

Lincoln Highway I

Nº 85

THIS CERTIFIES THAT

CARL G. FISHER

OF

INDIANAPOLIS, INDIANA

"HAS CONTRIBUTED FIVE DOLLARS "

TO

THE

LINCOLN



HIGHWAY

ASSOCIATION

OBJECT:

TO IMMEDIATELY PROMOTE AND PROCURE THE ESTABLISHMENT OF A CONTINUOUS IMPROVED HIGHWAY FROM THE ATLANTIC TO THE PACIFIC, OPEN TO LAWFUL TRAFFIC OF ALL DESCRIPTIONS WITHOUT TOLL CHARGES, AND TO BE OF CONCRETE WHEREVER PRACTICABLE. THIS HIGHWAY IS TO BE KNOWN, IN MEMORY OF ABRAHAM LINCOLN, AS "THE LINCOLN HIGHWAY."

NATIONAL HEADQUARTERS, DETROIT, MICHIGAN,

DATED August 28, 1913.

A. R. Partridge

SECRETARY.

W. E. B. Jones

PRESIDENT.

"A CONTINUOUS, CONNECTING, IMPROVED HIGHWAY FROM THE
ATLANTIC TO THE PACIFIC"



THE LINCOLN HIGHWAY



THE LINCOLN HIGHWAY ASSOCIATION, INC.
DETROIT, MICHIGAN

DIRECTORS:

HENRY B. JOY, PRESIDENT
CARL G. FISHER, VICE-PRESIDENT
PAUL H. DEMING
RUSSELL A. ALGER
ROY D. CHAPIN
A. Y. GOWEN
F. A. SEIBERLING
ALBERT J. BEVERIDGE
JOHN N. WILLYS
EMORY W. CLARK, TREASURER
A. R. PARDINGTON, VICE-PRES. AND
SECRETARY

2115 DIME SAVINGS
BANK BUILDING

NATIONAL
HEADQUARTERS

October 22, 1913.

Mrs. Ida C. Fisher,
120 Prado,
Atlanta, Georgia.

My dear Mrs. Fisher:-

Your son Carl has just forwarded to me your contribution to the Lincoln Highway of \$5.00, for which I desire, representing the directors of the Association, to thank you.

When Carl started the Lincoln Highway proposition he started something big. As a memorial to Abraham Lincoln his name will be always attached to the Lincoln Highway as the man who suggested the idea and who, by his persistency and broad minded actions, was the one to make it possible.

Again I desire to thank you and congratulate you upon having such a son, from whose acquaintance I have derived great pleasure and benefit. I am proud to call him one of my friends.

Yours very sincerely,

Vice President.

ARP-M.

BULLETIN No. 2

"A CONTINUOUS, CONNECTING, IMPROVED HIGHWAY FROM THE
ATLANTIC TO THE PACIFIC"



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2115 DIME SAVINGS
BANK BUILDING

NATIONAL
HEADQUARTERS

November 1st, 1913

To Our Contributors:

Since our last bulletin to you regarding what has been and is being accomplished in the work of establishing The Lincoln Highway, the following items are reported in order that you will be acquainted with the same.

Vice-President Carl G. Fisher has attended a number of public meetings held in the State of Indiana, where the enthusiasm for The Lincoln Highway is keen.

Mr. H. S. Quine, Assistant to the President of the Goodyear Tire and Rubber Company of Akron, than whom there is no more interested enthusiast, recently addressed a meeting to the citizens of Joliet, Illinois, and met with a most enthusiastic and cordial reception. The citizens of that city have organized what is known as The Lincoln Highway Association Auxiliary Number One. This designation of organization along the route is now being urged by the local communities where good roads organizations have not, at this writing, been organized. About 250 representative citizens were present when Mr. Quine talked. On their invitation, Vice-President Pardington expects soon to visit that city and perfect the organization for the procurement of funds, etc.

On the night of October 16th Vice-President Pardington, by invitation, appeared before the Philadelphia Automobile Trade Association, and before leaving Philadelphia every member of that Association had subscribed to The Lincoln Highway fund, and had pledged himself to the sale of Certificates to his customers. At that meeting one of the engineers representing the Highway Department of the city of Philadelphia pledged, on behalf of the city, to mark the route of The Lincoln Highway from the Camden Ferry through the city and out Lancaster Pike to the county line.

On October 8th the citizens of Nebraska along the Platte Valley met in convention at Central City, and were addressed by Congressman Dan Stevens of Nebraska and, by invitation, Vice-President Pardington. The citizens of that State responded to the call. Hundreds of them met in Central City from points three hundred miles distant, many of them driving into the village from towns ranging from fifty to one hundred

miles, north, south, east and west. It is interesting to note that in connection with this visit, although Central City is in the center of a rich farming district, but two horse-drawn vehicles were noted on the streets during the twenty hours of the stay of Vice-President Pardington. Automobiles lined the curb, and from a State official who was present at one of the meetings it was learned that the automobile ownership saturation of Nebraska was one in thirty. The citizens along the route of The Lincoln Highway in that State have already marked the route practically throughout its entire distance. The banks throughout this section of the country are most enthusiastic for The Lincoln Highway, as it opens up possibilities of daily deposits which now in large measure are restricted to deposits made, particularly by the farming community, once a week.

At Lincoln the business men met at luncheon on the 9th to the number of about three hundred, and were addressed by Vice-President Pardington, and their most hearty co-operation insured, although this city is not on the route of The Lincoln Highway.

On the evening of the same day the Commercial Club of Omaha met in large numbers, and a very enthusiastic meeting was held participated in by the Chief Consul of the State, Mr. H. E. Frederickson, Mr. Hosford, Secretary of the Good Roads Committee of that Association, and one of the Regents of the State University who lives near Omaha and is most enthusiastic as a good roads advocate and supporter. The City of Omaha and, in fact, the entire County of Douglas from the Missouri River west, has been marked with The Lincoln Highway marker on an average of at least five poles to the block.

On October 9th the citizens of Clinton, Iowa, met at a noonday luncheon at their Club headquarters, all of whom were for The Lincoln Highway. In this State, W. F. Coan of the First National Bank of Clinton, Chief Consul for Iowa, has practically completed his State organization.

Since the last bulletin to the contributors, prominent citizens and officials, including Governors and Mayors between the Atlantic and the Pacific have written letters addressed both to the Association and to the press, commending the idea of The Lincoln Highway and especially commending it to the patriotic consideration of their citizens. Governor Carey of Wyoming has already issued a proclamation for a dedication celebration on the night of October 31st, and has urged the clergy of that State to take the life of Abraham Lincoln as the substance for their addresses on Sunday, November 2nd, and preach a sermon directed especially to the younger generation.

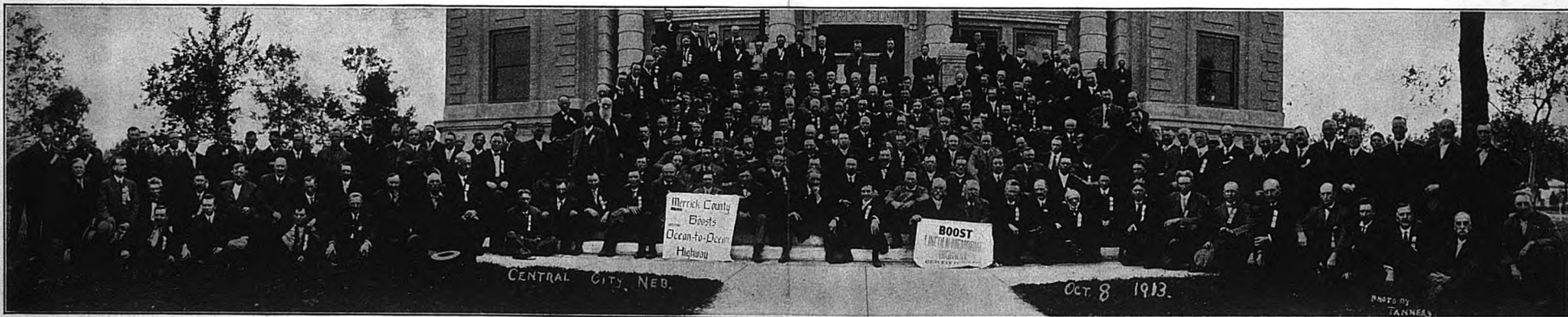
Mayor Fitzgerald of Boston has written a most commendatory letter, and the Board of Selectmen of Worcester, Mass., are agitating in that city to have the Highways improved leading from Albany through to Boston in order that the New England tributary of The Lincoln Highway may be improved, suitably marked and made worthy of its part in this great transcontinental system.

From Toledo, Ohio, comes a most cordial letter of support, signed by Brand Whitlock, the Mayor, and Bishop Schrembs of the Roman Catholic Church, Diocese of Toledo, has written commending the idea and paid \$25.00 for one of our \$5.00 Contributor's Certificates.

In Iowa, Mayor Lovejoy of Jefferson, has had more than one public meeting and contributions for the Highway fund are being received by him and reported through the daily paper of his city.

In Denver, Colorado, Motor Field, a publication devoted to automobiling, has started a popular list for selling of Contributor's Certificates, reporting each sale made to the general public through the columns of that publication.

In Churchill County, Nevada, the citizens are arranging for a special election to vote \$50,000 to provide bonds for



Lincoln Highway Meeting at Central City, Nebraska, October 8th, 1913. Held at the Court House of Merrick County
Representatives were in attendance from all points in Nebraska, particularly along the Platte Valley between Omaha and the Wyoming Line

preparing The Lincoln Highway roadbed for final improvement when this Association is ready to co-operate with them.

Ex-Governor Gillette of California who is the father of the \$18,000,000 bond issue for the improvement of the highways of California has, on invitation of the Directors of this Association, agreed to serve as honorary Vice-President representing the Pacific Coast. From letters and telegrams from Mr. E. P. Brinegar, Chief Consul for the State of California, he urges an early visit to the Coast of one of the officials of the Association, in order that an organization in the State of California may be perfected.

With all of these activities going on across the country (and those herewith reported are but a small number of those occurring), it is small wonder that The Lincoln Highway today is one of the most talked-of popular movements now being fostered, and in which the interest of the general public is most keen. You are urged to interview at least one personal friend or acquaintance and secure from him a contribution of at least \$5.00, in return for which the Association will place in the possession of the contributor a Certificate similar to the one now in your possession.

To aid in carrying the overhead charges of the Association, during its preliminary work, there have been designed and placed on sale pennants in four colors showing the outline of the United States with the route across the same. These pennants are made in pairs (rights and lefts), and are placed on sale at \$1.00 per pair. This charge is reasonable, and as the Association has no investment, due to an arrangement made with the manufacturing concern, all profits accruing from the sale of these pennants revert to the Association. You are urged to send in your order for at least one pair or more of these pennants:

The Proclamation, establishing the route of The Lincoln Highway, has been printed on parchment in sepia, and framed in a corresponding tone of brown. Believing that these Proclamations will, in the future, possess a real historic value because of the new bond of union between thirteen States, as binding and as practical as was the bond of union of the original thirteen States, it is urged that Contributors procure these beautifully framed proclamations for display on the walls of their offices or residences. The character of the framing and the general design is such as to merit that use. Again, these are being put out practically without investment by the Association, such profit as comes from their sale reverting to the Treasury of the Association. You are urged to purchase one of these proclamations, which will be sent to you framed and boxed, for the small cost of \$5.00. They measure 31" x 42".

Again let me impress upon you the desirability of placing at least one Certificate in the possession of each one of your friends or acquaintances, using the yellow perforated subscription sheet enclosed in the booklet which accompanies this bulletin.

Very truly yours,

A. P. Pardington

Secretary.

1914

The
Lincoln
Highway

Reaching a
Ten Million
Dollar Ideal

Reaching a
Ten Million Dollar
Ideal

The Lincoln Highway
What It Is and
How It Is Being Realized

The
Lincoln Highway Association
National Headquarters
DETROIT, - MICH.

The Lincoln Highway

What it is and why

LESS than two years ago a man in Indiana who had always been interested in roads—good roads and their attendant prosperity—had a great idea.

¶ He thought of the wonderful benefits to our country which would be the direct result of a nation-wide system of good roads—more and better schools with half again as many native American pupils; cheaper transportation, meaning a lower cost of living; a greater intermingling of people, meaning more business; more banking; more confidence; a greater freedom of circulation—*more prosperity*.

¶ He thought of these things as many other patriotic men have done, but he did not stop there—the nation-wide system of good roads had long been an ideal, his great idea was *how* to reach the realization. He had a practical plan.

¶ There were, in the United States, two million miles of unimproved roads. Every year a certain number of miles were improved, a few miles here, a few miles there, each section beginning nowhere, ending nowhere. Political differences and local selfishness held back any real national progress. A great, patriotic get-together impulse was needed.

¶ This man's idea was to furnish the impulse—a shining example of what could be done by united effort—a road thousands of miles long, reaching from the Atlantic to the Pacific, every mile graded, smooth, hard-surfaced—perfect.

¶ *A road of this kind would be a model for good roads in every part of the country.* Branches from every large center would

be built to it and these branches would in turn have branches, until eventually the entire country would be covered with a network of improved roads, connecting and interconnecting every part—arteries of commerce, progress and prosperity.

¶ This first great road, *the longest in the world*, would allow comfortable and easy travel across the entire country, thousands of motorists would “see America first” and consequently, thousands of American dollars would remain on this side of the Atlantic instead of being distributed along European thoroughfares.

¶ This man's plan was based on the fact that if only a portion of the aggregate amount spent on scattered road improvement every year, were concentrated by the states and counties on *one* road, and if, in addition, the patriotic citizens of the country could be appealed to personally for aid, the great work could be carried through to completion in a surprisingly short time.

¶ This man acted upon his idea. He, and a group of patriotic men, financed the plan, an association was formed and incorporated, engineers, road experts, local automobilists and their clubs were consulted, specifications and route were decided upon, entirely upon their merits. Not one of the original founders of the project was located upon the route as laid out.

¶ The idea was discussed, approved and given form. The whole was crystallized into the announcement of the route.

¶ The idea was and is: “To immediately promote and procure the establishment of a continuous improved highway from the Atlantic to the Pacific, open to lawful traffic of all descriptions, without toll charges; and

to be of concrete wherever practicable. The highway to be known as 'The Lincoln Highway' in memory of Abraham Lincoln."

§ § §

How the Plan is Realized

TO reach the realization of this great idea \$10,000,000 are to be raised by popular subscription. The remainder of the amount needed to complete the improvements, or about 60% of the total, is to come in the form of aid from the constituted authorities of the states, counties and towns on the route.

¶ The Lincoln Highway Association is an organization incorporated for the purpose of raising the ten million dollars by appeal to the public; and to agitate for the aid of the authorities in each state through which the route passes. It is the focusing point for the efforts of the thousands of patriotic good roads enthusiasts in the United States. Through The Lincoln Highway Association they may co-operate toward the establishment of a route 3,400 miles long, from which every community in the country will benefit.

¶ The small expenses of the Association are borne in part by the group of original founders and by the sale of maps, pennants and other Lincoln Highway material. The impulse behind the organization is purely patriotic and unselfish; "*the greatest good for the greatest number*" has been the idea in the forming of the Association as well as in the laying out of the route.

¶ More than two hundred Consuls, (local and state representatives of the Association), have been appointed in the localities along the route. State, county and municipal associations, Boards of Trade, Chambers of Commerce, and all classes of civic and pa-

triotic bodies are organizing, exerting political influence, raising funds and agitating for the movement.

¶ The one thing previously lacking has been supplied—a central organization—a method of co-operation—a common goal for the good road advocates in every locality.

¶ Individuals from all quarters of the Union are pledging their support, contributing cash and engaging in the effort to make this trans-continental highway quickly available.

¶ Much has been accomplished.

§ § §

What Has Been Done

AT this date upwards of \$3,000,000 are in hand in cash and pledges toward the \$10,000,000 fund. The cement association has passed a resolution pledging a quantity of its product equal to a value approximating \$1,500,000.

¶ Large manufacturers have been most liberal, many of the subscriptions being from \$5,000 to \$300,000.

¶ From sixty to seventy-five percent of the route from coast to coast is now marked with the official red, white and blue marker of the Association, and it is not going too far to say that one hundred percent will be marked by 1915. The labor as well as the material for the work is being contributed in each locality.

¶ County and state roads, as well as city streets, are being renamed "Lincoln Way." This has been done in over fifty towns and cities along the Way, and resolutions are now pending in many others.

¶ In many towns and cities, notably Goshen and South Bend, Ind., and Chambersburg, Pa.

memorial arches and monuments have been erected or are being planned.

¶ An educational campaign for members and contributors is well under way. The press of the country are unanimous in their support of the movement.

¶ The motor publications have contributed in the aggregate about forty thousand dollars worth of advertising space, which is now being used.

¶ The Illinois State Highway Commission has approved the route across that state, and made it State Aid Route Number One, which insures that the first section of concrete road laid in Illinois, in 1914, will be on the Lincoln Highway.

¶ In Iowa, but few bridges require reconstruction in concrete to give the standard Lincoln Highway width.

¶ A man in Los Angeles has donated drinking fountains for users of the Highway, one for each ten miles of the route in Illinois, these fountains to be memorials to his mother.

¶ A Colorado rancher has donated a straight right of way across his land, sixty feet wide and nearly four miles in length.

¶ The General Federation of Women's Clubs of America are pushing a campaign, through their State Chapters, for the beautification of the Lincoln Highway. They intend to line it with trees and shrubs indigenous to each state traversed.

¶ Five counties in Iowa have appropriated in the aggregate \$140,000 to be spent in 1914 on improvements on the Lincoln Highway.

¶ One hundred and forty-five of the two hundred and twenty-nine miles of Lincoln Highway in Ohio are improved with either brick, concrete or other hard surface.

¶ In Wyoming and Nevada, culverts of steel and concrete are being installed by thousands of feet along the Lincoln Highway.

¶ The great mass of automobile owners are rallying to the support of the Association by taking \$5.00 memberships.

¶ Every contributor receives an engraved certificate of membership, a beautiful, etched radiator emblem, and a card showing membership in the Association. Thousands are now enrolled.

¶ The President of the United States, as well as the Governors of many of the states, have not only placed the stamp of their highest approval upon the great memorial enterprise, but are contributing members.



What Remains to be Done

THE ideal of the Indiana patriot is to be realized. That is a certainty. America is to have the longest improved road in the world. A road which will exist forever, an example and a blessing to future generations—the twentieth century's memorial to Abraham Lincoln, the greatest American of the nineteenth century.

¶ But much remains to be done. The cooperation of every American is needed and is urged by the Association. The big pledges (\$5,000 and more) toward the \$10,000,000 fund, must necessarily be slow in coming, and the bulk of the sum remaining to be raised, must come in the individual contributions of five dollars to five thousand, from among the hundred million odd, American patriots, who honor the memory of Lincoln and will benefit by the establishment of this most practical memorial to him.

Officers and Directors of
The
Lincoln Highway Association



- HENRY B. JOY, President
President of the Packard Motor Car
Co., Detroit, Mich.
- CARL G. FISHER, Vice-President,
President of the Prest-o-Lite Co., In-
dianapolis, Ind.
- ROY D. CHAPIN, Vice-President
President Hudson Motor Car Co.,
Detroit, Mich.
- PAUL H. DEMING, Vice-President
The George Worthington Co., (Cleve-
land, Ohio.) Detroit, Mich.
- HAROLD J. LARSEN, Vice-President
Detroit, Mich.
- EMORY W. CLARK, Treasurer
President First National Bank, Detroit
Mich.
- RUSSELL A. ALGER, Director
President Alger, Smith, and Co., De-
troit, Mich.
- F. A. SEIBERLING, Director
President Goodyear Tire & Rubber
Co., Akron, Ohio.
- A. Y. GOWEN, Director
Treasurer Cleveland Builders' Supply
Co., Cleveland, Ohio.
- JOHN N. WILLYS, Director
President Willys-Overland Co., To-
ledo, Ohio.
- HONORABLE ALBERT J. BEVERIDGE,
Director
Former U. S. Senator from Indiana,
Indianapolis, Ind.
- A. R. PARDINGTON, of New York
Vice-President and Secretary.

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THE LINCOLN HIGHWAY ASSOCIATION
Detroit, Michigan

THE LINCOLN HIGHWAY

Vol. I

August 13th, 1914

No. 31

Mounted Stereotypes or Mats of Illustrations Furnished Free on Request to
A. F. Bement, Director of Publicity, Lincoln Highway Association, Detroit, Mich.

LINCOLN WAY HAVING WONDERFUL EFFECT ON INDIANA ROADS

Agitation for Connecting Links
Statewide.

Forty-Seven Volunteer Teams
Working on Michigan Road.

Farmers and Motorists Combine
to Demand Improvements.

Indianapolis, Ind.:—The interest in good roads which has been aroused in this state since the Lincoln Highway was officially routed through here last September, and since work has been going on in many counties through the northern section, has been exceedingly marked.

The people of Peru and Kokomo, Indiana, are now agitating for a connecting link with the Lincoln Highway running through these towns, and according to W. S. Gilbreath, Secretary of the Hoosier Motor Club of this city, prominent citizens of these two towns wired him recently to attend a meeting of automobilists and interested property owners in Kokomo. Gilbreath found a fairly large party of enthusiasts in conference, the Mayor of Kokomo, the Mayor of Peru, and the presidents of the respective Chambers of Commerce, in attendance. They were all enthusiastic for the immediate improvement of a road leading through these towns to South Bend, the road touching Tipton and Noblesville.

This agitation is interesting as following so closely upon the heels of the recent trip taken by the automobilists of Indianapolis and South Bend, when they met at Logansport to discuss the question of improving a branch to the Lincoln Highway from Indianapolis to South Bend.

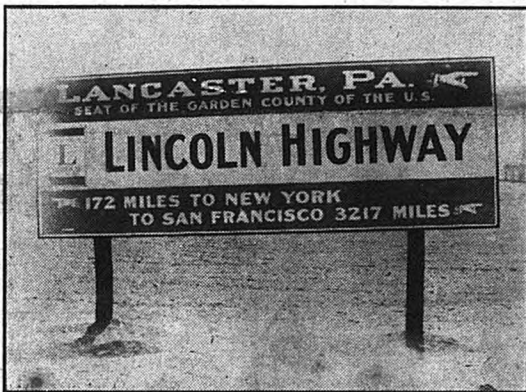
Another agitation has been started by the residents along the Michigan Road. These people, in the main prosperous farmers, arranged to call a Good Roads Day in the near future, and they are now circulating a card bearing a pledge to be signed by the participants, stating that the undersigned agrees to donate so many days' work with a two-horse team or its equivalent in cash, for the purpose of grading, oiling, or otherwise improving the Michigan Road from Indianapolis to Logansport, with the object of completing an improved Highway from Indianapolis to South Bend, for the purpose of reaching the Lincoln Highway. According to Mr. Gilbreath 47 teams are now hauling gravel on the Michigan, Road, all of this being volunteer labor.

It looks as though the citizens of Indiana will not be satisfied until every outlying hamlet and village is connected by an improved road to the Lincoln Highway at some point

Lincoln Way Improvement Pushed in Ohio.

With funds provided through popular subscription in Allen county, Ohio, the Lincoln Highway will be improved and stoned at once as a result of an agreement between the

Type of Lincoln Way Signs in Pa.



LANCASTER, Pa., is busy preparing for the thousands of tourists she expects the Lincoln Highway to bring through her streets next year. The streets have been renamed "Lincoln Highway" by the city council and marked with the red, white and blue official markers. The illustration shows the large signs which the citizens have had erected at both entrances of the transcontinental route into the city. They are five by fourteen feet in size and announce that Lancaster is the "Garden City of the U. S."

LINCOLN WAY MARKING BEING COMPLETED IN NEVADA

Carson City, Nev.—The Lincoln Highway markers for placing between Carson City and Lake Tahoe have been completed, and, according to the Local Consul of the Lincoln Highway Association, are works of art. These markers are constructed of red wood, 6 by 6 inches by 10 feet long. They have been given five coats of white lead and then painted with the official Lincoln Highway colors, red, white and blue, with a blue "L" on a white ground. These signs will be placed immediately. The Good Roads Association of this section intends to make this part of the Lincoln Highway a model of safety and convenience for automobilists.

Eleven-Gangs at Work on Lincoln Way in Iowa.

Denison, Iowa.—Work is progressing rapidly on the Lincoln Highway between Ames and Council Bluffs, Iowa. Pottawattomie county has at present two large gangs on the work at this section of the great road. Harrison county has four gangs, and Crawford county five. In all, eleven gangs of workmen are at present busily engaged in getting this section of the Lincoln Highway in shape for the immense amount of travel expected through here next spring.

The distance from Ames to Council Bluffs is about 28 miles. At least 18 miles of this distance will be graded up to the standard required by the Lincoln Highway Association before the latter part of August.

In Carroll county 12 miles of road have been contracted for, and the grading will be started in the near future. At least half of this distance will be finished this season.

ILLINOIS SECTION OF LINCOLN WAY STARTED

Eighteen-Foot Concrete Road to
Cost County \$45,000.

Joliet, Ill.—Plans, specifications and estimates for building two and three-quarters miles of the Lincoln Highway in Will county, under the supervision of the State Highway Commission, were received from that body this morning by County Superintendent W. H. Smith. The estimated cost of this section of the Lincoln Highway was \$45,748, which will be equally divided between the state and the county.

The specifications call for an eighteen-foot concrete road with longitudinal and lateral drains.

Will county is now competing with the other counties in Illinois for part of the 2,000 barrels of cement offered by the Lincoln Highway Association to the county in this section which will raise the most money locally for the improvement of the route, and is also competing for a convict camp which the State Highway Department will place in the county which votes the largest sum for local road improvement this year. Eight thousand dollars has been raised by private subscription for the Lincoln Highway construction, in addition to the \$46,000 county and state aid money.

Manager F. O. Eckman, of the Joliet & Southern railway, has agreed to haul each car of crushed stone which will be received from the state for improvement of this route exactly to the place on the road where it is wanted, for \$7.50 a car.

It looks as though, with every one helping, sufficient funds will be raised

page
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Lincoln Way Improvement Pushed in Ohio.

With funds provided through popular subscription in Allen county, Ohio, the Lincoln Highway will be improved and stoned at once as a result of an agreement between the local members of the Lincoln Highway Association and the County Road Commissioners. By the plan adopted for this work the local association will furnish the labor and a section man at every three miles, and the county will furnish the material. The section through Allen county, which Lima, Ohio, is located, should be in good condition in the near future.

LINCOLN HIGHWAY NOTES

The Good Roads Committee of the Salt Lake City Rotary Club recently met with the Good Roads Committee of the Commercial Club for the purpose of discussing the Lincoln Highway question, the idea being to bring influence to bear toward the immediate improvement of the road south of the Great Salt Lake.

Suggestions are constantly received from interested persons all over the country with reference to the improvement and beautification of the Lincoln Highway. The prize suggestion has just come from Ohio, where a patriotic citizen suggests that squirrels be placed along the Lincoln Highway. This citizen also suggests that hickory and black walnut trees be planted to furnish food for the squirrels.

F. W. Hance, who is making a transcontinental trip, much of which will be over the Lincoln Highway, has written from Carson City stating that he noticed a great deal of work going on in the west all along the

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In Greene county construction is going on at several points, as it is in Boone and Story counties. The entire route of the Lincoln Highway in the counties named is already completely marked for the guidance of tourists, this work being the result of the efforts of Mr. W. C. Rollins, the Lincoln Highway Consul in this section.

line in preparation for the immense amount of travel expected in 1915.

The Hotel Reporter, in a recent issue, covers the many benefits to be derived by hotels located on the Lincoln Highway and the many ways in which they may profit from their location. According to this article hotels located along the great route may expect to do a wonderful business next year and every year following as the Lincoln Highway nears completion.

President W. F. Jensen and Secretary W. C. Stark of the Salt Lake City Commercial Club have recently started on a tour over the Lincoln Highway from Salt Lake City to Ely, Nev. This trip is for the purpose of viewing the road and determining just where improvements are most necessary.

A Lincoln Highway baseball team has been organized in Gettysburg, Pa. Is this the beginning of a Lincoln Highway league?

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Eighteen-Foot Concrete Road to Cost County \$45,000.

Joliet, Ill.—Plans, specifications and estimates for building two and three-quarters miles of the Lincoln Highway in Will county, under the supervision of the State Highway Commission, were received from that body this morning by County Superintendent W. H. Smith. The estimated cost of this section of the Lincoln Highway was \$45,748, which will be equally divided between the state and the county.

The specifications call for an eighteen-foot concrete road with longitudinal and lateral drains.

Will county is now competing with the other counties in Illinois for part of the 2,000 barrels of cement offered by the Lincoln Highway Association to the county in this section which will raise the most money locally for the improvement of the route, and is also competing for a convict camp which the State Highway Department will place in the county which votes the largest sum for local road improvement this year. Eight thousand dollars has been raised by private subscription for the Lincoln Highway construction, in addition to the \$46,000 county and state aid money.

Manager F. O. Eckman, of the Joliet & Southern railway, has agreed to haul each car of crushed stone which will be received from the state for improvement of this route exactly to the place on the road where it is wanted, for \$7.50 a car.

It looks as though, with every one helping, sufficient funds will be raised to insure the placing by Governor Dunne of a convict camp on this section of the Lincoln Highway.

RED MAN NOT LINCOLN HIGHWAY OFFICIAL

Reports have been received, by the Lincoln Highway Association, from Iowa, that the Indian, Red Fox James, who, according to recent press reports, is travelling from the Reservation in Wyoming to the capital at Washington over the Lincoln Highway, has announced to local papers that he is an official representative of the Lincoln Highway Association. This the headquarters of the National Association deny, stating that only one authorized travelling representative—known as Consul-at-Large, represents the Association, Mr. H. C. Ostermann.

The Association states that while it appreciates fully any efforts this man, or any other man, may make towards aiding the work of the Association in establishing the 3,400-mile route, nevertheless it is desirable that the public be not confused by unauthorized reports from "official representatives," who have no connection with the Lincoln Highway Association.

A recent issue of the San Francisco Call, San Francisco, Cal., says: "The Lincoln Highway is becoming more and more of an accomplished fact every day. The improvement is more noticeable in the sparsely populated parts of Nevada and Utah than in California, where so much good road work is being done. It is now possible to travel over the Lincoln Highway with the satisfied feeling that you are on the right road all the time."

PRESS SHEET = LINCOLN HIGHWAY ASSOCIATION

RELEASED ON RECEIPT

Mounted Stereotypes or Mats of Illustrations Furnished Free on Request to
A. F. Bement, Director of Publicity, Lincoln Highway Association, Detroit, Mich.

WOMEN'S CLUBS TO BEAUTIFY LINCOLN WAY

General Federation to Act on
Plan in June

State Chapters to Assist in Planting
Trees and Shrubs

Officers of the General Federation of Women's Clubs of America, which meets in Chicago at the Auditorium, June 1st, are enthusiastic over the plans of H. B. Waldron, State Consul of Nebraska, for the beautification of the Lincoln Highway. The General Federation of Women's Clubs has a membership of about one million, two hundred thousand women. They are interested in getting Gifford Pinchot to co-operate with them in their plans for the planting of trees and shrubs along the thirty-four hundred miles of the Way, and have already secured Prof. Miller who holds the chair of agriculture in the Illinois University, for an address on the subject at the Chicago biennial.

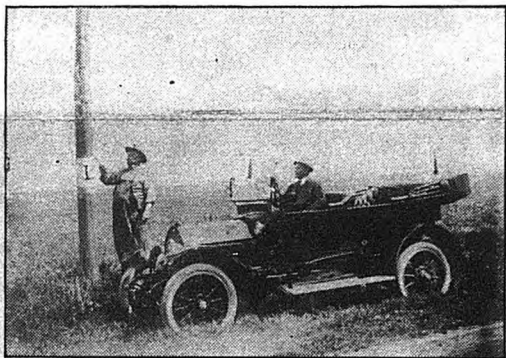
The Federation can do a great good through its state chapters as it wields a tremendous power when once its activities are directed towards a certain point and with concerted action.

The idea is to have the Lincoln Highway in every state lined with trees and shrubs indigenous to that state and a committee has been appointed, which is selecting the various shrubs and other flora which will be adopted to represent each state. Buckeye trees will probably be used across the state of Ohio. Cottonwoods in Wyoming, etc. The combining of large trees at intervals with the masses of smaller shrubs will make a transccontinental trip on the Lincoln Highway one of never ending beauties and delights to the eye.

OFFICIAL ACTION TAKEN FOR LINCOLN HIGHWAY WORK IN NEVADA

Ely, Nev.—The most important action at the meeting of the board of county commissioners on Monday last, was the order of Road Supervisor Jackson to commence work on the cut-off road to Hamilton, Nev. While White Pine County has not the means at the present time to complete this section and bring it up to the standards of the Lincoln Highway Association, nevertheless, we will start the work and do as much as possible in grading and shortening

Marking the Lincoln Highway in Illinois



This shows the man, the means and the method of marking the Lincoln Highway in Illinois. State Consul J. W. Corkings, who has been doing much of the work personally, says that his overalls, which were bought new specially for the purpose, have become so stiff with paint that they will almost stand alone. Setting out with his car and a congenial fellow-worker as a driver, he stops at every eighth pole and applies the red, white and blue Lincoln Highway marker. On the return trip the L is stenciled on the white background and the work is finished. The work of marking the Lincoln Way for the guidance of the tourist has been done in this way, by patriotic volunteer workers, all across the country, and over seventy-five per cent of the Way is now marked.

Another Historic Point on Lincoln Way to be Marked by Monument

Laramie, Wyoming.—A Committee of the Local Daughters of the American Revolution have located a site for a monument to mark the location of Fort Sanders. This monument will be of granite, about eight feet high and will stand on an eminence about fifty yards north of Soldier Creek, on the county road, which is also the Lincoln Memorial Highway, and in plain view of incoming trains on the Union Pacific. Fort Sanders was originally Fort Buford, named in honor of Major Buford, who commanded troops here in early days, later the name being changed to Fort Sanders, which it still bears, although it was abandoned several years ago as a military post. Fort Sanders is one of the many historic points of interest to be encountered on the Lincoln Highway.

the route between Ely and Hamilton. Several steep grades will be eliminated and the road put in good condition although not hard-surfaced at present.

LINCOLN WAY TO BE CROSSED BY LIGHT CAR

Small Saxon to Make 3400
Mile Run

On the fourth of June a Saxon car left New York City after dipping its wheels in the Atlantic and started upon its 3,400-mile journey over the Lincoln Highway for San Francisco, where, on the 4th of July, it will join the Independence Day celebration conducted in San Francisco, following the parade down Market Street and eventually dipping its wheels in the Pacific. Thirty days from New York to San Francisco, via the Lincoln Highway, by the lightest car made in this country.

This is one of the biggest proofs the motorists of this country could have that the Lincoln Highway is on the map—in such condition that it can be traversed easily, quickly and safely, and that it will be in even more perfect shape by the spring of 1915, when it is expected that 2,500 drivers will follow the Lincoln Way to the Panama-Pacific Exposition. It makes no difference how light the car, the Lincoln Highway allows extended tours in anything on wheels. The trip of the little Saxon will be watched with the greatest of interest by thousands of motorists who are planning to cross the continent next spring.

Panama-Pacific Exposition agents declare that one hundred seventy-five thousand automobiles will go West in 1915, carrying at least three people apiece. Reno, Nevada, figures on a million dollars being left in that city next spring by transccontinental tourists.

LINCOLN HIGHWAY NOTES

Every automobile owner in the city of Reno has been invited to join a party which will tour from Ogden to Reno and return on the Lincoln Highway, early in June. An official photographer will be carried on this interesting trip as will newspaper men and possibly a moving picture operator.

Chicago is to have a two-mile motor speedway located on the Lincoln Highway west of the city and near Flossmore. It is proposed to open the speedway for the fall of 1914 and to hold there two long distance international events yearly.

A big Lincoln Highway mass meeting was held at Truckee, Calif., recently for the purpose of giving the route through Truckee and Summit all the

OHIO SCHOOLS TEACH
LINCOLN HIGHWAY IDEA

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Work is now going forward on the Lincoln Highway between Austin, Nevada, and Toiyabe Summit. Several thousand dollars will be spent in putting this section of the Way in the best condition. Citizens of Austin are taking a very active interest in the matter.

Chicago is to have a two-mile motor speedway located on the Lincoln Highway west of the city and near Flossmore. It is proposed to open the speedway for the fall of 1914 and to hold there two long distance international events yearly.

A big Lincoln Highway mass meeting was held at Truckee, Calif. recently for the purpose of giving the route through Truckee and Summit all the publicity possible. A considerable sum was subscribed by the people towards the Lincoln Highway and the enthusiasm shown indicates that the people of this enterprising western town are alive to the advantages which the completion of this great route will mean to them.

LINCOLN WAY TO BE CROSSED BY LIGHT CAR

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OHIO SCHOOLS TEACH LINCOLN HIGHWAY IDEA

Children Explain Advantages of Great Coast-to-Coast Road

Ashland, Ohio.—The interest being taken in Ohio in the Lincoln Highway work, which is being rapidly pushed along in this state, is shown in an interesting way in a contest which took place recently in the Ashland public schools.

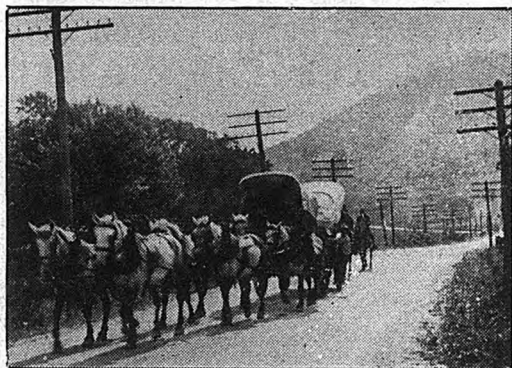
A prize was offered to the pupils of the sixth grades of this city for the best essay on the "Lincoln Highway." These essays were recently turned in to the Board of English instructors who were judges in the interesting contest and the results show that the pupils have a very thorough idea of what the Lincoln Highway is and what it means to the country as a whole.

The three compositions which won the prizes were written by pupils, aged respectively, ten, eleven and twelve years, and remarkable insight is shown by the pupils as to the economic reasons for good roads and the advantages to the community which they stand for. When anyone in Ohio says "good roads" they think first of the Lincoln Highway, which is getting to be a synonym for the good roads idea in this state.

All three essays comment upon the decrease in the cost of living which highways such as the Lincoln Way will effect.

Copies of the three prize winning essays have been sent to the headquarters of the National Lincoln Highway Association in Detroit, and it is very probable that the winners will receive congratulatory letters from the officers of the Association. In Ohio we begin early to teach the good roads idea. The second generation in this state is going to enjoy some of the finest roads in the world.

Lincoln Highway in Pa. Historic Route



In 1813 a wagon train under military escort carried powder and shot from Brandywine Mills near Wilmington, Delaware, to Commodore Perry at Erie, Pa. This ammunition was later used against the British in Perry's great victory on Lake Erie.

Last year, just a hundred years later, Dupont Powder Company sent over the same route, much of which is now the Lincoln Highway, a reproduction of the famous wagon train, carrying a duplicate shipment. The illustration shows the train proceeding on the Lincoln Highway near East Bedford, Pa. Were it not for the telegraph poles this view might easily be taken for the original train, which meant so much to the future of our country, a century ago.

Lincoln Hwy

April 5th, 1919.

Mr. W. C. Durant, President,
General Motors Company,
Detroit, Michigan.

My dear Mr. Durant :

I have a copy of Mr. Joy's recent letter to you, thanking you for your assistance on the Lincoln Highway. There isn't anything more that I can say except to tell you that if you ever make this trip overland in an automobile, you may be able to get the full hundred thousand dollars worth of benefit at the particular spot where you have built the road, or near it at least.

Sincerely yours,

OGS:R

OFFICE OF
FRY B. JOY
10 PENOBSCOT BUILDING
DETROIT, MICH.

March 18th, 1919.

Dear Mr. Durant:--

I am advised of the splendid aid which through your advice the General Motors Company has decided to extend to the "OBJECT LESSON" highway.

Those who participate in this work of education as to the value of good roads will possess the satisfaction of knowing that they have aided in accomplishing the greatest single work for the benefit of America since our history began.

We have the wonderful modern road vehicle but its usefulness is limited by the lack of hard surface highways.

Millions of motor vehicles are today "marooned" where they stand by "MUD!"

This, too, in America, the richest country in the world!

The \$100,000 which your Company has pledged to this work will aid wonderfully in placing before the whole country a clearer picture of the terrible need, and what ought to be done to meet it.

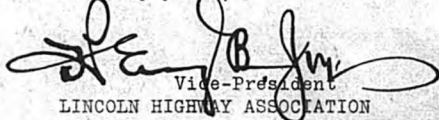
The LINCOLN HIGHWAY is but an instrument towards an end. In itself of inestimable value in actual usefulness for traffic and communication, yet of a thousandfold greater value as an "object lesson highway."

Your contribution will aid in bringing to the mind of every user of highways that his personal vote and the expression of his opinion to his representatives in the State Legislature and in the National Congress are the only things lacking to accomplish the desired end.

Can any man stand up and say that the cost of the Panama Canal is a serious burden to him? Yet a complete and proper system of main arterial national highways would not cost more! And all the money will be spent in the United States and not in a foreign country.

Most sincerely yours,

W. C. Durant, Esq.,
President General Motors Co.
88 East Congress Street,
Detroit, Mich.


Vice-President
LINCOLN HIGHWAY ASSOCIATION

*W.C.D.
This letter states only facts!
Your aid could not have come at a
more decisive moment.*

(Joy)

AMERICAN AUTOMOBILE ASSOCIATION

ORGANIZED AT CHICAGO MARCH 1902



RIGGS BUILDING
WASHINGTON, D.C.

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PRESTON BELVIN, VIRGINIA
CLIFFORD IRELAND, ILLINOIS
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DR. R. R. ELMORE, KENTUCKY

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TOURING: CARL G. FISHER
LEGISLATIVE: W. EUGENE TURTON
CONTEST: RICHARD KENNERDELL
MOTOR TRUCK: STEDMAN BENT

PAST PRESIDENTS
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JOHN A. WILSON
LAURENS ENOS
ROBERT P. HOOPER
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WM. H. HOTCHKISS
JOHN FARSON
ELLIOT C. LEE
DR. JULIAN A. CHASE
HARLAN W. WHIPPLE
WINTHROP E. SCARRITT

TREASURER: H. A. BONNELL, NEW JERSEY
SECRETARY: JOHN H. BROOKS, CONN.

May 29, 1919.

Mr. Carl G. Fisher,
Indianapolis, Ind.

Dear Carl:

This will arrive about the time the gun is fired for the start, which I understand is to be witnessed by the famous Geographer, among other distinguished citizens. I would that I could be there.

However, in the next several days the Townsend bill will be reintroduced in its amended form, calling for a Federal system and a Federal commission. I am inclined to believe that this is the method by which that road across the Cumberland mountains will be built.

I knew Henry Ford when he had a shoe string. I have always more or less kept in touch with him, and occasionally he has answered my letters. But I never could get a rise out of him on the good roads proposition.

However, I'll think over very seriously that which you have in mind, and it might be worth while to follow it up. We now have with us Pennybacker, who formerly was chief of management of the U.S. Bureau of Public Roads, and he knows the game from A to Z. What doesn't exist in Diehl or me is encompassed in him, besides which he knows all that we do.

I suppose it is a hopeless sort of proposition, but I am going to look forward to your appearance on the scene at Atlantic City, Monday, June 9th. You may have to come East, and this may give you the chance to show up at the Traymore. One John Oliver La Gorce is to be a delegate and director from the A.A.A. District of Columbia Club. Of course, you would represent yourself. Here's the call for the meeting, and you will note that you wouldn't have to bring along any dinner clothes. Give it some serious thought and see if you can't make it. President Jameson particularly urges me to urge you to try and be on hand.

Yours sincerely,

A.S.B.

AGB/L

AMERICAN AUTOMOBILE ASSOCIATION

ORGANIZED AT CHICAGO MARCH 1902



RIGGS BUILDING
WASHINGTON, D.C.

Nov. 19, 1919.

PAST PRESIDENTS

DR. H. M. ROWE
JOHN A. WILSON
LAURENS ENOS
ROBERT P. HOOPER
LEWIS R. SPEARE
WM. H. HOTCHKISS
JOHN FARSON
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MRS. R. L. MORRELL, NEW YORK
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LEGISLATIVE: W. EUGENE TURTON
CONTEST: RICHARD KENNERDELL

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

Dear Chairman:

I'm assuming that you are once more at your "other home."

Hence I am sending along a few more milestones which may indicate to you that the cause of highways improvement is still in process.

A telegram this morning from the National Grange meeting in progress at Grand Rapids, Mich., indicates that it is going to adopt resolutions favoring a National system in charge of a National commission.

This morning there comes a copy of William J. Bryan's "Commoner" and therein in a leading editorial signed by W.J.B. himself is the following paragraph:

"The time has come for the systematic development of national highways and the conclusion of peace gives an opportunity to celebrate the ending of the greatest of world wars by the building of a memorial Peace Way, reaching into every state and forming a commercial bond of union between the commonwealths of the nation. It would greatly relieve the railroads by furnishing a road way for both passenger and freight traffic."

I've a quite extensive communication from one Major-General Leonard Wood. He pretty squarely places himself on record for a Federal highway system, and doesn't overlook, of course, the military features.

Incidentally I might say that Senator Penrose of Pennsylvania is the chairman of the Senate Finance Committee, which as you know is a fairly influential committee when it comes to good roads or any other extensive expenditure.

Senator Harding, who is Ohio's favorite son in the presidential race doesn't hesitate to express himself in no uncertain manner.

Senator Townsend is the chairman of the committee which handles road affairs in the Senate, he being the successor of Senator

AMERICAN AUTOMOBILE ASSOCIATION

Mr. Fisher. #2.

Bankhead.

Yesterday I foolishly accepted an invitation to attend a dinner to the Minister of Public Works of New Brunswick, as we have an A.A.A. club up at St. Johns which is some distance from this rather comfortable city. But I'm willing that we should give some thought to our Canadian neighbors, one-tenth while we continue nine-tenths.

Yours sincerely,

A.S.B.

AGB/F

Has the Geographer been incarcerated?

November 24, 1919

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

My dear Mr. Batchelder:

I have yours of the 19th. I certainly agree with the great
Commoner and the other notorious politician who have a last discovered
that it is about time to have a national system of highways. Incidentally,
though you forget that I am now a first-class stock holder in the Kentucky
Rock Asphalt Company and we turn out of the mines the best road material
in the world, barring nothing. We are going strong and next year should be in
full swing and about that time we will have a full page of advertising for
your magazine, that is if our company has not in the meantime gone into the
hands of the receivers, which I don't think it will do.

Very truly yours,

CGF:RP

LEHIGH PORTLAND CEMENT CO.

CONWAY BUILDING

CHICAGO

OFFICE OF VICE PRESIDENT

August 9th, 1920.

Lincoln Hwy

Mr. Carl G. Fisher,
Indianapolis, Ind.

Dear Carl:

I have intended dropping you a line for sometime relative to your child which you gave birth to some years ago, which was renamed "The Lincoln Highway Association."

While you were away there was a meeting held in New York and we did our best to have you present, regarding continuing the work of the Association and if it had not been for the cooperation of a few of us, I believe the child would have died, for certain members of our directors were considering stopping support, however, we had a most enthusiastic luncheon down in New York, at the Plaza Hotel, whereby Messrs. Chapin, Seiberling, Durant, U.S. Rubber Co., and myself thought we could not afford to let a good work like this drop and agreed to underwrite an equal proportion each of the expenses of the Association for the years 1921, 1922 and 1923, which would not be in excess of fifty thousand dollars per year, and I made a statement there that, tho you were not present, I knew you would be willing to carry your burden with us. The total subscriptions to be paid would be subject to a deduction of all money received by the Association, which Mr. Bement estimated to be between ten and fifteen thousand dollars per year.

Thought I would drop you a line on this to be sure you would be willing to stick along with us and bear your portion of the burden.

We are going to have another meeting to get four or five other members with us, but naturally Mr. Bement had to be assured of this money in order stick along with the job for the unsung years.

Trusting to hear from you regarding this, I remain,

Yours very truly,



August 12th, 1920.

Mr. A. Y. Gowen,
Conway Building,
Chicago, Illinois.

My dear Gowen:-

Regarding the child I gave birth to several years ago named the Lincoln Highway will say that it has occurred to me frequently that very few people who ought to be interested in this "brat" are sufficiently interested to even join the Association at \$5.00 a year.

A good many of the automobile companies sidestep their obligations, however, I am willing to drag along and do my share. What do you figure my share will be per year. Let me hear from you.

Yours -

CGF:EM

Lincoln Hwy

September 3rd, 1920.

Mr. F. A. Seiberling,
Goodyear Tire and Rubber Company,
Akron, Ohio.

Dear Mr. Seiberling :

Several years ago when I was very enthusiastic about the Lincoln Highway I made a Will in which I left a third of my estate at my death to the Lincoln Highway and a third to the Dixie Highway. In the last few years, however, I have very greatly changed my mind regarding bequests of this kind.

The lack of interest taken by some of the automobile manufacturers, for instance, in this work where they are vitally concerned, and even the lack of interest of communities where their very life almost is at stake - has greatly changed my mind and plans. I think more good can be accomplished by putting money into homes for girls and for aged women, colored schools or mountain schools - and I would like to cancel that part of my Will and give a substantial sum yearly to both these associations instead - and then if the people who ought to be most interested do not assist in carrying on the work, let it stop and let the Government or local communities finance the roads.

I wrote Mr. Joy because I had this talk with Mr. Joy. I am enclosing you a copy of his letter. I did not want to make this change in my Will without first taking the matter up with the Lincoln Highway as well as the Dixie. I have already had a communication from Judge Allison, President of the Dixie Highway, and I enclose you a copy of his letter.

Kindly let me hear from you.

Yours very truly,

GGF:R

The Goodyear Tire & Rubber Co.

OFFICE OF
PRESIDENT.

Akron, Ohio, Sept. 12, 1920

Mr. Carl G. Fisher,
Miami Beach,
Florida

Dear Mr. Fisher:

I am in receipt of your letter of the third upon the subject of your bequest to the Lincoln Highway. No one can criticise the view that you take, in the light of the existing situation and the events contributing to it during the past five years. I am rather inclined to take Mr. Joy's view - that \$2500.00 a year for ten years will be the wise contribution rather than a legacy from a healthy youngster like you.

It is true that the interests that should be vitally concerned in the success of our work have not responded as they should, and I have given a great deal more time to it than I could spare and fear I shall have to pass the responsibility as directing head to others at our next meeting, so I cannot urge you to take any action that depends in the slightest upon the idea that I will be able to continue the active interest that I have had in the past. We have done a great work, however, and have given the roadway movement a tremendous stimulus which is bringing results.

Sincerely yours,





"A CONTINUOUS CONNECTING IMPROVED HIGHWAY FROM THE ATLANTIC TO THE PACIFIC"



NATIONAL HEADQUARTERS
GARFIELD BUILDING

OFFICERS AND DIRECTORS

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HENRY B. JOY, VICE-PRESIDENT
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JAMES A. ALLISON
ALVAN MACAULEY
HENRY F. CAMPBELL
J. N. GUNN
W. C. DURANT

DETROIT, MICH. September 20th, 1920

SOME CONTRIBUTORS

WOODROW WILSON
JAMES A. ALLISON
W. ATTERBURY
VINCENT ASTOR
GEORGE ADE
JOHN D. ARCHBOLD
JOSEPH BLUER
JOSEPH BOYER
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WM. RANDOLPH HEARST
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S. S. KRESGE
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HON. LUKE LEA
JOHN B. LOBER
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A. L. MOHLER
C. W. NASH
A. C. NEWBY
E. E. PLACEK
FOTTER PALMER
JOHN H. PATTERSON
GEO. W. PERKINS
HON. SAMUEL M. RALSTON
EX-GOV. OF INDIANA
GEO. M. REVOLDS
F. A. SEIBERLING
WILLIAM SPARKS
FREDERICK STRAWBRIDGE
RT. REV. J. B. SCHREMS
CHARLES M. SCHWAB
JOHN M. STUDEBAKER
LOUIS F. SWIFT
MARY CLARK THOMPSON
LOUIS C. TIFFANY
SIDNEY D. WALDON
GEO. W. WILDER
JOHN WANAMAKER
JOHN N. WILLIS

TO OFFICERS, DIRECTORS AND FOUNDERS

Dear Sir:

The Secretary is in receipt of a letter from Vice President Carl G. Fisher, in which Mr. Fisher encloses a signed Guarantor's Subscription Blank, making him one of the underwriters of the Association's expense for 1921, 1922 and 1923.

A similar pledge has also been received from Mr. A. Y. Gowen.

As a result the Association's work for the three years named is now underwritten to the extent of \$10,000 a year, by the following six Directors: F.A. Seiberling, R.D. Chapin, W.C. Durant, J. Newton Gunn, Carl G. Fisher, and A.Y. Gowen.

Due to Mr. Fisher's agreement to the plan, any deficit between the Association's estimated income per year and a total of \$50,000, will be pro rated among the six Directors rather than the original five who agreed to the plan at the meeting in New York on April 19th, last.

The Secretary left Detroit by rail on September 15th, to join Acting Field Secretary Hoag, at Cheyenne, Wyoming. He will travel with Mr. Hoag, by motor, from Cheyenne at least as far as Carson City, Nevada.

Very truly yours,

ASSISTANT SECRETARY

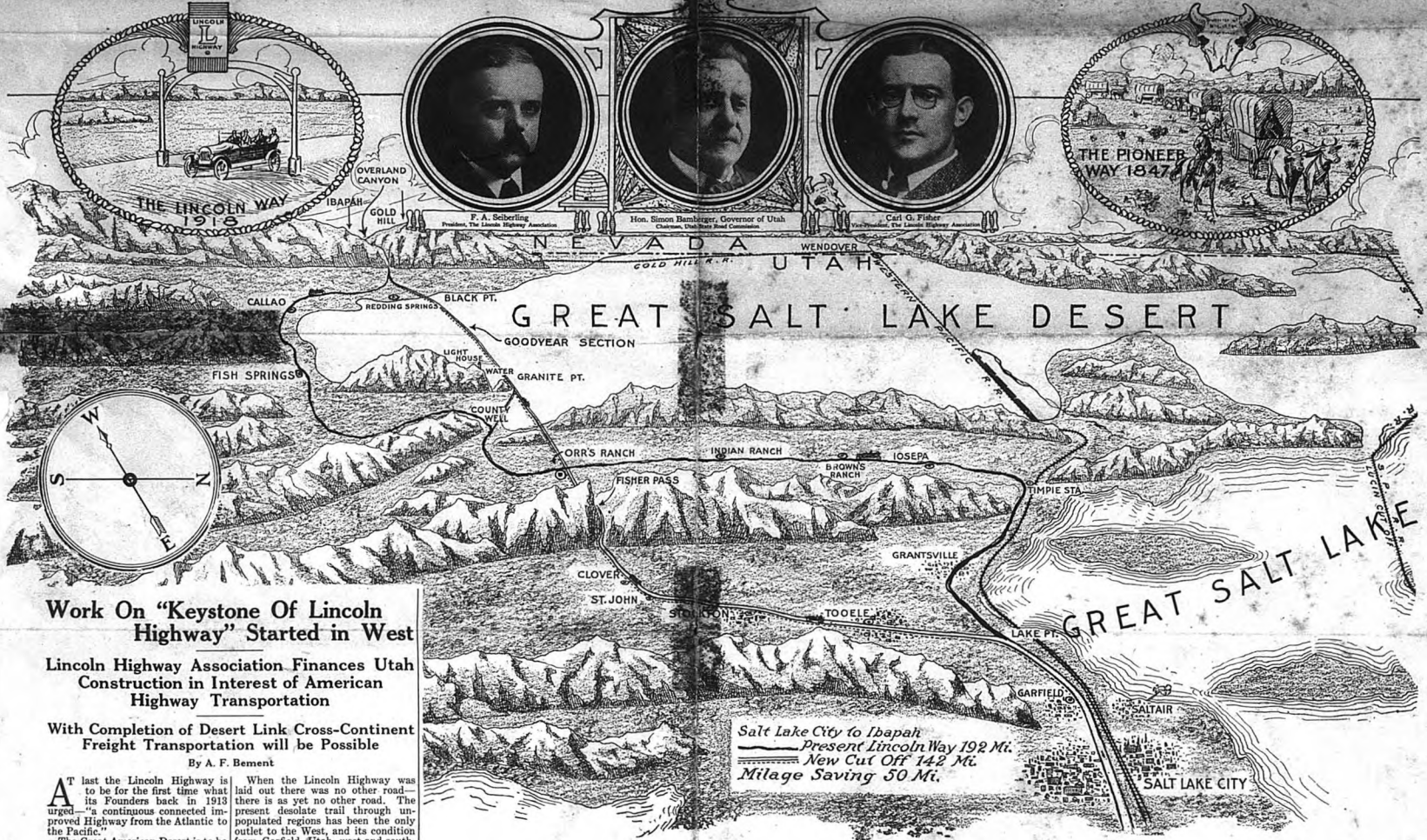
SAH Mc

Release Date Sunday, July 14th

Mats of entire page furnished free of charge to newspapers applying to Publicity Department, Lincoln Highway Association, National Headquarters, Detroit, Michigan.

Papers unable to use mats will be supplied gratis upon request with unmounted stereotypes of illustrations alone for either seven or eight column page.

BRIDGING THE GREAT AMERICAN DESERT



Work On "Keystone Of Lincoln Highway" Started in West

Lincoln Highway Association Finances Utah Construction in Interest of American Highway Transportation

With Completion of Desert Link Cross-Continent Freight Transportation will be Possible

By A. F. Bement

At last the Lincoln Highway is to be for the first time what its Founders back in 1913 urged—"a continuous connected improved Highway from the Atlantic to the Pacific."

The Great American Desert is to be bridged; the money has been raised; surveys have been completed; the route has been settled upon and work is under way.

A new road eliminating the winding, tortuous trail which has been the only connection between the East and the Pacific Coast will be constructed direct short-cut through the mountains and across the desert of western Utah, which will cut 50 miles from the transcontinental route and eliminate one-quarter of the entire distance across the State of Utah.

From the days when Jim Bridger in 1825 made his lonely migration to the valley of the Great Salt Lake and first viewed the briny waves of that vast inland sea—America's unique natural wonder—to the present day, the desolate region south and west of this great body of water has acted as a natural barrier to all through traffic east or west.

When the Lincoln Highway was laid out there was no other road—there is as yet no other road. The present desolate trail through unpopulated regions has been the only outlet to the West, and its condition from Garfield, Utah, west and south, deviously winding around various mountain ranges and through low-lying valleys of alkali and mud, volcanic ash and salt, was frequently impassable. Tales of the difficulties encountered in crossing this section kept thousands from entering the great American playground of the vast West, and from enjoying the marvelous motor roads of the Pacific Coast. Freight transportation over this road was out of the question at most seasons of the year, uncertain at all times.

There has been little reason for the State of Utah to expend any of its meager road funds on the improvement of this road, which has served practically no local population, and if anything the section has been continually getting worse as the heavy volume of transcontinental travel has ratted the desert flats when wet and ground them into deep dust when dry.

Locating, Engineering and

THE region which has since the earliest days presented the most formidable barrier to east and west transportation—The Great Salt Lake Desert.

The natural formation of the country west of the Missouri forces all trans-Utah and transcontinental travel within a radius of 500 miles north and south to traverse this section. It is the neck of the bottle. The map shows in perspective a territory 115 miles in extent north and south, and 125 miles east and west.

The Lucin Cut-Off bridged the Great Salt Lake, and its Desert for transcontinental rail travel. The Lincoln Highway will bridge it for highway transport—passenger and freight.

Path of Pioneers Open To Modern Travel

Construction of Fisher and Goodyear Sections Makes Lincoln Highway History

Facts About The New Route

THE new route in Utah will eliminate the worst section of the Lincoln Highway between New York and San Francisco.

The construction of this section is the result of three years of continuous effort by the Lincoln Highway Association.

The new route cuts 50 miles from the distance between Salt Lake City and Ely, Nevada, shortening the distance to both San Francisco and Los Angeles by the same amount.

The mileage saving is more than one-quarter of the entire present distance across Utah.

Salt Lake City to Ibadah
Present Lincoln Way 192 Mi.
New Cut Off 142 Mi.
Milage Saving 50 Mi.

Perfect Highway To Open Path To Pacific Coast

Utah Combines with Association to Bridge Worst Gap in 3,000-Mile Road

Historic Western Barrier to Transcontinental Traffic to be Finally Eliminated

Character of Country and Lack of Transportation Facilities Make Construction Difficult.

This total sum seemed adequate to solve the problem, but a responsible contractor could not be found who would undertake the work which, unique as it is, seemed to defy any possibility of exact advance estima-

labor, and possibly federal German prisoners from Fort Douglas in line with the policy advocated by Senator King of Utah, the State expects to accomplish the entire work, including the necessary links which the State will finance, between the Fisher and Goodyear Sections, by Fall. Utah Doing Much to Assist.

—a direct short-cut through the mountains and across the desert of western Utah, which will cut 50 miles from the transcontinental route and eliminate one-quarter of the entire distance across the State of Utah.

From the days when Jim Bridger in 1825 made his lonely migration to the valley of the Great Salt Lake and first viewed the briny waters of that vast inland sea—America's unique natural wonder—to the present day, the desolate region south and west of this great body of water has acted as a natural barrier to all through traffic east or west.

These lonely valleys, where once the red-skin lurked, these rugged ranges, and the vast desolate flat comprising the bottom of that pre-historic lake, whose ages-long evaporation has left an arid surface, upon which not even the hardy sagebrush can gain a footing, witnessed the early struggles of the pioneers, and with a compelling hand for years retarded ruthlessly the advance of our western frontiers.

Thousands have perished on these desolate, waterless wastes, surrounded by bare and rugged mountains, whose narrow passes were piled deep with snow in winter, and where in summer the merciless heat of the sun left the deep ruts of the slow-plodding prairie schooners dotted with the bleaching bones of animals and men.

Utah Section Keystone of Lincoln Way.

The Utah route of the Lincoln Highway has been called the keystone of the Lincoln Highway Arch. It has presented a situation which local means were inadequate to remedy. It has existed at a most strategic point through which all traffic crossing the continent within a radius of 500 miles north and south must flow to reach the junction point at Ely, Nevada, where travel for both northern and southern California diverts. The Utah section is the door to the Pacific Coast on the central route, and upon the improvement of this section, upon its proper construction, the Lincoln Highway Association has centered its constant attention and efforts since the inception of the route in 1913.

—most seasons of the year, uncertain at all times.

There has been little reason for the State of Utah to expend any of its meager road funds on the improvement of this road, which has served practically no local population, and if anything the section has been continuously getting worse as the heavy volume of transcontinental travel has rutted the desert flats when wet and ground them into deep dust when dry.

Locating, Engineering and Financial Problems Involved.
The Lincoln Highway Association's problem lay in making use of as much as possible of the adequately constructed Utah State highways, and opening up a route direct from the fertile valley in the central part of the State, through the mountains and across the desert, which could be followed in wet or dry weather by either passenger or freight vehicles with confidence and comfort.

The problems of other States in which the Lincoln Highway Association was endeavoring to push the route to completion were of minor importance in comparison with this problem, and it was a problem, for many new phases of highway construction were presented. Never before had the construction of a road across such a sub-formation as the Great American Desert been contemplated. It is possible that there is no other such region in the world as the bottom of this ancient lake, crusted over on top with a surface skin of hardened alkali, sand and salt, and kept constantly moist below by the seepage from the surrounding mountains.

The flat presents a deceptive appearance of solidity, and many tourists wondering why it should be necessary to follow the terrible roads around the southern edge of the desert when the flat to the west presented the even, smooth, and hard appearance of a concrete surface have tried to negotiate the desert with disastrous consequences.

The Lincoln Highway will bridge the way between passenger and freight.

Path of Pioneers Open To Modern Travel

Construction of Fisher and Goodyear Sections Makes Lincoln Highway History

Facts About The New Route

The new route in Utah will eliminate the worst section of the Lincoln Highway between New York and San Francisco.

The construction of this section is the result of three years of continuous effort by the Lincoln Highway Association.

The new route cuts 50 miles from the distance between Salt Lake City and Ely, Nevada, shortening the distance to both San Francisco and Los Angeles by the same amount.

The mileage saving is more than one-quarter of the entire present distance across Utah.

The construction across the Great Salt Lake Desert is 17 1/2 miles in extent; the road to be 18 feet wide and gravel surfaced and to cost \$100,000.00.

The construction of the Fisher Pass road will connect the Goodyear Section with the present State Highway at Clover, and open the way into Skull Valley; a broad mountain road to be built. The extent of the mountain pass construction to be six miles and to cost \$25,000.00.

The State of Utah to build both sections and connecting links with State equipment and convict labor—the use of federal prisoners has been urged.

The entire new route to be constituted a State Highway.

Maintenance of new section up to \$5,000.00 per year guaranteed by the Lincoln Highway Association for five years. The State will then assume the entire maintenance.

The funds for the work contributed through the Lincoln Highway Association by The Goodyear Tire & Rubber Company of Akron, Ohio, \$75,000.00; F. A. Seiberling, President of the Lincoln Highway Association, \$25,000.00; and Carl G. Fisher of Indianapolis, Vice-President of the Association, \$25,000.00.

The Desert Section to be dedicated, named and permanently marked as "The Goodyear Section". The mountain pass heretofore known as Johnson's Pass to be renamed "Fisher Pass" and the road dedicated and permanently marked as "The Fisher Section".

The Lincoln Highway Committee of the American Institute of Architects to design permanent memorial markers for both sections.

The work has begun under the supervision of C. F. McGonagle, State Engineer, and Ira R. Browning, State Road Engineer.

Appropriate ceremonies, in which Governor Bamberger of Utah will ask Governor Boyle of Nevada also to take part, will feature opening of new route in late Fall.

Construction of this new link means increased flow of transcontinental passenger and freight travel through the west and is hailed with gratification by the entire Pacific coast region.

The appropriation made by The Lincoln Highway Association for this work and the action taken by the State is directly in line with the urging of the Council of National Defense, which last Fall called upon all states traversed by the route to "put the Lincoln Highway in usable condition and then TO KEEP IT SO".

Long Investigation Results in Location of Cut-Off Road.

After two years of careful investigations, continuous trips over various routes across this region, consultation with the trained highway engineers of the State, and talks with inhabitants of the region who were familiar with the desert and mountains under all weather conditions had been observed, the Lincoln Highway Association's determining upon the route which is now to be constructed and in its survey, with careful profiles showing the depth of possible water and type of construction required.

To connect up the proposed short-cut across the desert it was found necessary to open the pass connecting the two valleys and which while passable to the natives on horseback and to light horse-drawn vehicles, shut off the fertile populous Rush Valley from Skull Valley and the desert on the west, and formed a barrier which impeded the State Highway at Clover.

The Lincoln Highway Association devoted itself to

an endeavor to interest the State of Utah to assist in the problem of construction, and to raise the amount of money experienced engineers advised would be essential to carry out the work.

Outside Aid Essential to Success of Great Project.

It was discovered that the desert road could be built for \$100,000.00 and that the mountain pass could be built for \$25,000.00. In other words, the final construction of the historic cut-off across the desert, which would be to trans-continent highway transportation what the Luten Cut-Off is to the Southern Pacific Railroad, required a fund of but \$125,000.00 to effect a result commensurate in importance with that for which the Railroad Company had expended \$6,000,000.00.

In November, 1916, Mr. Carl G. Fisher, Vice-President of the Association, pledged to it a sum of \$25,000.00 for the opening up of Johnson's Pass in the Onaqui Mountains; and at the same time The Goodyear Tire and

Rubber Company, of Akron, Ohio, in which Mr. F. A. Seiberling, then a Director of the Association, was President, pledged \$75,000.00 toward the desert work and the Association devoted its efforts to finding a contractor with sufficient skill, equipment, ability and money to undertake this unique construction.

A final inspection of the desert situation was made in August, 1917, by officers of the Association, headed by Mr. Seiberling, whose great personal interest in the elimination of this barrier had resulted in the action of his Company. Mr. Seiberling and his party were stranded for hours without water in the center of the desert, in an attempt to cross it at the point of the proposed construction, and so impressed was he with the need for a proper road at this strategic point that, finding the fund of \$75,000.00 contributed to the Association by his Company for the work inadequate, Mr. Seiberling personally pledged an additional \$25,000.00.

Worst Gap in 3,000-Mile Road

Historic Western Barrier to Transcontinental Traffic to be Finally Eliminated

Character of Country and Lack of Transportation Facilities Make Construction Difficult.

This total sum seemed adequate to solve the problem, but a responsible contractor could not be found who would undertake the work which, unique as it is, seemed to defy any possibility of exact advance estimation of its cost. No bids could be secured, with the result that in March Mr. Seiberling, then President of the Lincoln Highway Association, in a letter to Governor Bamberger of Utah, Chairman of the Utah State Road Commission, offered to place the entire fund of \$125,000.00 in the hands of that Commission to be used by them in the construction of this most necessary piece of work.

Utah State Engineers O. K. Association's Plans.

Mr. G. F. McGonagle and Mr. Ira R. Browning, State Engineer and State Road Engineer, respectively, of the Utah State Road Commission, have for a long time carefully followed the progress of the Association's investigations and personally traversed the various routes in question, and after a final trip over the route, accompanied by Harden Bension, Secretary of State, Ben F. Shields, Attorney General, and Joseph Kirie, State Auditor, a unanimous agreement was reached and the construction assured.

State Assures Completion of Road This Year.

The Association has placed in the hands of the State of Utah \$31,250.00, or 25% of the total fund, and deposited the remainder of the fund in escrow in Salt Lake City, to be turned over to the State as the work progresses.

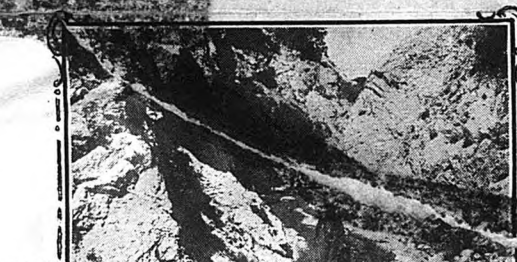
Construction has already started in Johnson's Pass, to be known hereafter as Fisher Pass, and using its convict

labor, and possibly federal German prisoners from Fort Douglas in line with the policy advocated by Senator King of Utah, the State expects to accomplish the entire work, including the necessary links which the State will finance, between the Fisher and Goodyear Sections, by Fall.

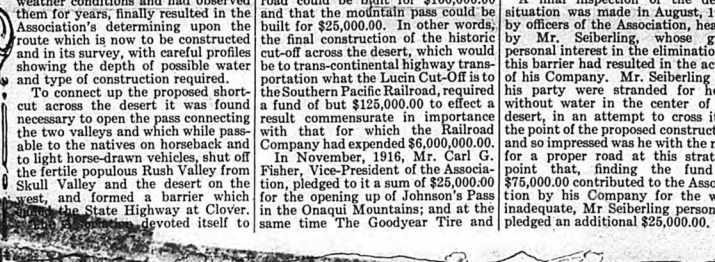
Utah Doing Much to Assist.
The State of Utah will spend this summer on the Lincoln Highway, in addition to the Association's fund, considerably over \$175,000.00 and the tourists of 1919 can cross the valleys and deserts of the State, which presented heart-breaking difficulties to the pioneers of 1830 to '49, on a perfect motor road from which in comfort they can view unequalled scenes of desolate beauty.

The Association's plans for improvement in Utah do not stop with the construction of these sections, but contemplate, in co-operation with the Lincoln Highway Committee of the American Institute of Architects, the permanent marking of the sections in a manner harmonious with the character of the country and the erection of a lighthouse and rest-station on the east side of the desert for the benefit of the vastly-increased volume of traffic which this construction will stimulate.

It is planned to open the new route in Utah with appropriate ceremonies in the Fall, in which Governor Bamberger of Utah and Governor Boyle of Nevada will take part, and when the route is opened to through traffic, one can picture the silent satisfaction of the gathered shades of Jim Bridger, Kit Carson, Brigham Young, Donner, Fremont, Lander, and the scores of other intrepid pioneers who braved the dangers of this region of desolation and hostile savages, and advanced along this same western trail the frontiers of an American Empire in the making.



A scene in Fisher Pass where dynamite will open the way for a perfect mountain road



President F. A. Seiberling and party of Lincoln Highway Officials on the bed of the Great Salt Lake Desert, on the line of the Goodyear Section

NOTE TO EDITORS:

The above story is important and interesting as telling of the first actual opening of a through route of passenger and freight transportation across the Great West. It tells of the first outside assistance ever extended to a State by an organization such as The Lincoln Highway Association to aid in solving the Nation's problems of highway transportation.

Never was there greater public interest in the question of American highways. This story is timely. It will interest your readers. It is news! Thousands of motor car owners planning trips to the Pacific Coast and the Great West have been deterred by the spectre of danger or difficulties to be encountered in the region pictured above. These are being eliminated. By a unique co-operative arrangement—and as the result of long effort on the part of The Lincoln Highway Association—the State of Utah is bridging this western desert.

This story may be an inspiration to others who are in a position to, in a like manner, aid other roads of national importance, the improvement of which is of such vital interest to the Government today. The Administration is urging all possible proper road construction.

Read this story. Grasp what this work means and then run this page and pass on to your readers and the American public this news of the greatest achievement of The Lincoln Highway's history—an achievement which means much to the Nation.

Wire or write The Lincoln Highway Association today for a full page mat (copy and plates together) or stereotypes of the above illustrations.

The Lincoln Highway Association—A. F. Bement, Secretary.

Minutes of the Annual Meeting
of the Board of Directors of
The Lincoln Highway Association.
Held Tuesday, December 28th, 1920
at 8:30 P.M. at the Detroit
Athletic Club, upon call of the
President.

Mr. Fisher
Lucas Hay

Present:

Henry B. Joy
Roy D. Chapin
Emory W. Clark
Alvan Macaulay
Sidney D. Waldon
A. F. Bement

Represented by Proxies:

F.A. Seiberling
A. Y. Cowan

1. The Meeting was called to order by the Vice President and Secretary in the absence of the President, at 8:30 P.M.
2. The Secretary read the following letter addressed to the Board of Directors by President F.A. Seiberling:

"Gentlemen:

December 27th, 1920.

I regret exceedingly that I shall be unable to attend the annual meeting called for the 28th in Detroit, since I have an imperative errand that takes me to New York on that day that cannot be postponed, and I am particularly distressed about the matter, since I must ask the Board to elect another president than myself for the coming year, and could discuss the whole subject with you much better if I were present at your meeting than would be possible in a letter."

"Sufficient to say that my business is calling for all the time that I can give it and I must cut off every outside activity for the ensuing year. I have not been able to give the work of the Association the attention that it should have from its president and I trust that you will be able to name in my successor one who is so situated that he can support and co-operate with our secretary far more efficiently than I have been able to do."

"My interest in the Association will continue and to the extent of my ability the Association shall always have my support."

"As a successor to Mr. Ostermann I feel the Association can make no mistake in re-employing Mr. Hoag, who has always shown great zeal in our cause and I am sure will do effective work in carrying out any program that the new Board will adopt."

Yours very truly,
Signed - F.A. Seiberling

The Secretary presented telegrams and letters from Directors John H. Willys, A. T. Cowen, W.C. Durant and J.H. Cunn, expressing their regrets and giving their reasons for their inability to attend the Meeting.

- 3.. Reading of the Minutes of the last Annual Meeting of the Board of Directors, held December 30th, 1919 was dispensed with and the Minutes were unanimously adopted.
4. Reading of the Minutes of the Special Meeting of the Board of Directors held upon call of the President on April 17th, 1920, was dispensed with and the Minutes were unanimously adopted.
5. Reading of the Minutes of the Special Meeting of the Board of Directors, held upon call of the President, May 18th, 1920 was dispensed with and the Minutes were unanimously adopted.
6. Reading of the Minutes of the Executive Committee Meeting, held upon call of the President December 4th, 1920, was dispensed with the Minutes were unanimously adopted.
7. The Vice President and Secretary, in the absence of the President, stated that the Meeting had been called by the President to take the place of the regular meeting of the Board of Directors provided for in the By-Laws for November 10th, 1920, and for the purpose of considering briefly what the association had accomplished during the past year, to lay plans for the future and to elect Officers and an Executive Committee for 1921.
8. The Vice President and Secretary stated that before taking up new business he wished to present a report to the Board covering the past year's work and accomplishments in order to place all members in touch with the status of the situation. With the consent of the Board he read the following report:

Report to the Board of Directors of
The Lincoln Highway Association.

By A. F. Belmont, Vice President and Secretary

It has been customary at our Annual Meetings in the past in presenting to the Board a picture of the situation, to first briefly outline the year's progress in actual construction and general improvement of the Lincoln Highway between New York and San Francisco. In the absence of our good friend and late Vice President and Field Secretary, Mr. H.C. Ostermann, who has always in the past presented to the Board a concise picture of the condition of the Lincoln Highway in each of the states traversed and of the progress made during the year upon its improvement, I will undertake to give you this picture before touching upon the activities of the Association during the past year and presenting plans for 1921.

At the end of 1919, at the time of our last Director's Meeting, carefully compiled figures indicated a total expenditure on the Lincoln Highway for the year of \$9,388,800.00.

That figure indicated the cost of work actually completed and did not include additional contracts then let totaling \$2,583,113. The total expenditures for Lincoln Highway construction to the first of this year amounted, according to the most careful compilation of construction costs possible each year, to \$22,322,472. 1914 thru 1919, inclusive.

It was confidently expected at the time of our last Annual Meeting and was predicted by both Mr. Ostermann and myself, that the expenditures on Lincoln Highway improvement during 1920 would surpass 1919, altho last year had surpassed every other year since the organization of the Association and in fact, the total of any previous years.

three
The fact that actual construction on the Lincoln Highway this year has apparently fallen short of that accomplished during 1919 is not due either to a lack of a desire on the part of State and County Highway Officials to accomplish the immediate improvement of the route, or to a lack of money. From personal talks with practically all of the State Highway Engineers and Commissioners of the states crossed by the Lincoln Highway and from many conversations and much correspondence with County Officials, I can state that practically 100% of the officials having under their jurisdiction sections of the Lincoln Highway, realize the vital importance of the prompt and permanent improvement of this route.

Where improvement work has lagged during 1920 it has been entirely a result of those general conditions which have operated to restrict highway improvement in every section of the Union. These conditions are familiar to you all. Briefly summarized, they have been:

First: A lack of adequate transportation facilities; Second: A shortage of road building materials, largely induced by the lack of adequate transportation facilities; Third: A lack of properly equipped, responsible contractors; Fourth: A shortage of labor for a portion of the year, (in many sections of the country) and, Fifth: The condition of the securities market which made it very difficult or impossible for many states and counties to sell their road bonds.

Despite the influences mentioned however, we find that the local expenditures on the Lincoln Highway between New York and San Francisco during 1920 exceeded every year since the organization of the Association, with the exception of 1919 and closely approximate the expenditures of that year.

It is quite difficult to secure from all of the States along the route detailed figures of their expenditures for new construction and maintenance during a given year, before its close, and the figures which I have been able to tabulate are not accurate in total in that they will later be augmented by a further report from many of the states and counties. In their inaccuracy however, they err on the side of conservatism and represent in total probably much less than was actually spent on the Lincoln Highway during this year. I have as yet received no detailed reports whatever from Pennsylvania or Utah.

This report would be much too long if I endeavored to go into detail concerning the individual project improvements in each State, mileage of various types of construction completed, existing conditions in each county and so forth. I want to present here merely a brief picture of what each state has accomplished in total as an indication of what they intend to do in the future, this having a bearing upon the final accomplishment of one of our original aims. I will confine my figures to those totals which I believe will be interesting. Detailed comprehensive reports on the situation in each State and County will later be included in our weekly reports to the Board and in our general publicity, annual report and other literature, available to those interested in more detail.

NEW JERSEY:

New Jersey completed during 1930, 14 miles of 16' concrete construction, 10-1/2" thick at the center, 8" thick at the sides, with 3' bituminous macadam shoulders, continuous with the concrete at the sides and with 3' dirt berms outside of the macadam shoulder, making a total width of grade of 30'. This new construction cost \$562,899.29 while maintenance on the 40 miles of Lincoln Way in New Jersey under the state's jurisdiction, cost \$105,392.00 or a total expenditure on the Lincoln Way in New Jersey of \$668,291.29.

It should be pointed out that the State is constructing its bridges the full width of the 30' grade and has designed them to carry 20 ton loads.

The State Highway Department of New Jersey advise that the State plans provide for a continuous program of improvement of the same type mentioned as rapidly as the work can be accomplished. The Lincoln Highway in New Jersey carries the heaviest travel of any section of the route and probably as heavy or heavier travel than any other road of equal length in the United States.

PENNSYLVANIA:

The Association has not yet received the fully detailed report, annually prepared by the Pennsylvania State Highway Department, showing expenditures for maintenance and construction on the Lincoln Highway. However, it is possible now to make a very close preliminary estimate of the amount spent.

In line with its policy of replacing the old macadam Lincoln Highway with a more permanent type as rapidly as possible, the State undertook this year to construct about 36 miles of concrete at points where the old road was showing the greatest wear and where the heaviest maintenance charges were being encountered. Two and five tenths miles of new concrete with asphalt surfacing were laid, beginning at the South or Free Bridge over the Delaware River and extending east towards Philadelphia. This new construction which replaced one of the worst sections of the Lincoln Highway in Pennsylvania and one subjected to the heaviest travel, cost approximately \$50,000. The State plans to continue this construction east to the Philadelphia city limits in 1931.

Eleven miles of reinforced concrete construction were undertaken

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in Lancaster County, between Lancaster and Columbia and 18 miles of the same type leading west from Gettysburg to Chambersburg. This construction, about 80% of which has been completed, was to cost about \$50,000. per mile and Pennsylvania's expenditure this year in this connection cannot be less than \$1,000,000.00. Maintenance work in Pennsylvania has been carried on continuously at very heavy expense, estimated by Commissioner Sadler at close to \$5,000. a mile. More than 350 miles of the Lincoln Highway in Pennsylvania are under state jurisdiction and the maintenance work accomplished on these sections during 1930, in addition to the heavy expense of snow removal during last winter, when gangs were kept continuously employed in keeping the route open, can not have been less than half a million dollars. In the absence of detailed figures therefore, it is conservative to estimate Pennsylvania's total expenditures on the Lincoln Highway this year at not less than \$1,882,000.00, including construction of the new 120 foot span bridge, 35 feet wide, at Paradise, which cost \$112,000. and was completed this year.

The above figures of course, do not take into account the expenditures of the many communities along the Lincoln Highway in Pennsylvania. Much new construction has been accomplished inside the limits of these municipalities. For example, the Ardmore Boulevard leading out of Pittsburgh, has been completely reconstructed this year at an expense which I am not competent to estimate.

OHIO:

Ohio has suffered from the influences retarding highway construction this year to a very extensive degree. Its 1930 program contemplated the construction of close to 74 miles on the Lincoln Highway and much of this new work was very badly needed. The State Highway Department advised that at the end of the road building season contracts for a total of 53.7 miles of Lincoln Highway had been let to an extent of \$1,873,059.40. Of this extensive program but 19.5 miles were completed before the close of the road building season, at a cost of \$507,612.14.

It is interesting to note that every foot of the Lincoln Highway across the State of Ohio is either completed of brick, concrete, macadam, asphalt or asphaltic concrete, or under contract for construction with one of these types. Particularly worthy of note as a 1930 accomplishment was the final completion of the permanent construction of the Lincoln Highway thru Columbiana County from the Pennsylvania State line to Minerva.

INDIANA:

The State of Indiana has confined its improvement projects on the Lincoln Highway during this year to that section between Ligonier and the Illinois state line. The extent to which Indiana plans have been affected by the general situation is indicated by the fact that at the beginning of this year the State Highway Department advised that the State planned on building 45 miles of concrete on the Lincoln Highway in Porter and La Porte Counties during 1930, at an approximate cost of \$1,350,000.00. The State actually contemplated this year short sections of three different projects in Elkhart, St. Joseph and Lake Counties, totaling approximately 10 miles and costing \$322,746.41.

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The Indiana State Highway Department advise that they anticipated paving 27 miles of Lincoln Highway in Porter and La Porte Counties next year at an estimated cost of about \$35,000.00. per mile, or close to \$950,000. Much of this proposed work is already under contract. The State Highway Department is not at present planning on improvement between Logansport and the Ohio State line as they advise that they prefer to send thru travel east by way of Kendallville to Toledo, Ohio.

ILLINOIS:

The State of Illinois ran neck and neck with the State of Pennsylvania during 1920 for leadership among all the States in the Union in permanent highway work accomplished. Every possible difficulty was met by the Illinois State Highway Department in endeavoring to carry thru its ambitious program of permanent construction on the State Highway System during the year. Special attention was concentrated on the completion of the Lincoln Highway and 51 miles of new 20' concrete construction were completed between Geneva and the Mississippi River, at a cost of \$2,180,000.

But two short gravel gaps now break the continuous smooth concrete extending on the Lincoln Highway from the Indiana State line to the Mississippi River and these gaps are expected to be closed next season. Illinois, from being one of the states most dreaded by cross country travel, because of the mud conditions on the Lincoln Highway in 1914, 15 and 16, has now one of the longest continuous stretches of permanent construction on the route between the two coasts, provided at a cost to the State, the Federal Government and Counties, of over \$4,000,000.

IOWA:

Since the laying out of a comprehensive State Highway System in Iowa in 1918, which included the Lincoln Highway in its entirety from Clinton to Council Bluffs, the State has been concentrating its expenditures upon drainage structures. With the 1920 work the grading of the route has been practically completed and nearly 100% of the bridges have been constructed in a permanent fashion of concrete. A real start has not yet been made however upon the paving of the route and the progress of this depends in each county upon the vote of the county as to the manner in which the available State Highway funds shall be expended.

It cannot be said that any real start on the permanent construction of the route was made this year, altho the State spent more money on Lincoln Highway work during 1920 than during 1919 or any previous year.

The following table has been provided by the Iowa State Highway Department as indicating the subdivision of expenditures on the route during the year.

Grading (All counties) -	\$213,236.00
Graveling " "	11,316.00
Paving	49,905.00
Tiling and sub-drainage	41,252.00
New bridges and culverts	309,144.00
Total	\$524,848.00

The maintenance work accomplished on the Lincoln Highway by the State during the past year, cost \$71,700.00 and the State in addition purchased small sections of right-of-way at various points to enable the straightening of curves and elimination of railroad crossings, at an expense of \$47,000, or a total expenditure by the State for Lincoln Highway improvement of \$845,845.00.

The writer spent considerable time with Mr. F. R. White, State Highway Engineer of Iowa in New York recently and gained from him a very complete statement of the plans of the Iowa State Highway Department for Lincoln Highway improvement next year. Several of the counties traversed by the Lincoln Highway have voted bonds and will undertake the improvement of long stretches with concrete construction early next spring. The longest stretch now under contract for next year's work is 17-1/2 miles extending west from Clinton, Iowa, across Clinton County. Mr. White states that following the completion of the permanent grading, drainage and re-alignment of the Lincoln Highway across the State, that he expects to accomplish as rapidly as possible the laying of reinforced concrete. At the present time about half of the Lincoln Highway in Iowa is gravelled and of the remaining 300 odd miles, approximately 50% will be gravelled and 50% constructed of concrete within the next two years.

NEBRASKA:

Beginning with 1920 the State of Nebraska, through its State Highway Department, instituted a complete maintenance system on the Lincoln Highway from the Missouri River to the Wyoming state line and has undertaken extensive improvements. The settlement of the right-of-way question along the Union Pacific Railroad has enabled the State and counties to undertake construction of the Lincoln Highway which has long been deferred because of inability to secure Federal Aid.

Nebraska this year completed road construction on the Lincoln Hwy, totaling 70 miles in Douglas, Hall, Dawson, Lincoln and Duell Counties, at a total cost of \$213,388.36. Sixteen miles of the route was gravelled in Hall and Lincoln Counties at a cost of \$63,185.61. and 5.4 miles of concrete in Dodge and Platt Counties including a Seedling Mile, at a cost of \$165,548.00 or a total cost for new construction on the part of the State of \$462,022.17. In addition to this State work, Douglas County, in which Omaha is located, constructed 5.4 miles of brick, leading west from the city limits of Omaha, at a cost of over \$375,000., increasing the total expenditures in the State to \$737,022.17.

The State Highway Department of Nebraska reports an average cost of \$200. per mile for maintenance work on the Lincoln Highway this year, the expense of the maintenance amounting to \$53,400.00.

The condition of the Lincoln Highway in Nebraska has long been very bad in wet weather and while permanent construction in the western part of the State is for some time out of the question, the plan of the State is to complete the graveling of the road to the State line as rapidly as possible.

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WYOMING:

In my report to the President, which, at his direction, was sent to all Members of the Board, covering an inspection trip over the Lincoln Highway in Wyoming, Utah and Nevada this year, I presented a detailed picture of the road conditions in those three states. I now merely wish to impress the extent to which Wyoming has gone this year in endeavoring to bring about the best of conditions upon the Lincoln Highway.

For new construction on the Lincoln Highway in 1920, Wyoming expended \$492,200.00, accomplishing the improvement of 66 237.5 miles. In addition \$37,196.00, was spent by the State in maintenance on those sections of the Lincoln Highway not already brought up to the State standard of a 34' gravel grade. Wyoming's interest in the condition of the Lincoln Highway is sufficiently indicated by the statement that this total sum for new construction and maintenance, amounting to \$530,396.00, represents at least 25% of the total expenditures of the Wyoming State Highway Department for the year, including Federal Aid. It is hard to be too enthusiastic over the improvements the State has made under the direction of State Highway Commissioner D.S. McCasman, or over the magnificent improvements achieved at such comparatively small cost per mile.

In Carbon County, where the existing conditions led the Association to offer the State \$8,000, towards improvement in 1918, the State has, during the past year, spent \$115,000, upon the construction of 21.2 miles of the Highway including a new concrete bridge four miles east of Rawlins and the reconstruction of seven timber bridges between Rawlins and the Sweetwater County line. Towards the highway work accomplished in this County the Association paid \$5,000, in accordance with its original offer.

In Sweetwater County where conditions were such that the Association offered the State \$25,000, in 1918, under conditions which at that time could not be accepted due to lack of funds, the State expended this year \$130,000, on approximately 83 miles of the route. Much of this work consisted of cutting down and re-shaping the old Union Pacific Railroad grade which makes a very fine Highway and the work mentioned included three concrete bridges of more than 20' span. It is to assist in the completion of this work that the State asks for the additional \$15,000, left from our tentative offer of \$25,000, in 1918. I will further touch upon this matter under New Business, in connection with the question of making this payment to the State.

UTAH:

It has been impossible to secure from the Utah State Highway Department any exact figures as to the expenditures of the State on the Lincoln Highway this year. At the recent election the Republican candidate, Mr. Mayne, was elected Governor, succeeding Governor Simon Bamberger. Under the Utah law, the Governor appoints the State Highway Commissioner and the State Highway Engineer, while the State Highway Commission is made up of the Governor, State Auditor and Attorney

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General and other elective officers, all of which have been newly elected.

As the Board may appreciate the Association's relations with the retiring Governor and State Highway officials, have been far from pleasant or satisfactory. Just what the situation will be following the re-organization of the State Highway Department it is hard to estimate, altho from conversations with business men in Salt Lake City and those who are intimately acquainted with the new Governor, I am led to believe that we can anticipate better co-operation from the new administration.

In my report covering this summer's western inspection trip, I went into detail concerning the situation on the Goodyear Cut-Off and other sections of the route in Utah and need only state now that giving Utah the benefit of every doubt, I cannot figure that the State has spent over \$180,000. on the Lincoln Highway, between Wyoming and Nevada lines this year.

The new work in Echo Canyon, between the Wyoming State line and Main Forks must have cost in the neighborhood of \$80,000. From \$8,000. to \$10,000. must have been expended on the excellent maintenance of the route from Main Forks to the beginning of the Skyline Boulevard, which, extending for 2 miles along the face of the cliff, leading into the city, must have cost \$30,000. or \$40,000. We know of \$30,000. spent on grading and pavement on the Lincoln Highway inside the city limits. Four thousand dollars was spent by Tooele County on gravelling between Orr's Ranch and St. Johns and about \$1,000. more was spent west of Gold Hill on the temporary road connecting that camp with the Nevada State line. The State has claimed an expenditure of \$8,000. for maintenance work on the Goodyear Cut-Off, but this, as I pointed out in my report, was practically thrown away.

We have now established contact with many of the most influential business men of Salt Lake City and I have letters from them expressing the greatest interest in the improvement of the Lincoln Highway, particularly in the completion of the desert road. Now that we have secured a new deal in the State I am very hopeful of working out satisfactory arrangements during the coming year.

NEVADA:

I outlined fully in my report following my western trip, the conditions encountered by the Nevada State Highway Department in its endeavor to complete its contracts entered into with the Association for improvement on the Lincoln Highway there this year.

While operating under great difficulties, due to the lack of contractors and labor and an early misunderstanding with the Office of Public Roads, the State completed new grading, preparatory to gravelling to the extent of 28.8 miles, in White Pine, Lander, Churchill, Washoe and Ormsby Counties, at a total cost of \$287,811.48; 20.4 miles of gravelling in White Pine and Churchill Counties was also completed at

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a cost of \$174,201.86. Fifteen miles of concrete construction was put in on the Lincoln Highway in Washoe County at a cost of \$298,434.30, making a grand total for new construction on the Lincoln Way in Nevada, during this year, of \$737,337.75.

Of the total figure given \$180,268.74 was spent in Churchill County and \$76,253.74 of this amount on the Fallon Sink, the grading of which has been completed, as outlined in my previous report. Towards this work the Association contributed from the General Motors Trust Fund \$16,500, and the balance of \$45,500, is still available to the State as the surfacing work on the Fallon Sink is completed.

In addition to the new construction work the State spent \$7,807.93 for maintenance on the Lincoln Way this year, or a total expenditure of \$745,845.68, - a considerable sum of money for a State so poor that its total bond issue for good roads was but \$1,000,000.

As I outlined in my previous report, the surveys on all of the remaining sections in which the Association is participating have been completed and I will later take up under New Business the communication from the Nevada State Highway Department, urging an extension of time in connection with our contributions for this work.

CALIFORNIA:

Such portions of the Lincoln Highway in the State of California as are parts of the California State Highway System are all completed in concrete construction of bituminous macadam on a concrete base with the exception of that section from Placerville to the Nevada State line, comprising the King's Canyon Road thru the Sierras. This section, sixty miles, is all natural rock and is maintained in very good condition.

The State accomplished the final improvement of several short sections this year at an expense of \$81,321.50 and expended on the maintenance of the entire route, \$68,838.45, a total of \$115,157.95. The construction of the sixty miles of Lincoln Highway leading from Placerville to the summit of the Sierras at the state line is being earnestly advocated by the people of Placerville and unquestionably this section will be concreted within a few years time, California no having available the \$40,000,000, voted in 1918 and which she was unable to use this year because of the inability to sell the State Bonds. The election this fall authorized an increase in the rate of interest on these bonds from four to six percent, which should make them readily marketable.

SUMMARY:

The following table briefly presents a summary of the actual constructive accomplishments on the Lincoln Way this year in each State.

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<u>STATE</u>	<u>MILEAGE</u>	<u>NEW CONSTRUCTION</u>	<u>MAINTENANCE</u>
New Jersey	14.0 miles	\$582,899.39	\$105,322.00
Pennsylvania (est)	22.0 "	1,182,000.00	500,000.00
Ohio	19.5 "	507,612.14	No figures
Indiana	10.0 "	294,746.41	" "
Illinois	51.0 "	2,180,000.00	" "
Iowa (grading & graveling)	21.0 "	571,845.00	71,700.00
Nebraska	70.0 "	737,022.17	53,400.00
Wyoming	227.5 "	493,200.00	37,196.00
Utah (Est)	18.0 "	144,000.00	18,000.00
Nevada	65.0 "	745,845.68	7,807.93
California	2.5 "	51,221.50	63,532.45
TOTAL	548.5 "	\$7,469,492.19	\$855,132.38

Table of Yearly Expenditures on Lincoln Highway since the inception of the Association:

1914	-	\$1,200,000.00
1915	-	2,580,280.00
1916	-	4,199,125.00
1917	-	2,500,218.00
1918	-	2,998,307.00
1919	-	9,588,800.00
1920	-	8,224,224.00

TOTAL Expenditures on Lincoln Highway in seven years - \$51,187,094.00

At the end of 1920, I can only repeat what I said at the end of last year, that the completion of the Lincoln Highway from New York to San Francisco is merely a matter of the time necessary to accomplish the actual physical work of construction. Rather than concerning ourselves now with efforts to bring about a proper appreciation of the need for the improvement of the Lincoln Highway and other interstate routes of travel, or to bring about the provision of funds for this work, our concern properly should be and is with the type of construction undertaken with the tremendous funds available and to be made available for improvement, not only on the Lincoln Highway but on main routes of travel in every section of the Union. It is conservative to estimate that close to a billion and a quarter dollars is now available in the United States for highway construction.

THE ASSOCIATION'S 1920 WORK:

In a lengthy report at our last Annual Director's Meeting held here, December 30th, 1919, I took pains to impress the situation as it existed along the Lincoln Highway and the stage we had reached in connection with every one of our primary aims. I did this with the ideal of pointing out for the consideration of the Board, exactly where the Association stood after six years of promotional effort and for the purpose of making it clear that in my opinion we could, if the Board felt it proper, plan on ending our activities at the end of 1920, arranging for the perpetuation of the Lincoln Highway thru a continuance of the state organizations and a continued contact with the

progress of the work on the part of our existing officials.

I presented the elaborate picture of the situation that I did at that time because two years previously it had been tentatively determined that the end of 1920 would find us at a stage in the work where those who had been supporting it financially for so many years could gracefully relinquish the burden with a feeling that a movement had been started which would go on with increasing power and force and without the continuous promotional work of an expensive organization, - expensive in the sense of the individual burden upon the comparatively few who had been supporting it.

I pointed out at that time that our finances were adequate to take care of our expenses during 1920 but that we had only three Founder's Pledges available beyond the end of 1920 and that our additional sources of income would not increase available funds to more than \$15,000, whereas close to \$50,000, was needed if we planned on continuing. I then outlined plans for the liquidation of the Association's Headquarters organization.

In the discussion which followed it was determined to let the question of the final ending of the Association's Headquarters' activities rest until a later Meeting as considerable opposition to any thought of discontinuing the work was developed.

A special meeting of the Board of Directors was called by the President Joy on April 17th last to again consider the future policy of the Association. At that meeting it was determined that the Association carry on at least during 1921. This necessitated a consideration of methods of raising money to enable the work to continue for another year. In order that this matter of additional finances should come before the complete Board, another Meeting was authorized for May to take up this question.

At the April Meeting also, the Board authorized the expenditure of \$15,000. of the Willys-Overland Trust Fund for marking the Lincoln Highway between the Delaware River and Omaha, Nebr. The same Meeting, after consideration of the Wyoming situation, authorized an escrow of \$20,000. to be paid over to that State in connection with improvement work in Carbon and Sweetwater Counties.

On May 19th last a special Meeting of the Board was held at the Plaza Hotel, in New York City, at which time five Directors of the Association, F.A. Seiberling, J. N. Gunn, W.C. Durant, R.D. Chapin and A.Y. Cowen, agreed to underwrite, proportionately, any deficit the Association might face during 1921, up to the sum of \$50,000. It was further decided at that meeting that the work should proceed for a three year period, beginning January 1st, 1921 and that the deficit of any year would be met in the same manner. It was later agreed and understood that any support secured by any of the Directors underwriting the Association's deficit, in the form of additional Founders or other contributions, should be subtracted from his pro rata share of other deficit. Mr. Fisher later agreed to the same plan, making six underwriters.

At this meeting also, President Joy resigned as President and Mr. F.A. Seiberling was elected.

The decision of the Board to continue for a three year period after the end of 1930 and the interest displayed by the Directors thru their willingness to proportionately underwrite the necessary expense, put new life and virility into the organization which had felt that it was working towards its close.

This decision allowed the active undertaking of the educational plan of constructing an Ideal Section; permitted of further investigation of the western situation, with the extension of additional aid to Nevada in mind. Between January and April, when the decision to continue was reached, the organization had been largely marking time, not knowing what steps to take, whether to plan for continued activity or to arrange for a gradual diminution of effort and the closing of the offices at the end of the year. Mr. Ostermann delayed his western trip until after the April decision in view of the material effect it would have upon the nature of his contact with our Consular organization and press in general. The Headquarters organization was, up to that time, unable to proceed with plans for additional publications or with any extensive campaign for new members, publication of maps or other data, or in fact, any of its regular activities.

After the April Meeting comprehensive plans were worked out between Mr. Ostermann and myself for a year of exceptional activity. Work was immediately started on the preliminary completion of a new volume of the Lincoln Highway Road Guide; elaborate plans for carrying out the project for an Ideal Section were made.

The Board is familiar with the upset to the Association's plans resulting from the tragic death of our Vice President and Field Secretary, H.O. Ostermann, on June 8th, when his car overturned near Tama, Iowa. Mr. Ostermann's death was a blow to the organization with which he had been connected for seven years. Our work could not help but be seriously hampered by his loss which left the writer alone to handle a mass of work which had always been equitably divided between us.

As Mr. Ostermann's death necessitated the writer's absence from Detroit to a much greater extent than normally, it became necessary to provide someone at Headquarters who could take care of the correspondence. Mr. Seiberling's organization came to the rescue and loaned the Association the services of Mr. S.A. Host, who had been for three years connected with the Association as Assistant Secretary and Publicity Director. Mr. Host moved to Detroit at the end of June and has been of very considerable assistance to the organization's work. Had it not been possible to secure Mr. Host from the Goodyear Company the publication of a new Road G uide this Spring would have to have been abandoned as this work requires many months and a vast amount of detail.

The details of the Association's work during this past year have been continuously communicated to all Members of the Board in the form

of our weekly bulletins and general publicity as sent out in our monthly publication, The Lincoln Highway Forum, so I will just briefly touch upon the more important activities of the past year, without describing the various phases of our work in detail.

The past year contain two outstanding features of particular interest, the first being the final decision on February 28th last of the United States Rubber Company to contribute to the Association \$150,000. for the construction of an educational Ideal Section. This appropriation was authorized by a letter from Mr. G. B. Seger, President of the United States Rubber Company and resulted from the interest in our work of Mr. Seger, Mr. Gunn and Mr. Samuel P. Colt. The second was the final accomplishment of the permanent marking of the Lincoln Highway between the Delaware River and the Missouri.

Since the final authorization of the United States Rubber Company's contribution, considerable progress has been made towards the accomplishment of the Ideal Section. A Technical Committee of widely known and thoroughly competent experts in every field of highway construction has been appointed, nation-wide publicity has been prepared and given to the Ideal Section plan, a questionnaire has been sent to a list of highway engineers (4800 in number) including commissioners and others having in charge highway construction in every section of the Union, - their replies have been received and tabulated and two Meetings of the Technical Committee have already been held to consider the subject of design.

Long and careful consideration was given to the proper location for the Ideal Section and it was finally determined that a location in Lake County, Indiana, offered the best possibilities in view of all considerations. The co-operation of the State of Indiana has been assured in connection with the work and following another meeting of our Technical Meeting, which it is proposed to hold in Chicago some time in February, it is expected that the final design of the Ideal Section will be determined upon and that after the employment of a competent engineer by the Association, to work out the detailed plans of the Section, a contract can be let in 1931.

As in the past, the Association has had difficulty in adequately supplying periodical publications and the press of the country with the volume of publicity required. Had we the money we should keep several staff writers for no other purpose than constantly preparing the special stories requested regularly from publications in every part of the country. During the past year our publicity has been published by newspapers in every state in the Union and our Ideal Section publicity particularly has been used by a wide variety of periodical publications with a vast circulation. Special notice should be drawn to the co-operation of Collier's Weekly, The Outlook, Motor Life, Literary Digest and many engineering papers which carried special stories relative to the Ideal Section plan.

During the coming year we will continue to give the widest possible publicity to this educational plan, having the assurance of the Office of Public Roads, Department of Agriculture, that that Bureau will give us the fullest possible co-operation in bringing the lesson of the Ideal Section home, not only to the engineers of the country, but the

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public at large thru constant inspection and the issuance of Federal Bulletins.

Immediately following the authorization of the Board at the meeting held in April, plans were made to undertake the permanent marking of the eastern section of the route, the last remaining section to be so marked. Three thousand permanent, enameled steel signs and three thousand posts, 4" x 4" x 8" were ordered. A crew was organized, special trucks were secured thru the co-operation of the Autocar Company of Ardmore, Pa. and the interest of our Founder, Mr. David S. Ludlum, President of that company and the work was gotten under way on June 10th.

Every possible difficulty was encountered in carrying this marking thru successfully this year. While our orders were placed late with the manufacturers, they produced our poles and signs in plenty of time, but it became necessary to constantly revise plans for shipment of material to proper points to be picked up by the trucks, due to the inability of the manufacturers to get care for shipment. Mr. H. H. Seubert, was in charge of our crew as foreman, and to him must be given a great deal of credit. Mr. Seubert pushed thru the work in the face of obstacles such as cold weather, muddy roads and innumerable minor difficulties along the line and brought it to completion on November 14th, at Omaha.

While the \$15,000. appropriated by the Board from the Willys-Overland Trust Fund as the basis for this marking work enabled us to start the plan, it was totally inadequate to take care of the expense of the project. Had it not been for the co-operation of the Autocar Company, which, in addition to providing the two specially painted trucks, also paid and employed the drivers, and for the co-operation of the General Motors Corporation, thru the interest of Mr. Durant, in providing our foreman with a Chevrolet car, which tremendously facilitated the work, it could not have been completed this year.

In addition to the contributions received from the Willys-Overland Company, the Autocar Company and the General Motors Corporation, the Association has been able to raise, in small sums, along the line of the Lincoln Highway between Trenton, N.Y. and Omaha, Nebr., the sum of \$6,988.25. to assist in meeting the expenses. Some money is still due the Association from along the line in this connection and slightly over \$5,500. will represent the share of the total cost borne by the communities along the line.

Nothing but commendation has been heard at Headquarters from any of the communities along the line, from County officials or from tourists in connection with the way the work was done. The markers were placed, two at every cross-road and where no intersecting roads occurred, at least one every mile, a total of 3700 being erected between Trenton and Omaha, a distance of 1253 miles. The markers erected included special signs manufactured to fit the electric light and trolley poles in large cities, such as Pittsburgh and Philadelphia. The marking work cost a total of \$23,315.99, the distribution of this charge being indicated in the Audit which I will distribute.

The completion of this marking from Trenton to Omaha, finished the permanent marking of the Lincoln Highway between the two coasts with the exception of the State of New-Jersey, wherein the State plans to erect permanent, concrete markers along the Lincoln Highway and other main routes of travel.

From everywhere along the route the Lincoln Highway this year came reports of tremendously increased tourist travel. Newspaper editorials and comments from many Lincoln Highway communities indicate an appreciation on the part of Lincoln Highway communities towns and cities of the value of their location to them and the volume of new money brought in and left within their borders every year by the tourist travel. As one instance of the density of this through travel I will cite the experience of Cheyenne, Wyoming.

I was there with Mr. Hong in September and inspected the log kept at the free camp ground of 40 acres just outside the city limits on a small lake. The peak of travel had been reached in July when on the 26th a careful census was taken showing 763 cars and 2,540 people from 32 different states. In addition to the tourists camped inside the 40 acre municipal tract, it was estimated that about 500 more people were outside unable to get in.

The increase of touring on the Lincoln Highway naturally results in increased activity on the part of our Touring Bureau and the need for an updated, corrected log of the route and additional supplies of maps and touring literature. It is to supply this demand next year that the Association is now working on the publication of the Fourth Edition of the Complete Official Road Guide. This volume will comprise about 300 pages and will be much more thoroughly illustrated than the last and embody the latest data. To date we have in hand contracts for over \$4,800. worth of advertising in this volume and hope, before we go to press, to have at least \$7,500. The book will cost in the neighborhood of \$4,000. We hope to go to press with it about March 1st and have it ready for the spring tourist travel.

Our Sustaining Membership support during the past year fell off quite materially, as did also the expense so which the Association went in this connection. It was well demonstrated during this year, when we received only \$7,350 in Membership dues as against \$12,250. in 1919, that expenditures for the purpose of securing members are well warranted and furthermore that the personal contact of a Field Secretary holding Meetings and stimulating the Councils along the line in every community, has much to do with the volume of local support we can expect from along the line.

It is our hope next year to build up our Membership support very materially and while I have only indicated an income of \$8,000. from this source in the budget, we are hopeful of getting in \$10,000. net, or in the neighborhood of from 2700 to 3000 members. This may seem a small number along 3000 miles of road, passing thru 350 towns, cities and villages, but it has always been my policy to devote the attention of the organization largely to its main aims and accomplishments.

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doing what was possible to secure Sustaining Members, but not devoting an undue proportion of the time of our small organization to this end.

Our Consular organization along the line it is our intention to re-vamp and build up considerably next year. Many of our Consuls were close personal friends of the late Mr. Ostermann and had known him for a number of years. With a new Field Secretary along the Lincoln Highway many of these men may lose their interest for unquestionably many of them were willing to do things for Mr. Ostermann which they would not do because of their interest in the Association and any new representative in the field must build up a like acquaintanceship and a like friendship. There are many points along the Lincoln Highway where we need new Consuls and when the new man starts out over the route he will be able to approach the problem from a fresh standpoint and will necessarily have to spend more time in each of the important communities and locate additional interested representatives. This situation holds particularly true in the west. We lack a State Consul now in Utah and should have a man there in whom we have confidence and who is with us. Our important problems are all west of the Missouri River and it is along the line between Omaha and San Francisco that we will exert most of our successful efforts in connection with the local organizing during the coming year.

During the past year our general publicity has continually centered attention upon the Townsend Highway Bill and the necessity for the passage of some legislation establishing a Federal Highway System and a National System of interstate routes to be constructed by the Federal Government. As to the present status of this proposed legislation, I quote from a recent letter received from Senator Townsend in answer to my inquiry.

"You realize as I do the most embarrassing problems which are before the Congress and which will be even greater at the extra session of Congress which will be called some time in March. I am hopeful that at this present session I may be able to get consideration for that portion of my Bill which proposes to create a commission in order that such commission may lay out the national system and be ready for such appropriation as may be created by the new session of Congress. I am just as deeply interested in this project as I ever was, for I regard it as of the greatest importance to our country."

At the recent Meeting of the American Society of State Highway Officials held in Washington, it was found that a very distinct opposition on the part of many State Highway Departments to the principals of the Townsend Highway Bill existed. The majority of the States as represented by their State Highway Commission seem favorable to the Chamberlain Bill or some such additional measure of Federal Aid over their share of which they would have jurisdiction. Very few of the State Highway Departments seem to oppose the Townsend Bill as such. They would restrict or eliminate Federal Aid to the State. It appears that the opposition of the State Highway Departments is likely to postpone

any action by Congress on the Townsend Highway Bill indefinitely.

In the condensed statement of income and expenditures which I will distribute, it will be noted that our expenditures during 1930 were exceptionally heavy. However, in considering normal expenditures the item for marking, amounting to \$23,315.89 must be subtracted as must also the exceptional expense in connection with the Ideal Section which amounted to \$4,431.43 and was paid for by the United States Tire Co., which has allowed us a fund of \$10,000. for expenses in connection with the handling of the Ideal Section matter and the publication of special booklets, publicity and so on.

It will be noted that our expense as so for Printing, as distinguished from Publicity, during 1930, was exceptionally high, amounting to \$4,573.49. This is the result of the fact that we paid, during 1930, for our Annual Report, published at the end of 1929, which was produced in quite elaborate fashion, with the impression that it would be the last piece of literature published by the association. This year I do not plan any such elaborate report, but merely a supplement of some 16 pages which in the future can be inserted in the more elaborate booklet and sent to those interested, new members and so on.

I need not go further into the question of the trip made by myself and Mr. Hoag across Wyoming, Utah and Nevada, which was fully reported in the communication sent to all Members of the Board. I should state however, that from Carson City we went to Los Angeles, at Mr. Seiberling's direction, and investigated further the attitude of the Automobile Club of Southern California in connection with the designation of a branch of the Lincoln Highway leading from Ely, Nevada, via the present Midland Trail to Los Angeles. I am personally convinced that we can expect no support or assistance from the Automobile Club of Southern California or other Los Angeles interests in this connection.

I wish to take this occasion to commend in the highest terms, the work accomplished by our Acting Field Secretary and Nevada State Consul, Mr. G.S. Hoag, who took the time from his own business this summer and as soon as the Association's Packard was repaired, undertook Mr. Ostermann's work between Omaha and the Pacific Coast. Mr. Hoag is unusually familiar with the entire Lincoln Highway situation in the west, as he has been one of the most interested and active State Officials since the organization of the Association and has frequently travelled the western section of the Highway with Mr. Ostermann. His aid to the Association this year has been invaluable.

In closing, I am presenting for your consideration a complete audit of the Association's books authorized by our By-Laws and which has just been completed by our Auditors, Harwick Mitchell Company. This covers the period between the date of our previous audit Nov. 30th, 1929 and Nov. 30th, 1930. A supplementary report, which I have here covers the year 1930 up to date and I believe presents a clear and concise picture of our financial situation.

Detailed plans for 1931 I would like to take up for discussion and consideration under the heads indicated in the calendar under New Business.

9. The Vice President and Secretary was instructed to mail a copy of the Audit to each Member of the Board and to incorporate his report in the Minutes of the Meeting.
10. The Vice President and Secretary presented for consideration of the Board the following Condensed Statement of Income and Expenditures of the Association for the fiscal year, ending December 31st, and supplementary Financial Reports covering status of Trust Funds, Sustaining Membership Income and Expenditures, Lincoln Highway Marking Account and Ideal Section expenses.

Condensed Statement of Income and Expenditures of
The Lincoln Highway Association
For the Fiscal Year ending December 31st, 1930

Cash at Bank (regular acct) and on hand Jan. 1st, 1930 ..	\$1,794.38
Liberty Bonds	10,100.00

INCOME:

Founder Pledges Paid	\$ 25,000.00	
Sustaining Membership dues	7,650.00	
Guide Book Sales	364.50	
Funds on Deposit sent in to Hdqrs	155.08	
Lincoln Highway Marking	4,988.25	
Willys-Overland Co. (Marking)	15,000.00	
Autoear Co. (Marking)	5,323.49	
Contributions	95.00	
Interest	558.94	
Expense on Trust Funds previously paid by Association	1,114.19	
Advanced H.O.O. Jan. 1st, paid	394.74	
Miscellaneous	939.78	
U. S. Fire Co.	4,869.42	
Advertising (1921 Guide Book)	325.50	
Insurance on Packard Car	<u>1,096.51</u>	
Total Receipts	87,372.58	
Advanced to regular account from Trust Funds	<u>2,923.02</u>	
Total Funds Available	<u>\$89,295.60</u>	

DISBURSEMENTS:

Postage	:	:	:	\$1,140.60
Printing	:	:	:	4,573.47
Stationery	:	:	:	979.78
Publicity	:	:	:	3,883.58
Salaries	:	:	:	
Executives				11,499.06
Acting Field Sec'y				1,400.00
Publicity				2,408.32
Office				<u>3,979.34</u>
				19,286.82
Tel. Tel. Mess.	:	:	:	681.71
Express	:	:	:	47.93
Rent - Light	:	:	:	763.33
Office Supplies & Equipment	:	:	:	564.25
Insurance on cars	:	:	:	314.68
Auditing Books	:	:	:	125.00
Goodyear Section	:	:	:	552.61
Lincoln Highway Marking	:	:	:	25,315.99
S. W. Myers (refund)	:	:	:	100.00
General	:	:	:	1,887.97
S.M. Expense & Emblems	:	:	:	1,331.24
Binding 3rd Edition Guides	:	:	:	688.70
4th Edition Guide Book Expense	:	:	:	702.00
Ideal Section	:	:	:	4,431.42
Travelling	:	:	:	4,298.82
Advanced on travelling	:	:	:	274.67
Repair on Packard Car	:	:	:	1,096.51
Leets Bros.	:	:	:	<u>1,106.18</u>
				Total Disbursements
Liberty Bonds	:	:	:	\$ 78,108.06
Cash on Hand	:	:	:	10,100.00
				<u>30.00</u>
				\$ 88,239.06

WILLYS-OVERLAND Trust Fund

Originally Contributed	\$50,000.00
Interest Accumulated	<u>4,503.48</u>
	\$ 54,503.48

Certificates of Indebtedness sold and used for Marking	\$15,000.00
Cor. of Ind. sold and used for road building (Wyo)	5,000.00
Travelling	<u>737.51</u>
	<u>20,737.51</u>
	<u>\$33,765.96</u>

WILLYS-OVERLAND TRUST FUND - Continued

U.S. Certificates of Indebtedness (4 ³ / ₈) maturing March 15th, 1931, held in escrow by Carson Valley Bank, Carson City, Nevada	\$15,000.00
Accrued Interest on G. of I.	564.01
U.S. Certificates of Indebtedness (4 ³ / ₈) maturing December 15th, 1930, deposited in First and Old Detroit National Bank	17,000.00
Interest deposited in First & Old Detroit National Bank	<u>1,801.84</u>
	<u>\$ 35,785.85</u>

FISHER TRUST FUND

Interest Deposited in

First and Old Detroit National Bank \$ 654.67

GENERAL MOTORS TRUST FUND

Originally Contributed	\$100,000.00
Interest Accumulated	<u>6,174.35</u>
	\$106,174.35
Certificates of Indebtedness sold and used for road building (Nev) \$16,500.00	
Travelling expenses	<u>1,077.58</u>
	<u>17,577.58</u>
	\$ 88,596.87
U.S. Certificates of Indebtedness (4 ³ / ₈) maturing March 15th, 1931, held in escrow by the Carson Valley Bank, Carson City, Nev.	46,500.00
Accrued Interest on G & I,	1,748.57
U.S. Certificates of Indebtedness (4 ³ / ₈) maturing Dec. 15th, 1930 deposited in First & Old Detroit Nat'l Bank	38,000.00
Interest Deposited in First and Old Detroit National Bank	<u>2,848.30</u>
	<u>\$ 88,596.87</u>

CONTRIBUTIONS:

Willys-Overland Company thru the interest of the
Vice President, Mr. E. B. Jackson,
(Willys-Knight Car) \$2,195.00

United States Tire Co., thru the interest of the
President, Mr. J. H. Gunn,
(6 Royal All-Weather Cord Tires and Tubes
Size 34 x 4-1/8) 413.00

Goodyear Tires, thru the interest of
Mr. F.A. Seiberling,
8 - 37-1/8 x 5 All-Weather Cords)
8 - tubes (est) (. 750.00

TOTAL - \$ 3,357.90

SUSTAINING MEMBERSHIP REPORT

From Jan. 1st, 1930 to Dec. 31st, 1930.

571 New Members	@ \$5.00 each	.	.	\$2,855.00
889 Renewals	@ 5.00 "	.	.	4,725.00
				<u>\$7,580.00</u>

Cost of Renewals:

Literature	\$55.00	
Stationery	51.45	
Postage	<u>84.00</u>	
		\$190.45
Guide Books sent to members		165.23
Emblems sent to members		875.92
War tax on emblems		41.78
Membership Cards		60.00
Envelopes for cards		7.25
Literature		<u>78.00</u>

Total Cost \$1,438.64

Total Receipts from Sustaining Memberships dues \$7,580.00

Total Expense 1,438.64

\$6,211.36

Lincoln Highway Marking

Marking Receipts	\$4,988.25
Willys-Overland Company	15,000.00
Autocar Company	<u>5,323.49</u>
Total Receipts	\$ 25,311.74

Expenditures

Signs	4,988.02
Posts	5,190.00
Screws	113.56
Paint	403.25
Tools	331.42
Freight & Cartage on signs & posts	880.87
Insurance on car	58.28
Miscellaneous (car equipment, road expense, car expense, etc.)	655.76
Salaries	4,581.31
Travelling	999.03
Autocar Company (car equipment and painting, road repairs and car expense, salaries and expenses of men, etc.)	<u>5,323.49</u>
Total Expenses . . .	\$23,315.99

Total Receipts	\$ 25,311.74
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Total Expenses	<u>23,315.99</u>
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	\$ 1,995.75
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IDEAL SECTION EXPENSES

Travelling Expenses		\$943.55
Miller - Turritt (Painting Ideal Mile)		300.00
R. W. Ryan		80.00
Advertisers Bureau		
	(Two color sketches - layout)	349.00
Apel-Campbell (drawings full page paper layout)		179.54
Everton Engraving Co. (zinc etchings etc)		43.43
Speaker-Hines Printing Co.		
Questionnaires	\$111.00	
Full pp newspaper		
	(5 col)	152.00
" "	(7 ")	289.00
Visualizing a L.H.		334.75
Reprints from Motor		258.25
" " Colliers		170.50
Booklets		
(Comments on I.S.)	303.00	
Tabulation		
(Comments on I.S.)	372.25	
Envelopes (booklets)	<u>20.50</u>	2,061.25
Michigan Electrotypes Co.		
Colorplates, etc.		170.44
Postage		225.00
Envelopes		107.12
Underwood and Underwood		
(Photo of Appian Way)		3.00
Mat for Detroit Free Press		1.00
Stamp advertising story in Outlook		<u>2.10</u>
	Total Expense	\$ 4,369.42

11. With regard to the Association's use of a portion of its special Trust Funds lying to the credit of the Association in its regular account at the First and Old Detroit National Bank, for operating expenses during December, the Secretary pointed out that this was done merely as a convenience and because it was a less expensive method of realizing the necessary money to carry the Association to the end of the year than to either sell its Liberty Bonds, which represented savings during past years, or to use the Bonds as collateral for a loan at the bank.

The Secretary's action in drawing upon the Trust Funds to carry the Association's expenses to the first of January was unanimously approved by the Board.

12. The Secretary stated that it was customary for the Board at each Annual Meeting to approve a Budget covering the coming year's estimated expense as determined and agreed upon by the Secretary and the President. He states that he had had no opportunity to confer in connection with the Budget for 1931 with President Seiberling and that he was therefore not in a position to present final figures, owing to the fact that the items of his own salary and the salary of a Field Secretary to take the place of the late Mr. H.C. Ostermann had not yet been determined upon for 1931. He stated that at the last Meeting of the Board, held May 19th, 1930, in New York City and following the underwriting of the Association's expense to the extent of \$50,000. a year for 1931, that President Seiberling had urged upon the Board a substantial increase in salary for both the Vice President and Secretary and Vice President and Field Secretary.

It was the unanimous opinion of the Board that the question of compensation for the Secretary and Field Secretary should be left to be determined between the Secretary and the incoming President rather than decided by the Board. This is in accordance with past practice.

The Secretary stated that in the absence of exact knowledge of the Association's payroll for 1931 he would merely present a schedule of estimated disbursements covering Operating Expense and a schedule of Income, to demonstrate the manner in which he understood the method of subdividing the deficit amongst the underwriters.

TENTATIVE BUDGET FOR 1931

Schedule of Estimated Disbursements:

SALARIES:

Vice President and Secretary	\$ 7
Field Secretary	1
Assistant Secretary (4 mos)	1,600.00
Cashier	1,800.00
Two Stenographers & boy	<u>3,100.00</u>

Operating Expense - Est:

Postage	2,750.00
Stationery and Printing	2,700.00
Publicity	6,500.00
Tel. Tel. Mess.	600.00
Rent and Light	1,800.00
Office Supplies and Equipment	600.00
Insurance (cars)	400.00
Audit	125.00
Travelling expenses	5,500.00
All other expenses	<u>2,500.00</u>

Total estimated funds required \$33,875.00

INCOME:

Founder's Pledges in hand	\$10,000.00
Estimated net from Sustaining Mem- berships	8,000.00
Estimated from all other sources	<u>2,000.00</u>
Total	20,000.00

Statement of Amounts due from Underwriters
\$50,000. Underwritten by Directors,
F. A. Seiberling, Roy D. Chapin, A. F. Gowen,
J. H. Gunn, Carl G. Fisher, W. C. Durant

Estimated Income from other Sources	
Old Founder's Pledges due	\$5,000.00
From Sustaining Memberships	8,000.00
From all other sources	<u>2,000.00</u>
	15,000.00

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Required Income Estimated	\$48,000.00
Less Income Estimated	<u>12,000.00</u>
To be Pro-Rated among six underwriters	\$36,000.00

a) \$36,000.00 Deficit estimated

6,000.00 Pro rata share of each underwriter

NOTE:

Roy D. Chapin has secured seven Founder's Pledges including that of his own company

J. H. Gunn has secured seven Founder's Pledges not including his own company

A. E. Cowen has secured a pledge of \$8,000. from the Portland Cement Association

Secured by Mr. Cowen beyond his share	\$8,000.
Secured by Mr. Chapin beyond his share	\$1,000.
" " Mr. Gunn " " "	<u>1,000.</u>
Balance to be subtracted from shares of other underwriters	4,000.

Share of other three underwriters \$18,000.

Less support secured by Chapin, Gunn and Cowen, beyond their shares 4,000.

Balance to be pro rated between Mr. Seiberling, Mr. Durant and Mr. Fisher \$14,000.

Due from Mr. Seiberling, Mr. Durant and Mr. Fisher, each

\$4,666.66

13. After a discussion of the method employed by the Secretary in determining the pro rate share of the Association's deficit to be borne by each underwriter, the method was unanimously approved by the Board and the Treasurer instructed to call upon the underwriters who had not taken care of their share of the expense thru the securing of other contributions or new Founders, in quarterly installments, thus allowing them an opportunity between installment payments to secure support elsewhere if possible.
14. The Secretary stated that the nomination of Officers of the Association for the coming year was in order. Accepting President Seiberling's statement that it would be impossible for him to again act as President during the year 1931, Vice President Joy pointed out the great desirability of electing to the post of Presidency Mr. J. H. Gunn, whose interest in and active support of the Association's plans had done so much to make possible the carrying on of the organization and the accomplishment of the projected Ideal Section which the Association had long wished to undertake.

Vice President Chapin also urged the election of Mr. Gunn as President and stated that he believed Mr. Gunn's keen interest in the work and the interest of his company in the accomplishment of the Ideal Section and the promotion of the Lincoln Highway in general would lead him to accept the post.

After a discussion of the many candidates who had applied for election to the post of Field Secretary of the Association, as a successor to the late H.C. Ostermann and after careful consideration of the proposition outlined by Mr. Jos. E. Caine, State Consul of the Association for California, and Managing Director of the Oakland Chamber of Commerce, in his letter to Mr. Seiberling of December 10th, which contemplated his retaining his connection with the Oakland Chamber of Commerce, and after giving consideration to Mr. Seiberling's recommendation as expressed in his letter to the Board, it was unanimously determined that Mr. G.S. Hoag, who had acted as Field Secretary during the latter half of 1930 and who had been for seven years the State Consul for the Association in Nevada, should be elected to the post.

The retention of all other officials being unanimously considered advisable, the following resolution was presented by Vice President Henry B. Joy, supported by Vice President R. D. Chapin and unanimously carried.

RESOLVED: That it is the sense of the members present and voting in person and the sense of those members not present and voting in proxies, that the following Officers be elected to act for one year, or until their successors are chosen:

President, J. H. Gunn
 Vice President, Henry D. Joy (Ex-President)
 " " F.A. Seiberling (Ex-President)
 " " R.D. Chapin
 Vice President and Secretary, A. F. Bement
 Treasurer, Emory W. Clark
 Field Secretary Carl E. Hoag

15. Vice President Chapin expressed the Board's feeling of great appreciation over Mr. Seiberling's willingness to have served so long as President of the Association. Vice President Joy stated that the Board should have the keenest appreciation for the time and attention Mr. Seiberling had given to the Association's affairs during the three years in which he had served as President. The following resolution was presented by Vice President Chapin, seconded by Vice President Joy and unanimously carried:

WHEREAS: Mr. F.A. Seiberling has at a considerable sacrifice of his time and effort completed three terms as President of the Lincoln Highway Association, during which the Association has made exceptional progress towards all its aims and purposes and the organization has been greatly advanced, and

WHEREAS: The Board of Directors of the Lincoln Highway Association fully appreciates the extent of Mr. Seiberling's interest in the work of the organization as evidenced by his continued willingness to serve in the capacity of President, and, through the sacrifice of his time and consideration, to make possible the continued accomplishments which have marked his administration of the organization's affairs, and

WHEREAS: It is fitting that this Board in formal resolution express to Mr. Seiberling its feeling of indebtedness for his efficient administration,

THEREFORE BE IT RESOLVED: That the Board of Directors of the Lincoln Highway Association express to its retiring President, Mr. F.A. Seiberling, its keen appreciation for his work and its sincere thanks for his long interest and co-operation in its endeavors; and

BE IT FURTHER RESOLVED: That a copy of this resolution be sent to Mr. Seiberling by the Secretary.

16. The Secretary stated that the election of an Executive Committee for 1921 was in order. Following a consideration of those Directors who could readily get together for a consideration of the Association's affairs and for prompt action on matters requiring

attention in the absence of a Board Meeting, the following resolution was presented by Treasurer Emory W. Clark, supported by Director Alvan Macaulay and unanimously carried:

RESOLVED: That it is the sense of those members present and voting in person and the sense of those members not present and voting in proxies that the following Directors be elected to serve on the Executive Committee for one year or until their successors are chosen:

Henry B. Joy
R. D. Chapin

F.A. Seiberling
A. Y. Gowan

Sidney D. Walden

17. Referring to the Secretary's report and to the special report sent to the Board following the inspection trip of the Secretary and Acting Field Secretary in Utah, Vice President Henry B. Joy presented to the Board his views in connection with the situation existing on the Goodyear Cut-Off in western Utah. He stated that conditions on the Cut-Off had reached a state where travel was practically impossible and that if action was not taken in the near future by the State of Utah, that the entire benefit of the work accomplished thru the contribution of \$100,000. by F.A. Seiberling and the Goodyear Tire and Rubber Company, would be lost.

It was brought out by Field Secretary Hoag that a new administration had been elected in Utah and that he felt it likely that due to the new interest secured in the matter from the business men of Salt Lake City, that an equitable agreement could be reached between the Association and the new administration in Utah to provide for the maintenance and continued improvement of the Goodyear Cut-Off.

The Secretary explained that no action had been taken during the past year in connection with the carrying thru of this project, other than securing the interest of influential Salt Lake business men, due to the fact that a new administration was coming in the first of January and also to the fact that President F.A. Seiberling had desired to take this matter up himself personally with the retiring Governor in an endeavor to arrange for a satisfactory completion of the job.

After a long discussion of the situation, the following resolution was presented by Vice President, R. D. Chapin, supported by Vice President H. B. Joy and unanimously carried.

WHEREAS: The Board of Directors of the Lincoln Highway Association is keenly appreciative of the interest of its retiring President, Mr. F.A. Seiberling and the Goodyear Tire and Rubber Company, in the completion of a through, connecting road from the Atlantic to the Pacific, as evidenced by the contributions of Mr. Seiberling

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and his company, totaling \$100,000. for the improvement of the Goodyear Cut-Off across the bed of the Great Salt Lake Desert in western Utah, and

WHEREAS: The Board feels a keen sense of obligation in connection with the adequate completion of the Cut-Off, towards the construction of which this substantial contribution was made, and

WHEREAS: The contribution has been expended by the State of Utah on the road in question without bringing it to satisfactory completion, and

WHEREAS: This Cut-Off across an hitherto impassible Desert, is the most important remaining link in the trans-continental road, and in its present condition presents the most dangerous barrier to the flow of transcontinental transportation, both passenger and freight, and

WHEREAS: There is real danger of the loss of the investment in this construction if it is not immediately carried thru to completion and properly maintained, thus losing to all transcontinental travel in the future, a highly important link in the route, eliminating the worst conditions existing between the two coasts, and

WHEREAS: This Cut-Off is of the most vital importance to the completion of the Lincoln Highway and to the opening of a through route of transcontinental transportation, and

WHEREAS: The Board well realizes the inability of its retiring President, Mr. F.A. Seiberling, to give the question of the completion of this important Cut-Off the attention it deserves and must have if the State is to complete it,

THEREFORE BE IT RESOLVED: That the Board of Directors of the Lincoln Highway Association urge upon Mr. F.A. Seiberling and upon his company that the Association be allowed to undertake at once negotiations with the new administration of the State of Utah, looking to satisfactory arrangements guaranteeing the completion of the Cut-Off and the protection of the investment in this work made by Mr. Seiberling and his company, and

BE IT FURTHER RESOLVED: That the Board recommend to Mr. Seiberling that Field Secretary G.S. Hogg be instructed to at once proceed to Salt Lake City, Utah and undertake negotiations looking towards this end.

18. The Secretary was authorized to send a copy of the Resolution to the retiring President and to carry out the arrangements discussed in connection with negotiations with the new administration in Utah at once upon hearing from him.
19. The Secretary read to the Board his letter of October 7th to the the State Highway Department of Nevada, making a tentative offer of \$37,000. to the State for improvement between Austin and Eastgate and presented maps and photographs making clear the situation and

the need for improvement between these two points. It was brought out that this section of improvement was the last remaining to be undertaken with the Association's assistance and that while it would, under the terms of the tentative agreement, use up the balance of the principal of the General Motors Trust Fund, that there were no other sections of the route in Nevada requiring additional aid.

After long discussion of the situation in central Nevada and an outline of the inspection trip made by the Secretary and Acting Field Secretary in this region, the following resolution was presented by Vice President Henry B. Joy, seconded by Sidney D. Saldon and unanimously carried:

RESOLVED: That it is the sense of the members present and voting in person and the sense of those members not present and voting in proxies, that the Vice President and Secretary be authorized to enter into a contract with the State of Nevada providing for the improvement of that section of the Lincoln Highway between Austin and Eastgate lying in Churchill and Lander Counties, in accordance with the tentative offer made to the State in his letter of October 7th, 1920 and that said contract shall provide for a proper acreage in accordance with the same plan followed in connection with the previous five contracts entered into between the Association and the State. It is understood that this contract will involve the utilization of the entire balance of the principal of the General Motors Trust Fund, amounting to \$37,000.

20. With further regard to the Nevada situation, the Secretary read a letter to the Board from the Nevada Department of Highways, by C.O. Cottrell, State Highway Engineer, dated December 3rd, 1920, which went into detail concerning the difficulties the State had encountered in endeavoring to complete the sections it had contracted with the Association in September, 1919, to complete this year. Mr. Cottrell's letter pointed out the impossibility of completing the various sections under contract within the time limit on these contracts allowed by the Association and urged that the time limit be advanced to December 31st, 1921.

After some discussion of the problems confronting the State of Nevada in its endeavors to carry out these contracts and the need for the improvement they would provide, the following resolution was presented by Vice President R.D. Chapin, supported by Vice President, Henry B. Joy and unanimously carried:

WHEREAS: The Lincoln Highway Association has entered into certain agreements with the State of Nevada thru its Department of Highways in September, 1919, and

WHEREAS: These agreements provide for the extension of financial aid to the State from the Association's General Motors and Wilya-Overland Trust Funds to assist in the improvement of five separate sections of the Lincoln Highway, and

WHEREAS: These agreements provide in every instance a limitation upon the time allowed the State to complete the sections and secure our financial aid, and

WHEREAS: Thru causes beyond the control of the Department of Highways of the State of Nevada, it has become impossible for the State to carry the contemplated improvements to completion by the dates specified in the agreements,

THEREFORE BE IT RESOLVED: That it is the sense of the members present and voting in person and the sense of those members not present and voting in proxies, that in accordance with the request of the Department of Highways of the State of Nevada the time limit on all existing contracts with the State be advanced to terminate December 31st, 1931.

21. The Secretary called to the attention of the Board of Directors the co-operation of the Wyoming State Highway Department and the wonderful work accomplished on the Lincoln Highway in that State during 1930 and particularly to the figures indicating accomplishment in Sweetwater County, where a tentative offer of \$15,000. from the Willys-Overland Trust Fund had been made towards the improvement. He pointed out that should the Board wish to carry out the provisions of the original offer to the State for assistance in Sweetwater County, it would be unnecessary to enter into a contract with the State in view of the fact that the improvement work contemplated when the offer of financial assistance was first made to the State was already under way and in fact, more work had been accomplished during 1930 than was originally contemplated when the offer was made.

It was brought out that the State of Wyoming would appreciate greatly the \$15,000. which, with corresponding Federal Aid, would amount to \$30,000. to assist in the completion of the work in Sweetwater County and that in view of the special efforts concentrated by the State on the Lincoln Highway, this payment was an evidence of good faith which would bear results in continuous attention to the improvement of the route.

The following resolution was presented by Vice President Henry B. Joy, supported by Alvan Macauley and unanimously carried.

WHEREAS: The Lincoln Highway Association in July 1918 in order to stimulate the improvement of the Lincoln Highway in Carbon and Sweetwater Counties, Wyoming, made certain offers to the State involving the contribution of \$30,000. of the Willys-Overland Trust Fund, and

WHEREAS: This offer was predicated upon the provision of a like appropriation on the part of the State and on the part of the two counties to provide a total of \$15,000.00 for improvement in Carbon County and \$75,000. in Sweetwater County, and

WHEREAS: The State was not at that time in a position to accept the Association's offer and later \$10,000. of the amount offered to Sweetwater County was withdrawn, and

WHEREAS: Since that time the State with the understanding that the

remaining fund of \$20,000.00 for the two counties was available has undertaken extensive improvements in both counties and has accomplished to date the construction of 21.2 miles in Carbon County including one 80 foot reinforced concrete bridge and seven timber bridges, on a total improvement to embrace 45 miles of new construction, and

WHEREAS: In view of this work the Board has already authorized the payment to the State of the \$5,000. toward the Carbon County work, which has been paid, and

WHEREAS: During the past year the State has accomplished the improvement of 85.9 miles including 3 concrete bridges of more than 20 foot span, at a cost of \$139,500.00, as part of a project involving the improvement and relocation of the Lincoln Highway entirely across Sweetwater County, and

WHEREAS: The State has understood that the Association's contribution of \$15,000. would be forthcoming to aid in this work

THEREFORE BE IT RESOLVED: That it is the sense of the members present and voting in person and the sense of those members not present and voting in proxies that the Vice President and Secretary is authorized to pay at once to the State of Wyoming the sum of \$15,000. from the Willys-Overland Trust Fund, it being understood that this appropriation disposes of the balance of the principal of said fund.

21. The Secretary brought out that since the death of the Association's late Vice President and Field Secretary, H.C. Ostermann, many communications had been received from his friends and from Consuls of the Association along the route, asking if some appropriate memorial was planned by the Board to commemorate Mr. Ostermann's services to the Association and indicating a desire to participate in the cost of any memorial determined upon. He asked the Board if it cared to promulgate a plan for the construction of a suitable memorial to Mr. Ostermann. In the general discussion which followed it was deemed advisable to plan on the erection of a suitable memorial located on the Ideal Section, rather than at the point of the accident, which had been previously considered.

The following resolution was presented by Colonel Sidney D. Walden, supported by Treasurer Emory W. Clark and was unanimously carried:

WHEREAS: Mr. H.C. Ostermann, Late Vice President and Field Secretary of the Lincoln Highway Association, came to an untimely and tragic death in the performance of his duties on the Lincoln Highway on June 6th, 1930, and

WHEREAS: Mr. Ostermann's interest and enthusiasm and unremitting effort in connection with the promotion of the Lincoln Highway project during seven years contributed very materially to the progress and success of the Lincoln Highway Association, and

WHEREAS: The Board of Directors of the Lincoln Highway Association keenly feels Mr. Ostermann's loss, both as a friend, and an official

of the organization he has served for so long, and realizes that his hundreds of friends and the friends of the Association's work scattered along the Lincoln Highway between New York and San Francisco, are also appreciative of the great part played by Mr. Ostermann in the progress of the Lincoln Highway, and

WHEREAS: It is eminently fitting that as a tribute to the memory of Mr. Ostermann as a Lincoln Highway Official and one of those who pioneered the movement for better highways in America, that a memorial to his memory should be erected at some appropriate point on the Lincoln Highway, where it may stand as a tribute to his accomplishments, to be seen by all trans-continental travellers of the future; and

WHEREAS: This Board appreciates that many other organizations and friends of Mr. Ostermann and the work should not be denied the opportunity to participate in the erection of such an appropriate memorial,

THEREFORE BE IT RESOLVED: That \$500. be appropriated from the General Funds of the Association, to be used as a nucleus for a fund for the construction of an appropriate memorial for Mr. Ostermann, possibly to be incorporated in the design and construction of the Ideal Section of the Lincoln Highway now planned, and that all friends of the Association's alyte Vice President and Field Secretary be advised of the plan and given an opportunity to participate in the cost of the memorial, the design of which will be later determined.

23. The secretary brought out that Dr. S.M. Johnson, President of the Lee Highway Association had taken up with Vice President Chapin and with himself the question of the Lincoln Highway Association appropriating \$500.00. towards the expense of erecting a Zero Milestone in Washington, at the point from which the trans-continental Army Convoy started for San Francisco over the Lincoln Highway in 1919. He presented correspondence with Dr. Johnson which indicated that the cost of such a Zero Milestone which it was planned to have President Wilson dedicate, and which had already been appropriated by Congress, would be about \$1,000.00 and that \$500.00 had already been appropriated towards this fund by the family of the late Senator Bankhead of Alabama. After long discussion of the advisability of appropriating \$500.00 to eras this fund, it was the consensus of opinion of the Board that the Association could not afford to participate in the expense of this Zero Milestone, particularly in view of the fact that it was not located on the Lincoln Highway.

The question being put to a vote, the appropriation was lost.

After further general discussions of the Association's 1931 plans, there being no further new business to come before the meeting, it was adjourned upon motion duly made and seconded, at 11:45 p.m.

J. D. [Signature]
Secretary.

Linda Gray

September 17th, 1921.

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

My dear Gillebreath:

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,

CGF:EM

Jan. 29th, 1923.

J. Newton Gunn, Esq.,
President Lincoln Way Assoc.,
Broadway, N.Y. City, N.Y.

Lincoln Hwy

My dear Mr. Gunn:-

Mr. Bement has sent me a copy of Mr. Fisher's suggestion for future of Assoc. "that its work is about finished if we can turn the L. H. way over to the Gov't." or words to that effect.

My growing impression is that:-

If the Department decision is against us THEN OUR WORK IS CERTAINLY NOT FINISHED, AND IF WE OBTAIN A FAVORABLE DECISION AS I SURELY FEEL THAT WE MAY IF WE KEEP RIGHT ON THE JOB because of our strategy and logic in route selection being wise and right and of greatest benefit to the greatest number, THEN OUR WORK IS CERTAINLY NOT FINISHED.

These two impressions gradually come to the top in my mind because,

1st. If the decision is against our wise route we should keep pressing until the wise route comes into being as an entity of great public value.

2nd. If the decision is favorable to the wise route our prestige will be vastly enhanced and the power of the LINCOLN WAY to do greater good will be much increased.

3rd. By ten years of effort we have created a publicity value and prestige for greater good work than in the past and of vast useful importance to all America.

4th. In the original PROCLAMATION We placed the burden of "ESTABLISHING, BROADENING, STRAIGHTENING, MAINTAINING, and BEAUTIFYING upon all the people" yet by our scheme of incorporation and organization we sought to create a permanent force in the LINCOLN HIGHWAY ASSOCIATION to foster and promote the development forever of "this USEFUL and ENDURING MEMORIAL" to "the IMMORTAL LINCOLN".

5th. If we cease our activities we lose forthwith the possibility of realizing for the country the largest part of the value in the educational influence we have created by ten years of effort and a half million dollars expended.

Very Sincerely yours,

HENRY B. JOY

Lincoln Highway

United States Tire Company

1790 BROADWAY

NEW YORK February 1, 1923.

J. N. GUNN, PRESIDENT

My dear Mr. Fisher:

Mr. Bement will send you a copy of a resolution passed by the Board of Directors of the Lincoln Highway Association at its annual meeting in Detroit, Thursday, January 18.

I want to add to this resolution my own personal expressions of hearty good wishes and appreciation of all that you have done for the creation and up-building of interest in highway development. We wish very much indeed that we might have had you with us at the time of the meeting, and I was particularly charged with assuring you that we thought of you and want to at all times hold your interest in the association which you were instrumental in creating.

With all good wishes, I am,

Yours very truly,



Mr. Carl G. Fisher,
Miami,
Florida.

THE LINCOLN HIGHWAY FORUM

Vol. VI No. 10

DECEMBER

1924

National Headquarters, Detroit, Mich.

Ohio Plans Much Construction On Lincoln Highway Next Year

Prospects Bright for Completion of Route Across Buckeye State in 1925

Detroit, Mich.—Prospects for the final completion of the Lincoln Highway across Ohio were never brighter, according to the headquarters of the Lincoln Highway Association here. Word has just been received from John E. Hopley, Ohio State Consul for the Association, at Bucyrus, to the effect that the Ohio Good Roads Federation and the State Highway Department are a unit in their desire to see this important trans-state road properly completed in every county at the earliest possible moment.

At a meeting of State District No. 5, which among other counties includes the following traversed by the Lincoln Highway: Ashland, Richland, Crawford and Wyandot, recently held at Ashland, the following program was determined upon:

Richland County has made the Lincoln Highway the first improvement listed in its budget for 1925, including the elimination of the grade crossing near Crestline where the Lincoln Highway crosses the Pennsylvania Railroad. Crawford County agreed to immediately resurface and widen that portion of the Lincoln Highway just west of Crestline leading into Leesville. Wyandot County undertook to let the contract for the six and one-half miles of the Lincoln Way east of Upper Sandusky before the end of this year and budgeted the two and one-half miles west of Upper Sandusky in its 1925 program. The county will also widen and resurface the six miles of tar-bound macadam running to the Hancock County line. Hancock County, which has possessed an exceptionally poor stretch of the Lincoln Way, agreed to undertake eight miles of ~~improvement in 1925 and eight miles more in 1926~~ and has laid out its improvement budget accordingly. Allen County will undertake in 1925 the improvement from West Cairo to Beaverdam and in 1926 the section connecting Delphos with West Cairo.

This is the most ambitious program of Lincoln Way construction ever agreed upon in Ohio and the State Consul reports that entire harmony exists between the Ohio Good Roads Federation, the State Highway Department and the county officials. Public opinion in Ohio is strongly back of this program of immediate improvement. Ohio has too long lagged in its Lincoln Highway construction, having been long ago surpassed by the other states crossed by the trans-continental road east of the Mississippi River.

North Platte, Neb.—Traffic counts on the Lincoln Highway, just completed, indicate that by the end of the season not less than 40,000 tourist cars will have passed through North Platte. Between 10% and 12% of all the cars passing through spend a night at the local camp ground; the number generally there every night averages sixty.

Big Improvement For Lincoln Way In Iowa Is Scheduled For 1925

Pavement in Clinton and Greene Counties Completed; In Linn and Marshall Counties Assured



A SECTION of the historic Lincoln Way in New Jersey—between Trenton, the capital, and Lawrenceville, the famous, boy's school town. Thru this section, which is rolling, the transcontinental road is paved with asphalt on the level stretches and with concrete on the grades. New Jersey is planning extensive reconstruction and improvement on her section of the Lincoln Way, estimated to cost in total over \$33,000,000, including new bridges and a separation of grade for the thru route from Elizabeth to the entrance of the vehicular tunnels under the Hudson River. These tunnels will form part of the Lincoln Way.

Clinton, Ia.—The recent opening of the new pavement between Jefferson and Carroll in Greene County marked the completion of 100% paving on the Lincoln Highway in two of Iowa's counties.

This county, Clinton, was the first to complete the concrete pavement of its entire mileage of the Lincoln Highway. Greene County is the second. Two additional counties will enter the fully paved list, for Lincoln Way travelers, next year. They are Marshall County, where a contract has already been let for the balance of the paving required to finish the trans-continental road, and Linn County, where the passage of a bond issue on November 4th for over \$2,000,000 will provide the funds for the work which will be done next season.

One by one Iowa counties are taking care of the Lincoln Way and it is confidently expected by the Iowa Good Roads Association that less than five years from the first of next January the entire 300 miles from the Mississippi to the Missouri will be paved with concrete, thus completing a paved road from New York City to a point some 60 miles west of the Missouri River.

N. J. To Build Two New Lincoln Highway Bridges

Plans Ordered Drawn; Estimated Cost \$8,000,000

Trenton, N. J.—Plans for two new bridges to form important links in New Jersey's Lincoln Highway have been authorized to be drawn by the State Highway Commission. These bridges will supersede the present inadequate structures spanning the Hackensack and Passaic Rivers and will connect Newark and Jersey City. They will have a forty-foot clearance and will form a portion of the approach to the vehicular tunnel in Jersey City.

The decision to construct bridges over the two rivers for Lincoln Highway travel rather than tunnels under them is the result of careful investigation of the relative expense. While the bridges, it is estimated, will cost \$8,000,000, tunnels would have cost twice that sum.

The New Jersey State Highway Commission estimates that the new bridges, with foundations above the present levels, will reduce by 55% the number of openings of the draws.

Springfield, Ill.—The Lincoln Highway thru this village is now a "thru" street and all traffic entering this main artery from intersecting thoroughfares must come to a halt. Heavy thru traffic on the Lincoln Way resulted in the new ordinance being passed by the village board at its last meeting.

U. S. Bureau of Public Roads Announces Highway Progress For Year

Washington, D. C.—The Bureau of Public Roads of the Department of Agriculture has just issued its report covering the fiscal year ending June 30th, 1924, which shows that 9,156 miles of improved highway were completed with the aid of the Federal Government in the twelve months since July 1, 1923.

The cost of this construction totaled \$141,950,750, of which the Government supplied \$63,807,726, according to the report. During the fiscal years 1917 thru 1923, 23,297 miles of highway were completed under the Government aid plan, which has proven a powerful stimulus to proper highway construction in every section of the Union.

During the six years ending June 30, 1924, the Federal Government supplied \$174,044,073, to the states to aid highway construction and the states and counties supplied the additional sums needed to make up the total cost of \$407,704,641. The report shows that Federal aid roads now under construction total 18,053 miles and will cost to complete \$380,649,591, of which the Government is supplying \$172,613,311.

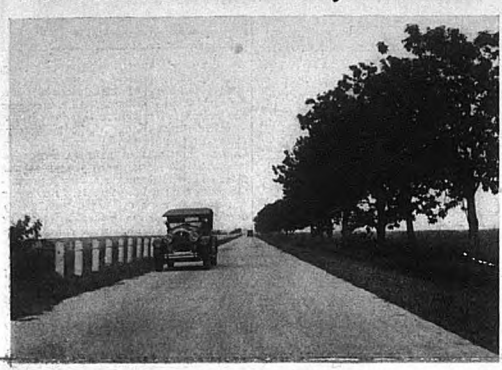
The balance of the Federal aid funds now available for highway improvement, in addition to those already obligated to the construction now under way, is \$94,422,294.

To carry along the work so well begun at top speed an additional large appropriation will be required from the new Congress.

Practically the entire Lincoln Highway as well as nearly 100% of other important transcontinental and north and south roads are being constructed with the aid of the Federal Government, which practically guarantees their ultimate satisfactory completion.

Editors Note: Reprint any or all of the news in the "Forum." It is NOT necessary to give credit. You will be supplied with the plates upon request. The Association would like to receive a marked copy of anything you use.

New Concrete on Lincoln Way in Nebraska



WHAT, concrete pavement on the Lincoln Highway in Nebraska! Exactly. The above view gives an excellent idea of the long stretch of new paving recently completed along the Dodge-Douglas County line east of Fremont. This section completes the paving between Omaha and Fremont, a distance of 36 miles, and is a fine example of the type of permanent improvement Nebraska is putting on the Lincoln Highway as rapidly as available funds will permit. The route entirely across Nebraska will be in excellent shape next season.

Iowa's Primary Roads To Be Marked By State

Lincoln Highway Is Route Six; Red, White and Blue Markers Will Not Be Disturbed

Des Moines, Ia.—Work of installing the new marking system on Iowa's primary roads will soon be undertaken by the district offices of the State Highway Commission under the provisions of the new law which went into effect November 1st.

This is the first attempt at uniform road marking in Iowa and before determining upon the system to be used the Highway Commission studied all the systems in use in the other states of the Union. Minnesota's system was agreed upon as being the best and will be put into effect in Iowa. Each of the primary roads of the state already has been designated by a distinctive number; the Lincoln Highway, for example, being Route No. 6 from the Mississippi River at Clinton to Council Bluffs on the Missouri. The Lincoln Highway markers or other markers indicating important interstate roads, which have been erected by the permission of the State Highway Commission, will not be removed when the new system is installed.

Twenty-seven different kinds of markers will be erected and the work is expected to be completed by January 1st. Secondary roads will be marked later.

Memorial Tablet To Honor W. F. Coan, Late Iowa State Consul For Lincoln Way

Clinton, Iowa.—Plans are nearing completion for the memorial tablet to be erected here in honor of the late W. F. Coan to commemorate his efforts in behalf of the Lincoln Highway.

Mr. Coan was one of the first active workers in behalf of good roads in Iowa and advocated the development of a trans-continental highway before the formation of the Lincoln Highway Association in 1913. Upon the organization of the Lincoln Highway Association Mr. Coan immediately became enthusiastically attached to the work, was made State Consul for Iowa and acted in that capacity from June, 1913, until the time of his death, in January, 1918.

Program Calls for Paving Lincoln Way In Nebraska

Good Roads Association Favors Immediate Completion of Trans-state Road

Omaha, Nebr.—A state road building program covering 3,600 miles of highways and requiring six years for completion was announced here today by the Nebraska Good Roads Association. It includes the completion of the paving of the Lincoln Highway entirely across the state, the grading of 3,000 miles of additional roads and the completion of the grading and drainage on 2,100 miles. All of this mileage is included in the approved state highway system and represents the total mileage upon which Nebraska can secure Federal aid. About \$4,000,000 of Federal aid remains in the United States Treasury and is available to the state as rapidly as funds can be secured to provide the state's 50% of the building cost.

The distance on the Lincoln Highway from Omaha to the Wyoming state line near Cheyenne is 463 miles. But 36 miles of this distance is now paved; this pavement, brick and concrete, lying largely immediately west of Omaha. Three hundred and twenty-nine miles of the Lincoln Way are now graded gravel and 84 miles are graded earth without any form of surfacing. Fifteen miles of the route across the state lie inside the limits of incorporated towns and cities and along paved streets.

Like many public-spirited citizens who back movements designed to better their communities, their states and their Nation, Mr. Coan did not live to see the fruition of his efforts for more adequate road laws in Iowa and for permanent improvement on the Lincoln Way. But his fellow citizens have not forgotten his pioneer work and the Clinton Chamber of Commerce recently authorized the completion of the design for an adequate memorial. The plan will be made public in the near future. Undoubtedly the memorial will be located on the Lincoln Highway in this city. It is expected that D. E. Goodell of Tama, Iowa, who has been Iowa State Consul for the Lincoln Way since the death of Mr. Coan, will be present at the dedication of the memorial.

Motor Travel To California Shows Gain During Past Year

Over 90,000 People Entered State via Lincoln Highway Is Estimate of Southern Club

Detroit, Mich.—Advice received here at the headquarters of the Lincoln Highway Association from the Automobile Club of Southern California in Los Angeles indicates that the latter organization expects the total travel into California on the Lincoln Highway this year to equal the traffic of 1923. This despite the fact that the hoof and mouth disease epidemic in the Spring, the drought and resulting forest fires in the state and the rough condition of the Lincoln Highway in Nevada, due to construction under way, all tended to reduce the westbound travel of this season.

The Automobile Club of Southern California completed a careful check of traffic into the state on all important main routes to October 1st and was somewhat surprised to arrive at a result which indicates that there might be a slight gain of travel into California during 1924 over the high record

established in 1923 when many conditions were more propitious.

The only route which the figures compiled by the southern motoring organization indicate has lost traffic this season is the National Old Trail or Santa Fe Trail leading into the state at Needles. Heavy increase of traffic into the state on the Pacific Highway from the north and by the way of Yuma from the south is indicated. Total traffic for the year was estimated in the neighborhood of 190,000 cars. The average number of tourists to a car is between three and four and the average time spent in the state is shown to be four and one-half months.

In 1923, 26,431 cars carrying over 92,000 people entered California on the Lincoln Highway, the Automobile Club's check showed. To October 1st this year, 18,722 motor cars entered the state on the Lincoln Way.

Lincoln Way Wonderful Asset To Indiana, Says Senator Ralston

Urges More Federal Aid for Road Construction in Indianapolis Speech

UNITED STATES Senator Samuel M. Ralston of Indiana in a recent speech delivered before the members of the Indianapolis Traffic Club at the Indiana state capital, strongly upheld the existing policy of Federal aid in the construction of state highway systems and paid tribute to present-day and former Indiana men who have played a prominent part in the development of Indiana's highway system. The Senator recalled to his audience the fact that a Hoosier, Carl G. Fisher of Indianapolis, was really the "father of the Lincoln Highway idea." He said in part:

"In recent years Indiana has been abreast of the times in reaping the reward which improved highways offer the public. Our state has been fortunate in having some men progressive enough to make themselves controlling factors in procuring for Indiana better highway transportation. When I suggest the Lincoln Highway, you will not only recall instantly the wonderful part it is playing in the travel and traffic of Indiana, but you will at once have on your tongues the names of distinguished gentlemen of our state who were among its most effective promoters.

Sentiment a Factor
"Beyond all matters of foreign influence, we have the task of cementing the senti-

ment of the various sections of this vast land of ours in the minds of the constantly changing generations. I believe that, along with the railroads, the great public highways we have constructed, and are constructing, have a place in that task and I suggest that to give them full effect we must not neglect their sentimental side. We must accustom ourselves to thinking of them not merely as so many miles of macadam and concrete and asphalt, but as a realization of the vision of our forefathers as great arteries through which the life blood of the nation is pulsing to and fro, as vast links binding together the hearts and hopes, the interests and aspirations of the people throughout their extent, in their love for their common nation."



TWO scenic views of the Ideal Campsite purchased by the Lincoln Highway Association. This seventeen-acre tract is along the Ideal Section of the Lincoln Way in Lake County, Ind., and plans for its ideal development are now being completed as a result of the interest of Edsel B. Ford, one of the Association's Directors.

Thru Routes Should Bypass Large Urban Centers, Says Macauley

Packard Motor Head Advocates Arterial Highway System; Cites Lincoln Way Development

Washington, D. C.—Bypassing automobile "express" traffic by developing turnouts or run-arounds for the motor tourist not interested in making a stopover, and who is thus a liability to the community, is advocated as a civic necessity by Alvan Macauley, president of the Packard Motor Car Company, writing in a recent issue of *The American Motorist*, official publication of the American Automobile Association.

Mr. Macauley, speaking as a member of the Traffic Planning and Safety Committee of the National Automobile Chamber of Commerce, says that, because the modern tourist knows where he is going and travels on a schedule which calls for a stop at noon and another at 7 p. m., he is not necessarily a potential customer in every community he traverses, and that heavy thru traffic has not been an asset to those merchants and business interests who have insisted on leading it by their doors.

"The laying out of America's state and federal highways, now rapidly progressing, has a vital influence on city traffic congestion, on the convenience of tourist travel on freight transport costs and on local business," Mr. Macauley explains. "Proper location of through routes can greatly aid solution of municipal problems in which all motorists are greatly concerned. Civic bodies now deplore what five years ago they demanded, interurban traffic through their business centers.

"Left alone," says Mr. Macauley, "most of our State Highway Departments, with the aid and co-operation of the Federal Government, can, with a state and national viewpoint on the traffic situation, lay out a system of arterial highways which, in addition to serving interurban traffic most

efficiently, will go far toward relieving many of the ills from which the majority of cities suffer.

"Our cities have just begun to wake up to the fact that it is not an advantage to debouch into the mainstrom of their downtown traffic the thru travel which has no desire whatever to be tangled up in city congestion, hampered and delayed by unnecessary regulations and by devious windings through main streets of business blocks where it does not wish to stop. Thru traffic and intra-city traffic should be, insofar as possible, absolutely separated, and it is odd that this apparently simple truth is only now beginning to be appreciated by the business and civic authorities of the average American community."

Mr. Macauley, who is a member of the Board of Directors of the Lincoln Highway Association, cites the experience of many Lincoln Highway communities which ten years ago fought to have the route marked thru their main streets and now find the heavy volume of thru travel embarrassing to local business and dangerous to local traffic. A recent census taken in downtown Pittsburgh on the Lincoln Highway, he contends, showed that some 20 per cent of the vehicles represented the thru travel which did not want to be in that part of the city at all and which, had it been possible, would probably never have entered the city.

Illinois \$100,000,000 Bond Issue Assures State Top Place As Road Builder

Chicago, Ill.—The passage of the \$100,000,000 bond issue for further permanent highway construction in Illinois by a 500,000 constitutional majority on November 4th makes assurance doubly sure that the state will continue to lead the Union in the rapidly increasing highway construction in the future as it has in the past two years.

Up to November 1st this year Illinois had completed nearly twice as great a mileage of concrete pavement on its state highways as had been built by any other commonwealth in the Union.

When the year began Illinois had the equivalent of 2,991 miles of concrete pavement 18 feet wide and was surpassed only by California which then possessed 3,288 miles. New York was then third with 2,241 miles and Pennsylvania fourth with 2,082 miles.

But California has built only 1,563,929 square yards of concrete pavement since January 1st, 1924, whereas Illinois has completed 10,617,073 square yards. The fact is, Illinois has this year constructed more than one-sixth of all the concrete highway Statelets in the Nation. It has led the United States for three years in the total mileage of permanent pavement finished each year.

It is confidently expected that the state will complete 1,000 miles of concrete paving before January 1st, 1925, and Frank T. Sheets, State Superintendent of Highways, figures that it will exceed that world record next year. Already the Lincoln Highway is completely paved across the state, as is the road from Chicago to St. Louis. Another two years should see the completion of the majority of the important interstate arteries in Illinois.

The \$100,000,000 for road construction, assured by action of the state voters last month, is the second bond issue in six years, the first being for \$60,000,000 in 1918.

Lincoln Way Right-of-Way Widened in Pennsylvania

First Step in State-Wide Plan

Harrisburg, Pa.—The first plan for fixing the right-of-way of the right-of-way of the highways of Pennsylvania has been filed with the recorders of Delaware and Montgomery Counties, covering a section of the Lincoln Highway between Philadelphia and Paoli, a distance of 20 miles.

In commenting upon this action, William H. Connell, Engineering Executive of the Pennsylvania Department of Highways, said: "The traffic survey made in co-operation with the United States Department of Public Roads furnished the Pennsylvania Highway Department with information through which it will be possible to estimate with some degree of accuracy the probable future traffic and the character of that traffic on every highway throughout the state. This is the method that has been used by the steam railroads, the street railways, public service corporations, and industries in general to forecast their future business. They purchase land in advance of the time they will actually need it, so that they can expand economically as their business increases.

"The same principle is applicable to the highways. It is simply good engineering business judgment to fix the ultimate width at this time so that it will be on the state plan and the land will not be built upon, thus enabling the state to widen the roadways as the necessity arises. Under the law the Highway Department now has the right to fix the right-of-way of highways throughout the state at a width not exceeding 120 feet. The widths that will be fixed by the state will range from 50 to 120 feet, depending upon the necessity from the standpoint of the future traffic.

"The width of the Lincoln Highway from Philadelphia to Paoli, which is fixed at 80 feet, but this is an illustration of waiting too long before fixing the ultimate width. Owing to the fact that this roadway is very largely built up for a greater part of the distance from Philadelphia to Paoli a greater width than 80 feet would now cause considerable damage to property."

It is expected that the state will establish a right-of-way of 120 feet for such portions of the Lincoln Highway across the state as can be so widened without too great an expense because of existing buildings.

Lincoln Highway Pavement In Indiana Unaffected Thru Reduced License Fees

Indianapolis, Ind.—The program laid out early this year and covering construction work to be accomplished on the state highway system during 1924 and 1925 has been radically restricted in view of the reduced funds which will be made available to the State Highway Department as a result of the Supreme Court's action relative to the increased license fees law.

The last Indiana Legislature passed a law greatly increasing automobile license fees and providing that this increased revenue should all go to the highway fund.

State highway officials conservatively estimated that the income from this source would amount to about \$3,000,000 for 1924.

The court having declared this law invalid the old automobile license rates were restored and the improvement program for 1924 and 1925 suffers accordingly.

The State Highway Commission has announced, however, that no change had been made in the paving program for either this year or next. The highway fund was originally proposed to pave 400 miles of the state highways this year and if possible a still greater mileage in 1925.

Notes From Along The Lincoln Way

Columbia, Pa.—The State Highway Department is contemplating the reconstruction of the Lincoln Highway between Columbia and Lancaster with concrete as the present macadam road, which has a low-cement top, is rapidly disintegrating under the increasingly heavy traffic. The cost of maintenance is so great on this section each year that the state believes it can save money by reconstructing the road of concrete. Engineers are now at work making a preliminary survey as a basis for their estimate. The traffic over this section is considerably over 5,000 vehicles a day.

Fremont, Neb.—A recent census of motor travel on the Lincoln Highway between Fremont and Omaha, conducted under the direction of George F. Weitz, State Commissioner of Highways, and the Association of this city, showed a daily travel of 4,192 cars on this paved stretch. Of this total, 3,248 were local cars, from Decatur or Douglas county. This about 1,000 cars a day represented the thru traffic.

San Francisco, Calif.—Transcontinental travel by motor bus on schedule time is not far distant and those who may be willing to finance such an enterprise will find hundreds of people already waiting for the opportunity to cross the continent by motor in preference to the faster, but less delightful rail lines. "This is indicated by the experiences of the men who arrived here recently in a sedan type bus from New York City, following a run on the Lincoln Highway, which was made on schedule time and without a mishap to mar the trip.

New York City, N. Y.—The Lincoln Highway between Philadelphia and New York has witnessed some strange caravans, but none perhaps as odd as that which recently reached the metropolis carrying Ed Wynn's entire company following the closing of his latest show, "The Grab Bag," in Philadelphia. The company in twenty-five cars labeled "Ed Wynn's Peerless Gasoline Caravan" rolled in last week and opened at the Globe Theater.

Rawlins, Wyo.—Eight thousand cars a week is the travel density on the central section of the Lincoln Highway in Wyoming, according to figures announced by the State Highway Department in which took a census between Rawlins and Parco during the week of August 8th to 15th. The census was taken on a basis of twenty-four hours a day and denotes a surprising increase of travel on the Lincoln Way in this state.

Grand Island, Neb.—A recent one-week check of travel on the Lincoln Highway thru Grand Island made by D. J. Trotter of the Chamber of Commerce showed a total of 10,323 vehicles, the average daily travel being 1,400 vehicles, of which an average of about 575 bend in, and the rest of the thru traffic from outside the state.

Under the modified plan about 200 miles of paving have been laid this year including the section of Lincoln Way between New Carlisle and South Bend in St. Joseph County which was on the original program.

The concrete pavement of the section of the Lincoln Highway in Whiteley and Noble Counties between Churubusco and Ligonier, 21.8 mi., will be undertaken and completed in 1925 in accordance with the original program. By the end of 1925, therefore, the Lincoln Highway will be entirely hard surfaced across this state, although two short sections of old style improvement will remain between La Porte and Valparaiso.

Transcontinental Bus Service Now Proposed

Test Trip To Coast Over Lincoln Highway Now In Progress

New York City, N. Y.—Three palatial buses, each carrying twenty passengers, left here on November 10th over the Lincoln Highway for the Pacific Coast. When it is realized that but one of the passengers paid \$410 as the fare, including accommodations enroute, to Los Angeles, it will be seen that the ultimate regular establishment of transcontinental bus service is not far off.

The tour now under way was organized by the Motorway Tours Company, Inc., with general offices at 65 Wall St. Mr. R. R. Sibley, president of the company, has long operated interurban buses at many sections of the East. His new venture is in the nature of a test, both as to the possible popularity of transcontinental motor travel of this character and as to its feasibility.

The schedule calls for arrival in Los Angeles on or about December 10th. Due to the time of year the tour will leave the Lincoln Highway in Omaha, Nebraska, and, striking the Santa Fe Trail via Colorado Springs and Trinidad, Colorado, at Las Vegas, New Mexico, will follow that route into Los Angeles.

If all goes well on this trip the Motorway Tours Company will establish next summer a regular transcontinental service both East and West via the Lincoln Highway from New York to San Francisco and via the route mentioned between New York and Los Angeles. It is planned to paint those buses operating on the Lincoln Way the official Lincoln Highway colors: red, white and blue.

J. NEWTON GUNN
247 PARK AVENUE
NEW YORK CITY

Lincoln Hwy

January 12, 1925.

Dear Mr. Fisher:

I am sorry to learn from the copy of your letter to Mr. Bemant, which I received, that you are not going to be able to be present at the annual meeting. Of course, it is too much to hope that at this season of the year you could be deceived north, and I do not blame you. Besides, you must be very busy with your many obligations and ventures down there.

I am hoping that our Associates on the Board will elect some other person President at the time of this meeting, but I should feel guilty if, in view of what you have done, I should not suggest that you might want to wire me that you will continue your Founder's Membership for, say, three years, preferably for 1924, 1925 and 1926, at \$1,000.00 each, as there have been one or two failures to respond for 1924 which we counted upon, and I do not like to see the Association cut in on the small surplus which we have unnecessarily.

With all good wishes to you and yours and all your undertakings, I am as ever,

Sincerely yours,



Mr. Carl G. Fisher
Miami Beach,
Florida.

J. NEWTON GUNN
247 PARK AVENUE
NEW YORK CITY

November 27, 1925.

Mr. Carl G. Fisher,
Miami, Florida.

Dear Mr. Fisher:

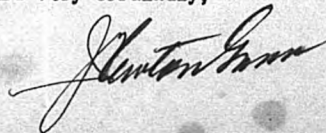
Thank you so much for your nice letter of November 23, 1925. I appreciate your offer of help, but I do not want to ask you for anything, certainly not now, unless it seems desirable and can be entirely justified by reason of reduction from other sources.

What I was after was to have the pleasure of your being present and an opportunity of proving to you how much your associates of the Lincoln Highway Association recognize what a wonderful contribution you have made to the highway development and through that to the development of the automotive industry, not only of the United States but of the world.

The Lincoln Highway Association has undoubtedly become through its performance and the interest of its Founders and Directors, a world influence. This is evidenced by the appeals for counsel which are continually received from governments in all parts of the world.

I am certainly sorry that you are not coming north unless the contingency of an overflowing Gulf Stream should become a reality. From all I understand of the Florida situation, the meagre aid to a water supply which the Gulf Stream would afford would not even attract the attention of some of the amateur investors in Florida.

Yours very cordially,



JNG:KMG

ALEXANDER HAMILTON INSTITUTE

DWIGHT E. BEEBE
DIRECTOR OF SERVICE



ASTOR PLACE, NEW YORK

September 9, 1935

Mrs. Carl G. Fisher,
Montauk Point,
L.I., N.Y.

Dear Mrs. Fisher:

I am writing this at the suggestion of Mr. Gael F. Hoag, Secretary of the LINCOLN HIGHWAY ASSOCIATION whom I am assisting in putting the final touches on the published history of the highway. He is very anxious to have included in the book an appendix made up of brief biographies of officers, and directors, who were instrumental in the inception and realization of this great work. We find that we have very little concerning your husband, Carl G. Fisher, although Mr. Hoag has, I know, written to him, asking for it. I am wondering if we might solicit your aid also getting briefly the information that is suggested in the questionnaire attached.

I'll appreciate any help of this sort that you feel you can give us.

DEB:AK
inc.

Sincerely,

A handwritten signature in dark ink, appearing to read "Dwight E. Beebe". The signature is written in a cursive style with a long, sweeping tail on the final letter.



Questionnaire

Born. Date?

Place?

Education. College?

Business connection - Companies?

Titles.

Clubs or Association - Names and Offices Held.

General Activities (Social or Political)



"A CONTINUOUS CONNECTING IMPROVED HIGHWAY FROM THE ATLANTIC TO THE PACIFIC"



THE LINCOLN HIGHWAY

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GENERAL MOTORS BUILDING, DETROIT, MICH.

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 HENRY B. JOY, VICE-PRESIDENT
 CARL G. FISHER, VICE-PRESIDENT
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1227 Poplar Street,
 Oakland, Calif., Dec. 15, 1936.

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

Dear Mrs. Fisher:

We have heretofore written to the "Father of The Lincoln Highway," your charming husband, telling him our Directors would be glad to supply him as many copies of our History as he would like to distribute among his friends. Characteristically, he has not replied.

Now we are confident you and he have many personal friends who would enjoy the story of Mr. Fisher's part in one of the greatest of America's forward moves. If modesty prevents him sending out these books why not let us furnish you with as many as you desire and then you send them where they should go? Our Directors feel a deep obligation to Mr. Fisher: this book tries to acknowledge it, partially, at best; we would like that disseminated among his friends.

If you will let me know how many you can use I will instruct the publishers to send you a supply, with the compliments of the Association's Directors.

Mrs. Hoag joins me in every personal good wish to you both, not only for the Season, but for all future years, I am,

Very truly yours,

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Diet-not read



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NATIONAL BUREAU OF INVESTIGATION

GENERAL INVESTIGATIVE DIVISION

UNIT FOR THE ATTORNEY GENERAL

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THE SATURDAY EVENING POST



REG. U. S. PAT. OFF.

FOUNDED A. D. 1728

GEORGE HORACE LORIMER
Editor 1859 to 1937

PUBLISHED EVERY SATURDAY BY

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PHILADELPHIA, APRIL 9, 1938

Twenty-Five Years of Road Building

THERE is one man, sitting under his palm trees at Miami Beach, who must be reading the talk of a national superhighway system with special interest. He is Uncle Carl Fisher, living on a comfortable \$20,000 a year after having lost a great fortune. Uncle Carl fathered the Lincoln Highway, the super-road of its day. The Dixie Highway was his too.

Like a Horatio Alger hero, he began as a newsboy. He promoted and built the Indianapolis Speedway, made his first big money in Prest-O-Lite, the carbide with which early cars were lighted. Successful in Lake Michigan shore real estate, he then founded and developed Miami Beach. In 1925, when he bought the eastern tip of Long Island and launched the Montauk development, he had \$17,000,000 beyond his equities in Miami Beach. The 1926 hurricane and the depression, between them, took virtually all of it. Who's Who in America still does not know him.

The Federal Government alone spent \$489,000,000 on highways in 1936. In 1912, when Fisher dreamed a transcontinental automobile road, which he first called "Coast to Coast Rock Highway," the Federal Government spent nothing, and only twenty-eight states spent anything. There was not a mile of rural concrete road in the nation until 1908, when Wayne County, Michigan, built just a mile.

Those were the years in which Standish Mitchell, secretary of the Automobile Club of Southern California, asking Col. D. K. B. Sellers, of Albuquerque, for directions to Los Angeles, was told: "Follow this mountain range eighty miles south to a stick in the fork of a road, with a paper tied at the top. Take the rut that leads off to the right."

Fisher laid his plan before the automobile industry in September, 1912, proposing optimistically to raise \$10,000,000 by January first to complete a direct and passable highway by May 1, 1915, in time for the Panama-Pacific Exposition at San Francisco. He won the industry's support and did actually raise \$4,000,000 in pledges by the following May.

Lincoln's name came to be attached to the project when Henry B. Joy, then president of Packard and

first head of the Lincoln Highway Association, demanded, in 1913, that the \$1,600,000 Lincoln Memorial Fund be applied to a highway rather than to the building of a monument. He lost that fight, but took the name.

Fisher and the association had no preconceived choice of route, other than the shortest and easiest, but a 1913 tour of nineteen cars from Indianapolis to San Francisco via Kansas and Colorado was mistaken for a Lincoln Pathfinding Tour. Governors Hodges, of Kansas, and Ammons, of Colorado, both were good-roads enthusiasts. They joined the tour and invited the association to present its plan before the annual Conference of Governors at Colorado Springs that summer.

When the association announced to the conference that the highway would follow the Union Pacific west from Omaha, by-passing both Kansas and Colorado, those states were furious. The indignation of their host, Colorado, was such that the association made its first mistake and offered a loop leading down to Denver and back to the main line. This compromise laid the association open to local pressure in every mile.

President Wilson himself intervened in behalf of Baltimore and Washington, and was repulsed. Senator Warren G. Harding led an irate delegation from Marion, Ohio, to Detroit, when the route in Ohio was shortened to by-pass Marion. Refused, the Marion delegation defiantly announced that they would mark their road with the Lincoln symbol anyway, and it took all the Harding persuasiveness to soothe them.

The great battle, and the only major one which the Lincoln Highway Association lost, was that between San Francisco and Los Angeles, complicated by the local interests of Utah. The association plotted a short route south of the Great Salt Lake via Ely, Nevada, where a proposed short line to Southern California would fork from the San Francisco main line.

This would have taken through tourists out of Utah too quickly to suit Utah, which preferred to send Los Angeles travelers southwest via Las Vegas. Thereby, too, Salt Lake City, and not Ely, would become the junction. Los Angeles was unwilling to play a secondary role to its rival, and San Francisco was not eager to have any fork whatever to Los Angeles.

The impasse delayed the final completion of the Lincoln Highway until 1930. First promoted, it was one of the last finished. Utah insisted on building directly across the salt flats to Wendover and a connection with a more northern route to the Coast. Ely boycotted Salt Lake City, even enlisting the Nevada Consolidated Copper Company in the boycott. When Governor Spry was succeeded by Governor Bamberger at the end of 1916, the Lincoln Association won Bamberger over. A contract was signed between Bamberger for Utah and F. A. Seiberling for the association in April, 1917, by which the official route would be constructed. Utah accepted a gift of \$100,000 from the Goodyear Company and \$25,000 from Mr. Fisher.

The connection was to be finished by July 1, 1919. The date was not met, then work stopped, though the association had bought good watches to present to the engineers. Utah now refused to continue, arguing lack of funds, though Seiberling offered to buy Utah bonds at par in the necessary amount. When Ely renewed its boycott, Utah promised action in the 1921 legislature.

Meanwhile, Federal aid had arrived, but Utah refused to seek it in behalf of the Lincoln route. The association carried the fight to Henry C. Wallace,

Secretary of Agriculture, who, on June 6, 1923, found for the Wendover route, arguing that he was powerless to go behind Utah's designation. The association blamed Northern California pressure.

As late as 1927 there was a great conference in Reno and a committee was appointed which reported in September that the fight was hopeless. On October twentieth, the association surrendered, designating the Wendover hereby as orthodox. It had been opened in 1925; the link with Ely was not completed until 1930.

The successful trip of the first Army transcontinental motor convoy over the Lincoln route from Gettysburg to San Francisco, in 1919, had much to do with the passage of the Federal Highway Act. Ironically, this same Federal aid all but obliterated the Lincoln's identity before it was finished. It became Route 30 between Philadelphia and Echo, Utah. East of Philadelphia, it is Route 1; west of Echo, it follows now Route 40, now Route 50, Route 30 itself beginning at Atlantic City and ending at Astoria, Oregon. When numbering was adopted, there were ninety-eight associations promoting 257 named routes, many of them competitive. One long 1500-mile stretch of road in the West was claimed by fifteen named trails, with the marker of each on every pole.

Politically enforced misalignments on the Lincoln never were great and the route was shortened 300 miles over the original plat, largely by removal of kinks and the opening of new bridges over more formidable waters. A speedometer will clock 3058 miles via the Lincoln between New York and the West Coast today, and it probably carries more through traffic than any other, but it is no longer the shortest. The short line to St. Louis, plus the Will Rogers Highway to Albuquerque and the Santa Fe Trail, is only 2935 miles from the Hudson to the Pacific. Los Angeles lies, as few but Californians realize, far eastward of San Francisco, east even of Reno.

There was not a mile of hard surface outside of city limits on the route laid down in 1913, and only 650 miles of macadam. Beyond Pittsburgh, the highway was "a red line on the map," little more.

The superhighway has the same romantic appeal today that the Lincoln had in 1913, though not its practicability, experts believe. As a way to spend billions that would not show up in the budget or in the public debt, it was expected to seduce Congress, but the Senate Roads Committee appears to have tabled the bill for this session.

The system proposed would take three years to begin, probably, and many more to finish.

Highway opinion unanimously fears that the building of superroads would drain away all funds for the improvement of free roads. The traffic needed does not exist and is not remotely in prospect. The Bureau of Public Roads has taken traffic inventories of all our highways and can tell the political promoters what they may expect. On an average, only 2500 cars cross the borders of California, Oregon and Washington in a day, westbound. Most of these originate near by. The average motor trip outside of city limits does not exceed thirty miles. It is more and better local roads we need.

The highest density of long-distance traffic in the world is said to be Route 1, between Boston and Washington.

Even here, the bureau cannot find the traffic needed to amortize the cost of a superhighway in thirty years, though cars should pay as much as a cent a mile in tolls. And that is the maximum life of the best pavement.



Carl G. Fisher

Traveling pretty far into the night yourself, aren't you?"

"We come on, to make Thorne's place."

The drove was crossing the broken sod toward Gay's fenced house and shed. David saw two more riders now. "He with you?"

"Not this trip. Maybe next time. Well, so long."

As if it understood the words, the pony raced away. David stood watching the horses pour eagerly into the fenced enclosure. Two riders unsaddled. Boots tramped in Gay's house and the window gave a silent shout of lamplight. David went to his house.

"What is it? What's happened? Has Gay come?" Mary wanted to know. "What are all those horses doing at his place?"

"Seems as though he's gone into the horse business."

Without much appetite he ate some cold supper and a piece of pie. Mary was uneasy. "Ought you to let them stay there? Did he send you word to? Who are they, do you know?"

He blew out the lamp. The garden, the straw stacks, the fields and the fenced horses came into view. Men moved about in the lighted shanty, but they were too far away to recognize. "The place is Gay's lookout. He didn't ask me to take care of it. Come here, Molly girl. Kind of like me sometimes, m'm?"

Toward dawn he heard hoofs on the road through the slough. Next morning Eliza and Mary went through Gay's shanty. They found bedding on the floor and dishes unwashed. The men had used some supplies, and left an empty whisky bottle.

All through dinner David listened to indignant surmises. No one knew where Gay was. Mary spoke of writing to his father, and Eliza declared that if such men tried to use the shanty again and David did not stop it, she would. When he pushed back his plate, David told them that they would do nothing of the kind. "It's Gay's business. You'll keep your noses out of it and your mouths shut."

Looking up at him, Eliza changed her mind and did not speak. She seemed tired, she was thinner and more high-strung, as if some strain was wearing her out. David realized suddenly how hard it was on a woman to stay month after month in a claim shanty with nothing to do, hearing the wind and the wild grasses. He wondered why she did not give up her claim and go back to the crowded, busy summers in the East.

He did not think until later that he had won the old battle against Eliza, now that it meant nothing to him to win it. When they heard horses in the night and men's voices at the shanty, he went to sleep again. Mary said that Eliza did not even talk about it any more.

xxxv

WORK piled up on him, so that he bought a mowing machine. Johnson put up the slough hay on shares, gladly trading work with his team for the use of a mower.

One afternoon when David was digging his house cellar, Johnson loomed up on the rim above him. David was startled. "Hullo, what's wrong? Machine break down?"

"No." Johnson mopped his red face and his neck. "Got any objection if I use it to cut hay for that family lives south of here, the Petereses?"

David set a foot on the shoulder of the shovel and leaned on its handle. "Can't say I have, but what's the idea?"

"Well, I come on the young lady in the slough grass with a scythe. Fact is, I already mowed down some for her. She was mowing on your sister's claim, seems Miss Beaton give her leave, but it's no work for a young lady, swinging a scythe out in this sun."

"You're dead right. Gosh!" Sweat trickled in the mud it had made of the dust on David's neck. He mopped at it with his soggy bandanna. "I can't keep up with the work. I had no idea — Cut what they need, I'll help put it up."

He pitched into the shoveling again and felt the wet back of his shirt tear apart, sweat-gleed to the skin. At the time he paid no attention to Johnson's remark that pitching hay was a light job if you took it easy. He remembered it when Nettie and the

young ones helped Johnson stack their hay, and then he recalled the sheepish way in which Johnson had said it. David heard their voices from the slough and saw them riding on the load of hay. Johnson let Charley hold the lines. Often on the stack Johnson loafed, leaning on his pitchfork and talking to Nettie, who idled with her pitchfork on the wagon, and faintly David heard their laughter.

Johnson began coming to church, painfully clean in a starched new shirt, stiff collar and brand-new suspenders. On several Sunday afternoons Nettie went walking with him along the railroad track. David could make no objection. He spoke to her about it once, in a joking way, and her straight, clear look made him ashamed of himself.

"I like him, David. He's like you. But all I want is to be a schoolteacher, so I can help out at home."

It was a Saturday morning in fall plowing time. David was using the heavy plow and she had come to ask if she might borrow his light plow. She wanted to plow the stubble field, so that they could make a crop next year.

David was behind with his own plowing. The days were growing shorter, and plowing is a job almost impossible to do well by lantern light. He let her have the light plow. The sorrel dragged it away, stopped now and then while she lifted it free of grass clumps. The land must be plowed. Her father could not leave his job in the East; it paid him thirty dollars a month. David had refused to take a penny for binding, stacking and hauling their wheat, and the crop had given them next year's seed, some flour, and two hundred and nine dollars in cash. It was not much, to feed six, and buy soap, matches and kerosene. They had paid taxes on the sorrel, the stove and the clock, and they must have a new roof that winter. The thatch was poor protection against rain and they did not have a wooden floor.

From his field he saw her struggling along the furrow. The share came up in spite of her and she had to back and drive it in again. She was too light, too thin; her eye was accurate and she would not give

up, but she did not have the weight to hold the plow. It took all her strength to lift it at the end of the furrow. She tugged the line to turn the sorrel and the share skipped twice before she dug it into the soil again. She took off her sunbonnet and wiped her sleeve across her face.

David's own furrow was wabbling. He steadied it, and plowed across his field to Gay's fence, where he tied the oxen. He was halfway across Gay's claim when Johnson came up from the slough.

Neither of them saw David. He stood stock-still while Johnson walked up to her and tenderly lifted the lines from her shoulders. What Johnson meant by the few words he said was plain enough. The way she gave up the plow was sweet. They looked at each other for a moment, and it seemed to David that he could hear Johnson saying with love, "Go and rest." She walked toward the shanty, and briskly Johnson slapped a line on the sorrel's rump and strode behind the plow.

David went back to his field. If he did not like what he had seen, he knew he ought to. He had to admit that Johnson was a good man. No one could wish any woman a better one. A scud of clouds came over the sky without his noticing it. It thickened, and a sleety rain blew in gusts, freezing on.

He put the oxen and the plow under shelter, and went to work in cellar and barn, sorting potatoes, cleaning mangers and stalls, mending and oiling his tools. Toward sundown he thought of the light plow, which Johnson might have left in the field. He had no respect for a farmer who did not take care of tools, whether his own or borrowed, and he started at once to Petereses'.

The plow was not in the field. In shelter under a haystack, Nettie was twisting hay. They did not even have a lean-to, because of the cost of the roof. Her beautiful mouth was musing till she saw him and smiled, blue eyes lighting up her thin brown face framed in the patched shawl. The plow was in the stable, and the sorrel, curried and rubbed down, was eating hay. He took (Continued on Page 84)



It Was Halfbred Jack. David Let His Breath Out Carefully, and Swallowed

"ROCK HIGHWAY" OF 1915 NOW GROWN TO NATIONWIDE SYSTEM

Since the Lincoln Highway Association was organized in 1913, a tremendous development of paved highways and automotive equipment has altered the habits and horizons of every American citizen. In business life and in recreation, he is a different man with "good roads" a fact, no longer a slogan.

Figures released by the American Automobile Association prove this. In 1914 there was hardly a mile of pavement, as we know it today, in America; last year there were more than one million miles. Motor vehicle registration increased from 1,711,339 to 29,705,220 during the same period, and motor vehicle mileage increased one hundredfold - - to the staggering figure of 178,555,000,000 miles in 1938.

America's total expenditure for motor vehicles and equipment was established at \$750,000,000 in 1914. Last year, this item in the national budget had reached another staggering total - - \$4,377,728,000. A new American industry.

Between these extremes lies an expenditure of about \$30,000,000,000 on the public roads, with benefit to every community in the nation. Spark plug for all this was the Lincoln Highway Association, a transcontinental organization of "good roads" enthusiasts who improved their district roads, and built a careful structure of public opinion that brought America its superlative highway system.

They got results, and their results are honored by an article and a two-page spread of photographs in the Saturday Evening Post for February 18. "The Lincoln Highway is little more than a memory, but it has left its achievement - - a network of paved and dustless highways, known by numbers," says the Post's article. "Primary trunks are express boulevards. Secondaries are smooth curves, snuggled into the mountain slope or raised safely above the desert floor.

"Two World's Fairs at San Francisco, spaced 24 years apart, point the contrast. Fifteen thousand motorists came west in 1915 to the Panama-Pacific International Exposition, in five or six thousand cars . . . and many of them shipped their cars home.

Some 2,600,000 persons, 65 to 70 percent of all nonresident visitors, probably will enter California in 650,000 automobiles for the Golden Gate International Exposition, which opens this week on San Francisco Bay. They will find on Treasure Island a parking area which will hold, at one time, 12,000 cars - - double the year's cross-country total for the 1915 World's Fair. Most of them will enter San Francisco over the \$80,000,000 Bay Bridge, or the \$35,000,000 Golden Gate Bridge, the two greatest highway structures in the world," continues The Post's article.

The Lincoln Highway grew out of

an organization which hoped to build a "Coast-to-Coast Rock Highway" between New York and San Francisco in time for the 1915 World's Fair. This year there is a World's Fair at each terminus of the completed "Rock Highway."

Lee Hoffman Hotel

Blairsville, Pennsylvania

H. C. MITINGER

February 17th.
1939.

Mr. Carl Fisher,
Bayshore Building,
Miami Beach, Florida.

Dear Mr. Fisher;

I was sincerely disappointed at my inability to see you last week while in Miami, but much more than this was my feeling of regret and sympathy that your health is not good.

It is possible that you do not know of the sincere admiration with which we, who had a very small part in the work of the Lincoln Highway, regard you fellows who had the vision and courage to go ahead. I did want to tell you personally, on behalf of your Pennsylvania Consuls, with whom I am acquainted, and for whom I felt authorized to speak, of this regard.

It was my great privilege to have a small part again in the radio program of last July 4th. from my home at Gettysburg, the program if you will remember commemorating the twenty fifth year of the Association. The 'mike' was set up at Gettysburg at a spot where in my fancy I saw you and Hubbard deciding on the name for the Highway, and I wished then, and still do, that you might visit the spot and see what a reality your dream has become, and how it definitely and directly affects the economic structure of our great State.

Now they propose a parallel route across Pennsylvania to be largely financed by public money that once built will detract much from the prestige of our Lincoln Highway, and I most of all wanted to leave with you the very definite thought that there are thousands of friends who will oppose this political phantom highway to the end.

I am sorry to have missed knowing you sir - it was my privilege to help with some of your plan.

Sincerely,
LEE HOFFMAN HOTEL, CRESSON, PENNSYLVANIA

H. C. Mitinger