



EXAMPLES OF FOREIGN MAINTENANCE, ROAD SURFACES, FOUNDATIONS,
AND LOCATION

Why do we not profit by their experience?

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INCORPORATED A.D. NINETEEN HUNDRED AND TWELVE IN THE CITY OF WASHINGTON,
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A membership corporation which exists to favor, foster, and further the development of NATIONAL HIGHWAYS and GOOD ROADS EVERYWHERE in the length and breadth of these United States of America, and to secure the benefits — social, moral, commercial, industrial, material, educational, and personal — in the progress and uplift of the American people which follow in the train of easy intercommunication and transit between the great centers of population and distribution and the great rural productive areas of the Nation, and will "bind the States together in a common brotherhood, and thus perpetuate and preserve the Union."

The Highway Engineer in Public Life

By ARTHUR H. BLANCHARD, C.E., A.M.

Chairman Division of Highway Engineers in the Council of National Advisors of the National Highways Association

Address delivered at the Annual Meeting of the Engineers' Society of Northeastern Pennsylvania on February 11, 1915, by Arthur H. Blanchard, M. Am. Soc. C. E., Consulting Engineer to the National Highways Association, and Professor in Charge of the Graduate Course in Highway Engineering at Columbia University, New York City.

THERE are 2,300,000 miles of public highways outside of municipalities in the United States. There was expended during 1914 for the construction and maintenance of these highways \$200,000,000. A conservative estimate shows that at least \$50,000,000 was wasted.

Of the forty-eight States, thirty-eight have Highway Departments. There are over three thousand counties in the various States. The county and township highway work is in the hands of one hundred thousand highway officials. The twelve thousand municipalities in the United States each has from one to twenty officials in charge of departments whose work pertains to highways.



EXAMPLE OF IMPROPER MAINTENANCE

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