it won't make so terribly much difference about the size of the lights between points, altho' we want a light at least every ten miles that can be seen for two miles, and every thirty miles or thirty-five we would like to have a light that can be seen as far as five miles.

Yours very truly,

CGF:R

CARL G. FISHER, PRESIDENT

HARRY L. HAMMOND, VICE PRESIDENT

F. ELLIS HUNTER, SECY-TREAS.

Fisher Automobile Company

ESTABLISHED 1898

INCORPORATED 1903

Motor Cars and Trucks of Known Value

400 North Capitol Boulevard

Indianapolis, Ind.



BOTH TELEPHONES 2594

The HORSE has had his day. He is now being displaced by the MOTORED VEHICLE, just as the stage coach was displaced by the railroad - the tinder box by matches - the canoe by the steamship - the sickle by the self binder - the flail by the threshing machine - the pen by the printing press - the needle by the sewing machine.

In the same way HORSE owners today are being compelled to use MOTOR TRUCKS. No matter what objection you have in your mind, there is nothing else to do. The present situation cannot be handled with HORSES; it can be

Mr. Alex Wright Chairman
① Room # 111
State House
City

② Mr. Haines Egbert
Goshen, Indiana
Ind State Highway Com

③ Mr. D. C. Justice
Ind. State Highway Com
Hokosoms, Ind

④ Mr. Lewis Taylor
Ind. State Highway Com
Newburg, Ind

This one copy is to file
straight in and send

August 23, 1917.

Mr. Haines Egbert,
Indiana State Highway Commission,
Goshen, Indiana.

Dear Sir:

Before deciding definitely on a main North and South Highway in the State of Indiana, on which Government Aid is to be used, I am in hopes you will give sufficient consideration to the many advantages of the Michigan Road from Indianapolis north to South Bend.

Its right-of-way is practically a bee line for 143 miles, and it has a right-of-way of 100 feet from the State of Indiana. So far as I know, this is the straightest piece of road in existence that is 143 miles long - at least it is the straightest piece of road this length that I have ever seen or have ever heard of. The steepest incline on the entire road is just north of Indianapolis.

It is possible and quite practical that this hundred foot right-of-way should be opened up and that the farmers who have encroached on this road should be made to move their buildings and fences back to their proper locations.

The opportunity for a thoroughly first class highway with a splendid right-of-way presents itself in the Michigan Road. In my estimation it would be a grave mistake to select any other road with a narrow right-of-way, numerous crooks and curves in and out through villages in a more or less roundabout way.

Very truly yours,

CGF-ED

August 23, 1917.

Mr. Alex Wright,
Chairman, State Highway Commission,
Room 111, State House,
Indianapolis, Indiana.

Dear Sir:

Before deciding definitely on a main North and South Highway in the State of Indiana, on which Government Aid is to be used, I am in hopes you will give sufficient consideration to the many advantages of the Michigan Road from Indianapolis north to South Vend.

Its right-of-way is practically a bee line for 143 miles, and it has a right-of-way of 100 feet from the State of Indiana. So far as I know, this is the straightest piece of road in existence that is 143 miles long - at least it is the straightest piece of road this length that I have ever seen or have ever heard of. The steepest incline on the entire road is just north of Indianapolis.

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Very truly yours,

CGF-ED

August 23, 1917.

Mr. D.C. Jenkins,
Indiana State Highway Commission,
Kokomo, Indiana.

Dear Sir:

Before deciding definitely on a main North and South Highway in the State of Indiana, on which Government Aid is to be used, I am in hopes you will give sufficient consideration to the many advantages of the Michigan Road from Indianapolis north to South Bend.

Its right-of-way is practically a bee line for 143 miles, and it has a right-of-way of 100 feet from the State of Indiana. So far as I know, this is the straightest piece of road in existence that is 143 miles long - at least it is the straightest piece of road this length that I have ever seen or have ever heard of. The steepest incline on the entire road is just north of Indianapolis.

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Very truly yours,

GGF-ED

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CHATTANOOGA, TENNESSEE

January 29th., 1919.

Mr. Carl G. Fisher,
Alton Beach Realty Co.,
Miami Beach, Fla.

Dear Mr. Fisher:

I am enclosing copy of a letter I have just written to Mr. R. E. Olds of Daytona, Florida, requesting that he loan the Dixie Highway Association a Reo car for work this year.

Mr. Scott of the Willys-Overland Company is willing to furnish the association another car, but as very properly suggested, thought that we should try some other manufacturer first, as he felt the expense should be distributed among other manufacturers.

We are right now at work on the bill for a bond issue of between forty and sixty million dollars to build a system of permanent roads in Tennessee, which will, of course, take care of the routing of the Dixie Highway. We have a very strong committee at work on the subject. This committee has been holding meetings almost daily and the bill is now being drawn. We have an engagement with Governor Roberts at Nashville, Saturday. The conditions are most favorable for the passage of the bill. Governor Roberts is in complete control of the Legislature and is heartily in favor of the bond issue. Fortunately we do not have to submit the bond issue to a vote of the people. We have worked out the financing of the bond issue so that the burden will not fall heavily upon the individual counties, but will be largely taken care of by the automobile license fee. We also have a campaign on in Georgia with excellent prospects for the passage of a bill through their Legislature at the mid-summer session, calling for a bond issue of forty million dollars in that state.

With reference to the very difficult stretch between Waycross and Jacksonville, a meeting of the south Georgia counties will be held at Waycross on February 19th. Mr. Belcher has suggested to Judge Allison that a meeting of the Dixie Highway Association be held in Jacksonville about April 15th with a view of concentrating our efforts on this particular stretch. Judge Allison

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2-f

has recommended to Mr. Belcher that the meeting be held earlier, possibly March 15th.

Very truly yours,


SECRETARY.

VDLR/F

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T. P. COYHRAN

CHATTANOOGA, TENNESSEE

March 11th., 1919.

Mr. Carl G. Fisher,
Miami Beach, Florida.

Dear Carl:-

You will be interested to know that the prospects are exceedingly bright for the passage of a fifty million dollar bond issue in Tennessee for a state system of permanent roads. We have been devoting a great deal of our time to a state wide campaign looking toward the passage of the bill which was introduced at our suggestion. After I had made the suggestion to the Governor and leading members of the Senate and House, that Tennessee should follow the action of Illinois and provide a state system of permanent highways, Governor Roberts requested me to prepare the bill, which I did. It was introduced in both houses and passed two readings. By joint resolution the speakers appointed a joint committee instructing them to ascertain the sentiment of the people as to the measure, working during recess. We were fortunate in getting a good committee in the main, which entered heartily into the proposition and made a tour of the state holding twenty-one or more meetings. Robinson accompanied them on their tour.

The sentiment was practically unanimous, in fact, there were not more than a dozen out of the thousands interviewed, who opposed it. In as much as the automobile owner will largely pay the bill and there will be no increase in the general tax, the majority of the meetings called for an even larger bond issue than fifty million, if it could be financed. We have checked up on the members of both houses and it seems as though we will have a good majority in favor of the bill. Let me say right here, that the committee took a vote at each meeting and the people expressing their will that there should be no referendum. The bill will come up for final action in about ten days and I am leaving for Nashville Wednesday and expect to stay on the job until the legislature has acted.

We have been taking somewhat of an active part in the Georgia and North Carolina campaigns and the prospects are exceedingly bright that both of these states will materially increase their state road funds which will enable them to build permanent roads along the routing of the Dixie Highway. The state of Georgia will without question enable their voters to act on a constitutional amendment which will enable that state to issue forty million dollars in bonds. The state of North

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CHATTANOOGA, TENNESSEE

2-f

Carolina at its present legislature will make provision to meet their Federal Aid and have a fund of something like five million for state roads.

Through the co-operation of the Jacksonville and Miami Motor Clubs, it now looks as if a solution will be had with reference to the bad road from Jacksonville to the Georgia line both on the Waycross and Savannah roads.

While the Kentucky legislature does not meet until next year, I believe that we will get some action toward the completion of the highway on both the eastern and western divisions. On the western division the counties are preparing to take advantage of the twentycent tax, which with Federal Aid, will enable them to make needed improvements on their section of the highway. On the eastern division at a meeting held recently in Lexington, it was found that the money which had been collected by private subscription between Detroit and Chattanooga lacked about \$5,000 of being sufficient to meet the Federal Aid to grade and surface the section of the highway between Livingston and the Rockcastle River. Under the direction of Mr. Nat. B. Sewell, who has been most active in behalf of this road, an effort is being made to raise this amount so that contract can be let and work started. Laurel County has completed the grading and with Federal Aid will endeavor to surface their part of the highway this year. Whitley County had the state convicts at work on their mileage until winter weather set in. They have been doing some bridge work in the meantime and expect to put the convicts back to work as soon as spring opens and complete their part of the highway. It is reasonable to expect that Kentucky will follow the other states in making provision for a state bond issue as soon as their legislature meets.

I am giving you this information in order that you may be advised that we are still on the job with the same determination which we have had all along, to complete the work which you and the other members of the board have assigned us. Certainly, never in the history of our organization have the prospects looked so bright for the attainment of our goal.

With cordial best wishes, beg to remain,

Very truly yours,

M. M. Allison
PRESIDENT.

March 14th, 1919.

Judge M. M. Allison,
Hotel Patten,
Chattanooga, Tennessee.

My dear Judge :

I have yours of the 11th : Certainly the news in this letter is the most cheerful we have had in a long time. I also have a letter from Bill Anderson in which he seems to think that at last Georgia is awake.

Am very sorry you did not get a chance to come down here this year. I wanted you to see the property, and also wanted you to know that a very beautiful hotel - probably the nicest hotel in Florida - will be started before long within about three and a half blocks of your lot. The Hotel grounds will have about fourteen acres of lawn, which will be rather a nice setting so close to your lot.

People who have driven thru this year have had a terrible time. The roads have been worse than any previous year - particularly in Georgia and Tennessee.

If there is anything more I can do, let me know.

Sincerely yours,

CGF:R

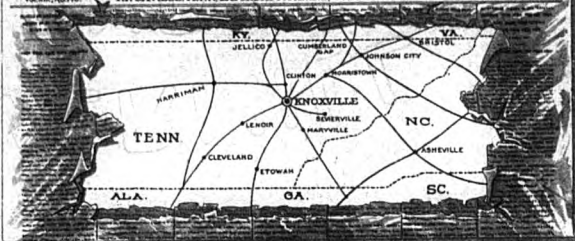


DAILY AND SUNDAY MORNING
AND WEEKLY.

FILE DE

THE JOURNAL AND TRIBUNE

Vol. 58, No. 146. KNOXVILLE, TENN. SATURDAY MORNING, JULY 12, 1919. Price 2 Cts. Single Copies, 5 Cts.



COVERS KNOXVILLE AND EAST TENNESSEE—LARGEST CIRCULATION GUARANTEED.

Knoxville, Tenn.
(TRADING CENTER FOR 300,000 PEOPLE)

April 12, 1919

FACTS ABOUT
KNOXVILLE, TENN.
CITY DIRECTORY
POPULATION
8 MUNICIPAL CORPORATIONS
KNOXVILLE, PARK CITY,
LONSDALE, MOUNTAIN VIEW
AND GARWOOD
97,000
ANNUAL
BANK CLEARINGS
\$100,000,000.
ANNUAL MANUFACTURING OUTPUT
\$25,000,000.
50 JOBBING HOUSES WITH
ANNUAL SALES OF
\$40,000,000.
THE JOURNAL AND TRIBUNE
IS THE ONLY
MORNING AND SUNDAY
PAPER IN KNOXVILLE

Mr. Roy Chapin,
President Hudson Motor Car Co.,
Detroit, Mich.

Dear Mr. Chapin:

Referring to recent correspondence in reference to the Rockcastle County, Ky, situation which has possibly been referred to Mr. Metzger, I am delighted to be able to inform you that the funds have been raised for the completing of this gap without the necessity of calling on your fund. This will provide for an excellent grade through this difficult seven mile mountainous stretch, which was the last piece of road between Cincinnati and the South unprovided for. *grading of*

As we advised you when your fund was first raised, it was our intention, if possible, to provide for the grading of this stretch from local funds without calling on your fund or Mr. Fisher, until the time came for surfacing the road. The specifications etc, I am informed, will go to Washington Monday for final approval and doubtless the contract will be let within a few weeks.

The amount estimated, \$90,000, for grading this stretch it is believed is abnormally high, having been figured at war prices and it is expected there will be some portion of the fund remaining unexpended to apply against surfacing. I understand that there is a large amount of natural gravel close at hand for this project and that the surfacing will not amount to a great deal, however, the Kentucky State Highway Department has a considerable amount of Federal Aid money left to be appropriated prior to July first and I think it very probable that they will be ready to let the surfacing contract for this road within a very few weeks and will have federal money sufficient to match dollar for dollar in their funds which are available.

The county has mortgaged its last shirt to build what roads they have built and I do not think any other funds would be available at present except such funds as we might secure from



DAILY AND SUNDAY MORNING
AND WEEKLY.

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THE JOURNAL AND TRIBUNE



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R.G. #2

you and from Mr. Carl Fisher, consequently I trust that you gentlemen will take under advisement as soon as possible the question of having available at the earliest date, the fund which you have raised to be applied for surfacing contract for this road. Local sources are pretty well exhausted and this is about the only place we have left to look to.

I am sending a copy of this letter to Mr. Metzger, also to Mr. Fisher.

Awaiting you advise and with kindest personal regards, I am,

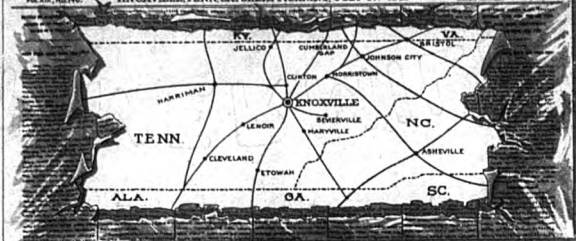
Very truly yours,

S/S

DAILY AND SUNDAY MORNING
AND WEEKLY.

THE JOURNAL AND TRIBUNE

Vol. XIX, No. 46. KNOXVILLE, TENN. SATURDAY MORNING, JULY 12TH 1912. Price 2 Cents, Sundays 5 Cts.



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FILE DH

Knoxville, Tenn.
(TRADING CENTER FOR 300,000 PEOPLE)

April 12, 1919

Pls. ret. for Mr. Fisher's file

Mr. Carl G. Fisher,
Miami, Fla.

Dear Mr. Fisher:

Please find enclosed copy of a letter I am writing to Mr. Chapin and Mr. Metzger, who were instrumental in raising a fund of about \$10,000 among the automobile men for the purpose of overcoming the Rockcastle County, Ky. seven mile barrier, which was the last piece of road between Cincinnati and the south by the Eastern route of the Dixie Highway which was unprovided for.

You will be glad to learn that funds have been finally secured for this grading contract. My letter to Mr. Chapin will explain to you the situation in reference to surfacing.

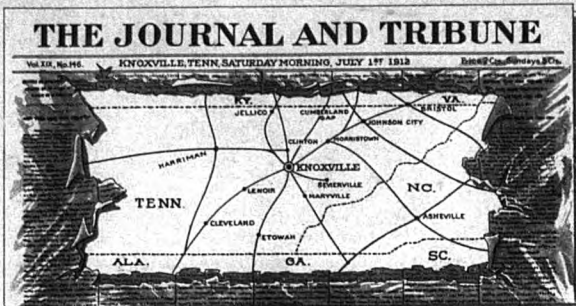
I believe that the Cincinnati Automobile Club wrote you in reference to the matter of assisting in completion of the fund to cover this grading, having in mind your \$5,000 proposition of some months ago, however, this is now unnecessary for the grading part of it but would probably mean the consummation of the surfacing part, which will doubtless come later, as explained in my letter to Mr. Chapin.

I wish to express the hope that you will feel disposed to let your offer stand at present against the surfacing project to be filed which will be matched up with government funds and probably be added to the Detroit fund if the Detroit men have the same idea as they formerly had as to the necessity of overcoming this barrier between the north and south. With this bad gap out of the way and work finished in other counties or which is now nearly completed and under way and financially provided for, we should have no hesitancy by next fall in directing the tourists to make a satisfactory trip from Cincinnati to the south by way of the Blue Grass region and Tennessee.



DAILY AND SUNDAY MORNING
AND WEEKLY.

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C.G.F. #2

With the exception of the south Georgia section with which you are doubtless familiar, this should mean a continuous passable route between the section north of the Ohio River and Florida. The surfacing feature will be essential for winter traffic and surfacing is practically all provided for the rest of the route from the Kentucky line to Chattanooga, as a matter of fact, it is all done from a point within ten or fifteen miles of the Kentucky line to Chattanooga by way of Knoxville.

Very truly yours,

A. F. Sanford.

s/s

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April 16, 1919.

Dixie Highway

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Mr. Carl G. Fisher,
MIAMI, FLA.

Dear Carl:--

I regret very much to have to report that the fifty million dollar bond issue for Tennessee has been defeated. After spending practically a month in Nashville with the assurance of the Governor and a majority of the representatives in the Legislature that they would support the bill, right on the eve of adjournment politics got into it good and proper and gummed up the cards.

The Governor is in politics and wound up by fixing a place for some of his friends on the Highway Commission, which would have made the bill a failure if we had gotten it thru. When we saw the ship going on the breakers we tried to salvage as much as possible, but we did not get out much.

The bill passed by the Legislature provides for a one mill direct tax, and a tax of fifty cents per horse power on automobiles, trucks, etc., but the two bad features of the bill are- first, that it permits politicians to be appointed on the State Highway Commission, and second, it fails to provide for any permanent or through highways. The road tax is apportioned out to all the counties of the state and will result in building a few miles of road in each county which can not be connected up.

I am straddling the fence wrestling with conflicting emotions. I do not know whether to give up in disgust, and

l-h,

2-h,

wash my hands of the whole damn business, or try to put on an educational campaign of two years, and try to elect representatives in the Legislature who have some sense and are substantially honest, and a governor of like proportions.
could

We ~~can~~ get some little good out of the present law if we had the right kind of Highway Commission but since I have taken the trouble to tell the governor in no uncertain terms what I think of him, any suggestion along that line from me would not have much weight.

How long do you expect to stay in Miami. I would like very much to see you on your way North. Can't you stop off and stay a day or two with me ?

With renewed assurances of my personal esteem, I am,

Sincerely yours,

M. M. Allison

A/fh

April 25th, 1919.

Judge H. H. Allison,
Dixie Highway Association,
Chattanooga, Tennessee.

My dear Mike :

I have your letter of the 16th and certainly it has cast a big gloom around this office. I have always felt that Tennessee as much if not more than any other state in the South needed interconnecting roads - first, for the people who live in Tennessee and use these roads, and secondly, to let the other people in the United States who want to get into that beautiful country have a chance to see it and spend some of their money in Tennessee. I would be in Tennessee this month myself if there was any road to get in and out that was fit to drive over. Thousands of other motetists are in the sand boat.

You have had a long hard fight and you must feel very much discouraged. You know more about the situation than I do and I will be governed a great deal by your advice. I will drag along with you to the end of the road or let them all go to Hell - whichever you say.

I have been here for a week. The weather is no good and I miss Miami, or any other part of the South that is warm and pleasant.

If you are up this way, don't fail to stop over with me for a few days. I have one bottle of Scotch left and we might be able to forget our troubles.

Yours very truly,

CGF:R

M. M. ALLISON, PRESIDENT
C. H. HUSTON, 1ST VICE-PRESIDENT

W. R. LONG, SECRETARY & TREASURER
V. D. L. ROBINSON, ASSISTANT SECRETARY

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SOUTH CAROLINA

T. P. COTHRAN

CHATTANOOGA, TENNESSEE

April 26th., 1919.

Mr. Carl G. Fisher,
Indianapolis, Ind.

Dear Mr. Fisher:-

You will recall that the by-laws of the Association require that the annual meeting of the Board shall be held in Chattanooga the third Thursday in May which this year is the 15th. Please accept this in lieu of a formal notice of the meeting and advise this office if we may count on your presence at this, the most important meeting in the history of our organization.

You, of course, are in touch with the forward steps which have been taken by your own state looking toward the construction of a state system of through highways, which will also provide for the completion of the Dixie Highway in your state.

The northern Dixie Highway states have done what was expected of them in putting through a comprehensive road program which will make certain the construction of a hard surfaced Dixie Highway throughout these states as rapidly as the work can be done.

The Southern Dixie Highway states of Kentucky, Tennessee, North and South Carolina have made some progress through new legislation which has been enacted, although this progress has not been as rapid as that of the northern states. It may be stated with reasonable certainty that Kentucky and North Carolina will be able to complete their mileage of the Dixie Highway this year, although the general type of construction is not of the permanent character of that of the northern states.

In Georgia and Florida campaigns are on for bond issues which will make certain, if passed, the permanent improvement of the mileage of the highway in these states.

In Tennessee and South Carolina we regret to report that our bond issue campaigns were unsuccessful. In both of these states we are confident that bond issue measures along the Illinois plan can be passed by the next legislature.

DIXIE HIGHWAY ASSOCIATION

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NATIONAL HEADQUARTERS
HOTEL PATTEN

CHATTANOOGA, TENNESSEE

2-f

It is merely a question of organized campaigns in each of these states to thoroughly educate the people to the importance of providing the finances for definite highway systems. By reason of the fact there was no state good roads or automobile association in Tennessee, the entire burden of the campaign in this state was carried by our association. As in South Carolina, the good road bill passed by the legislature is a slight improvement over the old law, but does not yet provide for a definite state highway system.

We feel that with the increased Federal Aid, we can be certain of at least a travelable highway along the eastern division before the close of this year, and that within two years definite plans can be made for the permanent improvement of the highway from Michigan to Florida.

This general survey of the situation is given you in order that you might know some of the problems which will be up for discussion at our meeting. We feel that the message which the directors of the northern states can bring to the south would be of great assistance in furthering the work which is yet to be done in some of the southern Dixie Highway states. We are hopeful that every member of the board can be present and give the benefit of the study of their own state problems to their colleagues.

Very truly yours,

V. D. L. Robinson
SECRETARY.

VDLR/F

April 29th, 1919.

Mr. V. D. L. Robinson,
Hotel Patten,
Chattanooga, Tennessee.

Dear Robinson :

I have yours of the 26th and contents noted :
A meeting at Chattanooga on the 15th day of May hits me
at a very bad time on account of our Speedway Races being
here on the 31st of May. However, I may be able to get
away. I wish you would wire me about the 12th of the
month, and if it is at all possible I will be with you,-
but anyway, you can count on me to chip in with any or
all of the Directors who attend the meeting, in whatever
they want to do.

It is too bad you have had so many disappointments
in Tennessee. Tennessee is a funny state. The state is
really worth billions of dollars in real estate value to
northern people, as it has a fine climate to sell and the
knobs and hills make a fine lot of scenery. With good roads
Tennessee would be a wonderful state.

I received a letter from Judge Allison and it gave
me the blues to think of all the work and money that has been
spent trying to pull this state out of the mud.

Yours very truly,

CCF:R

April 26th, 1919.

Mr. A. F. Sanford, President,
The Journal and Tribune,
Knoxville, Tennessee.

Dear Mr. Sanford :

Replying to your letter of the 12th : I have just learned from Judge Allison of the defeat of the bond issue in Tennessee. It looks very much as tho' the people in Tennessee don't want roads - they don't want to build roads themselves and they really won't help other people to build.

If I thot that the completion of this particular link would give us a good road thru to Miami or even Jacksonville I would be inclined to go ahead with it anyway, but as per my previous letter to you, I don't care to waste any money on roads that are not permanent - and as long as the road between Waycross and Jacksonville is in its present condition we are up against it.

I wrote Judge Allison today - who, by the way, is very much grieved over the failure of this Bond Issue - that I would be inclined to act on his suggestion, as he is more closely in touch with the situation than I am.

CGF:R

Yours very truly,

*(Signed)
Randy Fisher*

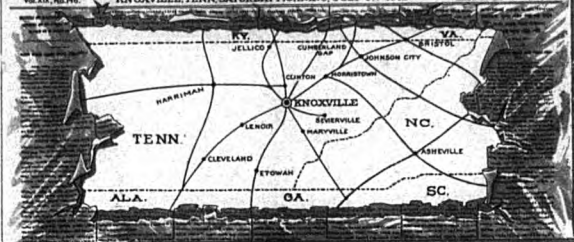


DAILY AND SUNDAY MORNING
AND WEEKLY.

FILE DH

THE JOURNAL AND TRIBUNE

No. 33, 34, 35, 36. KNOXVILLE, TENN. SATURDAY MORNING, JULY 19th 1919. Price 2 Cents. (Circulation 30,000)



COVERS KNOXVILLE AND EAST TENNESSEE—LARGEST CIRCULATION GUARANTEED.

Knoxville, Tenn.
(TRADING CENTER FOR 300,000 PEOPLE)

April 28, 1919

FACTS ABOUT
KNOXVILLE, TENN.

CITY DIRECTORY
POPULATION
5 MUNICIPAL CORPORATIONS
KNOXVILLE, PARK CITY,
LONSDALE, MOUNTAIN VIEW
AND OAKWOOD
97,000

ANNUAL
BANK CLEARINGS
\$100,000,000.
ANNUAL MANUFACTURING OUTPUT
\$25,000,000.
50 JOBBING HOUSES WITH
ANNUAL SALES OF
\$40,000,000.

THE JOURNAL AND TRIBUNE
IS THE ONLY
MORNING AND SUNDAY
PAPER IN KNOXVILLE

Dixie Hwy

Mr. Carl G. Fisher,
Indianapolis, Ind.

Dear Mr. Fisher:

Have yours of the 26th. We were all very much disappointed in the failure of Tennessee's permanent road bond issue. Judge Allison did a great amount of hard work and we managed to get East Tennessee unanimous for it but politics and lack of good roads education in Middle and East Tennessee defeated it. We have hopes, however, of organizing the automobile owners prior to next legislature so some modern permanent good roads legislation can be inaugurated.

In reference to Kentucky situation ^{except on permanent roads.} in regard to which I wrote you, Judge Allison at first felt that it was inadvisable to expend any funds whatever in endeavoring to eliminate that bad Kentucky gap but he has come to the same conclusion that I have in regard to this particular project, that permanent roads legislation in Kentucky is so far away and the difficulties ahead for completing the Western branch of the Dixie Highway between Nashville and Chattanooga are so great and uncertain as to result, that our one best bet now is to knock out this small section, which is the principal obstruction for through traffic between the section north of the Ohio River and the Georgia line, and is in fact the only stretch on the road which is not pretty well provided for to completion, the rest of it all being in fairly good passable condition or under construction.

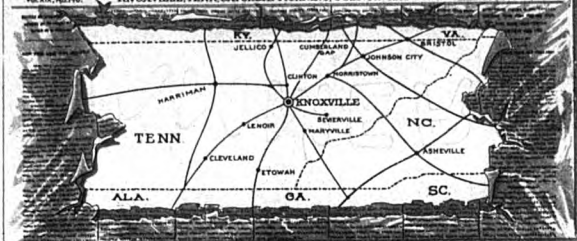
As you may be aware, the routing of the Eastern branch was changed last year to run from Knoxville to Jellico instead of Knoxville to Cumberland Gap, Jellico being on the Kentucky line immediately north of this city. A macadamized road has existed for some time all the way from Chattanooga to Knoxville and on to Lefollette, which is within about fifteen miles of Jellico, and although part of it is in more or less ~~damaged~~ ^{worn} condition, still it is passable.



DAILY AND SUNDAY MORNING
AND WEEKLY.

THE JOURNAL AND TRIBUNE

Vol. 18, No. 18. KNOXVILLE, TENN. SATURDAY MORNING, JULY 1ST 1911 Price 2 Cents, Single Copies 5 Cts.



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FILE _____

#2 C.G.F.

They have been working on the gap between Lafollette and Jellicco for the past several months and I am informed that the grading is practically all completed and they are now beginning to surface at each end of this stretch.

The next county in Kentucky is Whitley County, which is about one-half finished, the work is being done by state convicts and I am informed that funds are all available to complete it. This should be in good shape by fall. This takes the road to Corbin.

The next county is Laurel County, and at a point north of London, about twelve miles from the Rockcastle County line, we strike what was a part of our Rockcastle-Laurel County barrier, everything north of that being passable to Cincinnati. That barrier is in the present condition.

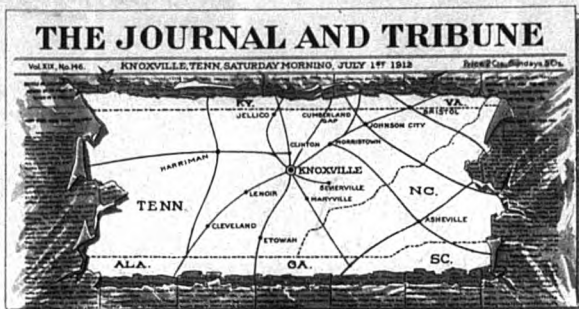
The twelve miles of road at the northern end of Laurel County has been provided with a very good grade but is unsurfaced and when we strike Rockcastle County then we come to the worst barrier of all, the seven mile gap which was over the mountains and entirely ungraded. This seven mile gap is the place where project papers are now being prepared and the money is in hand for the early letting of contract to grade. This will give a graded road all the way through this seven mile project winding up at Livingston, Ky, north of which it is all graded and I think nearly all surfaced.

Judge Allison and myself went over it a year ago. As far as that is concerned, I think a spring trip could be made very satisfactorily over it shortly, as we negotiated the seven mile ungraded portion without any difficulty weather conditions being good, and I think it would be a good plan and you might enjoy the run down over the Eastern branch and could get first hand information as to the situation. I think Judge Allison would be glad to join you in the trip and I know I would, any time within the next two or three weeks. How does the idea appeal to you?



DAILY AND SUNDAY MORNING
AND WEEKLY.

FILE _____



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#3 C.G.D.

To get back to the question in hand, what we want to do now is to raise all the money we can to ~~grade~~ ^{improve} the Laurel Rockcastle County section. The State Highway Department of Kentucky says that the seven mile gap which is to be graded this summer should be allowed to settle through the winter before ~~grading~~ ^{grading}, but there is no reason why a project could not be immediately filed to surface the northern stretch in Laurel County, and if we can secure the funds raised by the Detroit people and yours, which would amount to about \$15,000, this would mean \$60,000 available for this purpose, which should take care of the Laurel County end of it. This would leave only Rockcastle County seven miles of surfacing unprovided for and we might find some way to raise the money on the same plan to take care of this next year.

Owing to the absence of Messrs Metzger and Chapin from Detroit, I have not been able to get their views as yet on this matter but I am expecting to hear from them this week and will advise you as to the result.

As suggested above, I believe a trip over the ground would give you more information than all the writing I can do and I believe you would enjoy it. There is a bunch in Chattanooga always ready to start out on a trip of this kind, maybe we could organize one to start from there or here.

With kindest regards, I am,

Very truly yours,

S/S

A. F. Sanford.

April 30th, 1919.

Mr. A. F. Sanford, President,
The Journal and Tribune,
Knoxville, Tennessee.

Dear Mr. Sanford :

Replying to yours of the 28th : As I wrote you in previous letter, I will be very much inclined to listen to suggestions and advice from Judge Allison regarding the Eastern Division. Personally I don't see any use of either the Detroit organization or myself spending money on a job that is not complete and leaves us with seven or eight miles of unimproved.

Just now I don't mind telling you that I am pretty sorely disgusted with the situation in Tennessee. Certainly a lot of good people have spent a lot of valuable time and hard work and a great deal of money trying to help out Tennessee and lift them out of the mud, and it seems to me the hardest state in the Union to get going. With all the rock in the world in Tennessee for the building of roads, they have some of the poorest roads.

However, I won't say "No" entirely to the situation - but want to hear from Judge Allison first.

Yours very truly,

GGF:R

Gentlemen:-

On this the fourth anniversary of the organization of the Dixie Highway Association we approach the first goal of a travelable highway from Michigan to Florida. We have gone a long way toward the achievement of the ultimate object of the organization of our association,--a permanently improved road between the termini of the highway.

That the first goal will have been reached by the close of this year can be attributed to the wisdom of the directors in adding the eastern division between Detroit and Chattanooga and the central division between Macon and Jacksonville via Waycross, as it is along these divisions that the preparations for a continuous surfaced thoroughfare to be finished this year, are the nearest complete. However, it is highly probable from the plans made, that alternate routings between certain high points on the highway will be made travelable all the year round in the same length of time. Notably among these sections are the Carolina division between Knoxville and Savannah, the eastern division from Savannah to Jacksonville and the western division between Macon and Tallahassee. The western division from Chicago and Indianapolis to Nashville has offered no difficulties to through travel during the past year and whether this division can be opened through to Chattanooga and on to Florida will depend entirely on the action of the new state highway department of Tennessee.

LARGE MILEAGE TO BE PERMANENTLY IMPROVED.

That marked progress is being made toward the second goal is indicated by definite provisions being made in Michigan, Illinois, Ohio and Florida to pave the entire mileage of the highway through these states. Ohio will almost, if not entirely so, complete the paving of the Dixie Highway between Detroit and Cincinnati this year. Illinois and Michigan will pave the Dixie Highway just as rapidly as it can be done, as in both states the Dixie Highway has priority over other through roads. Provision has been made for the paving of twenty-five per cent of the Dixie Highway in the state of Georgia, by county bond issues and Federal Aid. Other counties in this state are falling in line with similar bond issues. With the passage of the \$40,000,000 bond issue in that state the permanent improvement of the entire mileage from the Tennessee to the Florida line will be assured. Florida will vote a state bond issue during the present legislature to provide the additional funds to connect the mileage of paving now existing along the highway in that state. Indiana will construct a considerable mileage of the highway of concrete or brick this year and next under the county unit bond issue plan adopted by the legislature of 1919.

It is manifestly of prime importance that at least one through route be opened not later than the Fall and Winter touring season of this year. With this accomplished, the flow of motor vehicle travel between the north and south will quickly establish the commercial value of the Dixie Highway and will make the work of the Association in achieving its second goal remarkably easy. Without going into details as to the further improvements which are now being made, under contract, or projected on the section of the highway, which are now open to travel under all weather conditions, we can briefly concern ourselves with a consideration of the remaining barriers and the probability of their removal before the close of this year.

STATUS OF CINCINNATI-KNOXVILLE DIVISION.

By way of location the Dixie Highway from Detroit to Mt. Vernon, Kentucky on the eastern division is open for all year round travel. Between Mt. Vernon and Livingston, forces are constructing the last mile of road into the town of Livingston. From this point to the Rockcastle River a distance of seven miles a contract will be awarded within thirty days for the grading. Contributions to the amount of \$20,000 were secured between Detroit and Chattanooga to be used with Federal, State and County Aid, making a total of \$90,000 for this work. In Laurel County from the Rockcastle River to Corbin the highway has been graded and all but thirteen miles of the surfacing completed. Commissioner Rodman Wiley of Kentucky has given the counties of Rockcastle and Laurel assurances that they will receive fifty per cent Federal Aid and twenty-five per cent of State Aid for the surfacing of the twenty miles in the two counties. At an estimate of five thousand dollars per mile this will require these counties to raise only \$25,000 for this work.

AT WORK BETWEEN CORBIN AND KNOXVILLE.

During the war period state convicts were at work repairing the highway from Corbin to Williamsburg in Whitley County a distance of approximately twelve miles. It now can be traveled all the year round. The convicts were also used in grading and putting in drainage from Williamsburg to Saxton a distance of approximately six miles, and in the construction of the abutments for the steel bridge at Saxton. There remains only three and a half miles of the highway to grade to the Tennessee line. The state convicts have again been put to work on this section. The county has available \$53,000 which with the Federal and State Aid totaling \$163,000, is considered ample to complete a well surfaced road and the bridge at Saxton through the county. The work will be pushed as rapidly as the construction can be done.

Campbell County, Tennessee was one of the few counties which was able to carry on road

CONSTRUCTION WORKING DURING THE LATTER PART OF 1920. All of the grading has been completed and part of the surfacing from Jellicoe on the Kentucky-Tennessee line to LaFollette, where the surfaced road to Knoxville is encountered. The contract for a large part of the remaining surfacing has been awarded and work is under way. The county had \$100,000 on January 1st. to complete the work. They were promised \$25,000 of State Aid and additional Federal Aid by the old Tennessee highway commission. Even if the county should not obtain this Federal and State Aid from the new commission it is possible for the county to complete the surfacing. From Knoxville to Chattanooga a surfaced road is now provided.

GEORGIA HAS MADE DEFINITE PROVISIONS FOR HIGHWAY.

The rapidity with which Dixie Highway counties in Georgia are following each other in the issuance of bonds in amounts from \$100,000 to \$700,000 indicate that no difficulty may be anticipated regarding the completion of the Dixie Highway in that state with a large part of the mileage paved with concrete. Five Dixie Highway counties have voted \$2,200,000 in bonds and six more have called elections to be held this month and next for bonds amounting to \$2,287,000. ~~As determined from reports received by the association, from additional contributions provided by another \$2,000,000.~~ This does not take into consideration the Federal Aid which will be spent in these counties or the passage of the \$40,000,000 bond issue which will be voted upon by the Legislature in July. Bonds have been voted or elections called in the state for a total of \$11,000,000 which will probably be increased to at least \$15,000,000 by July first.

ROME ROUTE TO ATLANTA THIS YEAR.

Between Chattanooga and Atlanta it is reasonable to expect that the Rome route will be paved for a large part of the distance and will be a hard surfaced road by Fall of this year. Just what is done on the Dalton route will depend on Whitfield and Gordon counties. Floyd county is planning a large bond issue to pave the highway through the county. Bartow county in view of the preparations on the Rome route has announced that the highway from the Floyd County line through Cartersville to the Cobb County line will be first improved under the \$400,000 bond issue. Cobb County votes on a bond issue, the amount to be determined, to connect the paving of Bartow County with that of Fulton County.

PAVING ATLANTA TO MACON ROAD.

Between Atlanta and Macon two of the four counties outside of Fulton which will pave her part of the mileage of the Dixie Highway this year have voted bonds to surface their part with concrete. Spalding County of which Griffin is the county seat voted yesterday on \$350,000 in bonds. Before the bonds were voted this county advertised for bids on six miles of eighteen foot concrete road along the Dixie Highway toward Atlanta out of a separate fund. Bibb County of which Macon is the county seat has voted \$700,000 in bonds for the paving of the Dixie Highway and other roads. It is believed the two remaining counties will fall in line giving a boulevard between the two Georgia cities.

SAND ROAD WAYCROSS TO JACKSONVILLE ELIMINATED.

Between Macon and Jacksonville on the central division, Charlton County of which Folkston is the county seat on the banks of the St. Mary's River which is known by every tourist who has attempted to go to Florida, for its mileage of almost impassable sand, was the first county to vote bonds on this division. This county which is the largest and at the same time has the lowest assessed valuation in the state of Georgia has voted its limit of \$75,000 in bonds which will be increased by \$25,000 which Miami and Jacksonville Automobile clubs have agreed to assist in raising, practically all of which with Federal Aid will be used in building the Dixie Highway through the county. Ware County which is separated from Charlton by only six miles of the highway in Pierce County will vote this month on \$630,000 to pave the Dixie Highway. Pulaski County of which Hawkinsville is the county seat ~~which has voted \$200,000~~ has voted \$200,000 and Ben Hill with Fitzgerald its county seat will vote next month on \$157,000 in bonds. The difficult stretch at the present time is in Ware, Pierce and Charlton Counties.

Nassau County, Florida has likewise solved its difficulty of getting rid of the sand on this division into Jacksonville. This county has raised \$10,000 by warrants and has secured \$10,000 additional in private subscriptions, raised by the Jacksonville Automobile Club and is now at work using state convicts in regrading the highway and in giving it a sand clay treatment. The state highway department has agreed to pave the highway with brick, starting the work within eighteen months.

OPENING OF CAROLINA DIVISION DEPENDS ON TENNESSEE.

Whether the Carolina Division is opened for through travel this year will depend entirely on the state highway department of Tennessee. J. G. Stikeleather of Asheville, a member of the new North Carolina Highway Commission has secured the funds to complete a surfaced highway to the Tennessee line as a result of the passage of a highway act which provides for state Aid to equal the Federal Aid. There is a gap of twelve miles in Cokes County from Knoxville to the North Carolina line. South Carolina with their new highway law is prepared to carry a surfaced highway from the North Carolina to the Georgia line, and the Georgia counties have promised a paved road into Savannah, and on to the Bryan County line. Glynn County with the Federal Aid and proceeds of a \$350,000 bond issue to be voted upon this month will pave her part of the highway leaving five counties on this division to make provisions for this important road.

A paved road for the greater part of the mileage is to be expected along the western division between Macon and Tallahassee with the Tallahassee-Jacksonville road designated as road No. 1 to be built by the state of Florida. Sumter and Thomas Counties have voted \$500,000 and \$700,000 respectively. Dougherty County will vote this month on \$400,000. Mitchell is planning a bond issue of \$500,000. Lee is expected to do likewise.

NASHVILLE-CHATTANOOGA DIVISION IN DOUBT.

While three contractors with small forces are working in Hamilton, Marion and Coffee counties, Tennessee on the Dixie Highway between Nashville and Chattanooga, we are unable to say with any degree of certainty that this division will be made travelable throughout this year. The new highway commission has made no statement as to their policy toward this section of the highway. Without considerable state and Federal Aid it will be impossible to complete this division, regardless of the fact that over a \$1,000,000 has been expended to date on its construction. This division and short uncompleted section on the Knoxville-Asheville road for the same reason are the only divisions of the highway which are in doubt.

CAMPAIGN MADE BY ASSOCIATION FOR \$50,000,000 BOND ISSUE.

As every other means to secure the completion of the Dixie Highway through Tennessee apparently had been exhausted, the Association launched a state wide campaign in January of this year for a bond issue of \$50,000,000 which would give the state sufficient funds with the Federal Aid to construct a state system of permanent highways. As Tennessee did not have a state good roads or automobile association, the association was compelled to finance and carry the entire load of the campaign. Temporary offices were opened in Nashville. The campaign was first made before the legislature for the passage of the bill prepared by the president of this association, and later carried to the people, after the Governor had called mass meetings of citizens in each county seat for an expression of their will regarding the issuance of bonds. Notwithstanding the association did not have the support of the automobile clubs in two of the largest cities of the state and had the newspapers of the capitol and finally the Governor in opposition to the bill, the bond issue bill was approved by the majority of the counties in the state. A political combination in the Senate, seeking to secure places on the commission for members of the Senate succeeded in defeating the measure and passed a bill which is wholly unsatisfactory to the entire state. Three and a half months were given to this campaign. President Allison devoted his time exclusively to this work.

It is unnecessary to go into detail regarding the difficulties of securing the construction of the Dixie Highway during the latter half of 1918. By persistent effort work was started in four Dixie Highway counties in Tennessee but little was accomplished on account of the difficulty of securing labor and materials. Your secretary was given a leave of absence from October 1st to January 1st by President Allison to serve on the advisory staff of the Highways Transport Committee of the Council of National Defense in Washington.

Now that the War is over and every state has shown a disposition to go ahead under full steam in highway construction, your secretary wishes to respectfully recommend that your honorable body take such steps as you may deem proper to speed up the activities of the association in all departments giving special attention to the marking of the highway in preparation for the opening of a through travelable road between Michigan and Florida this Fall.

SECRETARY.

C. R. PENDLETON
 Editor and Publisher from 1896 to 1919.
 Published Every Morning by
 THE MACON TELEGRAPH PUBLISHING CO.
 482 Cherry St., Macon, Ga.
 Entered as the postoffice at Macon, Ga., a second-class matter under act of March 3, 1879.

W. T. ANDERSON,
 President and Editor.
 J. W. ANDERSON,
 Vice-President and General Manager.

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 Daily and Sunday, One Month.....\$ 1.75
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 Daily and Sunday.....\$ 2.10 6 Mos. 1 Yr.
 Daily, Only..... 1.75 3 Mo. 6.50
OUT OF TOWN, BY LOCAL AGENT.
 Daily and Sunday, per week.....18c; per mo. 80c.
 Daily, Only, per week.....15c; per mo. 65c.
 All changes of address must be given both old and new addresses.

The public is invited to submit short letters for publication in The Telegraph. Any subject, any column, any subject, is open for discussion. Immediate publication of letters cannot be promised, but they will be taken as far as possible. Names must be furnished as guarantee of good faith, but letters may be signed anonymously when the character of the article warrants. Stamp should be enclosed for return of rejected manuscript.

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MORE OTHERWISE THAN WISE

TO Japan: Tut tut!

OUR notion of misguided affection is for one tooth to ache out of sympathy for another.

THE Bear that used to walk like a man now leans down like a dog.

It seems that dear Wilhelm is not breaking into the show last week with any wood-sawing records these beautiful Spring days. Fact is, you can't saw wood with old Miss Nemesse standing by your side tuning up her lily bow and arrow and breaking out ever and anon into loud and raucous snickers, not your best, anyway.

Well, Did You Ever!

SOME of the ladies of this community went to the show last week to see the "Good-For-Nothing Husband" played. Others had to stay at home with the ones they married. —Humboldt (Tenn.) Courier-Chronicle.

SPEAKING of the May Day riots in that city the Cleveland Plain-Dealer says "Cleveland's eyes have been opened to the menace of a revolution imported from Europe. Opened after they were, so to speak, blacked."

OND of the Berlin newspapers says the reception of the German delegates at Versailles was chilly. "Chances are though the allies will make it pretty hot for them before the conference is over."

Asleep at the Switch.

CAIRO, Ill., May 5.—William Ingram, negro helper at the Illinois Central household, was killed last night by a train striking the switch. He went to sleep on the track. His funeral will be held tomorrow.—News Dispatch.

BISMARCK certainly overlooked a splendid opportunity to do some swell gloating and 1-to-10-you-sing by passing away when he did.

AS we get it, the falling out between President Wilson and Premier Orlando is all over but the shouting.

Oh, Boy!

I THOUGHT I would tell you about the singing at Crump last Sunday, but my wife says there was no use in my going to see and see and heard everything for yourself. Never have I seen any more people at Crump than were there Sunday. "The best singers of both counties were there and were there from Corinth and Sattilo, from Savannah to as far west as telephone lines run and newspapers circulate. Crump people know how to handle their trumpets or less. The almanac said the moon was in its last quarter, but 'Tug Mills filled at 1:15 about the center of the table.—Adamsville (Tenn.) Enterprise.

We understand, of course, it is only the

In a few hours there will be marching up Cherry street between two and three hundred of the several hundred youngsters who left long months ago with their own high hearts and the faith of a city and section behind them. For the warring across the water. They were boys then, in every sense of the word. They came back by their homes now men, full-grown, full-fruited, masters of themselves and with an intelligence and rectness in all their approaches only many years of alternative civilian life might have given them.

They have a love for Macon and the part of Georgia which sent its boys to the Macon companies for the quick, high and long class services overseas that passes the understanding of those of us who have never left here and whose love has not been made acutely conscious by that absence which burns and aches and hurts for all the pride and all the affection for home which will not die. They come with a great pride in their home city and their home State. Their own record of achievement has been so very high, their service so flawless it has given them a kinship they feel with the splendid and equally flawless backhome support they have had from the folks they left behind. They boasted all over the army in France of Macon's oversubscriptions, of her full and complete meeting of every war issue. They felt it was the fine, willing and entire foundation under their own feet—that it was worth fighting for.

They will be home to great glory and honor, to tears and smiles and emotions tomorrow morning. As it stands now they will march into a city that has been lagging in paying the freight for their passage home while their own feet have been burning and itching, springing and eager to come flying down the continent to their welcome and their home. It will not be nice if they find one corner of the factory town as described when they get here. It will hurt every one of them, hurt them quickly and hardly, and in deeply, for they don't expect anything of this sort from their home folks. And it would make us all forever ashamed, hanged and humiliated.

Macon is, of course, going to raise her full quota as she has raised all of them. This one should and must be raised ahead of time—which means today. Every man who is in the back of his head knows he must in the end increase his subscription to meet the demands of his citizenship, his duty and his conscience has it on him to come forward today and do it and get it over with. And those who haven't subscribed at all of course, are doubly under a cloud if they let the next twenty-four hours go by.

The supreme effort today by workers, subscribers, the whole city, will do the job to the glory of the county, the need of the moment and the peculiar pressing circumstances of the occasion.

MADAME.

Life has been an easy but a very fruitful thing for that splendid woman who sings in Macon tonight. Ernestine Schumann-Heink until the war came on belonged to the world as a whole, the voice inexpressibly true and beautiful of all those things deep in their hearts men and women love with the deepest emotion. Since then she has been all America's own. It may be said that no woman who ever sang in this or the bygone generation had in her voice or her mother-tones of this woman who turns so many true and beautiful and wholesome sides to the life she finds about her.

She has dealt with her voice in an infinite kindness, her life itself has builded into it those things that will never die. Housewife, mother, artist and premier figure there are none of the unbuilding experiences of womanhood that have not come to her in a measure so full and rich that when she sings it seems the essence of all that is full, strong, faithful and hopeful mothers of men, comes carolling out in a melody strong and pure and glorious. Sorrow she has known, loved by all the people of America as is loved deeply, and much joy. And she is today no other woman who serves them.

In welcoming her tonight Macon cannot but do itself high honor by making it an event, for in according her the recognition as an artist that is her due we will be honoring all of our womanhood, their triumphs, their survivals, the day to day trials and vic-

a total of \$75,000 and the Federal government a total of \$150,000. The State Highway Commission has a plan for building a hard surface road throughout this eighteen miles of Dixie Highway for the total sum named. This will be an immense gratifying announcement to the entire people of the state, and will bring inexpressible joy to the citizens of Florida and the Northern States who live along the route of the Dixie Highway. There are thousands of automobiles in the North and Middle West owned by people who desire to take advantage each winter of the South Georgia and Florida climates. Heretofore when they inquire about the condition of the roads, Charlton county was always an exception as to quality.

The soil in Charlton produces abundant crops of sweet potatoes, sugar cane and corn. The settlement of the land has been retarded more because of a lack of roads than for any other reason. Polkston, the county site, has a large modern and commodious school building and is a natural center for the agriculture development and industrial activity that is bound to follow this latest progressive movement of the country. The conspicuous and noteworthy features of this home-lessness is the willingness of the people, regardless of their remoteness from the particular area in contemplation, to waive their individual and selfish interests and vote to tax themselves for the benefit of the county as a whole. The evidence of magnanimity on the part of Charlton citizens is a spirit that is growing throughout the state, and may well be further emulated.

THE NEW TRANSPORT.

The common traffic of the air is so nearly upon us as a happening element of modern communication and transportation that we without emotion save a cheerful interest and matter-of-factness that several scores of the leading business men of Macon heard Assistant Postmaster-General Praeger at the Rotary lunch yesterday tell of achievements in aerial mail that uttered three or four years ago would have landed him before a luncheon commission. As for instance, the daily mail service by air between Washington and New York netting \$12,000 to the Postoffice Department above what it cost—and not a life lost in the actual service of aviation mail.

His plea for large appropriations for army, navy and postal aviation fell on not a doubtful or dissenting face, it was interesting to note. Every man seemed to realize, without emotion, without much wonder at himself, that of course the government must take this new industry, this new pursuit and help it until it becomes a commercial pursuit, widespread, established and able to stand on its own feet. And this pioneer work must of course be done pretty largely by the government agencies.

Approval of such a policy will obtain all over the country. It is not unreasonable to presuppose the only lack of vision and confidence in it will be found in the American Congress, where even with the war records of flying machines at hand one Senator said, according to Mr. Praeger, that the mail experiment would not be "even a seven days wonder." All the rest of us know what is coming and what should come, and we don't want the government to in any way fail to do its part toward hastening the arrival of the great industry and putting into it early that which will stabilize it.

Mail by air it seems will be upon us before we know it. There is reason to believe it is only a matter of months, for instance, before the demonstration service now in between Macon and Montgomery will become a matter of postal routine. The great trunk lines are to go into operation almost at once between the large cities, East to West and North to South. The lateral net work lines will follow soon enough. History is rich in ages in which it would have been good to live, but the one in which we are now engaged sees man achieving processes and making them his everyday servants the like of which was thought not so long ago not to be in heaven or on earth, or in the waters under the earth.

ROTARY LEADERS.

The whole city, and men of acquaintance all over Georgia, will greet the acquaintance of a new member to the Rotary Club. The new member is a young man who was raised in the city of Macon, and who has been in the city of Macon for some time. He is a very successful business man, and has been very active in the city of Macon. He is a very popular man, and has many friends in the city of Macon. He is a very successful business man, and has been very active in the city of Macon. He is a very popular man, and has many friends in the city of Macon.

JUST TWIXT US
 By BRIDGES SMITH.

NEW at the time that Second street man who was bragging on twenty children in one block was a piker, and that was the fact and wide as was a fiercer hand, and here it is: Grandpa C. C. Hays, around whose knees thirteen grandchildren play and call for candy, and who has recently declared, under variousies to put South Macon forward, sends this to the column:

"In your Just Twixt Us Column yesterday you say that Second street has a block on which there twenty-two children, and challenge any other block in the city to beat it. Why, my dear sir, you are not acquainted with the facts. I have a block of forty-eight to dance at any time you can play. And the parents of all of these God's blessings are not old people by any means."

Unless some other block can beat this the Ellis street block will be awarded the title of the Banner Block of the city.

Here is a little story picked up on the street yesterday relating to war times of the '60's that isn't bad. In the closing days that was queried in Wesleyan College a number of wives of Confederate officers, and among them the wife of Gen. W. J. Hardee, the author of Hardee's tactics, familiar to all Confederate soldiers. At the battle of Gettysburg she was wounded and taken with her wife. She knew that he was going into a fight, that he was well, and that his thoughts were for her.

Communication by mail was then not as good as it is now, and fearing a letter would not reach her by that means, and knowing her safety, he sent the letter by one of his staff with directions to place in her hands himself. The officer rode his horse from Jonesboro over bad and dusty roads, reaching the college by about 3 o'clock in the morning.

Seeing one of the negroes working on the grounds about the college he hailed him and asked him to carry a note to Mrs. Hardee. The note read about like this: "I am bearing a letter from your husband, with instructions to deliver it into your hands in person. Please inform him that I must ask you to send a pair of your husband's old trousers by bearer that I may make myself presentable, to a lady."

The good lady found a cast-off pair of her husband's trousers, and repairing to a corner of the old brick wall that surrounded the college the staff officer exchanged his ragged and dirty pair of trousers for a new pair, at least made himself presentable. Such was the chivalry of the old South, though this officer might have been criticized for not couching his note in more elegant terms.

Colonel Holder, the newsman down at the corner, says the story of the cook, having heard a little girl reading about the acoustics at the auditorium, advised her mistress not to go to the "auditorium kase de covies in hit" were bad, reminds him of the story of the change of our buildings. In a little town near Macon some time ago.

It seems that the congregation of the Methodist church in this town, having a building in which to hold services, and as the Baptists were of the same mind and intended to build, a committee of Methodists was appointed to wait on the Baptists to discuss an exchange of our buildings. During the dinner the Baptists, with great frankness, stated that while the building was all right the acoustics were very poor. Oh, that's all right, said the Methodist, just let us have the building, you can keep the acoustics."

Speaking of Second street, it cannot be denied that it is traversed by more automobiles than any other. A man who has a love for figures undertook last Sunday afternoon to keep tab on the cars that pass that point, and this is how he makes out that more cars pass on Second than any other street or point, unless it is at the Vineville branch:

Reckoning a day at fifteen hours, beginning at 6 in the morning to dark, 156 cars pass the Vineville branch. The average cost of the cars, estimating same at \$1,200 each, would foot up a total of over \$3,000,000 allowing a gallon of gas-day for every hour two at the present price would make it \$200 worth, or \$3,300 per day. And this with \$90 for oil makes up a pretty good sum for automobiles.

Mail carried on the air-line route from Macon to Montgomery brings to mind the time when the mail was carried in the boot of the old stages of the old time. The line of stages between New York and New Orleans carried the mail to these points as well as points between, and were days and days on the route. Those were the days before express and the letter envelopes were used in such a way as to seal the flap with seal-

WHOOPE 'EM UP, TEXANS.
 By JAMES CALLAWAY.

ON May 24 Texas will vote on the question of double suffrage. The real question now turns on Socialism. Who is willing to double the vote of the Socialists for overthrow of all organized society? Socialism is not only declared against double suffrage, and the State convention of Georgia's educators in its session last week put themselves on record as opposing aid to Socialism.

The following lines in verse, written to stir Texas to be true to its past, its present and its future, was sent to me, trusting they will have their intended effect in the Texas election of May 24 on the double suffrage.

The Stanzas.
 Have you heard the news from Texas,
 Where strange things have come to pass,
 How the men were all took sudden,
 Like or fire in prairie grass?
 'Twas so like cutting out 'em 'pendix,
 'Cause the doctor gives some hope
 When he lifts your lifetime savings
 With an anesthetic dope;

And the Greasers, all they took 'em,
 Down in Texas, so they say,
 And a yaller fir that bit 'em,
 Like the Afric one in May.
 They're all in the pajamas,
 Then their overalls went, too,
 Next 'twas boys, belts and 'spenders,
 Till they did feel kinder blue.
 But the Greasers, they're all the same,
 With the rent and bills to tote,
 Then this sleepin' sickness took 'em,
 And the women stole the vote.

Chorus—
 Oh, the women vote in Texas,
 And the men are on the blink,
 With the Greasers on the border,
 Tremble, shiver, shake and sink;
 So call off your Texas Rangers,
 They no longer guns need tote,
 For the Hatpins in the night,
 And the Femies got the vote.

They had taken ever 'privilege,
 And the Greasers, they're all the same,
 Yet they're runnin' 'roun in nothin'—
 Kinder draped up all in air.
 "Men are wicked—they are failures,
 And don't love their wives at all,"
 Womby-womby will quickly 'em 'em
 In Adam caused the Fall.
 "Wicked tyrants, self-absorbers,
 Men but clutter up the earth,
 They're all the same, they're making
 Heavenly music from their birth;
 They will show you how to Town-Keep,
 All out of fashion books—
 They're all the same, they're making
 Why at home they can't keep cooks,
 Oh, they'll manicure the ballot
 With some beauty parlor wash,
 And the Greasers, they're all the same,
 And them circles, clouds, by gosh.

"We are taxed, not represented,"
 Suffragist-parrot-like declare—
 Yet to that Boston Party
 In no way do they compare;
 And the Greasers went to England,
 And a man to Parliament,
 From those Puritans and Quakers
 'Cross the sea was ever sent;
 Now do taxes raised in Texas
 For the United States Government,
 So do tell your schoolmarm, proper,
 For a better reason try;
 This one's so very silly,
 And the Greasers, they're all the same,
 And on little points of hist'ry,
 The truth not so neglect.
 But the cutest reason given
 For the Greasers, they're all the same,
 Is "obeying laws they do not make!"
 When they do just as they choose.

Just a little word of warning,
 Men of Texas, ere we part,
 And you'd better heed and ponder,
 Take it close unto your heart;
 For the Greasers, they're all the same,
 Come and reason with me,
 And out out all this nonsense,
 For you're on a Balaam spree
 To keep the Greasers from the main!
 On a mighty dangerous trail
 With a yaller Siren leading,
 Of the species the female;
 Repentance? Are you ready?
 Do not swallow quite the hook—
 Even fishes in the water
 Swim about a bit and look;
 For the Greasers, they're all the same,
 Fannin's boys of Thirty-six,
 San Jacinto—Houston's Texans,
 How them Greasers they did fix!

Chorus—
 And out yonder toward the border,
 In the hazy, mystic smoke,
 See the men of the State of Houston
 And them other old-time folk;
 There's McCullough, Baker, Giddings,
 Cook and Fisher, Green and Heard—
 Lovers they rise before you,
 With this warning and this word:
 MEN OF TEXAS: Stop and listen,
 Think of us that's gone before,
 Don't let your Sirens Johnston
 And the boys of Sixty-four—
 Sabbe Pass, Gregg, Hood and Dowling:
 They'd not stand this female bluff,
 Lovers they rise before you.

Replying to Mrs. Legg.

To the Editor of The Telegraph: The following clippings are from the pen of Mrs. W. M. Legg, ex-president of the "United Daughters of the Confederacy," and appear in The Macon Telegraph. Mrs. Legg says:

"I think the time has come to extend our U. D. C. chapters into a greater and broader membership, not only to include heroes of the sixties, but to our more recent boys of the North, South, East and West who have fallen for their country."

"All organized into one grand society of the United Daughters of America. Our boys have fought in the trenches of Europe side by side with the sons of the fathers who were the blue."

"I call upon the daughters of the North, East, West and South to unite in keeping a grand memorial day to our dead heroes who died in our civil war, and our dead names in The United Daughters of America."
 "I call upon you all. Destroy every vestige of hatred and animosity toward the North. Let us unite in singing 'Dixie' and 'America' together with the same enthusiasm."
 "Never in the history of any age has the organized efforts of women stood for more, or been as universally recognized as a factor of America's strength, than at the present time."

"The Daughters of the American Revolution," "The Colonial Dames," "The United Daughters of the Confederacy"—all represent the distinctive periods and distinctive privileges in our country's history, and our people's convictions. No organization has a charter setting forth what it stands for, and keeps its records pure and true."
 "The United Daughters of the Confederacy" carries its meaning, and its very words are as strains of sweet music to the ears of all lovers of our Dixie land."
 "The daughter of Dixie is the preserver of the faith. She builds and sustains the business of commerce. She has made an oasis in the desert of trade, and here in this sacred, ceremony she has preserved one last and noblest offering to the memory of our but splendid temple dedicated to Mammon and materialism."

"The United Daughters of America" would have no distinctive meaning, you can't put the Daughters of the Confederacy in any such melting pot without destroying all its significance. It is an historical organization for the special purpose of preserving Southern history, of the great drama of the sixties."
 Mrs. Legg says: "Destroy every vestige of hatred and animosity toward the North." The U. D. C. does not exist, nor was it organized, as an evidence of animosity to the North. The purpose of it is to keep the record straight—to preserve the memory of that great drama of the sixties. You cannot put this in a melting pot, as I have said.

"Give the sons of the blue and the sons of the gray a 'good-bye,' a new ideal, a new era. Even now this suggestion of Mrs. Legg for the name to be United Daughters of America will not give satisfaction, for in the rush to embrace mankind the cry would be for the United Daughters of the Confederacy." The United Daughters of the Confederacy is distinctly Southern. Its consecration day (our Memorial Day) is not Decoration Day, and its effort to establish a defeat and our common sorrows, but our organization perpetuates our State self-government. The South fought the greatest battle for the work for State autonomy and for State self-government. Let us still retain our United Daughters of the Confederacy without our distinctive work and our distinctive Southern sentiment.

"Now as we witness the hatred between the North and South: That is wiped out by the best population of America. The people of the North honor us for our fidelity to our conviction and in our effort to establish a historical facts some of the most valuable information has been contributed by members of the Grand Army of the Republic, and but for the work of the Grand Army of the Republic, we would have no history. We have captured Mr. Davis we could never have vindicated our President of many untruths. Does this look like hatred?"

"The North and South already join hands and sing Dixie and America with due respect for each other. Our endeavor to keep the history straight is no reason to believe we do not wish to live together. We will continue to hold up the truth as it is as long as the ignorance of historians give to the world false statements."
 "One feels a sense of inspiration at the very mention of Daughters of the Confederacy. Daughters of America is meaningless. Better have it Daughters of Internationalism. Let us have the work of James Callaway, with his cool and safe judgment, will give us his ideas along the proposed change of 'The Daughters of the Confederacy' to 'The Daughters of the United States.'"
 ANN M. LANE
 Washington, Ga.

Buy Victory Bonds Now.

To the Editor of The Telegraph: Of course it is the plain duty of every person, who has the money, to buy Victory Notes. There is no possible way in which to lose the money, besides a good investment, no taxes required on the investment, no insur-

the Cleveland team leader says "Cleveland's eyes have been opened to the menace of a revolution imported from Europe." Opened after they were, so to speak, blacked.

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Asleep at the Switch.

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BISMARCK certainly overlooked a splendid opportunity to do some well-earning and I-ford-you-coming by passing away when he did.

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Oh, Boy!

I THOUGHT I would tell you about the singing at Crump last Sunday, but my wife said there was no use as you all were there and seen and heard everything for yourself. Never have I seen any more people there than were there Sunday. The best singers of both counties were there. People were there from Corinth and Sattilo, from Savannah to as far west as telephone lines run and newspapers circulate. Crump people know how to handle a crowd like that, too. At noon the table began at a stake and red oak pointer between the church and graveyard, ran north 15 poles to the beginning, thence west 14 degrees north 10 poles to a black gum and hickory pointer, thence east with the old English Chapel schoolhouse lot 15 poles, thence south 54 poles to the beginning, containing everything in Crump more or less. The almanac said the moon was on its last quarter, but Tug Mills filled at 1:15 about the center of the table.—Adamsville (Tenn.) Enterprise.

WE understand, of course, it is only the lady mosquito that does the biting, but as we don't know them well enough to keep them apart we usually swat both ladies and gents with equal fervor and Hunnish glee. And besides that, the latter sing even if they don't bite and that's the main thing we hold against a mosquito anyway.

THESE parlor bolshevs are beneath notice. If we couldn't be a first string assassin and holocauster we wouldn't be one at all.

ONE thing though, you can say for old Hindenburg? He stuck for the finish.

A MEXICAN poet says the angels drink pulque. We don't know about that but we've an idea if you drink pulque it will be long until you are an angel—that is, if you can qualify.

Mr. Suttive Will Have His L'il Pun.

WE don't see why Johnnie Spencer, Old Man Ticker, Duke of Crisp and some body else hasn't called particular attention to the fact that Col. Graves and Mr. Hearst have broken their partnership.—Savannah Press.

OFFHAND we'd say that tank can make almost as much fuss as a newsboy.

Spring Song.

Phew!

OF course it's all right right for the peace delegates to be allowed to save their faces, but at the same time we make so bold as to hope they also save some of the victory the soldiers won over the Germans.

NOW the sticklers for accuracy are telling us the "Lost Battalion" never existed and that Major Whittlesey never told the German officer who asked him to surrender to go to you know where. Somebody's always sticking their nose around in things to make a fellow feel bad.

Polocco!

J. D. S. in The Macon Telegraph says that he is not boasting of anything, but that his peace garden is as far advanced as the w. k. peace conference, by which he undoubtedly means that he is expecting early June "peas," providing, of course, that he keeps an eye on the cutworms which might interfere with present plans.—Dublin Tribune.

THE question is, did Bela Kun get the mon?

MOST of the airy fairy Lillians we see these days do appear to be dressed in a little brief something or other, the name, or names, of which we do not know.

J. D. S.

are doubly under a cloud if they let the next twenty-four hours go by.

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CHARLTON'S FINE SPIRIT.

The Telegraph on Monday commended as a highly notable and worthy achievement the passage of a bond issue by White county, representing the northernmost section of Georgia, pointing out that the good roads and school sentiment was traveling from the mountains to the sea. Close on the heels of White county's vote, where about five thousand people undertook to keep their section abreast of the most modern progress and development, comes the announcement from Charlton on the border line between Georgia and Florida, that she has voted fifty thousand dollars in road bonds. This is to be taken as high evidence of the alertness of the four thousand seven hundred and ninety people of that county, the issue having been voted with less than ten against it.

Charlton has been under a great handicap on account of lack of population and development than any other county in the state. A glance at the map shows her with an irregular outline, giving her great expanse of territory, dipping into Florida. The bond issue just voted was understood to be for the purpose of making possible all the year the Dixie Highway which leads through there into Florida. Charlton has been the subject of more abuse than any other county in the state because of her bad roads. It is made up of sand almost exactly as is the case of Florida, and there is no material anywhere within reach to build a road. Eighteen miles of the Dixie Highway pass through this county. The \$50,000 of bonds, based upon 7 per cent of the taxable values, was the maximum amount she could issue, and for her citizens to be willing to put this entire sum on the Dixie Highway to induce travel, is the highest evidence of their business sagacity and worthiness as neighbors. It is intended that this \$50,000 shall be supplemented by public subscriptions and other-

emotion, without much wonder at himself, that of course the government must take this new industry, this new pursuit and help it until it becomes a commercial pursuit, widespread, established and able to stand on its own feet. And this pioneer work must of course be done pretty largely by the government agencies.

Approval of such a policy will obtain all over the country. It is not unreasonable to presuppose the only lack of vision and confidence in it will be found in the American Congress, where even with the war records of flying machines at hand one Senator said, according to Mr. Praeger, that the mail experiment would not be "even a seven days' wonder." All the rest of us know what is coming and what should come, and we don't want the government to in any way fasten down its part toward hastening the arrival of the great industry and putting into it early that which will stabilize it.

Maid by air it seems will be upon us before we know it. There is reason to believe it is only a matter of months, for instance, before the demonstration service now on between Macon and Montgomery will become a matter of postal routine. The great truck lines are to go into operation almost at once between the large cities, East to West and North to South. The lateral net work lines will follow soon enough. History is rich in ages in which it would have been good to live, but the one in which we are now engaged sees man achieving processes and making them his everyday servants the like of which was thought not so long ago not to be in heaven or on earth, or in the waters under the earth.

ROTARY LEADERS.

The whole city, and men of acquaintance all over Georgia, will greet the announcement of the election of G. F. Oliphant as president of the Macon Rotary Club, succeeding R. Holmes Mason, whose record for successful service will live as long as Rotary is remembered in Macon, with a peculiar felicity. Mr. Oliphant has been known to some men in whom the knowledge was not lost or allowed to die of inanition, as one of the finest minds in Macon. No man has more securely and certainly caught the spirit of Rotary, that larger spirit which is to serve everything but self to such an extent as to acquiesce voluntarily and needs no further serving, than he. His service within the club has been steady, high and faithful and with a fine inspirational quality. Now he is selected for the presidency he enters the service of the whole community—because that is the Rotary is nowadays.

Not a Rotary man is an inferior citizen of Macon but will survey the stepping down of Holmes Mason by virtue of that rule which permits no president to succeed himself, without mixed feelings. There is the feeling of regret that his exceptional and splendid qualities of leadership are being removed from official position for a time, coupled with the deep sense of gratification that of all men should have been at the helm during the period when Macon needed all Rotary had to give, its best service, its ready leadership and its continuing enthusiasm to do anything it was asked to do. His peculiarly individualistic personality found itself in the place of all places at the time of all times, and he so impressed Rotary on the city as a public servant of all interests that it would never be allowed by Macon to be a whole to dry-rot no matter what might happen to it internally. We all know now that an asset it is.

WHERE WORST MEETS WORST.

From the New York Post.
Bolshevism has invaded Turkey. Now to see which will be contaminated, the Bolshevik or the Turk.

BUT HE'S WELCOME TO EXERCISE.

From the New York World.
As a candidate for the Republican nomination for President in 1920 Senator Sutherland of West Virginia has the great distinction of standing no chance whatever of winning.

Colonel Holder, the newsman down at the corner, said the story of the cook, having heard a little girl reading about the acoustics at the auditorium, advised her mistress not to go to the "auditorium kase de cooties in the evening" were bad, reminds him of the story of the woman who charged a building in a little town near Macon some time ago.

It seems that the congregation of the Methodist church is to get a larger building, in which to hold their services, and the Baptists were of the same mind and intended to build a committee of Methodists was appointed to wait on the Baptists to discuss for an exchange of buildings. The dicker the Baptists, with great frankness, stated that while the building was all right the acoustics were very poor. "Oh, that's all right," said the Methodist brother, "let us have the building, you can keep the acoustics."

Speaking of Second street, it cannot be denied that it is traversed by more automobilists than any other. A man who has a love for figures undertook last Sunday afternoon to keep tab on these passing given point, and this is how he makes out that more cars pass on Second than any other street or point, unless it is at the Vineville branch:

Reckoning a day at fifteen hours, beginning at 6 in the morning to dark, 156 cars passed each hour, making a total of 2,340. Between 7 and 8 a. m. the cars came in as same at \$1,200 each, would foot up a total of over \$3,000,000 allowing a gallon of gasoline per hour per car at the present price and then other things passing over a pretty good sum for automobiles.

Mail carried on the air-line route from Macon to Montgomery brings to mind the time when the mail was carried in the boot of the old stages of the old time. The line of stages between New York and New Orleans carried the mail to these points as well as points between, and were days and days on the route. Those were the days before envelopes were used, the letter being folded in such a way as to seal the flap with sealing wax.

This sealing wax was in small bars, and the end was held to a lighted candle and melted so that the drop would fall on the desired place. Before this drop cooled a die was pressed on it. This die was made of various designs, more often an initial or coat-of-arms, and a signed ring was used for the purpose. This was also before the day of blotting paper, and the ink was dried by means of fine sand poured over it and allowed to dry.

There were few stamps and the postmaster marked the postage paid on the envelope or address side of the letter. About the only stamps in use were those of the government, and these were sealed with wax. And yet there was no complaint to amount anything. People never dreamed of the changes and improvements to be made as the years went on. They would have laughed at the idea of a letter being carried on a steam railroad train, and if any man had said that mail would some day be carried by ships of the air, he would have been set down as crazy.

That was long ago, and there is not a person in Macon today who conducted his correspondence without a blotting pad or envelope, or even posted a letter by the stage coach line. And while the improvements in writing and writing material have been marvellous, the stages part of it is the same. The ink used was better and more permanent than much of the ink sold this day.

Quill pens were used only, and in some way they were sharpened so well that some of the writing in evidence this day, as shown on books and old letters, looks as though written by the finest of steel points. The old-timers had the art sharpening quills and the making of a first class fadless ink down pretty fine.

It would appear as though writing materials and facilities and mail transportation had now reached the very top, there being nothing more to improve, and yet we may be as far behind with all twenty-first century methods of communication as we were when they were limited to the box of sand and the stampless letter, sealed with a drop of hot sealing wax.

There is no telling what this air-line route will do. Who knows but what the planes will be refrigerated and carry peaches from the coast of Mexico to the coast of Canada now as our great-grandfathers were when they were limited to the box of sand and the stampless letter, sealed with a drop of hot sealing wax.

Suffs parrot-like declare—
Yet to that Boston Party
In no way do they compare:
All their taxes went to England,
And no man to England
From those Puritans and Quakers
'Cross the sea was ever sent;
Now do taxes raised in Texas
Go to other States—'tis true;
So do, tell your schoolmarm's proper,
For a better reason try?
This one's so very silly,
They must think they must reflect,
And on little points of history:
The truth not so neglect.
But the cutest reason given
By these dames men so abuse,
Is, "obeying laws they do not make!"
When they do just as they choose.

Just a little word of warning,
Men of Texas, ere we part,
And you'd better heed and ponder,
Take it close under your heart:
Are the women represented?
Come and reason it with me,
And cut out all this nonsense,
For you're on a Balaam spree—
Listen! to an astute talkin'
On a mighty dangerous trail
With a yellier Sinner leadin',
Of the species the female:
Represented? Are they crazy?
Do not swallow quite the hook—
Even fishes in the water
Swim about a bit and look;
Think of Alamo—of Travis—
You feel the thrill of inspiration
At the very mention of the name of the
San Jacinto—Houston's Texans,
How then Greasers they did fix!

Chorus—
And out yonder toward the border,
In the hazy, mystic smoke,
Seems to me I see Sam Houston
And them other old-time folk:
There's McCullough, Baker, Giddings,
Cook and Fisher, Green and Heard—
Lord, how they rise before me
In this warning and this word:
MEN OF TEXAS! Stop and listen,
Think of us that's gone before,
Don't forget your Sidney Johnston
And the boys of Sixty-four—
Sabine Pass, Green Horn and Dowling:
They'd not stand this female bluff,
For the men that MADE Old Texas
Were of better, sterner stuff:
And the sweetest wives and mothers
Who stood proudly at their side,
Found an holy exaltation
At the home-ides to preside.

Oh, will the wimmen vote in Texas
On this twenty-fourth of May?
Somehow we're kinder thinkin'
That them doughboys got er say?
You can't fool them with no gushing,
"It was women won the war!"
They know 'twas men's tough fightin',
And the worst they ever saw;
They'll wake up in the mornin' Texans
With some cussin' good and strong,
And they'll show those misled damsels
That their arguments is wrong!
So keep in the saddle, Texas, and
Hold your stirrup firm and tight,
An' don't let them politicians
Put your wimmen in the light;
They thought the had you sleepin'—
That they had your very goat—
But I'm bettin' odds on Texas,
That REAL MEN will keep the vote.

G. B. E.

Buy Victory Bonds Now.

To the Editor of The Telegraph: Of course it is the plain duty of every person who has the money, to buy Victory Notes. There is no possible way in which to lose the money, besides good interest is paid thereon, no taxes required, and our entire investment is guaranteed to keep up on the investment, which enriches the investor while he sleeps. The government is not asking any sacrifice of the people in this bond matter, but the government guarantees to pay interest upon an investment where failure is impossible. However, the government did ask certain of its citizens to sacrifice for the government their lives, so that those who stayed at home might continue to be free men, and many thousands now sleep beneath the cold earth of France in complying with the call to duty. Now, those who stayed at home, and made their money through the opportunities afforded by the government are now not even asked for any contribution or sacrifice, but the government offers to pay them interest on the money they made while others were sacrificing their lives to protect those who were then engaged in making money. It is either the loan or taxes to the amount sufficient to cover the interest on the loan and get the interest? You can serve your country by buying Victory Notes. Do it now.

Savannah, May 6,

E. S. FULLER.

THE HOMECOMING.

Friday will be a great day for Macon. It will mark the homecoming of the 151st Machine Gun Battalion. The history of this battalion is well known to our readers.

They return as victors amid the shouts of the people.
The arrival on Friday and the line of march and the details have been told by the reporters. All Macon and people of the surrounding cities and visitors from over the State will be here to extend cordial greetings and heartfelt welcome. It will be a happy day for Macon.

The battalion is scheduled to arrive in Macon at 10:30 a. m. Friday morning.
The event will be historical. What a joy to extend a warm welcome to the old companies—the Macon Volunteers, the Floyd Rifles and the Hussars.

IN FRANCE.

The close of the Peace Conference reveals much dissatisfaction.
Japan is mad, and the outburst of the populace against the United States is to be deplored. China is disgruntled, Italy highly displeased. Belgium not satisfied.

Somehow they blame the United States, and express their murmurs against President Wilson.
Questions not involving the United States they hold should have been left to the Allies to settle among themselves. They policy of the United States they regard as dictatorial and officious. All this is a matter to be regretted, for conceivably it could have been avoided by a more modest attitude on the part of the United States delegates.

The cry "new Any" a new ideal, a new era. Even now this suggestion of Mrs. Leary for the name to be United Daughters of America will not give satisfaction, for in the rush to embrace mankind the cry would lead to call it "United Daughters of Internationalism." The United Daughters of the Confederacy is distinctively Southern. Its consecration day (our Memorial Day) is not recognized by the States of the north. Only defeat and our common sorrows, but our organization perpetuates our State self-government. The South fought the greatest battle for the world for State autonomy, and for State self-government. We will retain our United Daughters of the Confederacy without our distinctive work and our distinctive Southern sentiment.

Now to the hatred between the North and South: That is wiped out by the best population of America. The people of the North honor us for our fidelity to our convictions, and our efforts to establish historical facts some of the most valuable information has been contributed by members of our grand organization for the sworn statement of the men who captured Mr. Davis we could never have vindicated our President of many untruths. Does this look like hatred?

The North and the South already join hands and sing Dixie and America with due respect for each other. Our endeavor to keep the history straight is no reason to believe we so frolic some crazy? we will continue to hold up the truth, it is as long as the ignorance of historians give to the world false statements.
We feel the thrill of inspiration at the very mention of the name of the Confederacy, Daughters of America is meaningless. Better have it Daughters of Internationalism than that. I hope that Col. James Callaway, with his cool and safe judgment, will give us the ideas along the proposed change of "The Daughters of the Confederacy."
ANN M. LANE,
Washington, Ga.

Buy Victory Bonds Now.

To the Editor of The Telegraph: Of course it is the plain duty of every person who has the money, to buy Victory Notes. There is no possible way in which to lose the money, besides good interest is paid thereon, no taxes required, and our entire investment is guaranteed to keep up on the investment, which enriches the investor while he sleeps. The government is not asking any sacrifice of the people in this bond matter, but the government guarantees to pay interest upon an investment where failure is impossible. However, the government did ask certain of its citizens to sacrifice for the government their lives, so that those who stayed at home might continue to be free men, and many thousands now sleep beneath the cold earth of France in complying with the call to duty. Now, those who stayed at home, and made their money through the opportunities afforded by the government are now not even asked for any contribution or sacrifice, but the government offers to pay them interest on the money they made while others were sacrificing their lives to protect those who were then engaged in making money. It is either the loan or taxes to the amount sufficient to cover the interest on the loan and get the interest? You can serve your country by buying Victory Notes. Do it now.

Savannah, May 6,

E. S. FULLER.

Please Don't Rush.

To the Editor of The Telegraph: As a music lover and one who appreciates good music even to the last note, I wish to enter still another protest against the uncivil, impolite and unappreciative attitude of the general public attending the Chattanooga entertainments in the unceremonious way in which they have proceeded. Why not wait until the program is finished. It seems to me that a person with properly cultivated taste would be so impressed with the beautiful music he would feel like sitting still for a moment and getting the soulful benefits of this delightful harmony. Instead, however, as soon as it appears that the adjournment is about to arrive everybody begins a harum-scarum shuffle of feet, a rushing of hats and pell-mell circus rush for the exits. Why can't we rise to the aesthetic heights demanded by the occasion and conduct ourselves accordingly? appeal for an observance of the amenities of the occasion. Let's not prove ourselves a lot of rabble. I hold a season ticket and would like to feel that I am going to be allowed to enjoy it to the utmost.

WOMAN MUSIC LOVER.

Macon, May 7.

CAN'T FOOL 'EM ALL THE TIME.

From the Charleston News and Courier.
Bolshevism is showing signs of disintegration. Lenin is an able man, but we never observed it could have been avoided by his followers that it isn't really necessary to eat

OFFICIAL SUMMARY OF PEACE TREATY PRESENTED TO ENEMY

(Continued from Page Four.)

ered eleven and under all treaties and arrangements with the Sherifian empire. She undertakes not to intervene in any negotiations as to Morocco between France and other powers, except all the consequences of the French protectorate and renounces the capitulations, the Sherifian government shall have complete liberty of action in regard to German nationals and all German protected persons shall be subject to the common law. All movable and immovable German property, including mining rights may be sold at public auction from the repatriation account. Germany is also required to relinquish her interests in the state bank of Morocco. All Moroccan goods entering Germany shall have the same privilege as French goods.

EGYPT—Germany recognizes the British protectorate over Egypt declared on December eighteenth, nineteen hundred fourteen, and renounces as from August fourth, nineteen hundred fourteen, the capitulation and all the treaties, agreements, etc., concluded by her with Egypt. She undertakes not to intervene in any negotiations about Egypt between Great Britain and other powers. There are provisions for jurisdiction over German nationals and property and for German consent to any changes which may be made in relations to the commission of public debt. Germany consents to the transfer to Great Britain of the powers given to the late sultan of Turkey for securing the free navigation of the Suez canal. Arrangements for property belonging to German nationals in Egypt are made similar to those in the case of Morocco and other countries. Anglo-Egyptian goods entering Germany shall enjoy the same treatment as British goods.

TURKEY AND BULGARIA—Germany accepts all arrangements which the Allied and Associated Powers make with Turkey and Bulgaria with reference to any right, privileges, or interests claimed in those countries by Germany of her nationals and not dealt with elsewhere.

SHANTUNG—Germany cedes to Japan all rights, titles and privileges, notably as to Kiao Chow, and the railroads, mines and cables acquired by her treaty with China of March 1897, and other agreements as to Shantung. All German rights to the railroad from Tsingtao to Tsinanfu, including all facilities and mining rights, and rights of exploitation, pass equally to Japan, and the cables from Tsingtao to Shanghai and Che Foo, the cables free of all charges. All German state property, movable and immovable, in Kiao Chow, is acquired by Japan free of all charges.

MILITARY, NAVAL AND AIR CLAUSES OF TREATY.

SECTION SIX: MILITARY, NAVAL AND AIR—In order to render possible the initiation of a general limitation of the armaments of all nations, Germany undertakes directly to observe the military, naval and air clauses which follow:

MILITARY FORCES—The demobilization of the German army must

work on the southern and eastern frontiers, however, as remains. Interim commissions of control will see to the execution of the provisions for which a time limit is set, the maximum being three months. They may establish headquarters at the German seat of government and go to any part of the French protectorate and give them complete facilities, pay their expenses and also the expenses of execution of the treaty, including the labor and material necessary for demolition, destruction or surrender of war equipment.

NO LONGER TO BE A NAVAL POWER.

NAVAL: The German navy must be demobilized within a period of two months after the peace. She will be allowed six small battleships, six light cruisers, twelve destroyers, twelve torpedo boats, and no submarines, either military or commercial. With a personnel of fifteen thousand men, including officers, and no reserve force of any character. Conscription is abolished, only voluntary service being permitted, with a minimum period of 25 years service for officers and twelve for men.

No member of the German mercantile marine will be permitted any naval training.

All German vessels of war in foreign ports and the German high sea fleet interned at Scapa Flow, will be surrendered, the final disposition of these ships to be decided upon by the Allied and Associated powers. Germany must surrender forty-two destroyers, fifty modern torpedo boats, and all submarines, with their salvage vessels, all war vessels under construction, including submarines, must be surrendered. War vessels not otherwise provided for are to be placed in reserve or used for commercial purposes. Replacement of ships except those lost can take place only at the end of twenty years for battleships and fifteen years for destroyers. The largest armored ship Germany will be permitted will be ten thousand tons. Germany is required to sweep up the mines in the North Sea and the Baltic Sea as decided upon by the Allied and Associated powers. All German fortifications in the Baltic defending the passages through the belts must be demolished. Other coast defenses are permitted, but the number and calibre of the guns must not be increased.

During a period of three months after the peace German high power wireless stations at Nauen, Hanover and Berlin will not be permitted to send any messages except for commercial purposes and under supervision of the Allied and Associated Governments, nor may any more be constructed.

Germany will be allowed to repair German submarine cables which have been cut, but are not being utilized by the Allied Powers, and also portions of cables which after having any part been removed, or at any rate not being utilized by any one of the Allied and Associated Powers. In such cases the cables or portions of cables removed or utilized remain the property of the Allied and Associated Powers, and accordingly fourteen cables or parts of cables are specified, which will not be restored to Germany.

AIR: The armed forces of Germany must not include any military or naval air forces except for not over one hundred unarmed seaplanes to be re-

submarine mines. No dirigible shall be kept. The entire personnel is to be demobilized within two months, except for one thousand officers and men retained till October. No aviation grounds or dirigible sheds are to be allowed within one hundred and fifty kilometers of the Rhine or the eastern or southern frontiers, existing installations within these limits to be destroyed. The manufacture of aircrafts and parts of aircraft is forbidden for six months. All military and naval aeronautical material under a most exhaustive definition must be surrendered within three months,

except for the hundred seaplanes already specified.

PRISONERS OF WAR—The repatriation of German prisoners and interned civilians is to be carried out without delay and at Germany's expense by a commission composed of representatives of the Allies and Germany. Those under sentence for offenses against discipline are to be repatriated without regard to the completion of their sentence. Until Germany has surrendered persons guilty of offenses against the laws and customs of war, the Allies have the right to retain selected German

officers. The Allies may deal at their own discretion with German nationals who do not desire to be repatriated, all repatriation being conditional on the immediate release of any Allied subjects still in Germany. Germany is to accord facilities to commissions of inquiry in collecting information in regard to missing prisoners of war and of imposing penalties on German officials who have concealed Allied nationals. Germany is to restore all property belonging to Allied prisoners. There is to be a reciprocal

(Continued on Page Seven.)



Dressy Young Men

We want you to see this new 'express' shipment of nobby Suits. Beautiful light checks of velvet softness. Plain gray, blue Serge, and mixtures. They are elegantly tailored and the Coats are quarter lined with pretty two-toned silk—the seams are Silk piped. These garments are styled upon most fetching models and are surely attractive. The prices cannot be duplicated within ten dollars of our marking. See for yourself.

F. C. BENSON CO.

"THE SQUARE DEAL STORE"

Phone 4336.

566 Cherry St.

STILL DRIVE IS SUCCESS

Elbert Officers Making It Hot for Makers of Liquor.

ELBERTON, May 7.—The county officers have been making diligent search during the past few days for stills in the county. Saturday a big still on the Savannah river was destroyed by Deputy

Sheriff Haley, though no arrests have yet been made. Last night another still was located and 500 gallons of beer in a state of fermentation was destroyed. One negro has been arrested. But it is thought that the still really was owned by another person and the officers are endeavoring to secure sufficient evidence to warrant further arrests.

A hockey team of New Zealand women is soon to start on a tour of the world.



RUBY BOYD

a colored girl of Atlanta, says there is nothing in the world like Nelson's for improving the hair, making it soft and easy to manage.

Send us your photograph if you use NELSON'S.

"NELSON'S will make you proud of your hair."

If you want to take the curl out of stubborn, unruly hair, just try

Nelson's Hair Dressing

Nelson's is the original and genuine high-grade hair dressing—the choice of particular colored people all over the United States for over 20 years. It is sold and recommended by drug stores everywhere.

You will find Nelson's splendid for making your hair long, smooth and glossy.

Take this advertisement to the drug store, and be sure to get the genuine NELSON'S.

Nelson Manufacturing Co., Inc.
RICHMOND, VA.

Bitter or Better Baking

A letter makes a great difference in a word. A word makes a great difference in baking powders.

If the little word "alum" appears on the label it may mean *bitter* baking.

If the word ROYAL stands out bold and strong, it surely means **BETTER** baking.

This is only one reason why it pays to use

Royal Baking Powder

Absolutely Pure

Made from Cream of Tartar derived from grapes

Royal Contains No Alum—

Leaves No Bitter Taste

The Merritt Hardware Message

PAINT MORE SCRUB LESS

Bare wood floors absorb grease and dirt. No amount of scrubbing will keep them absolutely clean.

Paint protects floors, does not absorb dirt; no trouble to clean and is absolutely sanitary and pleasing in appearance.

ACME QUALITY FLOOR

bilization of the German army must take place within two months of the peace. Its strength may not exceed 100,000, including 4,000 officers, with not over seven divisions of infantry and three of cavalry, and to be devoted exclusively to maintenance of internal order and control of frontiers. Divisions may not be grouped under more than two army corps headquarters staffs. The great German general staff is abolished. The army administrative service, consisting of civilian personnel not included in the number of effectives, is reduced to one-tenth the total in the 1913 budget. Employees of the German states, such as customs officers, first guards and coast guards, may not exceed the number in 1913. Gendarmes and local police may be increased only in accordance with the growth of population. None of these may be assembled for military training.

ARMAMENTS—All establishments for the manufacturing preparation, storage or design of arms and munitions of war, except these specifically excepted, must be closed within three months of the peace and their personnel dismissed. The exact amount of armament and munitions allowed Germany is laid down in detail tables, all in excess to be surrendered, or rendered useless. The manufacture of importation of asphyxiating, poisonous or other gases and all analogous liquids is forbidden, as well as the importation of arms, munitions, and war materials. Germany may not manufacture such materials for foreign Governments.

CONSCRIPTION—Conscription is abolished in Germany. The enlisted personnel must be maintained by voluntary enlistments for terms of twelve years, the number of discharged before the expiration of that term not in any year to exceed 5 per cent of the total.

hundred unarmed seaplanes to be retained till October 1, to search for

CAPUDINE



LIQUID
QUICK RELIEF
NO ACETANILIDE
NO DOPE
NO BOOZE
IT'S RELIABLE FOR
HEADACHE

Skin Sufferers!

You will sigh with relief at the first magic touch of D. D. D., the soothing wash of oils. Many of our customers thank us for this advice. You will too. Try D. D. D. We guarantee the first bottle, 85c, 60c and \$1.00. Ask for D. D. D. today.

D. D. D.
THE Lotion for Skin Disease
TAYLOR-BAYNE DRUG COMPANY





Nelson's is the original and genuine high-grade hair dressing—the choice of particular colored people all over the United States for over 20 years. It is sold and recommended by drug stores everywhere. You will find Nelson's splendid for making your hair long, smooth and glossy.

Take this advertisement to the drug store and be sure to get the genuine NELSON'S

Nelson Manufacturing Co., Inc.
RICHMOND, VA.

The Merritt Hardware Message

PAINT MORE SCRUB LESS

Bare wood floors absorb grease and dirt. No amount of scrubbing will keep them absolutely clean.

Paint protects floors, does not absorb dirt; no trouble to clean and is absolutely sanitary and pleasing in appearance.

ACME QUALITY FLOOR PAINT

is only one of the many Acme Floor Covers in the paint line. We have Stains, Varnishes and Wax.

What to use, how much will be required, and how the work should be done is covered in our Paint literature, free for the asking.

Your inquiry solicited.

Don't Forget "Merritt Service"
It's the Best in the Hardware Business

Merritt Hardware Co.
Wholesale and Retail

One Block From Terminal Station.

Office Phone 736

Store Phones 101 and 2876

passing to Japan, and to construct from Tsingtao to Shanghai and Che Foo, the cables free of all charges. All German state property, movable and immovable, in Germany, acquired by Japan free of all charges.

MILITARY, NAVAL AND AIR CLAUSES OF TREATY.

SECTION SIX:
MILITARY, NAVAL AND AIR—

In order to render possible the initiation of a general limitation of the armaments of all nations, Germany undertakes directly to observe the military, naval and air clauses which follow:

MILITARY FORCES—The demobilization of the German army must take place within two months of the peace. Its strength may not exceed 100,000, including 4,000 officers, with not over seven divisions of infantry and three of cavalry, and to be devoted exclusively to maintenance of internal order and control of frontiers. Divisions may not be grouped under more than two army corps headquarters staffs. The great German general staff is abolished. The army administrative service, consisting of civilian personnel not included in the number of effectives, is reduced to one-tenth the total in 1918. Gendarmes and local police may be increased only in accordance with the growth of population. None of these may be assembled for military training.

ARMAMENTS—All establishments for the manufacturing preparation, storage or design of arms and munitions of war, except those specifically excepted, must be closed within three months of the peace and their personnel dismissed. The exact amount of armaments and munitions allowed Germany is laid down in detail tables, all in excess to be surrendered, or rendered useless. The manufacture of importation of asphyxiating, poisonous or other gases and all analogous liquids is forbidden, as well as the importation of arms, munitions, and war materials. Germany may not manufacture such materials for foreign Governments.

CONSCRIPTION—Conscription is abolished in Germany. The enlisted personnel must be maintained by voluntary enlistments for terms of twelve years, the number of discharged before the expiration of that term not in any year to exceed 5 per cent of the total effectives. Officers remaining in the service must agree to serve to the age of 45 years and newly appointed officers must agree to serve actively for 25 years.

No military schools, except those absolutely indispensable for the units allowed shall exist in Germany two months after the peace. No associations, such as societies of discharged soldiers, shooting or touring clubs, educational establishments or universities may occupy themselves with military matters. All measures of mobilization are forbidden.

FORTRESSES—All fortified works, fortresses and field works situated in German territory within a zone fifty kilometers east of the Rhine will be dismantled within three months. The construction of any new fortifications there is forbidden. The fortified



Children smile when they take

FOLEY'S HONEY-TAR

- 1st. It tastes good.
- 2nd. It makes them feel good.
- 3rd. It will turn a distressed, fretful child into a happily smiling one.

Because it is just what children ought to have for feverish colds, coughs, croup, "snuffles" and heavy, wheezy breathing. It puts a healing, soothing, coating on a feverish, inflamed, tickling throat, and it stops coughs quickly. It is good for croup, too. It contains no morphine, chloroform, or other drug that you would not like to give to young children, and it is just as effective for grown-ups.

governments, not constructed. Germany will be allowed to repair German submarine cables which have been cut, but are not being utilized by the Allied Powers, and also portions of cables which after having been cut have been removed, or at any rate not being utilized by any one of the Allied and Associated Powers. In such cases the cables or portions of cables removed or utilized remain the property of the Allied and Associated Powers, and accordingly fourteen cables or parts of cables are specified, which will not be restored to Germany.

AIR—The armed forces of Germany must not include any military or naval air forces except for not over one hundred unarmed aeroplanes to be retained till October 1, to search for

CAPUDINE


LIQUID
QUICK RELIEF
NO ACETANILIDE
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NO BOOZE
IT'S RELIABLE FOR
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You will sigh with relief at the first magic touch of D. D. D., the soothing wash of oils. Many of our customers thank us for this advice. You will too. Try D. D. D. We guarantee the first bottle, 25c, 50c and \$1.00. Ask for D. D. D. today.

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Absolutely Pure

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Royal Contains No Alum—
Leaves No Bitter Taste



BACK HOME!

Oh, Boy!
You can't beat good old

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MILWAUKEE
—BARMA

The beverage of quality.
Made by Blatz,—Milwaukee, Wis.

Distributed by
WINCHESTER-MOORE CO.
Successors to
B. S. MATHEWS CO.



Dixie Highway

May 9th. 1919.

My dear Judge :

Enclosed please find a thousand dollars, as per our conversation of yesterday, which you may use in any way necessary to make a survey of the link between Cincinnati and Chattanooga.

The Speedway office will send on your tickets as soon as the Admissions are off the press.

Yours -

CGF:R

Judge M. M. Allison,
Chattanooga,
Tennessee.

W. T. ANDERSON, Pres't and Editor
F. T. ANDERSON, V. Pres't and Gen'l Mgr. R. R. DUNWODY, Sec'y and Treas.

THE MACON DAILY TELEGRAPH
Macon Telegraph Publishing Co., Publishers
MORNING AND SUNDAY

May 10, 1919

Mr. Carl G. Fisher,

Indianapolis, Ind.

My dear Carl:

You remember where the lunch which Mrs. Anderson fixed up for you bounced out of the car down between Waycross and Folkston. Enclosed is page from the Telegraph with editorial marked in reference to Charlton County. This is the county that borders the dividing river between Georgia and Florida. I have no doubt it will bring great joy to you to learn of the substantial progress that this county has made in voting these bonds. It will be necessary to augment the amount she has voted by voluntary subscriptions of \$25,000. The eighteen miles of Dixie Highway will cost \$150,000., and as the county could only issue \$50,000. in bonds, we shall have to raise \$25,000. by subscription and then get the Government to match the \$75,000.

The other counties below Waycross have already made their plans for permanent improvement.

Yours very truly,

W. T. Anderson
et

Enc.

May 12th, 1919.

Mr. W. T. Anderson,
Macon Daily Telegraph,
Macon - Georgia.

Dear Bill:

I have yours of the 10th regarding the proposed improvements in Charlton County. I would be very willing to donate five thousand dollars to a half mile of this road if the Federal Aid or some other part of the Appropriation will donate the balance to make this particular half mile of concrete. I am very much against donating funds for semi-permanent roads - and another thing : I think that a half mile of concrete road in that country where thousands of people have never seen a concrete road, would give them a splendid idea of the wearing surface of a concrete road and a comparison in the next few years of the actual cost in road building.

A first class concrete road can be built for two dollars a square yard, and a road in the country district such as I would like to see would not necessarily have to be over 12-feet wide, so that ten thousand dollars should easily build a real sample, a half mile long. I will leave the funds entirely under your disposal if you can make these arrangements.

If you should decide to come up to the Races, we will be very glad to see you.

Yours very truly,

CGF:R

THE MACON DAILY TELEGRAPH

Macon Telegraph Publishing Co., Publishers

MORNING AND SUNDAY

May 24, 1919

Handwritten notes in the top right corner:
A vertical list of 'n' characters with horizontal lines through them, and a large '8' written to the right.

Mr. Carl G. Fisher,
Indianapolis, Ind.

My dear Carl:

Your letter May 12, reached me just prior to my departure for Chattanooga to attend meeting of the Directors of the Dixie Highway Association. I have not had opportunity to handle this, but am taking it up to-day for the purpose of seeing what can be worked out on it and will inform you as early as possible.

Judge Patterson, who was a guest of your house with me and who is chairman of the Georgia Highway Department, has worked very zealously on this Charlton County road ever since we converted him from Bolshevism the day you took him for the fast ride down Biscayne Bay. He insists that the road in contemplation will be a permanent one. However, I have written him as to your views and outlined your proposition as to furnishing \$5000. toward a half mile of concrete highway as a sample. I shall get him to write me just what construction he has in contemplation. One cement company has offered to subscribe \$500. toward this half mile in the shape of a discount from its bill in the event it furnishes the cement. It is claimed that the half mile would be very expensive if it was the only work to be done by reason of the necessity for placing their heavy equipment and there would not be sufficient mileage to absorb or distribute the cost of moving this equipment to and from the job. I shall keep you informed.

I thank you for the "privilege" extended of coming to Indianapolis to the races. It seems to me that the event should be the greatest ever judging by the unusual activity of the public pulse in matters of this kind now that the restrictions are off. I hope they will be a great success and if I find later that it is possible for me to come I shall be seeing you.

Yours very truly,

W. T. Anderson

MOBILE ASSOCIATION

May 26th, 1919.

Mr. A. G. Batchelder,
American Automobile Association,
Washington, D. C.

Dear Batch :

I have copy of your letter to Judge M. M. Allison. If there ever lived a hard-working, painstaking road builder, it is Mike Allison of Chattanooga. If we had selected any other man of a million for President of the Dixie Highway, we probably would have gotten nowhere. The people in the South are rather clamish and they have to have one of their own folks preach to them, curse them and exhort them.

The biggest thing that anybody can do right now in road building is to get a first class road across the Cumberland Mountains between Cincinnati and Chattanooga. We have no hears of the road South of there being taken care of, but this road over the Cumberlands passes thru poor territory, with poor people who haven't seen the light, and not only haven't seen the light but haven't the cash.

I have often thought that if the right fellow would present on paper an attractive and true picture of the Cumberland Mountains and what could be done to the South by opening up the road across them - if handed to Henry Joy at the right time, he might himself build this road. Ford has been waiting for a long time to spend five, ten or fifteen million dollars in some memorial to himself and the Ford Company. He promised me at one time ten dollars on every Ford car that he built for three years or until the Lincoln Highway was finished - and then somebody talked him out of it. I almost had his signature to this proposition. Haven't you somebody in your office who could prepare the proper papers to be submitted to Ford for consideration? Pictures of the roads as they are and as they could be, would have to be fitted into a pamphlet, or an album, say. You have plenty of photos that will fit the occasion without taking a single extra one.

The biggest part of the South might just as well be a foreign country as far as the automobile is concerned. The average automobile is almost a wreck by the time it gets over the Cumberlands.

I would like to donate two or three hundred dollars for some longheaded gunshoe artist of about your calibre to pick out a bookworm to handle this proposition - and then let me go up to Detroit and take

Mr. A. G. Batchelder. #2. May 26th, 1919.

another whirl at Ford. In other words, I would like to gamble two or three hundred dollars against a ten million dollar road that is probable. Hardly probably, but still possible.

Some day somebody will get Ford to sign his name to something that will cost ten or fifteen million dollars - and he will pay it gladly and be tickled to death. It may be a Hospital or a College - and it may be a road across the Cumberland Mountains.

Yours very truly,

CGF:R

May 26th, 1919.

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American Automobile Association,
Washington, D. C.

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Mr. A. C. Batchelder. 22. May 26th, 1919.

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Some day somebody will get Ford to sign his name to something that will cost ten or fifteen million dollars - and he will pay it gladly and be tickled to death. It may be a Hospital or a College - and it may be a road across the Cumberland Mountains.

Yours very truly,

CCF:R

Dixie Hwy

June 2nd, 1919.

Price and Price,
Miami, Florida.

Gentlemen :

Replying to yours of the 30th : I am planning on leaving here Wednesday night and will be in Miami Saturday morning. I must leave Miami in time to be in Indianapolis on the 18th because I must leave Indianapolis in time to be in Cincinnati on the 21st to leave with the directors of the Dixie Highway for an inspection of the eastern leg of the Dixie Highway between Cincinnati and Chattanooga. This inspection trip has been postponed twice and it must be handled quickly now if we are to get this part of the road in shape for tourists to Miami during the winter season.

I am in hopes that our case can come to trial while I am in Miami. Otherwise I would have to make another trip back there after the inspection of the Dixie Highway. Do the best you can for me to have the case come up next week.

Yours very truly,

CGF:R

M. M. ALLISON, PRESIDENT
C. H. HUSTON, VICE-PRESIDENT

W. R. LONG, SECRETARY & TREASURER
V. D. L. ROBINSON, ASSISTANT SECRETARY

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SOUTH CAROLINA
T. P. COTHRAN

CHATTANOOGA, TENNESSEE

July 18th., 1919.

Mr. Carl G. Fisher,
Indianapolis, Ind.

Dear Mr. Fisher:-

We are pleased to report that work on the Dixie Highway between Michigan and Florida is progressing in a very satisfactory manner and within twelve months we expect to have one or both divisions through the Cumberland Mountains of Kentucky and Tennessee open for all year round travel. Your attention is called to the enclosed statements regarding the western division from Nashville to Chattanooga and the eastern division from Cincinnati to Knoxville.

We are very glad to further advise you that the financial arrangements have been completed for the construction of the Carolina Division from Knoxville to Asheville and for the removal of the sand barrier between Waycross and Jacksonville. During the next twelve months we expect to start the construction of concrete on a large part of the mileage of the Dixie Highway through Georgia.

We are concentrating our attention right at this time on the reconstruction of sections of the highway between Chattanooga and Atlanta, Louisville and Nashville and from Richmond and Cincinnati. Every day brings new victories along this line. We have just been advised that Rutherford County, Tennessee, of which Murfreesboro is the county seat, is preparing to issue bonds to resurface their old pike with at least a semi-permanent material.

Appreciating your interest in the work the association is doing, we want to take this opportunity of giving you a brief insight into the progress we are making.

Very truly yours,

V. D. Robinson
SECRETARY.

Dixie Highway

July 22nd, 1919.

Judge M. M. Allison,
Hamilton National Bank Bldg.,
Chattanooga, Tennessee.

Dear Mike :

I have yours of the 17th : You know what I think of all the rock and all the material they have in Tennessee for the roads and the fact that the people there won't even pick up the rock along the road and throw it into the holes - and when I think of all the mudholes we went thru before we got to Jellico - well - it wouldn't do for me to put it on paper.

I am going to switch my donation of \$5000 to that county in Georgia that voted every damned cent they have and are actually going to do something. Really, some of the people of Tennessee ought to be ashamed of themselves at the roads they have.

Our friend Wiley can give us a lift and I think he will. I am going to invite him up for a little trip within the next two weeks, and during that time I am either going to get him to promise to absolutely fill that road or I am going to throw him in the Lake.

Of course I would be delighted at any time to deal out five thousand dollars to that Highway between Cincinnati and Chattanooga to help make a permanent piece of road that can be used in the Winter time - And any time they have to have five thousand dollars for one particular spot when the balance of the road has been completed, you can call on me for \$5000 and get it. BUT I'M DAMNED IF I AM GOING TO GIVE UP FIVE THOUSAND DOLLARS TO A BUNCH OF PEOPLE WHO WON'T HELP THEMSELVES.

Yours very truly,

GCF:R

Dixie Highway

August 6th, 1920.

Judge M. W. Allison,
President, Dixie Highway Ass'n,
Chattanooga, Tennessee.

Dear Judge Allison:-

You remember some time since I talked to you about a will in which I expressed a desire to leave a third of whatever wealth I may be possessed of at the time of my death to the Dixie Highway Association.

I would like to cancel this clause I refer to in my will and agree with the Association to subscribe at least Twenty-five Hundred Dollars, (\$2,500) a year for a period covering the next ten years.

If my affairs at Miami turn out, from year to year, as I hope they will, I can increase these subscriptions.

Let me hear from you.

Yours very truly,

GFG:EM

H.H. ALLISON

J.J. LYNCH

I.G. PHILLIPS

LAW OFFICES OF
ALLISON, LYNCH & PHILLIPS
SUITE 615
HAMILTON NATIONAL BANK BUILDING
CHATTANOOGA, TENNESSEE

August 9, 1920.

Mr. Carl G. Fisher,
Indianapolis, Ind.

Dixie Hwy

My Dear Carl:-

Replying to your favor of August 6th.

Do you believe in mental telepathy? If you do not, then how do you explain the fact that for two or three weeks I have had in mind to write you, suggesting a revocation of that clause in your will covering your bequest to the Dixie Highway Association.

While I can think of no greater service to the general run of humanity, I get disheartened when I consider the lack of interest in this proposition.

A year ago we passed a resolution to dedicate at least one of the divisions this fall. Clark Howell secured the acceptance of the governors of all the states to accompany us on this trip of dedication, and we have been hammering at the people along the line to get ready, trying to appeal to their civic pride and show them what it would mean to fall down, and in most cases they have pursued the even tenor of their way, showing that they don't give a damn whether the roads are ever finished or not.

We had our state bond issue won two years ago and the Governor double crossed us right at the last and a poor makeshift of a road law was passed. In the heat of passion I broke into the Governor's private sanctuary and called him all kinds of names I could lay my tongue to. I thought at the time this would be disastrous, but I found it had a rather beneficial effect in that the new Highway Commission seemed to be willing to do anything they could for us within the limits of the highway bill. We secured sufficient appropriation to build up all the gaps in Tennessee on both divisions. I have been absolutely confident that the result would be reached in Tennessee this fall; the work, however, is moving so slowly that it looks

LAW OFFICES OF
ALLISON, LYNCH & PHILLIPS
SUITE 615
HAMILTON NATIONAL BANK BUILDING
CHATTANOOGA, TENNESSEE

August 9, 1920.

2-

C.G.F.

like it will run over in another year. After all this is done and traffic is turned on it, the road will last about thirty minutes figuratively speaking.

On my return from Florida I submitted to the Governor and the Highway Commission the idea I got from you of having at least a half a mile of each kind of permanent road construction on some prominent road leading out of each of the larger cities in order to have a practical demonstration of the durability of various road materials. The Governor agreed with me that it was an excellent plan and that he would see that it was carried out. Not a thing has been done along this line, notwithstanding I have repeatedly called his attention to it.

When I think how little we had to go on when we started out and the results accomplished, and then consider the additional advantages we have now with both State and Federal funds, neither of which were available then, I feel like it would be a crime to let up, and yet the great majority of the people who would reap the greatest benefits, take absolutely no interest. Enough, however, of this pessimistic side. Our legislature convenes again in January and we will make one more effort to secure State Bond Issue, and I think at last the country is aroused to the absolute necessity for additional transportation facilities that this public feeling will get some results from Congress, so we will drag along awhile longer.

I started out to write you about your will; our filing stenographer is on a vacation and I never can find anything in the office. My recollection is the provisions with reference to the Dixie Highway Association and the Lincoln Highway Association were embodied in a codicil. If I am correct in this, and you want the provision with reference to the Lincoln Highway to remain

August 9, 1920.

3-

C.G.F.

as it is, you can attach an additional codicil, revocating that part which applies to the Dixie Highway Association, and let that fund revert to your residuary estate. If you should want to revoke that provision applicable to the Lincoln Highway, a destruction of the codicil would amount to a revocation and would obviate the necessity of an additional codicil.

If you will send me a copy of your will and the codicil, and outline your wishes in the matter, I will take pleasure in putting it in legal shape for you.

With regards to Mrs. Fisher, I am

Sincerely yours,

M. Mallison

MMA/B

Robinson has left me for a better job and I'm having to worry over the details of his last will partially accounts for the pessimism I have a man on the road trying to raise some money + until others show the proper interest I cannot accept further contribution from you +
MMA

FOLLOW THE MIAMI ROAD SIGNS TO THE

MIAMI MOTOR CLUB

Affiliated with the

FLORIDA STATE AUTOMOBILE ASSOCIATION

and



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S. A. BELCHER
THOS. J. PANCOAST
Treasurer
GUY W. LIVINGSTON
Managing Secretary
CHARLES O'CONNOR

August 13, 1919.

Dixie Hwy

Mr. Carl G. Fisher,
Indianapolis, Ind.,

My Dear Mr. Fisher:-

You of course know of the two big issues of the Dixie Highway Magazine that are to be issued in October and November, boosting Miami and Miami Beach.

We expect to carry advertisements for every hotel and apartment house in the city and on the beach in this series of issues, and feel sure that you will want the Lincoln Hotel represented by a good sized space.

Enclosed you will find an advertising order blank in duplicate form, with rates on the reverse side. We should greatly appreciate your order for a page or half-page advertisement, and are sure that you will find these issues beneficial as an advertising medium, beside helping in the booster program.

Thanking you for your order, and assuring you that we are always glad to be of service to you, we are,

Very truly yours,

MIAMI MOTOR CLUB.

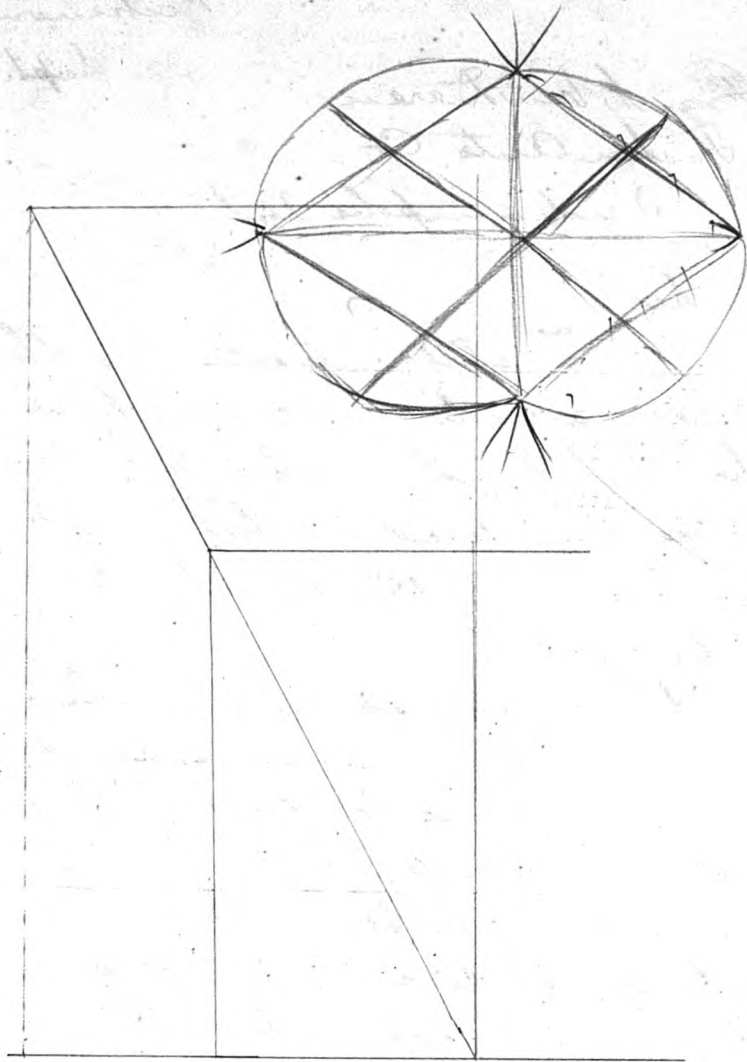
[Signature]

P.S. All advertising is being handled through this office, and orders should be submitted to us instead of to the Dixie Highway Association.

*1/2 page
3 issues
J.P. Cut*

Ordered 8/23

Vain





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SECURITY BUILDING
GRAND AVE. AT SECOND ST.
TELEPHONE GRAND 724Aug 20th 1919

Mr. Carl S. Fisher

Indianapolis

Dear Sir

Being a "Dixie Highway"
and general good roads booster - I
try you to outline to me - the best route
for me to follow on a tour to Florida.

My intention is to leave here
on Sept 15th, and have heard so much
regarding the poor roads in Ky. + Tenn.
have become discouraged - therefore am
asking you - who knows - for advice -

Thanking you in advance
and hoping that I may be called upon
to reciprocate I remain

Yours Truly

Max Leidersdorf

August 22nd, 1919.

Mr. Max Leidersdorf,
Security Building,
Milwaukee, Wisconsin.

Dear Sir :

Replying to yours of the 20th : The route from here to Miami is about 1500 miles. There are about 1200 miles of good road and about 300 miles, altogether, of indifferent roads, some 65 or 70 miles of which road is very bad. Altho' a great deal has been done to the Dixie Highway in three or four years, there is an enormous lot of work yet to do to make a first class Highway.

The trip South, however, is very pleasant and if you take it easily and don't worry, you will undoubtedly enjoy the trip in spite of the bad stretches. You can get thru with any kind of an automobile if you don't try to rush it.

The best route is from here over the Dixie Highway to Louisville, which is a very good road ; from Louisville to Nashville is also very good road ; from Nashville to Chattanooga about two-thirds of the road is good and one-third is bad ; from Chattanooga as far south as Macon, Georgia, the roads are good ; from Macon to Waycross the road is fair - and from Waycross to Jacksonville the road is Hell ; Jacksonville to Miami, a distance of 365 miles, with the exception of possibly 30 or 32 miles, the road is very good. The last 125 miles of the road from Stuart, Florida, into Miami is a boulevard - nothing finer in the United States.

When you get to Miami you will find the finest Winter Resort in the world - nothing like it at any other place for climate or beauty. I am very much interested in Miami and go there every year - and am sending you under separate cover, by express, a bunch of booklets on Miami Beach and Miami, which I hope will interest you.

I will be in Miami myself about November first, and will be very glad to see you.

Yours very truly

CCF:R

THE MACON DAILY TELEGRAPH

MACON TELEGRAPH PUBLISHING CO.

PUBLISHERS

MORNING AND SUNDAY

Aug. 27, 1919

Mr. Carl G. Fisher,

Indianapolis, Ind.

My dear Carl:

I did not suspect when we were bumping through Kentucky and you were making numerous inquiries as to the development of Kentucky asphalt that you had any idea of making this a marketable commodity. However, I agree with you fully that there is the greatest road building program in the United States that we shall see for another century, and your interest in this particular industry is but another indication of your business sagacity.

I do not know that there are any financial heavy weights in Macon who could be interested in this proposition, but when you get it in shape I shall be very glad to hear from you about it and see what can be done.

Yours very truly,



September 4th, 1919.

Mr. W. T. Anderson,
Macon Daily Telegraph,
Macon, Georgia.

Dear Bill :

I have just concluded negotiations today which will give me practically a one-fifth interest in the Kentucky Rock Asphalt Company.

This Company is getting out about six to ten thousand tons of this material a month. Under certain conditions it is a very much better road material than concrete or brick - very much easier to repair and particularly in the southern states where it does not get an extremely heavy freeze. We had one of our city streets here paved of this material, which stood for fifteen or eighteen years under city traffic. I am convinced that there is a large amount of road building in the South that will be done with this material. It is also a particularly pliable material for the re-surfacing of brick streets.

I am in hopes that some of these days they will get a mile or so around Macon so that you will have a chance to see it operate and see how it works under traffic.

Frank Shatts was here from Miami the other day and talked about starting a new paper - and I told him that I didn't want any investment in a new paper to fight the other two, but that if he would stop off and see you he might interest you in buying the Metropolis, and if this was the case, I would be willing to put \$10,000 in the deal. I haven't heard from him or anybody else recently.

Yours very truly,

CGF:R

THE MACON DAILY TELEGRAPH

MACON TELEGRAPH PUBLISHING CO.
PUBLISHERS

MORNING AND SUNDAY

Nov. 14, 1919

Mr. Carl G. Fisher,

Miami, Fla.

My dear Carl:

Enclosed is article in this morning's paper in reference to discontinuance of Altamaha ferry on the East Dixie Highway. I have written Judge Allison and the Miami Motor Club asking that all publicity be given this fact, as tourists would be terribly inconvenienced and delayed if they should by any chance attempt to make the trip over that route.

I think Clark Howell and the other chuckle-headed commissioners who insisted on adopting this as a route should be made to keep the ferry open. It was at this very point while I was trying to make the trip from Jacksonville to Savannah one day that I came to the definite conclusion that it was impossible as a route. I knew that this ferry would present an insurmountable obstacle. I saw from the condition of the timbers and trestle work that the road was making no money, and that a receivership was inevitable.

I am not gratified at all that my predictions and expectations worked out so perfectly, although I suppose if I were a little meaner I would be in fine mood for a celebration. You and a director from Chattanooga and I were the only ones opposed to making this the exclusive Dixie Highway route into Florida. They adopted the Waycross route as a concession to me, and today it is the only one over which travel is going into Florida - bad as it is.

Yours very truly,

W. T. Anderson

November 20, 1919

Mr. W. T. Anderson,

Macon, Georgia.

My dear Bill:

I have yours of the 14th. I remember this Jacksonville to Savannah layout and I think I insulted everybody in connection with the thing at the time the route was proposed. I had some friends who were tied up three days getting over that devilish ferry. That Savannah bunch have not made good on any of their promises and we are finally going to get back to the way across the Jacksonville road as the only real entrance into Florida, whether you improve it or not. What did they do with the \$10,000 that was raised? A tourist who just arrived day before yesterday said that so far as he could see nothing has been done to improve the Jacksonville road except to throw some grass in some much holes.

Very truly yours,

CGF:RP

THE MACON DAILY TELEGRAPH

MACON TELEGRAPH PUBLISHING CO.

PUBLISHERS

MORNING AND SUNDAY

Nov. 26, 1919

Mr. Carl G. Fisher,

Miami, Fla.

My dear Carl:

I am sending you by to-day's parcel post a package of pecans. I hope you will find these palatable, and that they may give you no abdominal misery.

In your letter of Nov. 20, you ask what had been done with the \$10,000. that was raised for the Waycross-Jacksonville route. I do not know; they claimed they were giving a good deal of publicity recently to the assertion that the money they had in hand would be used for putting the road in travelable condition for this winter.

I was recently in Atlanta and had a conference with the State Highway Commission and they promised that the very first attention that body would give to road building in Georgia would be the Waycross-Jacksonville route. I impressed them with the importance of getting this link in shape so that people could go over it. This is a new commission appointed by the Governor since the recent session of the Legislature which adjourned in July, and I am hopeful they are serious in their promises.

Yours very truly,

W. T. Anderson

November 29th, 1919.

Mr. W. T. Anderson,
Macon Daily Telegraph,
Macon, Georgia.

My dear Bill :

Thanks for the pecans. I haven't opened them yet to find out whether they are green or not. I am afraid you are playing some sort of a joke on me. I will dive in them in a few minutes.

I had some friends come in yesterday by the Waycross Route. They sat on my porch for an hour and a half and cursed Georgia so you could hear them out on the end of the Pier. They cursed the Waycross-Jacksonville Route and everybody in Georgia. They had been told further up the State that ten thousand dollars had been spent on the road - but they said that if any money had been spent on that road this year it has been in an effort to make the road worse and not better. I give you this information for what it is worth to the great State of Georgia.

Taxes are going up very rapidly on the Beach - also values. When I gave you that sand lot the possible value at that time was \$1000 or \$1500. On account of the location of the new hotel the possible value of this lot at this time is \$5000. I will hand the bill to Van to look after.

Incidentally : if you are ever going to buy the Metropolis you had better buy it quick. This town is going ahead by leaps and bounds. There is more building going on here and more real activity than there is in half of Georgia - and while I am not sure, I believe that the Metropolis within the next two or three years will be a very much larger money earner than a paper in Macon. Possibly you are one of highbrows who doesn't care for money - possibly a nice location in a place like Macon with your friends would appeal to you more than the mere vulgar occupation of grinding out dollars from a wonderful little newspaper at Miami.

Yours very truly,

CGF:R

THE MACON DAILY TELEGRAPH

MACON TELEGRAPH PUBLISHING CO.

PUBLISHERS

MORNING AND SUNDAY

Jan. 12, 1920

Mr. Carl G. Fisher,

Miami, Fla.

My dear Carl:

Enclosed is copy of letter from the Prison Commission of Georgia signed by Judge Patterson, Chairman. This communication speaks for itself.

As Judge Patterson states, the money for the construction of the road is provided, but they are without funds to pay the expenses of engineering. You will see that if this \$5000.00 engineering expense were taken out of the County's funds it would cost them another \$5000.00 from the State funds and another \$10,000.00 from the United States Government funds.

I am not sure that this proposition as it stands is satisfactory to you, but shall be glad to have your suggestions as to what should be done to warrant your helping them out to the extent you expressed to me some time ago, and I shall take it up with the authorities and endeavor to get the matter in such shape as may be approved by you.

I have experienced much pleasure in learning of the developments in the direction of making this road passable and was highly gratified a few days ago to have the State Highway engineer call on me and enlist my support of his project to get the Prison Commission to furnish his department the necessary laborers for the construction of this road. I went to Atlanta and handled the matter there beside writing the Prison Commission a letter and running an editorial of endorsement. I feel quite sure that the road is in prospect of building and all the agitation and effort that have been put into it are about to bear fruit.

Yours very truly,

W. T. Anderson

Enc.

Is Hart still with you?

COPY

Atlanta, January 9, 1920

Hon. W. T. Anderson,
Macon, Ga,

Dear Mr. Anderson:

I am again writing you about the Charlton County road. The Prison Commission has had up with the State Highway Department the question of the immediate construction of this road. We have offered to provide them with a force of convicts provided they will equip them and superantend the work. This they have agreed to do provided Charlton County turns over to them the proceeds of their bond issue of \$50,000.00. The road will cost about \$50,000.00. The road will cost \$ about \$250,000.00 or \$12,000.00 per mile. All of the expense of this is provided for except the engineering expense of about \$5000.00. I stated to Mr. Davis that you had written me about Fisher's offer to pay that much toward the construction of this road.

If you will send H. J. Davis, Chairman of the Board of Roads and Revenues of Folkston, Ga., a draft on Fisher for the amount of the subscription, it will put this in good shape. They intend to build a hard surface road which will be an all the year around road, and will complete the link from Waycross to Jacksonville.

It is intended to start this work immediately and it is necessary to have this engineering shaped at once, and if you will write to Mr. Davis and take this up, I am sure it will speed the cause wonderfully.

Yours very truly,

(Signed) T. E. Patterson.

P. S. The \$250,000.00 is raised as follows:

Charlton County Bonds -	\$50,000.00	
U. S. Government (Federal Aid) -	125,000.00	
State Highway Dept. -	<u>75,000.00</u>	\$250,000.00

Editorial from Macon Telegraph, Jan. 8.1920

GIVE THEM WHAT THEY ASK

The State Highway Department has applied to the prison Commission of Georgia for fifty convicts with which to build a gravel road through Charlton county, 18 feet wide and 21 miles in length, and if the prison commissioners could be taken for a ride over that road as it now stands, they would return to their offices and forthwith vote not only to furnish the fifty convicts but to afford any other help or relief that could be given to the State Highway Department or the people of Charlton county. Charlton is in the sand area of the State and is largely afflicted with the Okelnokee Swamp to boot—either of which impediments would be sufficient within itself. The county is

among the few very large areas in the State and has only about four thousand population. It is absolutely necessary that these citizens of Georgia have the co-operation of the entire State in their efforts to open up their section to travel and development.

The land of Charlton county is productive beyond belief, which fact is amply demonstrated by a very few progressive farmers. The road in question represents the neck of the funnel through which travel from every section of the country passes into Florida in large numbers. The people of Charlton county had a total bonding capacity of \$50,000, and with unsurpassed civic pride and devotion to the public welfare they voted the entire \$50,000 to be spent on this twenty-one miles of road, to the exclusion of other roads in that county which would have rendered more service to the citizens. They took this view of it for the good of the State, and although there may be some qualms about showing preference to Charlton county at this time as against the remainder of the State, Charlton has herself given us an example of unselfishness and devotion to the common good which may well be emulated.

The present deplorable condition of this road is a bad advertisement for the entire State of Georgia with all of the tourists who have to use it going into and coming out of Florida. Aside from the large number of Georgians who lose thousands of dollars in unnecessarily depreciated automobiles, there is the possibility of developing this section and increasing values by the construction of this particular road. In the entire State there is not a thoroughfare whose improvement would mean so much. It is hoped that the Prison Commission will lend its hearty co-operation.

January 16th, 1920.

Mr. W. T. Anderson,
Macon Daily Telegraph,
Macon, Georgia.

Dear Bill :

I have yours of the 12th : If you think this five thousand dollars is needed at this spot more than any other place and it will do the trick, you have my authority to go ahead and use same, and I will remit to you in chunks as needed and we can dish it out.

Regarding Hart : We put ten hundred dollars into his efforts and without results, and we had to let him go. He hasn't the personality to meet and deal with our patrons. There is too much of the feminine in him to be any good for our work - and he now has a job with the Herald. Several of our people here have asked to have him moved over in town and taken off the Beach work. They haven't anything against him but they dislike him personally. It is against the poor little devil and I am sorry for him. If he would learn to talk bass or get a bad cold, it would be the best thing that could happen to him.

There is big activity around your lot section. We sold a corner lot today, in the next block to you, for \$10,000, and we have sold several inside lots at \$5000. This isn't the top price by any means - the corners are going to sell for \$15,000 or \$20,000 in the next eighteen months, and the inside lots around \$12,000, so you had better hang on to yours. That is my advice. If I had known these lots were going to be so damned valuable, I wouldn't have given them to you fellows. I would have picked you out some place in the swamps where the mosquitos are.

Yours very truly,

CGF:R

THE MACON DAILY TELEGRAPH

MACON TELEGRAPH PUBLISHING CO.

PUBLISHERS

MORNING AND SUNDAY

Jan. 23, 1920

Mr. Carl G. Fisher,
Miami, Fla.

My dear Carl:

I sent you copy of letter from Judge Patterson in which he requested me to use my good offices to extract from your purse or person \$5000.00 for the engineering expense of the Charlton County road. I have your letters to the effect that you will honor drafts or warrants upon you for this amount, provided it is my judgment that this is where it should be spent.

I talked to W. R. Neal, Consulting Engineer of the State Highway Department, this morning and asked him if the funds for this road were all provided. He said they were. I then asked him if there was any engineering expense that needed to be taken care of outside of the Federal, State and County funds. He said no; that he had arranged with the authorities to furnish the \$250,000.00 for the construction of this road.

I then asked him if there were any pressing point at which \$5000.00 could be used to advantage that was not available out of the official funds. Neal said that there were holes where it could be put, but he did not believe in calling upon private citizens for subscriptions to build a road; that all of the money necessary to build this road was in hand.

I told him then that you had very generously proposed to give \$5000.00 toward a road between Waycross and Jacksonville in the event it would guarantee the road, and that if it should develop that such an amount was absolutely necessary I thought I could get it. However, that I agreed with him fully to the effect that the State should build roads and not mulct private citizens who may be generously inclined.

So we may take it that your \$5000.00 is still secure and we shall have the road too. The engineering work has all been done, but the firm which did the engineering has not been paid and has threatened suit against the County. Mr. Neal states, however, that the suit has been staved and that the firm will be paid out of the \$250,000.00 general fund, and that it will not interfere with the construction of the road. I am expecting the glad news that the actual work has begun as the State Highway Department has been afforded every co-operation in machinery and implements and labor from the Prison Commission.

I hope some day to meet you at the half-way point on that road and drink a bottle of champagne enclosed in a solid cake of ice. Do

THE MACON DAILY TELEGRAPH
MACON TELEGRAPH PUBLISHING CO.
PUBLISHERS
MORNING AND SUNDAY

Mr. Fisher,--2--

you know where we can get the champagne, I know where we can get the ice.

I am awfully sorry that Hart was a disappointment. He starts out pretty well as a rule, but invariably gets on people's nerves. I think he has good intentions, but he is unfortunate in having been created for watch-charm purposes.

I agree with you fully as to holding on to the lot. If it should fit into your scheme or advantage at any time to dispose of this lot or make any use of it whatever, I shall be very glad to have you feel free to do so. Of course, I may afterwards sue you for a million dollars for my sand pile, but on this point you will have to take chances.

Yours very truly,

W. Anderson

Jan. 26, 1920.

Mr. Bill Anderson,
Facon,
Ga.

Dear Mr. Anderson:

I have yours of the 23d.

I will meet you at any point on that road any day in the year, day or night, and drink that champagne with you, after you get a first class road between Waycross and Jacksonville, and I will not only furnish the champagne but I will furnish the ice.

I am glad your road plan came through without the use of the Five Thousand; but we always have this Five Thousand to make a crack at any community that cannot build its own roads, and I have found in a good many cases it really does some good to offer to help them, although they don't always accept.

Now, regarding your lot. It is a bear! Bockwalter is here now and has been looking over his sand pile. Incidentally, Bockwalter had a corner and there is more spirited bidding in corners than there is in inside lots; but the prices of all these lots should be double or three times their present prices in three or four years.

We are starting on the hotel and hope to finish it in a year. There is a great deal of activity here in real estate. The Beach Company expects to reach \$1,000,000.00 in sales for the month of January.

Yours truly,

CGF/S

Jan. 26, 1920.

Mr. Bill Anderson,
Macon,
Ga.

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Yours truly,

CGF/S

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C. H. HUSTON, 1ST VICE-PRESIDENT

W. R. LONG, SECRETARY & TREASURER
V. D. L. ROBINSON, ASSISTANT SECRETARY

DIXIE HIGHWAY ASSOCIATION

DIRECTORS

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NATIONAL HEADQUARTERS
HOTEL PATTEN

CHATTANOOGA, TENNESSEE

March second, 1920.

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FRANCIS W. PERRY

NORTH CAROLINA

N. BUCKNER

SOUTH CAROLINA

T. P. COTHRAN

Mr. Carl G. Fisher,
MIAMI, FLORIDA.

My dear Carl: --

Again I sincerely thank you for your many thoughtful and delightful courtesies to our party during our recent visit to Miami. Every member of the party enjoyed every minute of the stay, and they are all, as well as myself, very much indebted to you.

I have started the propoganda in Tennessee suggested by you with reference to building a short stretch of various kinds of permanent roads so as to make a practical test of their durability. I have taken this matter up with our State Highway Commission and hope to be able to get, if not half a mile, at least a quarter of a mile of each kind of road built on a main thoroughfare running out of the four principal cities, Memphis, Nashville, Chattanooga and Knoxville. If we get all of these built this summer we will have long enough before our state bond issue money comes in to give it a fair test.

As I told you, we are going to have to have some money, and what is more, we are not going to have any more of yours. We have sent Waldo to Chicago, Detroit and Toledo to try to raise some substantial funds. If you don't mind, I wish you would write Mr. F. A. Seiberling, Akron, Ohio, or better, see him if he is still in Miami, Colonel Henry B. Joy, W. C. Durant, Roy Chapin and A. D. Hastings, telling them that we have outlined a big plan for 1920, in anticipation of big state bond issues, and Federal appropriation sufficient to convert the Dixie Highway into a permanent road, also telling them of our needs for funds and telling them that Mr. W. G. Waldo is our representative and will present the matter to them and asking them to assist him in any way possible in raising these funds.

M. M. ALLISON, PRESIDENT
C. H. HUSTON, 1ST VICE-PRESIDENT

W. R. LONG, SECRETARY & TREASURER
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FRANCIS W. PERRY

NORTH CAROLINA

N. BUCKNER

SOUTH CAROLINA

T. P. COTHRAN

2-h,

With regards to Mrs. Fisher, I am,

Sincerely yours,

M M Allison
R

MMA/fh

March 7th, 1920.

Judge M. M. Allison,
Hamilton Bank Building,
Chattanooga, Tennessee.

Dear Judge :

I have yours of the 2nd : and contents noted. I don't think you will properly hit the nail on the head by building a quarter-mile of each different kind of road in four different places. This doesn't allow for the proper side-by-side comparison. It is, of course, much better than not having the four sections of road at all in the same city, but where you put the pieces of road abutting one another and all subject to the same travel, there can then be no controversy possible as to which piece of road stands up the best.

However, you are on the right track, and if all the cities of Tennessee can get samples of these various roads and get them under use immediately, it will help them solve the problem as to how they are going to spend their money.

Yours very truly,

CGF:R

August 16th, 1920.

Judge M. M. Allison,
Chattanooga, Tenn.

My dear Mike:-

I have your letter of the 9th Inst. It does seem like a shame to get on the Dixie Highway because the Association has really done a lot of work and there is a great many places where they take great pride in the Dixie Highway. I enclose you a check for \$500.00 to throw in the pot and help pay expenses. I am hard up ~~right~~ now or would send you more money.

I am having George Denny, local attorney, get out a new copy of my will and I told him I wanted to send you a copy. My idea is to tear all of the others up. Look over this new will and give me some advise. I want to leave in the new will some money to the Berrian Springs school we saw.

Yours very truly,

CGF:EM

M.M. ALLISON

J.J. LYNCH

I.G. PHILLIPS

LAW OFFICES OF
ALLISON, LYNCH & PHILLIPS
SUITE 317
FIRST NATIONAL BANK BUILDING
CHATTANOOGA, TENNESSEE

November 15th, 1920.

Mr. Carl G. Fisher,

MIAMI, FLORIDA.

My dear Carl : --

I have your favor of the tenth.

We did not have an Executive Committee Meeting. I was wiring you to find out what time you would be going thru in order to call the meeting for that date. I have a lot of important matters that I want to submit to the Executive Committee for advice.

You know we have been dragging along for the last year and not doing much good. We should do one of two things, - either put up a vigorous fight and push things, or close up shop. We have been so handicapped for lack of funds that it has been almost impossible to keep the shop running, but as I have said to you several times before, I am not going to let you finance it.

We have now a pretty good man in the person of Mr. W. G. Waldo, who is expected to raise the funds necessary to finance the association for a couple of years. He did some very good work in Jacksonville, stayed there two or three weeks and raised \$6,000. This amount was barely sufficient to pay our printer and a few other bills that have been hanging over for months. I have been executing my personal note to the bank to pay the clerks at the end of each month.

I am telling you all these things, not for the purpose of having you send me a check (because if you do I will send it back) but for the purpose of showing you that something will have to be done. Robinson, as you know, left me several months ago to accept a position with the Virginia Roads Commission, at double the salary I was paying him, and I have had no secretary until the first of this month. I have now secured the services of a young man whom I believe will have considerable more push than Robbie. While we had no secretary we got behind with the regular edition of the magazine, and he is pushing it to the front now with the idea of making it sufficiently attractive to carry advertising matter that will net us some revenue.

l-h,

H.H. ALLISON

J.J. LYNCH

I.G. PHILLIPS

LAW OFFICES OF
ALLISON, LYNCH & PHILLIPS
SUITE 317
FIRST NATIONAL BANK BUILDING
CHATTANOOGA, TENNESSEE

2-h,

I know you are a very busy man, but I need the benefit of your good judgment, and I am going to suggest, if it agreeable to you, that I call an executive meeting in Jacksonville some time within the next two weeks. You can take a train out of Miami some night and run up to Jacksonville for the day and back home the next night, which would mean only the loss of one day to you. What do you say?

Sincerely yours,

H.H. Allison
J.H.

MMA-fh

ALLISON LYONS & PHILLIPS
LAW OFFICES
CHATTANOOGA, TENNESSEE

Dixie Hwy

November 18th, 1920.

Judge M. M. Allison,
317 First National Bank Building,
Chattanooga, Tennessee.

Dear Judge :

I have yours of the 15th : I have been thinking a great deal about the Dixie Highway lay-out and I would like to have you think of the matter from this angle : If you will audit your books and get all of the dope on the magazine, I am not sure but what you will find that you have had a lot of time and hard work editing a magazine that has a very small circulation, principally among the Dixie Highway subscribers, and costs in proportion to the circulation a great deal more than it should.

In looking back over our road work on the Lincoln Highway it is very easy to see that our local secretaries and local consuls in each county were the men who actually did the work, after they had the picture and the enthusiasm was aroused. You take for instance, Stuart, Florida : if we had one good man in that county with whom we could keep in touch and who would have some pride in being the County Consul of the Dixie Highway, we might thru a constant effort get two or three miles of very bad road fixed - but to go to Stuart once a year and make a hell-of-a-noise and then let the people forget it in a few days and have nobody to follow it up, gets us nowhere.

If you had a good man traveling up and down the road, taking a little toll from each county, leaving a good taste in the mouths of the people and keeping the thing alive, I believe it could be done for less than the present plan of editing the magazine and holding all the officers to a job of publicity rather than constructive outside work. Think it over and let me know.

I will come up to Jacksonville whenever you say.

Yours very truly,

GGP:R

M.H. ALLISON

J.J. LYNCH

I.G. PHILLIPS

LAW OFFICES OF
ALLISON, LYNCH & PHILLIPS
SUITE 317
FIRST NATIONAL BANK BUILDING
CHATTANOOGA, TENNESSEE

Dixie Hiney

January 17th 1921.

Mr. Carl G. Fisher,

Miami, Fla.

My Dear Carl:--

Your invitation is most attractive to me, and I am taking the matter up with the out of town members today to see if it is possible to have the meeting in Miami.

Dick Hardie is starting on a trip to Havana about the 28th, (this month), and will be in Miami on the 30th. I am therefore trying to arrange to have a meeting in Miami on the 30th, so as to meet Dick's convenience.

I am going to endeavor to have a quorum of the directors present so that they can elect my successor and outline a future policy.

I am going to tender my resignation for two very good reasons. Since Robbie left me I have had to look after every little detail, and this takes so much of my time that I simply cannot afford it. However my new secretary has now gotten on to things and promises to be as good or better than Robbie. The other reason is simply this, I do not feel like I am getting any where. The thing has become stagnant in a way, and we fail to get proper results, and I am thoroughly convinced that the interest of the association demands a new president, one with time, and pep and will get into the game and vigorously prosecute

M.H. ALLISON J.J. LYNCH I.G. PHILLIPS
LAW OFFICES OF
ALLISON, LYNCH & PHILLIPS
SUITE 317
FIRST NATIONAL BANK BUILDING
CHATTANOOGA, TENNESSEE

2.

it. I am very glad to report one accomplishment within the last year - and I think it is about the only one. We secured last week an appropriation from the State Highway Association \$750,000. and a bond issue in Marion County for \$250,000.00, all to be spent on the western division in Marion County. This ought to finish up this road through the mountains. We have had this road pretty nearly finished several times, but each time something happens, and I am almost afraid to say now the end is in sight, even with this stretch.

Will advise you by wire as soon as I can hear from the out of town members of the Executive Committee, and some two or three additional directors.

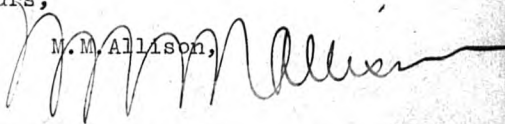
Your proposition is entirely too generous and we cannot accept it in full, but we will have to depend upon you to secure rooms for us, and of course we will not hesitate to accept the use of your boat for fishing trips. Tell Jim Allison that he had better have the stock replenished on his boat, and have it anchored at some convenient place where it will be least trouble to stock up sufficiently for each day.

Awaiting the pleasure of seeing you soon, I am ,

Sincerely yours,

MMA/g

M.M. Allison



Dixie Highway

January 20th, 1921.

Judge H. H. Allison,
Allison, Lynch & Phillips,
First National Bank Building,
Chattanooga, Tennessee.

My dear Judge:

I have yours of the 17th instant. I think you are making a mistake to resign as President. You are the healthiest President of a Road Association that I ever heard of and you have accomplished wonders. The main thing is that the people in the South have not the money to give and they are not anxious to give for roads, they are slower in doing things generally than we are in the North.

The Lincoln Highway Association has of course great funds from the Automobile manufacturers and these same Automobile manufacturers ought to help us out but somehow or other they just dont do it.

You will have the fishing boats alright and Jim has the stock and if he has not enough I have some.

Yours very truly,

CGF:W

Dixie Hwy

March 15th, 1921.

Mr. W. S. Gilbreath,
Detroit Automobile Club,
Detroit, Michigan.

Dear Gil :

I have just finished a long talk with Judge Allison on the subject of the Dixie Highway, the publishing of the magazine, etc. The Dixie Highway Association has accomplished a great deal of good in the South and we have succeeded in thoroly interesting some counties to build stretches of good roads, but we are a long ways from having a continuous road thru. Judge Allison has worked like a dog for years on this job, as you know, and the rest of us have contributed - but personally I am up to the point where I am thru making any effort to assist building roads without more co-operation from the Automobile Manufacturers. The Automobile Manufacturers get the greatest benefits from these thru-continuous roads and they ought to have a fund which would help along such organizations as the Dixie Highway.

The Association is not very well fixed financially and I think if you can divert this fund to Judge Allison so that he can continue with the magazine and with some additional propaganda, that the money will be well spent. I am quite sure that it will do more good in the office of the Association than to be splattered on some littl half-mile of road in some mountain county with a mudhole a half mile deep on both sides of it.

There has been some talk of discontinuing our efforts with the Dixie Highway on account of lack of co-operation from the Automobile Manufacturers themselves - and this is probably a good opportunity, and the last one we will have, to find out whether the Automobile Associations care to help this project along. If some of the flatheads in the Automobile Associations were on to their jobs they couldn't help but realize that a good touring road into the South is the most important thing of benefit to them, especially in the Winter months. Personally I feel that the Automobile Associations could afford to be very liberal in assisting to build some one road in America which can be used for touring during the Winter months.

Let me know right away what you think about the matter and what you decide to do. The fact that the money was appropriated for some given spot in Kentucky, in my estimation, makes no difference under the circumstances - and it should now be up to your Directors to put the money where it will do some good and do it now.

Yours very truly,

CCF:R

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C. H. HUSTON, 1ST VICE-PRESIDENT

W. R. LONG, SECRETARY & TREASURER
V. D. L. ROBINSON, ASSISTANT SECRETARY

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CHATTANOOGA, TENNESSEE

June 9th, 1921.

Hon. Carl G. Fisher,
Indianapolis, Indiana.

My dear Carl:

I regret very much that you were unable to attend the annual meeting of the Board of Directors of the Dixie Highway Association. We had a very interesting two-day session and went over, somewhat in detail, the progress made by the Association within the last two years. While, personally, I was anything but satisfied with the progress made, the Directors seemed to think that we had made wonderful progress considering the fact that we had passed through the War period and were still passing through a period of reconstruction.

The Directors vetoed my determination to retire at this time as President, and I reluctantly consented to serve until the next meeting, which was fixed to be held at the Hotel Gibson in the City of Cincinnati on September 9th and 10th, 1921.

The old enthusiasm seems to be reviving and we had a very interesting and enthusiastic meeting. A live delegation of about fifty from the civic organizations of Cincinnati was in attendance pledging the hearty co-operation of the City of Cincinnati in opening up the eastern division through the mountains of Kentucky and Tennessee. A great number of our friends from various sections were present pledging further co-operation and renewed efforts toward the completion of the highway at an early date.

You have been re-elected as one of the Directors for the State of Indiana. We have some new blood in the Board of Directors and they promise to make us step lively. Among these are Senator Medill McCormick for the State of Illinois, Hon. J. Stacy Hill for Ohio, and the following for Tennessee: Z. C. Patten, Jr., Vice-President, John E. Lovell, Mark K. Wilson, S. L. Probasco and W. E. Brock to take the place of C. H. Huston, A. M. Shook and M. E. Temple resigned.

6/9/21

Each Director present pledged himself to two things:

1st: To get in personal touch with the proper highway officials in each County in his State where the highway has not been constructed or is out of repair, ascertain the trouble, report this trouble to the Association and, at the same time, take such steps as he thinks are necessary to bring about the early completion or proper repair of such section. 2nd: That he would give the Association financial support. The plan was suggested and approved that each Director undertake to raise within his State for the support of the Association \$1,000.00 This can be done by selecting, say, forty friends and asking them to contribute \$25.00 Or, if you prefer, say twenty friends and ask them to contribute \$50.00,-the method, of course, to be left to each particular Director. This doesn't mean for you to contribute another Thousand Dollars,-nor will we accept it.

On account of our financial embarrassment the writer had suggested sometime ago that we stop the publication of the Dixie Highway Magazine. This was not done however for the reason that I fully expected my successor to be elected at this meeting and left the matter to be determined by him. In this connection, the writer reported that we "farm" out the Magazine and thereby be relieved of this expense. The Board of Directors, however, determined that we should neither stop the publication nor "farm" it out, and that sufficient funds would be provided for its continuation.

I will appreciate it very much if you will tell me frankly what you think of this financial plan.

Please bear in mind the date of the next meeting of the Board of Directors and make your plans so as to be present. We expect a full attendance of the Board of Directors at this meeting.

Very truly yours,
DIXIE HIGHWAY ASSOCIATION,

M M Allison
President.

MMA:R

M. M. ALLISON, PRESIDENT
Z. C. PATTEN, JR., 1ST VICE PRESIDENT

W. G. WALDO, 2ND VICE PRESIDENT
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Dixie Highway Association



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CHATTANOOGA, TENNESSEE

Sept. 17th, 1921.

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T. W. COCHRAN

Hon. Carl G. Fisher,
Indianapolis, Indiana.

My dear Carl:

I regret very much to learn of your attack of hay fever and can sympathize with you as I know what it means. I am having my handkerchiefs made the size of bed sheets and need a couple of train bearers to carry enough of them to last me through the day.

We missed you very much at the Cincinnati meeting. We had about the best meeting we have had since our first meetings in Chattanooga. We had big delegations and enthusiastic ones, but the most encouraging feature was the condition in which we found the road between here and Cincinnati. You could hardly believe that so much work has been done on this road, especially through Kentucky and around old Gauley. We drove from Chattanooga to Cincinnati in two days easily. I left Chattanooga at nine o'clock and drove to Jellico, Tenn. by six; leaving the next morning about eight and drove into Cincinnati by nine that evening. The road is graded around old Gauley, a beautiful grade and wide road, - in fact, the entire distance through Kentucky has been built so far as the grading is concerned. It only lacks the metal. It is fine in dry weather, but would be hell after a rain. In fact, in some places where the grade is new it would be impossible to get over it, but the Highway Department of Ky. has taken the road over and will complete it with State and Federal funds regardless of any co-operation from any County.

Dick Hardy and Clark Howell were with me in my car and Dick recalled the fact that the last time we went over that road you exhausted your vocabulary of cuss words (which is no mean vocabulary) in all of the languages you speak and then wept that there were no more languages which you spoke fluently.

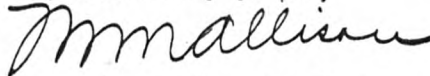
I objected to a dedication of the road until it was finished, but since the plans had already been made and the Coun-

ties had all rushed their work for the dedication, I was over-ruled to the extent that we made the quasi dedication, simply proclaiming that the road had been graded and was travelable in dry weather only.

I am figuring on a plan which I have not breathed to a soul except you. At Georgetown, Ky. there is a red-headed preacher whose name is Boswell. He is about the livest wire I have run across in a long time and most enthusiastic over the Dixie Highway. Stacy Hill tells me that he can be secured as a Field Secretary. I am writing him today asking him to come to Chattanooga for a conference. If I can secure his services as Field Secretary until the next annual meeting I think I will have found the man to take my place and I can then be relieved of the position that is becoming rather burdensome.

I wish you would make your arrangements to stop off with me a few days as you go south this Fall.

Very sincerely yours,



President,
DIXIE HIGHWAY ASSOCIATION.

MMA:R

October 4th, 1921.

Judge M. M. Allison,
Hamilton National Bank Building,
Chattanooga, Tennessee.

My dear Mike :

By all means get the red-headed preacher on the job. There is nothing like a red-headed man to do hard work and particularly with their mouth - and what we need now is a 'mouth salesman' up and down the line all the time.

Yours very truly,

CGF:R

Dixie Hwy

September 17th, 1921.

Mr. W. S. Gilbreath,
Mgr. Detroit Auto. Club,
Hotel Fuller,
Detroit, Michigan.

My dear Gilbreath:

I have yours of the 15th - I have had such a terribly attack of hay fever that I couldn't get down to the Cincinnati meeting. In fact, I have had a terrible time this summer and hope to get out of the hay fever district next year.

I have had considerable trouble on account of the financial market to raise sufficient money for my financial program at Miami Beach and have been compelled to shut down on progress, until next Spring so that my donations to the different road building programs are cut to the limit.

I might incidentally tell you that I am damn good and sore at the various automobile companies, sundries companies, etc., who are making millions out of the automobile business and who will not help support road building programs. There is absolutely no inducement, nowadays, for people to purchase touring automobiles and to tour in various parts of the country. Why should I, entirely out of the automobile business, waste a lot of time and a lot of money in promoting touring roads for the automobile companies who are too selfish to do their share. I am just about to the point where I would like to tell them all to go to Hell. If it wasn't for a few people like Bill Metzger, I certainly would tell them all to go to Hell.

The automobile business has a long and rocky road ahead of it in the next few years unless we get some good touring National roads and speaking on this subject, the greatest favor the Detroit Automobile Club could perform would be to promote a law to make contractors and road builders provide a temporary turn-out where small bridges are being constructed and also to provide suitable detour signs. I am quite sure that 90% of all detours in America are silly and ridiculous. In France and England you don't have detours for a small piece of construction work and larger detours call for only five or ten miles drive over mud roads, narrow roads, and rotten roads. Where a perfectly good road leads up to within a hundred feet of a small bridge and where the contractor at an expense of sometimes as low as \$150.00 could provide a go around which would in some cases save ten thousand automobiles going fifty thousand miles over the most terrible roads in a detour you ever saw.

Last night I was on one detour of seven miles thru some perfectly hellish roads in order to get around a little concrete culvert that would probably cost about \$1,200.00, - the culvert crossing a stream which was six feet wide and dry seven months in the year. I made a careful estimation what it would cost to provide a go around, and I would be willing to take the contract tomorrow to do the job in first class shape for \$150.00.

Now, if your Automobile Club has a damn bit of influence and is no wasting time or money in your salary or other people's salary, why not get behind this detour business and settle it or at least start to settle it. Of course, I don't refer to large construction work where tremendous expense would be necessary but on the little road between here and Dayton for the last fifteen years there has been between five and ten detours and there is only one detour in the whole road that is necessary that I can think of and that is at Knightstown. It took them over two years at Knightstown to build a bridge that should have been constructed in four months.

Yours very truly,

COT:EM

Dixie Highway

November 17th, 1921.

Judge H. H. Allison,
First Nat'l Bank Bldg.,
Chattanooga, Tennessee.

My dear Mike:

We lost our little boy last week and it will not be necessary to fool with the will, at this time.

I have been delayed leaving for the South for thirty days but am leaving tonight and will go thru as quickly as possible as I have a lot of things there that must be looked after immediately. I will see you when you get down this winter. In the meantime, I read a lot in the Dixie Highway magazine regarding the big progress you are making. You certainly deserve a tremendous amount of credit for the manner in which you handled this road campaign in Tennessee. For a long time I thought that Tennessee and Kentucky was absolutely hopeless and that the people did not want good roads but it begins to look like we will yet see the time when we can drive thru in some comfort.

It seems to me that it would be a good time right now to jump into some publicity regarding the amount of roads that could be built in America if only one fifth of the money appropriated for the Navy could be applied to roads. Nowadays a first class battleship costs about fifty million dollars. With the grades already established the Dixie Highway from Makhine to Miami, Florida could be a boulevard for the cost of one battleship. Three complete boulevards from the Atlantic Coast to the Pacific Coast and two boulevards from the Great Lakes to the Gulf of Mexico could be built with the war appropriations for only two years, and the tax on automobiles and gasoline could pay back to the nation in five years all that these boulevards cost.

One sixth of the present appropriations for war purposes if applied to the promotion of air control would give us not less than five serial dirigible liners carrying one hundred passengers each, traveling from New York to San Francisco in two days. And these expenses of government moneys would be distributed thru out the United States where the masses of the people would get real benefit of this. You can elaborate on what could be done with even a portion of these moneys properly distributed for the benefit of the people. It would not be necessarily wise to cancel the war deed and spend the same amount of money at this time in internal improvements but it certainly would be the proper thing under present conditions of business to cancel war expenditures and immediately appropriate for road building in the United States something like one fourth of the proposed budget for war purposes.

With an additional fourth of the present budget appropriated for arial navigation, the United States in five years could be far ahead of any other countries in the world both in air navigation and permanent road construction.

Yours -

CCF:M

COPY

May 18, 1922

Judge M. M. Allison,

Chattanooga, Tenn.

My dear Judge:

You are the lowest-down hound I have consorted with in many a generation, and sometimes I have hallucinations to the effect that I have been on this earth many a time before. Just the idea of you and all the other Dixie Highway directors who preferred the Savannah route over the Weyeross route a few years ago now refusing to give up enough of your time to inspect the only travelable road into Florida.

I believe you have abandoned this motor trip for the reason that you haven't the nerve to face these people and inspect their road. A few years ago our directors in solemn convention in Macon decided by thirteen to one that a route through Weyeross was impossible, and that the only feasible way by which to travel to Jacksonville, 258 miles away, was to go by Savannah, a distance of 400 miles.

Seriously, I think our Association ought to make the trip over this Weyeross route. The people along that line have worked diligently, giving every co-operation, and now that they have achieved something that is a real credit to our Association, we refuse to give them enough time to even look at it. Certainly it is a fine inspiration for them or others to make further effort on account of our agitation.

It is my purpose to drive from here to Jacksonville, just simply in appreciation of what these people have done. I should like to have you join me, and any others who will put themselves to this much trouble or give this much time to the welfare of the Association. If you will make some inquiry into this angle of the matter and notify me I will be glad to make arrangements accordingly.

However, these people have done nobly and they are entitled to some recognition and attention, and if it is necessary for me to go into Jacksonville alone, making apologies along the way and abusing the other directors for all things I can lay my tongue to, you can count on me to do this very thing.

Very truly yours,

(Signed) W. T. Anderson

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C. F. ... N, JR., 1ST VICE PRESIDENT

W. G. WALDO, 2ND VICE PRESIDENT
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CHATTANOOGA, TENNESSEE

December 1st, 1921.

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N. BUCKNER

SOUTH CAROLINA
T. W. COTHRAN

Hon. Carl G. Fisher,
Indianapolis, Indiana.

Dear Carl:

In line with the idea suggested by you in your letter of the 17th inst., what do you think of having a cartoonist get us up a cartoon showing the general outline of one branch of the Dixie Highway from the Lakes to the Gulf with the greater part of it shown as a completed permanent boulevard with some horrible gaps here and there with farmers stuck in the mud on their way to market, school children climbing out of bus because the bus is stuck in the mud and having to walk to school, with a picture at the top of Uncle Sam and a battleship and these farmers and children begging Uncle Sam for the price of one battleship with which to fix these gaps in the highway. You get my idea without further elaboration. If you think well of the idea you might give me something else to put in the picture. I could get this reproduced by the press practically from Michigan to Florida. If we could get something of this kind to attract the eye, people would then read what we have to say about it.

We are having a great many kicks from St. Petersburg over the fact that the western division of the Dixie Highway does not touch the most important metropolis on the west coast. We will have a meeting of the Executive Committee in Atlanta within the next few weeks to determine the place of our next annual meeting. Atlanta is anxious to have this meeting and Clark Howell wants us to have the meeting of the Executive Committee in Atlanta in order to stir up some enthusiasm on the proposition. I had thought of inviting the Florida Directors to that meeting to thrash out the question of changing the location of the western division so as to touch St. Petersburg. I hand you herewith map showing the present location as well as the desired change. What do you think of it?

Sincerely yours,
DIXIE HIGHWAY ASSOCIATION,
M. M. Allison
President.

MMA:R
l-enc.

December 7th, 1921.

Judge M. M. Allison,
Hamilton National Bank Building,
Chattanooga, Tennessee.

Dear Mike :

I have yours of the 1st : Any changes you want to make in the location of the Highway will be, I am sure, much better controlled from Chattanooga. You are more in touch with the different local conditions than anybody I know of and your judgment is bound to be better than the judgement of outsiders.

It seems to me that it would be quite easy to have a very effective propaganda just now if, for instance, a battleship could be traded for either 1000 or 10,000 miles of good highway. Some of the up-state battleships cost fifty to seventy-five million dollars - so that one good one would be enough to build a first class highway clear across the United States. This sort of propaganda might take very well with the farmers - and if we could once get the eyes of the Nation concentrated on a North and South Highway and an East and West Highway, it would be a good thing.

It doesn't seem to me that it is practical to make any Paradise Loop in the Florida part of the Highway. The Highway is crooked enough as it is now. If you have a map completed, it seems to me that the best thing to do is to stick to it. However, as I stated, I suggest leaving the matter up to you as you must be better posted than any of the rest of us.

Yours very truly,

CGF:R

M. M. ALLISON, PRESIDENT
Z. C. PATTEN, JR., 1st VICE PRESIDENT

W. G. WALDO, 2nd VICE PRESIDENT
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CHATTANOOGA, TENNESSEE

April 7th, 1922.

Mr. Carl G. Fisher,
Miami Beach, Fla.

My dear Carl:

The annual meeting of the Board of Directors of the Dixie Highway Association will be held in Jacksonville, Hotel Seminole, on May 26th and 27th, and I sincerely trust that you can arrange your affairs so as to be present.

One of the important matters to be brought before the Board at that time will be the formulation of a plan whereby one connecting, direct, all-weather route from the North into Florida can be established. To that end invitations are being extended to the members of the Highway Departments of the States traversed by the Dixie Highway system to be present.

It has occurred to me that it might be a good plan to have as many of the Directors as possible meet in Chattanooga and drive over the Highway to Jacksonville in order that they may see first-hand the progress that has been made since 1915.

The matter of the routing of the Highway along the west coast of Florida will also be brought up at this meeting.

With kindest personal regards, and looking forward to the pleasure of having you with us in Jacksonville, I am,

Very truly yours,
DIXIE HIGHWAY ASSOCIATION,

M. M. Allison
President.

MMA:JB

M. M. ALLISON, PRESIDENT
Z. C. PATTEN, JR., 1ST VICE PRESIDENT

W. G. WALDO, 2ND VICE PRESIDENT
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CHATTANOOGA, TENNESSEE

June 7, 1922.

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SOUTH CAROLINA
T. W. COCHRAN

Mr. Carl G. Fisher
Indianapolis, Indiana

My dear Carl:

I shall not call you anything akin to what Abe called his brother, Mose, the lion tamer, but we certainly missed you at the meeting in Jacksonville.

We had a very enthusiastic meeting and transacted quite a lot of business, some good, some bad. The most important item, I think, was a resolution notifying the people along the unfinished gaps that unless these gaps were finished by our next annual meeting, they could get off the map.

If we could judge of the interest manifested at this meeting, we would say that the enthusiasm of seven years ago had not abated.

With cordial personal regards, I am

Yours very truly,
DIXIE HIGHWAY ASSOCIATION

M. Allison
President.

MMA :B

Dixie Hwy

October 30th, 1922.

Mr. H. B. Graves,
Rochester, New York.

My dear Mr. Graves;

I have yours of the 24th. I don't see at this time how it is possible to assist the Dixie Highway in asking for a re-location. The Dixie Highway now needs, as you know, a wider right of way, and the road should be widened about four feet, perhaps five feet. Private and county interests will, I think, connect up the other roads, so that the main highway will act as a backbone for the highway system, and this was the original intention of the location of the Dixie Highway through the several states.

I think we need immediate attention of the road building plan in Florida and especially the widening of the Dixie Highway as far north as Jacksonville.

Very truly yours,

Carl G. Fisher.

CGF-MEC

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J. E. LOVELL, VICE PRESIDENT

W. R. LONG, TREASURER
MISS M. B. ROBERTS, SECRETARY

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CHATTANOOGA, TENNESSEE

Jan 10th, 1924.

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NORTH CAROLINA

N. BUCKNER, VICE PRES'T
DR. L. B. MORSE
SOUTH CAROLINA
A. E. PADGETT, VICE PRES'T

Mr. Carl G. Fisher, Director
Dixie Highway Association for Indiana
Miami, Florida

My dear Carl:-

At a meeting of the Executive Committee of the Dixie Highway Association held in its offices in Chattanooga, Tenn, on Dec. 31st, 1923, it was decided to hold the next annual meeting of the Board of Directors at the Hotel DeSota, in Savannah, Ga, May 21st and 22nd, 1924.

It is most desirable that we have full attendance of the Board of Directors at this meeting, and we are giving you this early notice for the purpose of knocking the props from under any excuses.

The Executive Committee at said meeting passed a resolution recommending that the Board of Directors be increased by two additional members from each state. This recommendation will be considered at the next meeting.

Yours very truly,
DIXIE HIGHWAY ASSOCIATION

President.

MMA:B

January 16th, 1924.

Mr. M. A. Allison,
Dixie Highway Association,
Chattanooga, Tenn.

My dear Mike:

I have yours of the 10th. I don't know where I will be May 21st and 22nd; but, if I can do so, I will run up and be with you. I hate like hell to ride in railroad trains; and hate to travel in any direction...on anything; and while I am not making you an out and out promise, I might be able to get up and see you at your next meeting. I certainly should do so, if it is at all possible.

Have you sold your lot yet; if not, better hang onto it a little longer, prices are going up every day.

We are having a big season.

Yours,

CGF-md



CENTRAL TRUST COMPANY OF ILLINOIS

CAPITAL AND SURPLUS \$ 7,000,000.

125 WEST MONROE STREET

WILLIAM G. EDENS
VICE PRESIDENT
FOR
NEW BUSINESS DEPARTMENT

CHICAGO,

April 5, 1924.

Mr. Carl Fisher,
Miami, Florida.

Dear Mr. Fisher:

Permit me to say to you that my recent visit to the "land of sunshine and flowers" was indeed most enjoyable- every moment of it- and that I shall ever gratefully remember the very kindly courtesies you extended to me.

May I hope that the day is not far distant when one can start from Chicago and drive through to the most southern point of the mainland of Florida- going all the way on a good concrete road. Then will your great state, which has so many attractions, come into its own.

It will be a real pleasure to welcome you to Chicago, and I trust that this event will not be long delayed.

With kindest regards and best wishes, believe me to be,

Faithfully yours,

Dixie Highway Commissioner for Ill.

W.G.Edens-MM

P.S. I am sending you copy of the Illinois Highway Improvement Blue Book, under other cover, which tells the story of our efforts to pull Illinois out of the mud.

Dixie Hwy

Apr. 21st, 1924.

Mr. Wm. G. Edens,
Central Trust Company of Illinois,
125 W. Monroe St.
Chicago, Ill.

My dear Mr. Edens:

Thanks for your letter of the 5th. I hope that
we will soon see the day when we can drive to
Chicago to Miami without fighting mud all the way.

Yours -

CGF-mc

M. M. ALLISON, PRESIDENT
J. E. LOVELL, VICE PRESIDENT

W. R. LONG, TREASURER
MISS M. B. ROBERTS, SECRETARY

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Dixie Highway Association



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A. E. PADGETT, VICE PRES'T

July 20, 1924.

Mr. Carl G. Fisher
Port Washington, Long Island, N. Y.

My dear Carl:

I wish to acknowledge, with many thanks, receipt of check for \$1000.00 received from Mr. Kohlhepp yesterday. The next time we are on the verge of bankruptcy we will certainly know who to call on. Your assistance and co-operation in the work of the Dixie Highway is one of the reasons that I continue to carry on.

With kind personal regards, I am,

Sincerely,
DIXIE HIGHWAY ASSOCIATION.
M. M. Allison
President.

MMA/IM

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Dixie Highway Association



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CHATTANOOGA, TENNESSEE

July 21, 1924.

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DR. L. B. MORSE

SOUTH CAROLINA

A. E. PADGETT, VICE PRES'T

Mr. Carl G. Fisher
Port Washington, Long Island,
New York.

My dear Carl:

Copy of your letter to Mr. Kohlhepp requesting him to mail us check for \$500.00 was received sometime ago, but did not have your address so I could not acknowledge it until today. I am today in receipt of the check from Mr. Kohlhepp, and the same is very very much appreciated. As a matter of fact we were just, ^{about} ready to go into bankruptcy.

With cordial best wishes, and many many thanks for the check, I am,

Sincerely yours,
DIXIE HIGHWAY ASSOCIATION.

M. M. Allison
President.

MMA/IM

H.M. ALLISON
J.J. LYNCH
I.G. PHILLIPS
DOWNING ALLISON

LAW OFFICES OF
ALLISON, LYNCH & PHILLIPS
SUITE 309
FIRST NATIONAL BANK BUILDING
CHATTANOOGA, TENNESSEE

December 8th, 1924.

Mr. Carl Fisher,
Miami Beach, Florida

My dear Carl:-

Everybody seems to have the Miami fever, but it is most contagious in Chattanooga. Quite a few of the young fellows here have an idea that they can make a fortune in Miami.

Ben Taylor, a young man about twenty-eight or thirty has the fever badly, and wants to get into the real estate game. He really wants to get on your selling force. If you are in need of a man, he might turn out to be a very valuable one. He is a man of sterling integrity and of rather attractive personality. If he should call to see you and you should have a vacancy, look him over and size him up. You are a good judge of the human animal.

I am just in receipt of a letter from Robby (V. D. L. Robinson, who used to be secretary of the Dixie Highway Association) suggesting that we celebrate the completion of the Highway by a repetition of the trip we made in the fall of 1915 from Chicago to Miami. What do you think about it?

I think I would really enjoy going over the ground again with the old guard. I think some improvement between now and then will be quite noticeable. Book may attempt to felicitate some Tennessee mountaineer but if he does, he'll never again pint his finger at him. I may mount some cotton bale and attempt to make a speech but I'll not introduce myself as Carl Fisher. I think we should stop at Cocoa and have a repetition of that wonderful address of welcome by the Mayor of Cocoa. I'll bet he is still earing that long tailed Prime Album.

It is my intention to get down to Miami for a short visit some time in January and hope to have the pleasure of seeing you. By the way, what is my lot worth and is it the time to sell.

Dec. 11th, 1924.

Dear Judge:

I have yours of the 8th. We have already taken on one real estate aspirant from Chattanooga there must be a thousand of them in that business that want to locate at Miami, judging from the letters we receive; however, we will have a look at Ben Taylor and at least give him some good advice.

I wouldn't go over the Dixie Highway, or any other highway from here to Chicago in an automobile for the whole state of Indiana, or Tennessee either for that matter. The road from here to Jacksonville is much worse than it was five years ago; and it is almost as bad as it was when we came over it. Of course, the bottom of the road base is there, but the top surface in a great many places is gone and on account of new building there are a great many terrible detours. I am satisfied that any attempt of new road building should be with a permanent type either concrete or Kentucky Rock Asphalt, otherwise a big part of the money spent on the road is soon gone.

Your lot is still going up; and I doubt if it will reach the peak while you live. I think you can get twenty thousand dollars for it or around that now.

Yours,

Judge M. M. Allison,
Chattanooga, Tenn

DIRE

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Dixie Highway Association



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NATIONAL HEADQUARTERS
305 FIRST NATIONAL BANK BUILDING
CHATTANOOGA, TENNESSEE

August 28th, 1925.

Mr. Fisher

Mr. Carl G. Fisher,
Miami Beach, Florida

My dear Carl:-

I have made affidavit several times that I would never ask you for further contribution to the Dixie Highway Association, or even permit you to give us anything more, but we are in a dreadful financial condition, and if you want to make a little further donation, I will reluctantly accept it.

Plans and preparations are going on apace for the celebration of our Tenth Anniversary the middle of October. I do not expect to make the entire trip from Michigan to Miami myself, but will be very unhappy unless you fall in and go a part of the way with us,- say join us in Chattanooga and go on to Miami, or drop out at Jacksonville, but at any rate, you must be in Chattanooga on the night of October 14th, and go a part of the way with us. Quite a number of the old bunch that made the trip in 1915 will be with us, and we will have a good old time family reunion. Begin to make your arrangements now to go at least a part of the way with us from Chattanooga to Miami.

I sold the lot you gave me about the first of March for \$20,000, and I understand it is worth something like \$75,000 or \$100,000 now. My loss, however, in failing to hold it a little while longer, does not diminish my sincere gratitude to you for the gift.

Sincerely yours,

Wm Allison

MMA:B

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M. M. ALLISON
W. R. LONG
RICHARD HARDY
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SOUTH CAROLINA
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J. C. GAMBRELL
J. M. GAINES
J. C. DUCKWORTH

Sept. 9th, 1925.

Mr. M. M. Allison,
Chattanooga, Tenn.

My dear Mike:

I enclose you check for \$1000. I would like to make the trip with you, but on account of this Hay Fever, I must stay out of the dust and dirt. I know you don't want a sneezing idiot for a companion on a trip of this kind.

I hope you will get Gilbreath from Detroit. If Gill feels that he cannot make the trip for the Detroit Club, I will pay his expenses.

Very truly yours,

CGP:FB

The Macon Telegraph

MACON, GEORGIA

April 13, 1927.

Dixie Hwy

Mr. Carl G. Fisher,
Miami Beach, Fla.

Dear Carl:

I was in Miami last week and looked forward with a great deal of pleasure to spending a little while with you.

Upon phoning your house Monday night I was told by Gallo-way that you went to New York the night before and would be away about ten days.

I was particularly interested in seeing Florida under the deflation conditions and wanted the benefit of your views on the situation in addition to the great pleasure I should have had in associating with you and building up my spirituality thereby. (You know what I mean by spirituality).

I went from here to Ocala, thence to Tampa, to Miami, and back up the East Coast, being particularly interested in business conditions as I saw them in Florida, and returned here very optimistic and reassured. The only trouble with Florida in my opinion is that she had a building panic and real estate development that prepared her in this particular line for her growth during the next fifteen years. None of this is disadvantageous to Florida, of course. She could not be blamed for the boom--speculation did that, and now that speculation has been eliminated in large measure, I think that Florida is going to profit immensely during the next several years.

The roads are simply wonderful, and you owe it to yourself to make a trip over them at the earliest opportunity. You were a pioneer in road building and it is simply gorgeous to see the results that have accrued from the hardships and sufferings that we endured during the early days of promotion. Wonderful, smooth, paved roads are to be found in almost any direction that one cares to drive, and as a rule these are overhung or shaded by the giant wateroaks, festooned with moss, which offer cooling shade, restfulness and freedom from care. I think Florida is truly marvelous and am quite glad that she has not suffered from what has erroneously been called a collapse.

WTA/F

Sincerely,

W. T. Anderson

Miami Beach	Assessed Valuations
1915	\$ 224,000.00
1916	335,120.00
1917	647,500.00
1918	352,745.00
1919	2,579,600.00
1920	3,933,700.00
1921	5,540,112.00
1922	6,235,539.00
1923	8,222,485.00
1924	12,260,250.00
1925	44,094,950.00
1926	66,763,465.00
1927	50,000,000.00

MIAMI BEACH
Chamber of Commerce
 Miami Beach, Florida

President THOS. J. PANCOAST
Governors F. LOWRY WALL C. W. CHASE, JR. A. H. PATTON S. GROVER MORROW WM. F. SHEEHAN W. B. LEDDY
Secretary CHAS. W. CHASE, SR.

October 27, 1927

Dixie Hwy

Mr. Carl G. Fisher,
 Port Washington, L.I.,
 New York.

Dear Mr. Fisher:

"His Excellency," Ev Sewell, the self-appointed Czar of Miami, has just tried to pull another of his old tricks. At a meeting of the East Coast Chambers of Commerce on Tuesday last, he made a proposition that the name of the Dixie Highway on the East Coast be changed to "An Avenue of Palms" and at first it appeared as if it might go over.

I made a strong fight for the retention of the old name, stressing the value of the name Dixie Highway through all of the East Coast of Florida, using as an argument that northern people once they arrive on the Dixie were naturally interested in following the road through to its destination and that if the name changed when they arrived in Florida, they would naturally follow the Dixie Highway to the West Coast. I am glad to state that my argument prevailed and the name of the Dixie will continue as before.

Since you are the Father of the name Dixie Highway, I thought that perhaps you would like to know of this occurrence.

The Chamber of Commerce is having more inquiries for information regarding hotels and apartment houses for this winter than ever before and we are, consequently, looking for the biggest season in our history. Our Chamber is working very hard toward this end.

Sincerely yours,

Chas. W. Chase Sr.
 Secretary.

CWC:s

WEATHER REPORT. 8 A.M. Today 74 °. Yesterday, highest 83°; lowest 70°. YOU CAN LIVE LONGER HERE. "The healthiest spot on this continent, if not in the world"--Dr. Scott Edwards.