

## ROAD BUILDERS

Sand Clay road builders would build many miles!  
So would Gravel road builders!  
But so would Stone Road builders!  
And likewise Asphalt road builders!  
While Tar road builders would get their share!  
And Bituminous road builders likewise their!  
With Bitulithic road builders in the running!  
Concrete road builders might beat them all!  
If it were not for Brick road builders getting some!  
And Stone Block road builders what they can!  
But then Wood Block road builders would claim a share!  
While the Oil road builders would take all the rest!  
And finally, for every mile of National Highways built, there would spring up ten miles of State, County, and Town roads that can not and will not otherwise be built.

# NATIONAL HIGHWAYS ASSOCIATION

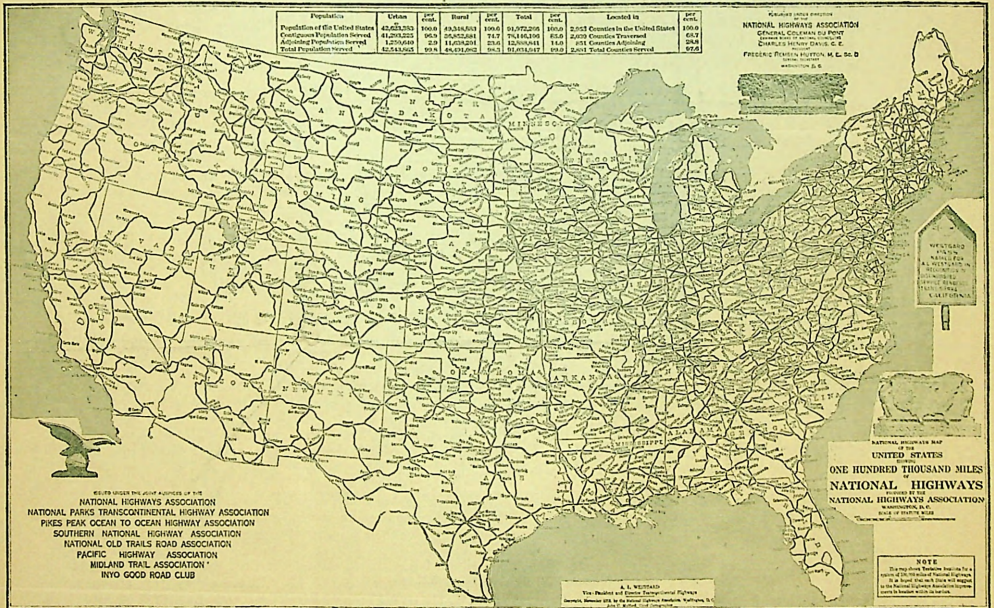
But after all, the road users, one hundred millions of them. The People of the United States, are demanding NATIONAL HIGHWAYS and GOOD ROADS EVERYWHERE, which will "bind the States together in a common brotherhood, and thus perpetuate and preserve the Union." To this end is pledged the National Highways Association

A membership corporation which exists to favor, foster, and further the development of NATIONAL HIGHWAYS and GOOD ROADS EVERYWHERE in the length and breadth of these United States of America, and to secure the benefits—social, moral, commercial, industrial, material, educational, and personal—in the progress and uplift of the American people which follow in the train of easy intercommunication and transit between the great centers of population and distribution and the great rural productive areas of the Nation.

## NATIONAL HIGHWAYS vs. PANAMA CANAL

You own the second. Do you want to own the first? They cost the same. How many people does the second serve? The first will serve 99 per cent of our people! This includes 98.3 per cent of our rural (country) population.

### ONE HUNDRED THOUSAND MILES OF NATIONAL HIGHWAYS PROPOSED BY THE NATIONAL HIGHWAYS ASSOCIATION



## FOURFOLD SYSTEM OF HIGHWAYS

NATIONAL HIGHWAYS — STATE HIGHWAYS — COUNTY ROADS — TOWNSHIP OR TOWN ROADS

### FACTS IN THE HISTORY OF ROAD BUILDING

**Town or Township Roads** Good roads were first built by the more active and prosperous towns or townships. The larger centers of population grew within their limits. This attracted the road traffic of adjacent communities. Such traffic did not help build or maintain the roads it partly destroyed.

**County Aid** This destruction resulted in a demand for county appropriations for road building. The money was first distributed among the towns or townships on some agreed plan, and were spent by them, or under the joint authority of county officials. Under these conditions most of such money went into politics, and not into roads, and there was no uniformity in construction or care.

**County Roads** As a result of this work, there was a reaction in favor of County Roads built and maintained by the county officials. Then, and only then, did the bulk of such appropriations get into roads, and there was a beginning of efficiency and uniformity.

**State Aid** But history repeated itself as between the counties. The more active and prosperous built and maintained good roads. These were again destroyed by the traffic from adjacent counties. This traffic did not help build or care for the roads it destroyed. There followed a State-wide demand for State appropriations toward road building. Again history repeated itself in the form of State Aid to the counties and towns, to be spent by them, or under joint authority of the State officials. And again most of such money went into politics, and not into roads, and lack of efficiency and uniformity persisted.

**State Highways** As a result of this waste, history once more repeated itself and there was a demand for State Highways built and maintained by the State under its Highway Commission. Efficiency and uniformity were the result and the money went into roads.

**State Highways County Roads Township Roads** In those States which now have the best road systems we find, as the result of the above experience, a threefold system, each under the exclusive jurisdiction of its properly constituted authorities. This has produced the largest mileage of good roads for the least expenditure. It has brought efficiency and uniformity out of chaos, and the money has gone into roads.

**National Highways State Highways County Roads Township Roads** The advocates of National Highways therefore claim that such a system, built and maintained by the National Government, is the only sane and logical course to pursue. They claim that this would result in a fourfold system, each under the exclusive jurisdiction of its properly constituted authorities. They further claim that not the least advantage to be thus gained would be that: NATIONAL HIGHWAYS would act as State, County, and Town Highways within the localities through which they passed. Therefore, but so many less roads need be built and maintained by such communities. As a result, there would be more money available for the building of State, County, and Town Roads. STATE HIGHWAYS would likewise act as County and Town Highways in the local communities through which they passed. The results and benefits derived from National Highways would thus be accentuated, and still more money would be available for the building of County and Town Roads. COUNTY ROADS would similarly act as Town Highways, thus again taking a burden from the shoulders of the towns through which they passed, and, finally, TOWNSHIP OR TOWN ROADS would be confined to those entirely within their borders and yet they would have as many other roads for local use as there were National, State, and County Highways within their limits, built without expense to the towns.