Annual report : Kansas Good Roads Association

Kansas Good Roads promotional publication claiming that it has achieved 480 miles of 365-day roads financed in the first year and now has 1,000 miles in sight for 1918.

Creator: Kansas Good Roads Association

Date: 1918

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Kansas Memory
KANSAS HISTORICAL SOCIETY

Annual report : Kansas Good Roads Association

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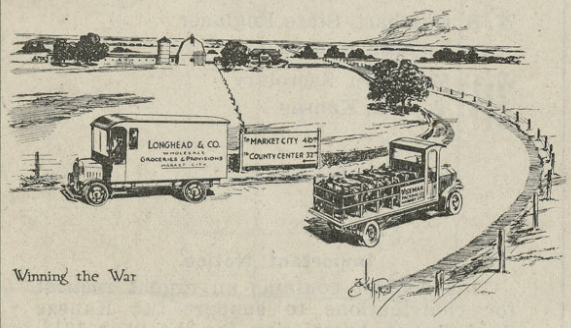
ANNUAL REPORT

KANSAS GOOD ROADS ASSOCIATION

480 Miles of 365-Day Roads
Financed the First Year

1000 Miles in Sight for 1918

KANSAS STATE HISTORICAL SOCIETY



Winning the War

TOPEKA, KANSAS
FEBRUARY, 1918

Annual report : Kansas Good Roads Association

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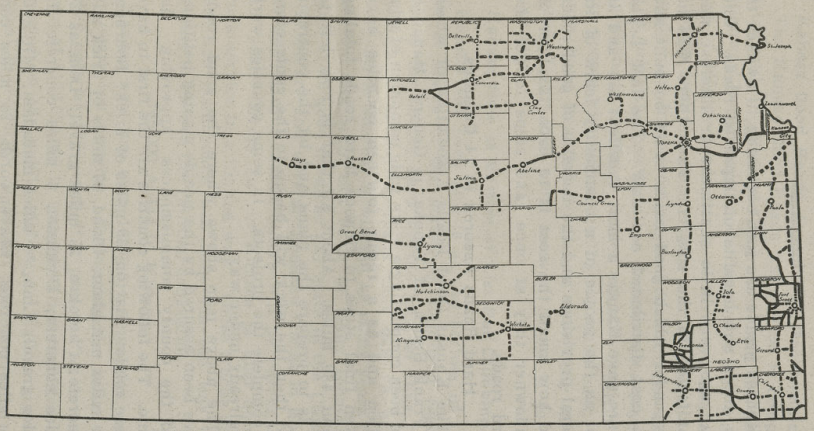
W. S. Gearhart, State Engineer
Topeka, Kansas

W. C. Markham, Secretary
Topeka, Kansas

Important Notice.

This booklet contains an urgent request for contributions to support the Kansas Good Roads Association for the year 1918. If you are too busy to read this statement of what has been done and what can be done, or if you already know the needs of this association, then you may be excused from reading this appeal and you may fill out the remittance blank on page 7 and send it and your check to headquarters. Otherwise we insist on your reading this report and noting the map showing work done and then mailing your check before you forget or neglect this important matter.

Annual report : Kansas Good Roads Association



Page 3

Kansas Soon to Build Many Miles of 365-Day Roads.

480 Miles of Hard Roads Already Financed During the First Year of the Campaign By Kansas Good Roads Association.

Kansas people are just beginning to awaken to the needs and benefits of improved roads. One year ago very little sentiment or interest was manifested in the subject. Then there was no law under which good roads could be built and the cost distributed equitably. The last Legislature gave Kansas a most excellent law and as fast as the people of a community learn of its liberal provisions and the benefits of good roads and how small the cost is to each taxpayer or landowner they at once take steps to get the hard roads.

Hard Roads Assured in 14 Counties.

The Kansas Good Roads Association of which J. Frank Smith, of Topeka, is General Manager, has been conducting a state wide campaign of education and as a result fourteen counties have taken final steps to finance hard roads totaling about 480 miles. About all that is now left to do is to prepare the plans and let the contracts and then the work will be up to the contractors to complete the projects. In some counties work is already under way.

The above map shows where the good roads have been assured by the people signing petitions and the county commissioners approving the same. The following counties are the first to have these roads: Barton, 30 miles of brick; Bourbon, 150 miles macadam; Cloud, 27 miles of brick and concrete; Cherokee, 25 miles gravel; Douglas 20 miles concrete; Dickinson 5 miles concrete, 15 miles gravel; Linn, 30 miles macadam; Mitchell, 12 miles concrete; Leavenworth, 25 miles concrete; Sedgwick, 8 miles concrete; Wilson,, 75 miles gravel; Labette, 43½ miles gravel; Wyandotte, 5½ miles concrete; Shawnee, 10 miles concrete; Sedgwick, 8 miles concrete. This is a remarkable showing for the first year.

1000 More Miles in Sight.

There are over 1000 miles more which will probably be financed before the end of 1918. They will be found in the following counties: Clay,

Ford, Jackson, Brown, Lyon, Miami, Mitchell, Marshall, Pottawatomie, Republic, Saline, Rice, Shawnee, Reno, Ellis, Ellsworth, Russell, Cloud, Washington, Doniphan, Douglas, Jefferson, Osage, Linn, Sedgwick, Kingman, Harvey, McPherson, Geary, Riley, Montgomery, Morris and Sumner. In each of these counties steps are now being taken to get projects under way with petitions.

Kansas Good Roads Association Responsible.

The Kansas Good Roads Association is co-operating with the Federal Government and the State Highway Department in the promotion and building of 365-day roads but it receives no financial support from the state or any official source. Its funds come from donations and dues and the work it is doing and has done has demonstrated beyond question its ability to render valuable services to the people who desire these good roads built. It must have financial support of everybody interested if this big work so well begun is to be continued.

Kansas Now at Bottom of List But Climbing.

Kansas has been and is at the bottom of the list of states in the matter of improved roads. But if the people keep up the interest thus far manifested in having roads that can be used every-day-in-the-year it will not be many years before our big state can boast of many thousand miles of as good roads as any state in the Union.

There are now several thousand trucks in Kansas and many hundred others will be purchased this year. Every car in Kansas is also doing truck service in a limited way. These trucks and cars and good roads will help win the war by helping to relieve the railroad congestion.

165,000 Autos in Kansas.

Kansas now has over 165,000 automobiles, one for every ten persons. Estimating the value of these cars at $800 each it represents an investment of $132,000,000 in transportation facilities, to be used on the public highways. Estimating an annual depreciation of 20 per cent it means an expense to the owners of $26,400,000. Estimating an annual cost of upkeep of $200 per car it means an annual expense to these owners of $33,000,000, or a total cost of upkeep and depreciation of $59,400,000. With this large investment and enormous cost of operating them on earth roads it means that every car owner should be vitally interested in keeping his car out of the mud and on a hard road to save as much gas, oil, rubber, paint and wear as possible.

Big Saving By Keeping Cars Out of Mud.

If these cars could be kept out of the mud by means of 365-day roads it would easily save $70 per car for upkeep and depreciation. This would mean a net saving to the car owners per year of $11,500,000. This sum expended each year for five years would build 10,000 miles of hard roads or an average of almost 100 miles to every county. The people of Kansas must begin to look at this transportation question in large figures and plan to build for the future to save money and secure better service.

The benefit to farmers from good roads is as much or more than to the auto owners.

The work of the Kansas Good Roads Association has been greatly handicapped for want of necessary funds. The general manager has visited about fifty counties; some only once and many of them several times. In some he has spent a few days and others several weeks. He has addressed about 150 road meetings. The Association is now over $2,000 in debt.

Association Needs $15,000 for 1918.

The Association needs at least $15,000 to meet its present obligations and carry on the work for another year. This is not a matter of charity, but a business proposition and every dollar invested in this Association will bring big "dividends" to the people of Kansas who use or receive benefits from dependable roads. Every auto owner at least should join the Association.

If your eyes ever reach this place in this announcement then we feel sure you will decide to help boost the biggest single public improvement that was ever proposed to the people of Kansas by filling out the blank below and enclosing it and your check for a liberal amount to the main office at Topeka. If you want further proof of the merits of this campaign, then read the letters following and we feel sure you will increase the size of your check and send it by return mail.

Thanking you in advance for your co-operation and assuring you that every dollar will be used to the best interest of this campaign, we are,

Yours very truly,
KANSAS GOOD ROADS ASSOCIATION,
By J. Frank Smith.
General Manager.

Annual report : Kansas Good Roads Association

APPLICATION FOR MEMBERSHIP

Kansas Goods Roads Association,
J. Frank Smith, General Manager,
Topeka, Kansas.

Desiring to encourage and assist the Kansas Good Roads Association in its five year campaign of road promotion and road building in every county in the state and wishing to become a member

of said Association.....

hereby subscribe the sum of $.....

per year for.....years dues

as a .....member.

Name. .....

P. O. .....

Street No. .....

ANNUAL DUES—Individual $1.00; Firm or Corporation $5.00; County, Commercial Club or Highway Association $10.00; Sustaining Member, $25.00. No limit to advance payments. Life membership $100.00. On receipt of dues a membership card and button "Good Roads 365 Days" will be sent.

Kansas Highway Commission

Topeka

Topeka, Kan., November 12, 1917.

To The People Who Desire Improved Roads in Kansas:

The last legislature, by enactment, created the Kansas Highway Commission which is clothed with authority to direct and advise the people and the county and township officials in the matter of building and maintaining better roads under a general state wide system looking to the permanent improvement, in a systematic and economical way, of all of the county and state highways.

The legislature also enacted a law making it possible and easy for the people of any county or community to build hard surfaced roads and distribute the cost in an equitable manner and extend the payments over a term of years, making it practical to improve these roads in the near future and pay for them in from ten to twenty annual installments.

The Kansas Good Roads Association has been conducting a vigorous state wide campaign of education in the interests of improved highways and it has succeeded in arousing a keen interest and a strong desire to apply this law and build roads. We understand that in more than twenty-five counties active, earnest work is being done toward building hard surface roads. There is no state fund with which to carry on this campaign. We believe that it is necessary that the work so well begun should be continued and the State Highway Commission is in full accord with the work being done by J. Frank Smith, its efficient general manager, and desires to give its hearty endorsement and recommends that the citizens of Kansas who wish to see this campaign continued should support it both financially and otherwise.

Respectfully,

KANSAS HIGHWAY COMMISSION,

By Arthur Capper, Chairman.

W. C. Markham, Secretary.

Annual report : Kansas Good Roads Association

Wichita Board of Commerce

Wichita

Wichita, Kan., January 4, 1918.

To All Friends of Good Roads in Kansas:

Never in the history of our country has the need been so pressing for a system of good roads and hard surface roads as at the present time. Aside from the agricultural development and the general good to the community, the transportation system in this country could be greatly relieved were the roads in the State of Kansas in shape to promote handling by truck a large portion of the shipments which now move by rail; and we have assurances from the United States Government and War Board that it is their desire to have developed as a war measure, every necessary system of good roads possible.

We have been working on our good roads campaign for some time, and we found the greatest help in our campaign came from the Kansas Good Roads Association of which Mr. J. Frank Smith of Topeka, is General Manager. His work was of great help to us and the facts and figures which he was able to compile for our benefit were surprising and were put up in a manner which we ourselves, could not have done except at the expense of considerable time and money.

As an organization we heartily recommend the Kansas Good Roads Association. We are supporting same liberally with money and memberships in Wichita and Sedgwick County, and we not only recommend, but urge all friends of good roads and progress to get behind this movement and keep Mr. Smith in the field. If this can be done, we are certain that in the very near future a system of good roads will be worked out that will greatly add to the wealth and prestige of our State.

In assisting our Government in this war time period we feel that nothing is of more importance than good roads to relieve transportation conditions and stimulate the production of food products.

Yours truly,

WICHITA BOARD OF COMMERCE.

By H. V. Wheeler, President.

R. O. McCormack, Secretary.

Pikes Peak Ocean-to-Ocean Highway Association—Kansas Division

Belleville

Belleville, Kan., November 10, 1917.

To All Good Roads Friends:

I do not think the friends of good roads in Kansas can do a better thing than to see that the State Good Roads Association is financed and maintained. I know something of the good work this organization is doing in this state in the way of publicity, organization and co-operation in spreading the Gospel of Good Roads—365-day roads, the kind every good roads advocate wants to see come.

The fact that we have the present good roads law which enables Kansas to reach out and take the Federal Aid which is offered is due largely to the personal efforts of J. Frank Smith, manager of the State Good Roads Association. Mr. Smith, who has been a pioneer in the Good Roads movement in Kansas, is even more valuable to the state as the head of the Good Roads Organization, which has been spreading the Gospel of Good Roads and securing definite results for permanent highways in Kansas. All good roads friends should rally to the support of the one organization which is definitely and aggressively behind the 365-day road program for Kansas. Sincerely,

A. Q. MILLER,
Sec.-Treas. Pikes Peak Highway.
Treasurer Meridian Road.

The Great Bend Daily Tribune

Will Townsley, Publisher

Great Bend

Great Bend, Kan., November 10, 1917.

To The Friends of Good Roads in Kansas:

The desire for permanent roads in Barton county was aroused more by the efforts of J. Frank Smith than any other man in the state and I therefore believe that the whole good roads movement from first to last is under more obligations to Mr. Smith than to any other man in Kansas. We have had various men visit the county, speaking for good roads generally, but for some Trail or Route in particular, but Mr. Smith has worked for a road in one part of the state as much as for another. It was that spirit that helped us here arouse interest. When we circulated petitions for a brick road it was our idea to pave only a few miles, or rather to circulate petitions for only that amount of road. But we later prepared petitions

to pave the Santa Fe Trail clear across the county, and Mr. Smith came out and spent days here at his own expense helping us secure signers. The community owes a great deal to him.

To secure the same success in other counties in Kansas it is absolutely necessary that Mr. Smith, or some man equally as good, (we know of no man in the state so well prepared to do the work as he), devote his entire time to this big movement for improved roads and meet personally the people of the community which wants such roads. The people of Kansas who desire better roads should rally to the support of the Kansas Good Roads Association in a liberal manner. To let the road movement stagnate now would be a set back and calamity from which it would take the state years to recover.

The good roads workers of the state owe much to Mr. Smith and the Kansas Good Roads Association and should give it every assistance possible.

WILL TOWNSLEY.

The Topeke Automobile Club

Topeka

Topeka, Kan., November 7, 1917.

To The Friends of Good Roads for Kansas:

In the last year we have seen more headway made that will lead to the actual building of better roads than you really could have expected. This has been due to organization and equitable laws and education.

The success of the whole scheme depends upon educating the people to the benefits of improved roads and we are fortunate in having such a man as J. Frank Smith who, with his enthusiasm, his thorough knowledge of the law and ability to arouse the people to action, makes the problem easy for us and puts Kansas on the map as second to none in road improvement and it is up to you and me as friends of good roads to lend every support possible in keeping this good work up.

The record that has been made in one year will be mighty pleasing if kept up for five more years and we will be proud of it at the end of that time, providing we lend our enthusiastic moral and financial support now. It is vital to this cause.

Don't stop to think it over because we have been doing that for years, but act now.

Yours for Kansas First in Good Roads,

HERBERT S. PUTNEY,
Pres. Topeka. Auto Club.

The Holton Business Men's Association

Holton

Holton, Kan., November 9, 1917.

Mr. J. Frank Smith,
Gen. Mgr. Kansas Good Roads Association,
Topeka, Kansas.

Dear Sir: I am glad to note that it was the sentiment of the Fort Scott meeting that results of the good roads campaign up to date have been remarkably successful, and that they should be continued if we ever hope to get anywhere. Holton wishes to offer its testimony that the Good Roads Association represented by J. Frank Smith started Jackson County on the way.

We are on the way for a Federal Aid road through Jackson County and we are not going to stop, until she is through.

You no doubt will recall that it took you two visits here to get the movement under way.

We wish to take this means of thanking you for the help you gave us in getting Federal Aid for our county, also the two days' time you put in in helping organize and lay out the highway.

I think that it is very necessary that this work should be continued and I know of no one better qualified to inform the people about the provisions of our road laws and the benefits of the roads than J. Frank Smith.

With best wishes for your continued success,

I am yours very truly,
CHAS. T. HAIST, Secretary.

State of Kansas—Legislative Department Senate Chamber

Topeka

Topeka, Kan., November 13, 1917.

To The Friends of Permanent Roads in Kansas:

Gentlemen: On behalf of the Kansas Good Roads Association, under the active management of Mr. J. Frank Smith, we want to say a word in the interest of the cause of good roads in this state and urge upon the friends of good roads the importance of continuing the work already so well under way. The writer has on many occasions been present at good roads meetings where road building was being discussed and can speak personally of the tactful and able manner in which Mr. Smith has at all times handled this subject. He has kept himself entirely free from all en-

tanglements concerning the kind of material to be used in the construction of roads. His sole aim and purpose has been to educate the public up to the importance of building hard surfaced roads. He has already succeeded in arousing a sentiment in this state favorable to hard surfaced roads, far beyond the expectation and anticipation of the most earnest good roads advocate.

If the public desires to have this good work continued and the results obtained which we can see are so nearly in sight, it is absolutely necessary that the Kansas Good Roads Association be supplied with ample funds. We recognize the magnitude of the calls that are now being made on the people for funds to support the war, but we cannot afford to withhold support from public improvements that are so essential for our welfare and which will be of such prime importance to us after the war is over.

Very truly yours,

W. F. SCHOCH.

State Senator.

The Salina County Automobile Association

Salina

Salina, Kan., November 8, 1917.

To The Friends of Good Roads in Kansas:

Gentlemen: We want you to know that we think the Kansas Good Roads Association has done more in the promotion of 365-day roads than any other organization that has ever existed in Kansas. It is an organization for 365-day roads on the job 365 days in the year. It has proposed more constructive legislation and saw that it was passed at the 1917 legislative session than any other Good Roads Association that ever existed in Kansas.

With the organization properly financed under the splendid management it now has, we can only see for the future in Kansas, 365-day roads leading in every direction. Never has Kansas promoted a more commendable movement and never will Kansas people support a movement that will be so great a monument to their progress, their foresight, and their wisdom. Help it along.

Yours very truly,

SALINE COUNTY AUTOMOBILE ASSOCIATION,

T. S. Jamieson, Secretary.

The Hutchinson News

Hutchinson

Hutchinson, Kan., November 15, 1917.

To The Friends of Good Roads for Kansas:

Reno county will always feel indebted to J. Frank Smith, general manager of the Kansas Good Roads Association, for a week spent here in the interest of a campaign for hard roads. He told plain, straight truths and the people listened. He has sown seeds here that will ultimately blossom into a system of highways if we can learn to see them as he knows them.

Every possible support should be given to Mr. Smith in his fine work over the state. It is bound to result in the construction of thousands of miles of improved highways in years to come, for a few miles means the beginning of an extended system, everywhere in Kansas.

With such workers as Mr. Smith in line for hard roads there is no doubt of the result in the years to come. Yours for Hard Roads,

C. H. SCOTT,
Managing Editor News.

County Hard Roads

At last the way seems open for a beginning in hard roads in Sedgwick County. The efforts of Manager J. Frank Smith of the Kansas Good Roads Association and the cordial and receptive attitude of the commissioners promise results. Mr. Smith can convince the open and reasonable mind that hard roads mean economy and that efficiency which is so much needed in war time.

The two projected roads, which cover the four points of the compass will be a fine start and will serve as a demonstration.

Federal aid in generous measure will be forthcoming. The money is already appropriated and might as well be used. The National Council of Defense stands solidly behind the movement. As projected now the proposed road system will not entail an unduly heavy burden.

Kansas has been experimenting with dirt roads and has found them a waste and an expensive luxury. Now for efficiency.—Wichita Beacon, December 11, 1917.

Annual report : Kansas Good Roads Association

Tonganoxie, Kansas

February 19, 1918.

To all Friends of Better Roads for Kansas:

After a two years's fight we have the petitions signed up and approved for a paved road through Leavenworth and Wyandotte counties on the Fort to Fort highway. The local workers feel deeply grateful to J. Frank Smith, General Manager of the Kansas Good Roads Association for giving us his able assistance in organizing, and explaining the present road laws, and in general his sincere and honest assistance in making this road a realization. The people of Kansas should feel deeply grateful to Mr. Smith for his efficient help in giving us a sensible law under which to build roads, and then his practical assistance out on the firing line, helping and assisting in every way to put "good roads" over. We, who have worked with him on this project, deeply appreciate his services.

J. C. LAMING, Banker.
E. C. McNERNEY, Lumberman.
JOHN W. EVANS, Real Estate.
WHITSED LAMING, Banker.
W. A. AMEND, Farmer.
CHAS. TREFF, Farmer.
C. T. O. SULLIVAN, Farmer.
R. M. LENEHAN, Farmer.
FRANK LENEHAN, Banker.
S. J. McNAUGHTON, Attorney.

To the People Who Travel the Kansas Roads:

Believing as I do that Good Roads are essential to the general welfare, convenience, comfort and prosperity of the people of Kansas, and knowing that next to Good Roads a comprehensive, intelligent system of marking is necessary to get the greatest service and satisfaction from their use, especially in this day of extensive traveling by the 170,000 auto owners of Kansas who often drive over strange roads, day and night, going from town to town and traveling over several counties, I would call the attention of all county officials, community and commercial organizations to the system, which, in my judgment, meets every requirement. This is the one invented and manufactured by Mr. F. W. Hockaday, and known as The National H Marking System.

Mr. Hockaday has spent several years perfecting what is now generally conceded by all who have followed the marks on the roads to be the most thorough and practical system known and I am pleased to recommend it.

Every county or community that does not already have their roads marked with this system should write to Mr. Hockaday, Manager of The National H Marking System, Topeka, Kansas, and get all of the particulars about how to secure the same.

Respectfully,
J. FRANK SMITH,
General Manager,
Kansas Good Roads Association.