

*A Picture
of Progress*

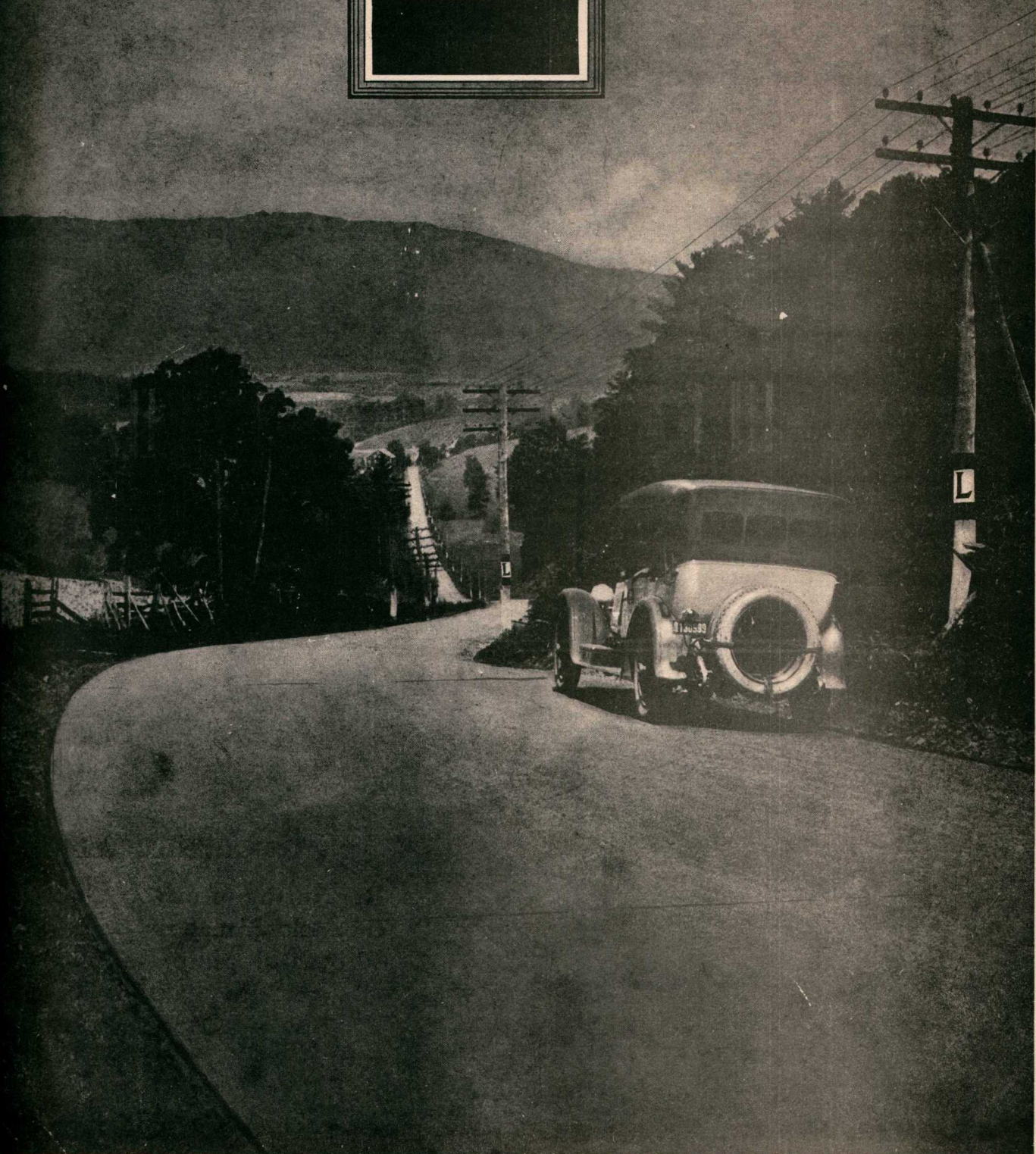
LINCOLN

L

HIGHWAY

©

*On the
Lincoln
Way*





Where the Lincoln Highway is not brick or concrete in Indiana it is high grade macadam like the above. A type which necessitates excessive maintenance.

Mileage of new construction completed on the Lincoln Highway in Indiana, 1919:

COUNTY	MILEAGE	TYPE	LOCATION
Elkhart	7.0	Concrete	Ligonier west
Elkhart	3.0	Concrete	Elkhart west
St. Joseph			
Lake	11.0	Concrete	Dyer east
Total	21.0		

Entire Illinois Section Financed

Illinois, long stigmatized as one of the "mud states," has probably made more rapid progress in public sentiment, in providing road funds to meet the requirements and in actual construction, all toward climbing out of the mud roads category, than any other state in the Union in the last few years.

Despite the great wealth of the state, its vast number of motor vehicles and the tremendous transportation requirements of its rural roads, in view of its great agricultural area, it was along toward the bottom of the list of all the states of the Union in improved highway mileage until very recently.

The Lincoln Highway across Illinois has been for years largely dirt or, depending upon the weather, mud, which made travel almost impossible at times. Now all this is being changed and with a rapidity which reflects the greatest credit upon the state and its highway department.

With the best interest of the state and nation in mind and not without considerable opposition, the State Highway Department has adopted a far-sighted policy of concentrating available funds upon the first improvement of the most important roads, which are not only state highways, but important links in interstate connections.

As an indication of what has been accomplished since the state first undertook the policy of permanent connecting construction, it should be noted that the first advertising for bids on any of this work was

done in April, 1919, and before winter stopped work, more than 500 miles of concrete construction of the highest type, totaling in cost over \$16,380,000.00, was let and under way.

Much Permanent Work Completed

Contracts were awarded for 77 miles of concrete construction on the Lincoln Highway, between Chicago and Fulton on the Mississippi River, during 1919 and approximately 35 miles of this work were completed at a cost to the state of over a million dollars. The balance of this construction will be completed in 1920, providing a high grade concrete road all the way from Chicago to the Mississippi. None of this work comes under the Illinois State Highway program that will be undertaken with funds derived from the \$60,000,000.00 bond issue authorized in November, 1918. With the proceeds of that issue and beginning in 1920 the State Highway Depart-



An example of the high grade concrete construction, 21 miles of which were completed last year in Indiana.

ment will undertake to network the entire state with a system of some 4800 miles of concrete construction. Included in this work will be that section of the Lincoln Highway between Geneva and Chicago Heights, Illinois—a section not at present contracted for.

In addition to the funds expended by the state during the past year, Cook County, utilizing the proceeds of a special bond issue, expended over \$218,000.00 on the Lincoln Highway from Chicago Heights west. Will County spent about \$35,000 in permanent improvement and Lee County considerably over \$70,000.

It will be noted that work completed and plans already financed for improvement on the Lincoln Highway in Illinois will, if the weather permits and the season is favorable, allow of the completion of the entire route before the end of 1920. This in connection with the work planned in Indiana and

Ohio will result in a permanently-improved road of the highest type from the Hudson River to the Mississippi, over 1000 miles, providing the shortest, best and most direct route between New York and Chicago.

Mileage of new construction completed on the Lincoln Highway in Illinois, 1919:

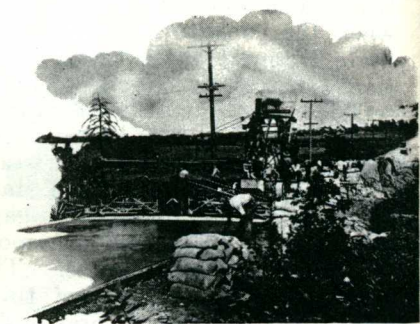
COUNTY	MILEAGE	TYPE	LOCATION
Whiteside	35.0	Concrete	Between Geneva and Fulton
Lee			
Ogle			
DeKalb			
Kane			

Iowa Now in Progressive List

"Iowa," to the motorist, has long been synonymous with "gumbo," which in turn denotes a particularly vicious and viscous and generally impassable brand of mud peculiar to that state. While a real start has not yet been made upon an adequate system of improved roads in Iowa, great strides have been accomplished toward removing fundamental difficulties which stood in the way of progressive action.

Iowa is not yet out of the mud, but she has definitely placed herself in the list of progressive states systematically undertaking to accomplish worth-while results.

The good roads proposition has had to be fought out to a finish in the State of Iowa, where for some years it was the football of politics. The campaign for the governorship of Iowa in 1916 was fought out almost entirely on the road question. There was the "mud roads" candidate and the "paved roads" candidate and to show the then relative strength of the two forces in that great state, which had one motor car to every seven of its population, and at that time had scarcely 400 miles of its 100,000 miles of highways improved with any form of permanent surfacing, the state legislature voted a tie on the question of assenting



One of the many gangs Illinois kept busy on the Lincoln Highway during 1919—laying modern permanent concrete.

to the provisions of the federal aid act of that year which offered to the State of Iowa for road improvement some \$2,000,000.00.

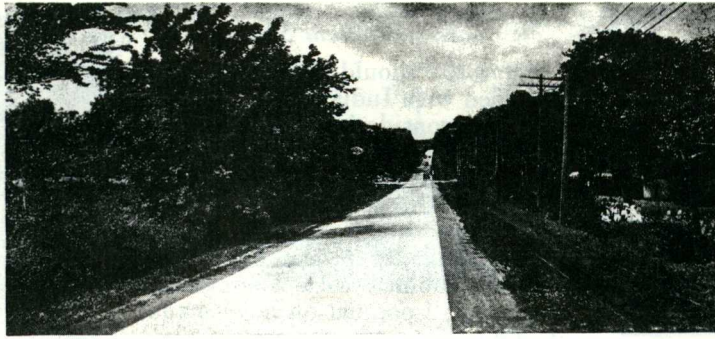
The legislature was evenly divided on the question of whether to accept the Government's \$2,000,000 or not because the state had to put up another \$2,000,000.00. In that year the legislature even wanted to abolish the State Highway Department—the "mud roads" governor was elected.

Iowa to Pave the Lincoln Way

Times have changed since then. Iowa is the one state west of the Mississippi, through which the Lincoln Highway passes, which is fully capable of itself financing the adequate and permanent completion of the road. Antiquated legislation, which was the main barrier to proper highway improvement in Iowa, was superseded by a new law during the past year, which provides for a primary road system of inter-county hard-surfaced roads about 6000 miles in extent and embracing about one-third of the old county road system. The question of paving the various sections of this state primary road system has been put up to the counties and it has now become a question for local decision as to whether the available road funds in each county shall be permanently invested in proper lasting improvement, or dissipated as in the past in work of no lasting benefit.

Nine counties out of the thirteen traversed by the Lincoln Highway in the State of Iowa have so far voted on the question of permanent paving and of this total five voted favorably. In those counties which voted against the paving of the primary routes, the question at issue and the one which defeated the proposition was largely one of petty local jealousy as to the location of the routes selected by the State Highway Department.

A broader vision in connection with highway matters is bound to come. The general



Illinois used to be a "mud state." But by the end of 1920 passenger and freight transportation on the Lincoln Highway in that state will find an all-weather concrete roadway, like this completed section in Kane County, extending for 125 miles from Chicago to the Mississippi River.

sentiment of the state is for permanent work, as is indicated by the comments of the state press in regard to those counties which have failed to ratify proper construction. Within another two years the question will again come before the

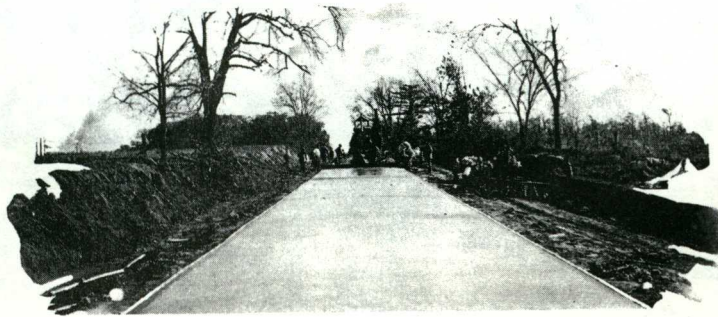


A reminiscence of Iowa's gumbo days. President Joy on the Lincoln Highway in Iowa in 1915.

voters of the counties which have failed to pass the measure, and is then practically assured of acceptance.

State Has Ample Road Funds

No argument as to whether they should or should not permanently pave all of Iowa's primary road system came to light during the last session of the State Legislature. The Chairman of the joint sub-



The illustration above and the one in the center of this page tell the Iowa road story. They might be entitled "Before and After Taking." The above scene shows a concrete Seedling Mile under construction on the Lincoln Highway in Linn County near Cedar Rapids, Iowa.

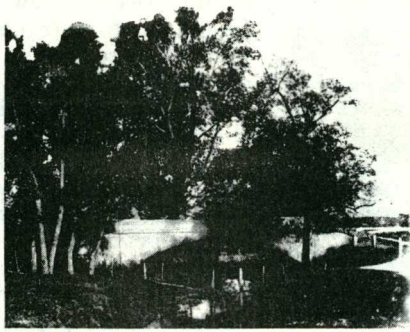
committee of the Iowa Legislature, charged with the preparation of the state highway law, brought out that the state could produce a revenue of about \$8,000,000.00 a year for "permanent highway construction" and added, "this fund will be devoted exclusively to paying for drainage, grading and hard surfacing of the primary road system, and to the retirement of any bonds which may be issued for such purposes."

The Lincoln Highway across Iowa has been established as one of the primary state highways.

Iowa being a rolling country, expensive preliminary grading work has necessarily preceded any paving on main routes, and the majority of Iowa's expenditures on the Lincoln Highway in 1919 were for this form of work and for the construction of lasting concrete bridges. Over 22 miles of permanent new grade was established on the Lincoln Highway and more than 12 miles of it graveled for the temporary accommodation of travel.

The trans-Iowa road now as in the past is a boulevard in dry weather, but should not yet be attempted while wet. Next year will see an increase in the gravel strip which is gradually reaching across the state and lifting the travel out of the gumbo.

A little over a quarter of a million dollars was put into permanent work on the Lincoln Highway during 1919. The funds available for next year in the thirteen counties traversed by the route are, according to F. R. White, Acting Chief Engineer of the Iowa State Highway Department, \$2,226,837.00. In addition to these funds, which represent motor license fees and equivalent federal aid, Clinton County, the first county west of the Mississippi, passed a bond issue for \$1,800,000.00 which will provide for the complete paving of the route across the county, and Greene County in the central part of the state passed a bond issue for \$1,000,000.00 which is included a



Beauty as well as utility is embodied in this permanent and artistic bridge on the Lincoln Way in Iowa. Concrete and steel structures have replaced the old wooden bridges entirely across the state.

project already surveyed, for the paving of the Lincoln Highway for about six miles east of Jefferson.

1920 To Bring Great Improvement

In a letter to the Lincoln Highway Association under date of October 20, 1919, Chief Engineer White says: "It is safe to say that by this time next year we will have under contract or completed about 65 miles of paving and about 75 miles of finished grade work on the Lincoln Highway. It is unfortunate that a number of the counties along the Lincoln Highway have voted against hard surfacing. However, we should view these reverses as temporary only. I feel sure that as rapidly as the work can be reasonably done the Lincoln Highway will be hard surfaced and that we can look forward confidently to a paved Lincoln Highway across the state in a few years."

Mileage of new construction completed on the Lincoln Highway in Iowa, 1919:

COUNTY	MILEAGE	TYPE	LOCATION
Clinton	7.7	Graded	Clinton west
Linn	.8	Brick	Cedar Rapids east
Story	7.0	Gravel	Nevada west and Ames
Boone	5.5	Gravel	Boone west
Carroll	.75	Gravel	Carroll east
Crawford	.6	Graded	Dennison east
Total	22.35		

'Nebraska's Problem Simplified

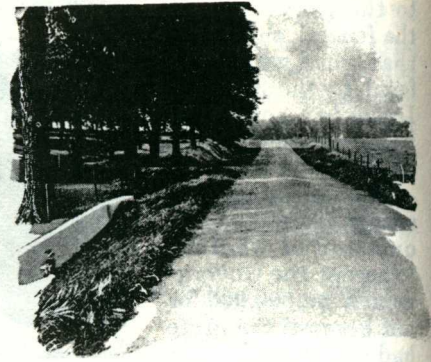
Nebraska should perhaps not be classified with Indiana, Illinois and Iowa in considering her highway problems, which are in a large degree more analogous to those of Wyoming, Utah and Nevada. The state has a tremendous area and a vast mileage of public highways, which combined with a comparatively small population have made it difficult to finance proper improvement.

Omaha on the Lincoln Highway and the Missouri River, claims to be the gateway to the West and is justly proud of that appellation, so perhaps the state should not be included under the middle western division of the Lincoln Highway. However, the Platte Valley, largely followed across the state by the Lincoln Highway on a water grade, partakes more of the nature of the Mississippi Valley traversed by the Lincoln Highway in Indiana, Illinois and Iowa than it does of the conditions existing between Cheyenne and the Sierras.

Nebraska has tremendous reservoirs of untapped wealth and is only beginning a development, both agricultural and commercial, which will bid fair to place it ultimately from the standpoint of both population and wealth on a par with any of the middle western states considered.

Nebraska's improvement problem on the Lincoln Highway has been much the same as that of Iowa with the exception that Nebraska has a greater mileage of roads and a much smaller population. The work accomplished there has necessarily been the preliminary grading requisite to future permanent construction.

As a result of new and progressive legislation, the entire route of



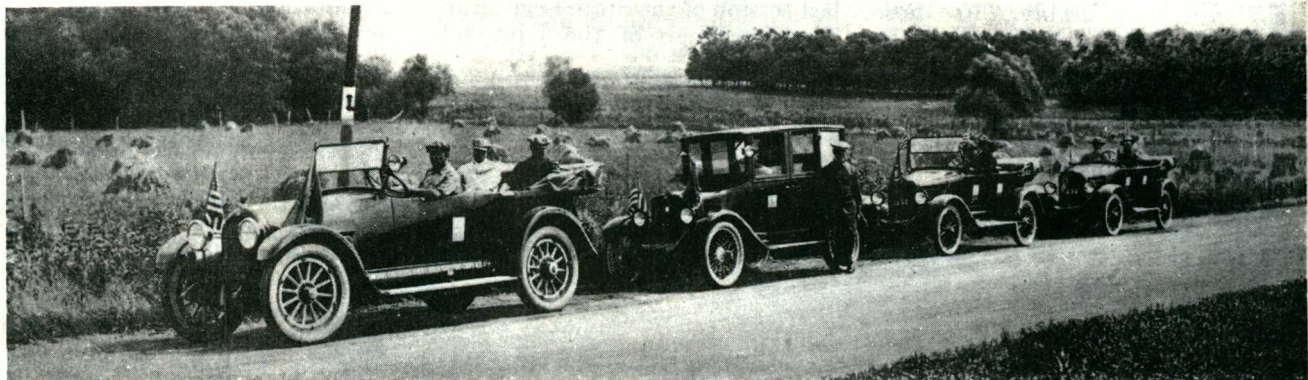
A glimpse of the kind of concrete culverts which have been installed under the Lincoln Highway in Iowa. The above view also shows the high type of gravel surfacing completed on over 200 miles of the route.

the Lincoln Highway was taken over by the state January 1, 1920, as a part of the established Nebraska State Highway System, upon which the state will concentrate its federal aid and the state funds. This move is a start toward the systematic and permanent improvement of the Lincoln Highway and will also inaugurate a system of continuous maintenance which will keep the route in the best condition possible.

Much New Work Accomplished

Sixty-three miles of new permanent grading was accomplished on the Lincoln Highway in Nebraska in 1919 and in addition the financing of the complete construction of the route across Douglas County, in which Omaha is located, was accomplished; this work being specified as part of the improvement to be accomplished thru the passage of a \$3,000,000.00 bond issue in the county. A start towards the work was made and it is expected that some 28 miles of permanent brick or concrete construction will be completed from Omaha west in 1920.

Dodge County, the next county west of Douglas, also financed the



In addition to showing some of the four hundred dollar farm land along the Lincoln Way in Iowa, the illustration shows the official Willys-Knight and the three official Overlands which accompanied the first Transcontinental Army Convoy over the Lincoln Way in 1919, carrying officials, speakers, and photographers. These cars with their drivers were loaned to the Association by the Willys-Overland Company.