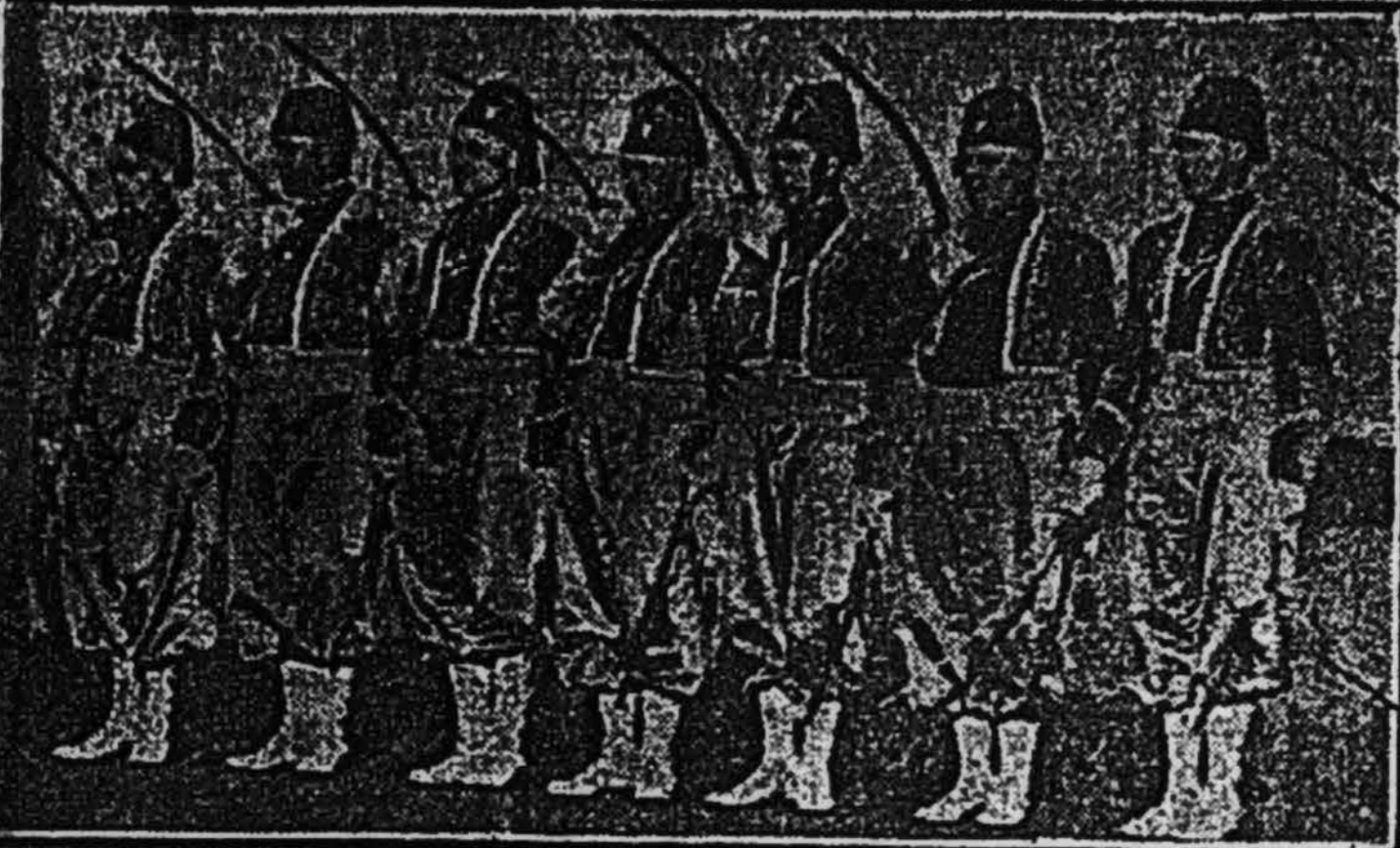
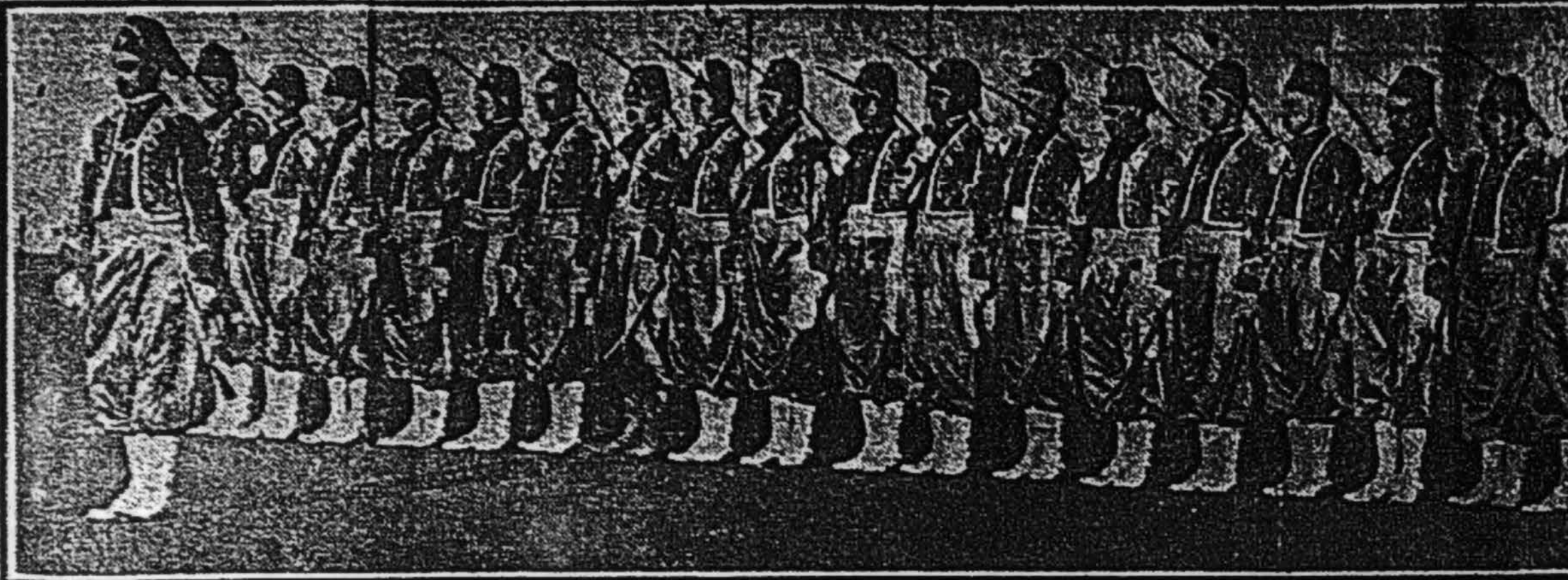


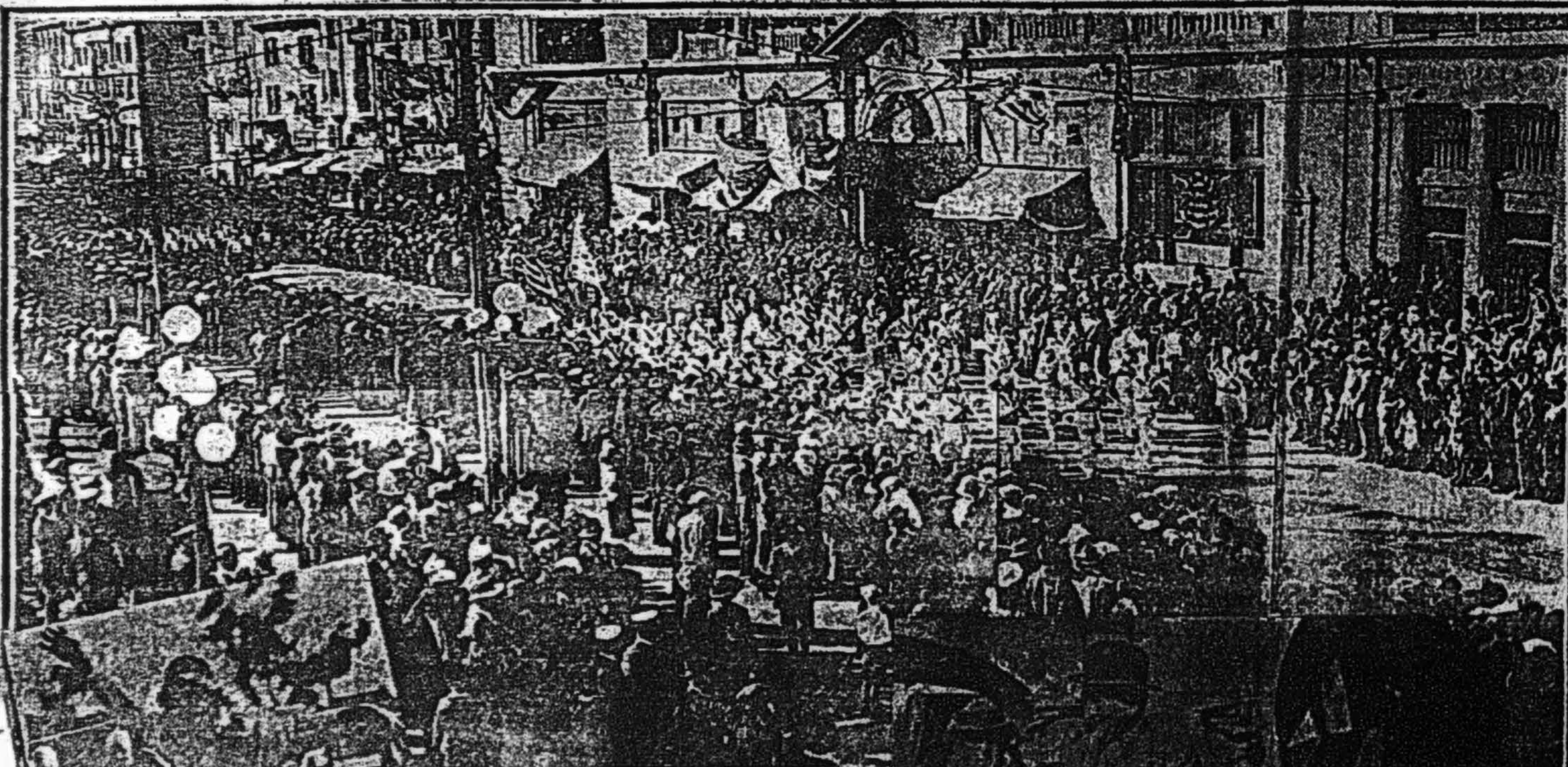
MER ADDS TO CHARGES AGAINST COL. FORBES

Thousands Line Streets to View Scioto Parade



CONVENTION BEST ORDER EVER HELD

Large Crowd at Stadium 16 See Drills and Hear Band Contest; Glendale Wins Silver Trophy.



PUBLIC entertainment consisting of a long and brilliant parade, a stirring band contest, and a competitive drill of more than usual excellence, yesterday afternoon brought to a close the 1923 convention of the supreme pyramid of the Ancient and Egyptian Order of Sciots. Thousands of San Diegans lined the streets for the parade and thousands more were in the stadium to see the competitive drills and to hear the band contest in which Fresno, Los Angeles, Glendale and San Francisco pyramids participated. Though the convention closed officially yesterday afternoon, many of the delegates remained in San Diego and continued the merry-making unofficially here. A number of the visitors will be the guests of Lieut. B. C. Dailey at Fort Rosecrans today.

GLENDALE WINS
Glendale, a baby pyramid, but with one of the finest bands in the ranks of Masonry, sprung the big surprise of the afternoon when it defeated the prize band of Fresno for the silver trophy. Fresno won first honors in the class. A contest it would have retained permanent possession of the silver cup as the band from that pyramid had won it two successive years. Fresno took second place.

In the band competition for class B bands, Oakland took first prize. The judges in the band contest were Nino Marcell, director of music at the San Diego high school, First Sergt. Ernest Arnold, bandmaster of the Fifth marine brigade band, and Bandmaster W. Brown of the naval training station at Lewis Port.



PRESIDENT MARKS END OF HIGHWAY

Col. Fletcher Unveils Marble Monument in Plaza When Coolidge Touches Button in National Capital.

THE conclusion of 15 years of effort for a southern transcontinental highway was celebrated here yesterday afternoon when President Coolidge, with the assistance of Col. Ed Fletcher, unveiled the Pacific Coast Milestone of the Lee transcontinental highway. Shortly before 1:45 o'clock yesterday afternoon the President, in his Washington office, touched an electric button that rang a gong in the plaza here. At the signal Col. Fletcher, vice president of the Lee Highway association, unveiled the handsome marble milestone and read the President's message.

STONE IS S. D. MARBLE
The ceremonies were brief, but impressive. Besides his reading of the President's message to San Diego, Col. Fletcher made a few remarks of his own, and he was followed by Mayor Bacon and Admiral A. H. Robertson, each of whom spoke a few words appropriate to the occasion.
The milestone which marks the Pacific terminus of the Lee highway is a solid piece of San Diego county marble, donated by the Veruga Marble company. It is located in the plaza to the east of the fountain and bears on its east face the shield of the Lee highway.

(Continued on Page 3)



MONUMENT OF SAN DIEGO MARBLE MARKS HIGHWAY

(Continued from Page 1)

and the designation as the Pacific end of the highway, which starts at Washington, D. C. On the western face is a bronze tablet bearing testimony to the high regard of San Diego citizens for Col. Fletcher, whose activity has played an important part in the establishment of the highway. The stone was draped with a flag, which, at the tap of the gong, was hoisted to a staff erected on the speaker's platform. The massed bands of the Sciots, which had assembled at the milestone for the ceremony, played the national anthem, and as the last strains died away Col. Fletcher read the following message from the President:

RECALLS HARDING

"It is a pleasure to comply with the request of your Lee Highway association and the city of San Diego to send a message for the dedication of the Pacific milestone. President Harding was to have dedicated the Pacific milestone, and had planned to make an address at San Diego on this subject of highways. Perhaps, then, I may appropriately recall something of what he said in dedicating the zero milestone in Washington on June 4, last. Referring to the highway system, which at all times have served to unify society and promote civilization, he spoke of our national highway system of 300,000 miles of modern, improved roads, together with more than 2,000,000 miles of rural highways, which yet remain to be improved as rapidly as economic conditions shall justify.

"President Harding emphasized the necessity to utilize every form of transportation to the utmost practicable extent, and commended the various associations which have fostered the good roads movement. Particularly, he thanked the Lee Highway association for erecting the zero milestone, the Pacific milestones, and others which have been made official bench marks of the United States coast and geodetic survey. Just as the zero milestone marks the point of initiation of this splendid transcontinental highway, so the Pacific milestone marks the place of its contact with the Pacific. The southern transcontinental highway is already, in a large part, finished. A relatively small mileage remains to be brought up to the best present day standards, but I am informed that most of these sections are included in the system of federal-aid roads, and that in a near future the necessary links will have been forged. When they are finished, this highway will stand as one of the continuous transcontinental routes available at all seasons of the year for easy transportation. In accepting this monument, it is fitting to express thanks to the citizens of San Diego, the Imperial valley of Yuma, Ariz., and the state of California for their particular contributions. The Lee highway association has done a work of national unification in opening up this route between the national capital and southern California. The monument may well be dedicated to the purpose of marking the place

ing place of this splendid highway with the waters of the Pacific, in the hope that it may hasten the coming day of a perfected system of highway communications throughout the entire nation."

TRIBUTES FROM FLETCHER

Col. Ed Fletcher, after the reading of the president's message spoke as follows:

"San Diego is indeed fortunate in having located here the Pacific milestone. We are grateful to President Coolidge for the interest he has taken in its dedication, to the president of the Lee Highway association, Dr. S. M. Johnson, for his magnificent service in helping to secure the early completion of the Lee highway across the continent from Washington to San Diego, and to the Old Spanish Trail association from St. Augustine, Florida to San Diego.

"For 15 years San Diego has made strenuous efforts and at last succeeded, after the expenditure of millions of state and county money, in building a direct highway through almost impassable mountains and across the great Colorado desert to the Arizona line at Yuma.

"We are indeed happy to know that within the next six weeks a contract will be let to construct the missing link between Yuma and El Centro, which, when completed next year, will give us an up-to-date graded, graveled, or paved highway the entire distance San Diego to El Paso. Within the next two or three years every foot of our highways across the continent will be built—a grand achievement; and I cannot say enough in words of praise to the remarkable business men of this city who by their private contributions and remarkable perseverance have made this event today possible."

A tribute to the indefatigable efforts of U. S. Grant, Jr., Fred Jackson, William B. Groves and Col. Fletcher was paid by Mayor Bacon, who recalled how Col. Fletcher made a trip to Arizona 15 years ago to attend the first great highway meeting. The efforts of these men, who have labored tirelessly for the 15 years that have followed that meeting, were largely responsible for the construction of the highway, the completion of which was being celebrated, said the mayor.

Admiral A. H. Robertson, commandant of the 11th naval district, spoke briefly on the development of the Pacific coast and the important part that great highways play in that development as well as their military value in the present and the future.

MILITARY REPRESENTATION
A number of distinguished army and naval representatives were present for the occasion. Gov. Friedrich was personally represented by Senator E. P. Sample. Prominent among the army and navy officers present were Admiral A. H. Robertson, commandant of the 11th naval district; Captain E. B. ...



San Diego's entertainment of the supreme pyramid of the Sciots, ended yesterday in a whirl of color and activity. The top photograph is that of the San Francisco drill team which won first prize in the stadium contest. A few of the parade follows with the Lee highway monument at the right. Third row, left, F. D. Baumgartner of San Diego is giving a lance act dressed as a woman. L. F. Bacon and E. Widdopp, respectively the long and short of the convention some feet and Mayor Bacon is shaking hands with Col. Ed Fletcher at the highway monument dedication on the right. At the bottom is the Zebu bull of the San Diego zoo, sacred emblem of all true Sciots.

won first prize in the stadium contest it would have secured permanent possession of the silver cup as the band from that pyramid had won it two successive years. Fresno took second place.

In the band competition for class B bands, Oakland took first prize. The judges in the band contest were Nino Marcelli, director of music at the San Diego high school, First Sergt. Ernest Arnold, bandmaster of the Fifth marine brigade band, and Bandmaster W. Brown of the naval training station at Loma Portal.

San Francisco pyramid, with its excellent drill team, scored highest honors in the competitive drills for Lybian guards. Out of a possible total of 1000 points, San Francisco scored 885. Eureka was second with 919 points, Fresno third with 899, Oakland fourth with 894 and Sacramento fifth with 835.

Judges were Col. James McE. Huey of the Fifth marine brigade headquarters, Lieut. T. A. Kelly of the Pacific destroyer force, Lieut. Bernard C. Dalley, commander of Fort Rosecrans, and W. F. Ludington.

POINTS SCORED
Points were scored on movements, uniformity and neatness, alignments, distances and individual errors. Oakland probably would have won but for two errors in distance and breaking step.

The stadium was a riot of color when the various gorgeously attired drill teams and bands paraded in front of the spectators.

Sciots Bruce Vernier, marshal of the parade, succeeded in getting his sections together in time to start the parade promptly at 1:45. A platoon of police, all Sciots, led by Chief Patrick, preceded the band of San Diego pyramid No. 32, the local Lybian guard and the members of the San Diego pyramid.

Next followed the supreme pyramid officers and the toparchs and junior officers of the various pyramids attending the 13th annual convention of the order. A sacred bull, emblem of the Sciots order, one of 13 in captivity, was loaned to the Sciots for the parade and was

SCIOT SESSION BEST IN HISTORY

(Continued from Page 1)

given a place of honor in the line of march.

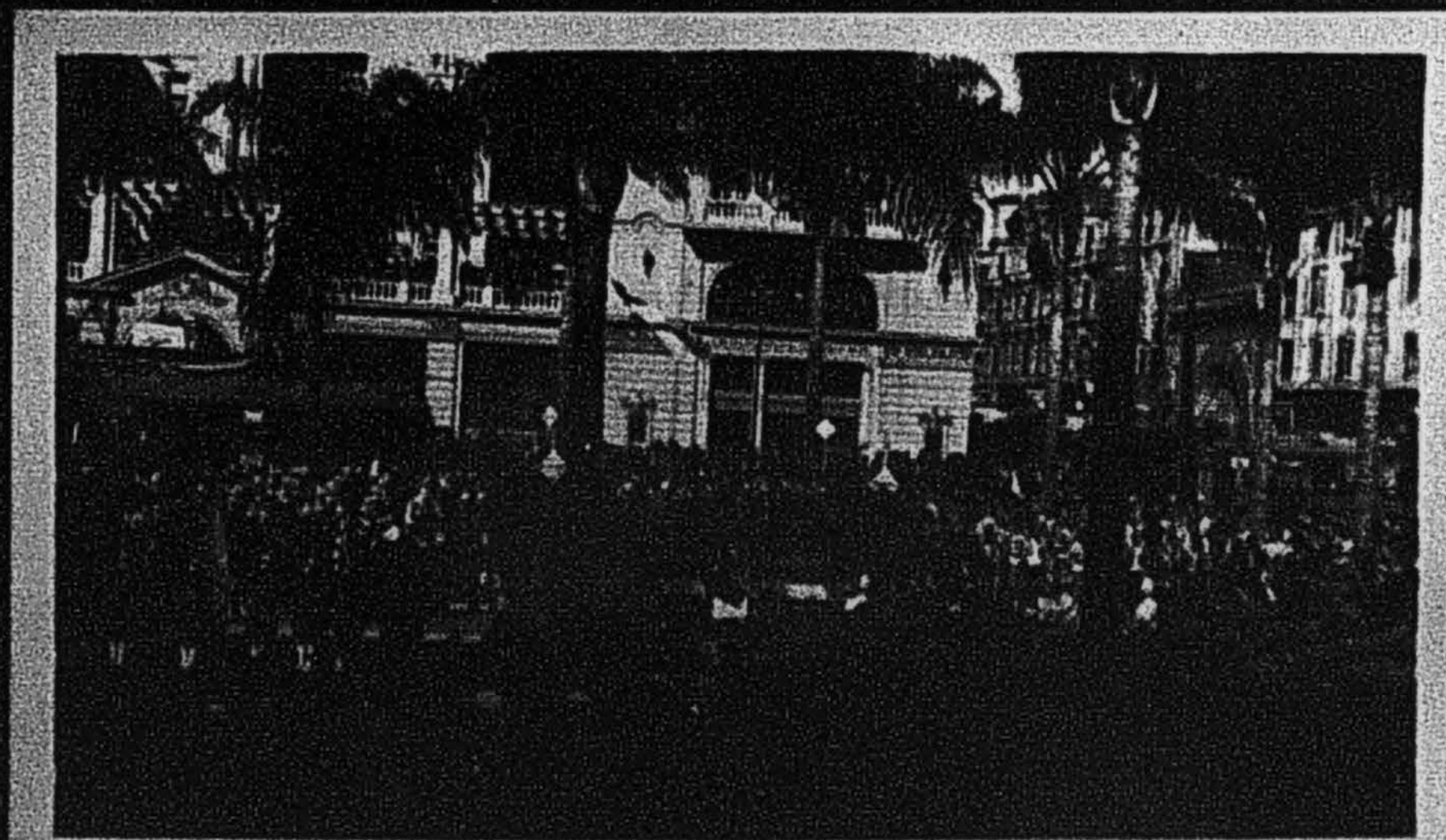
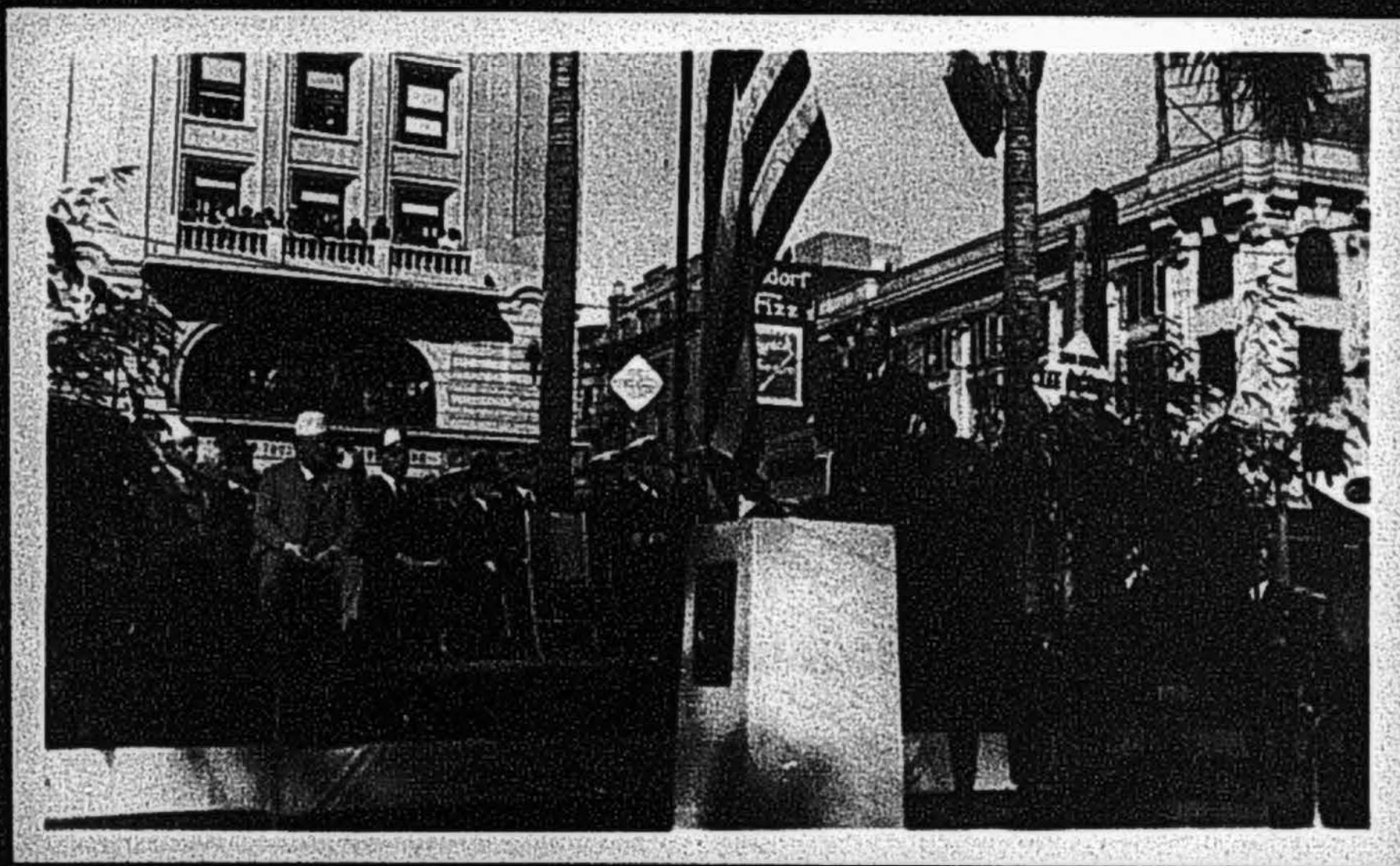
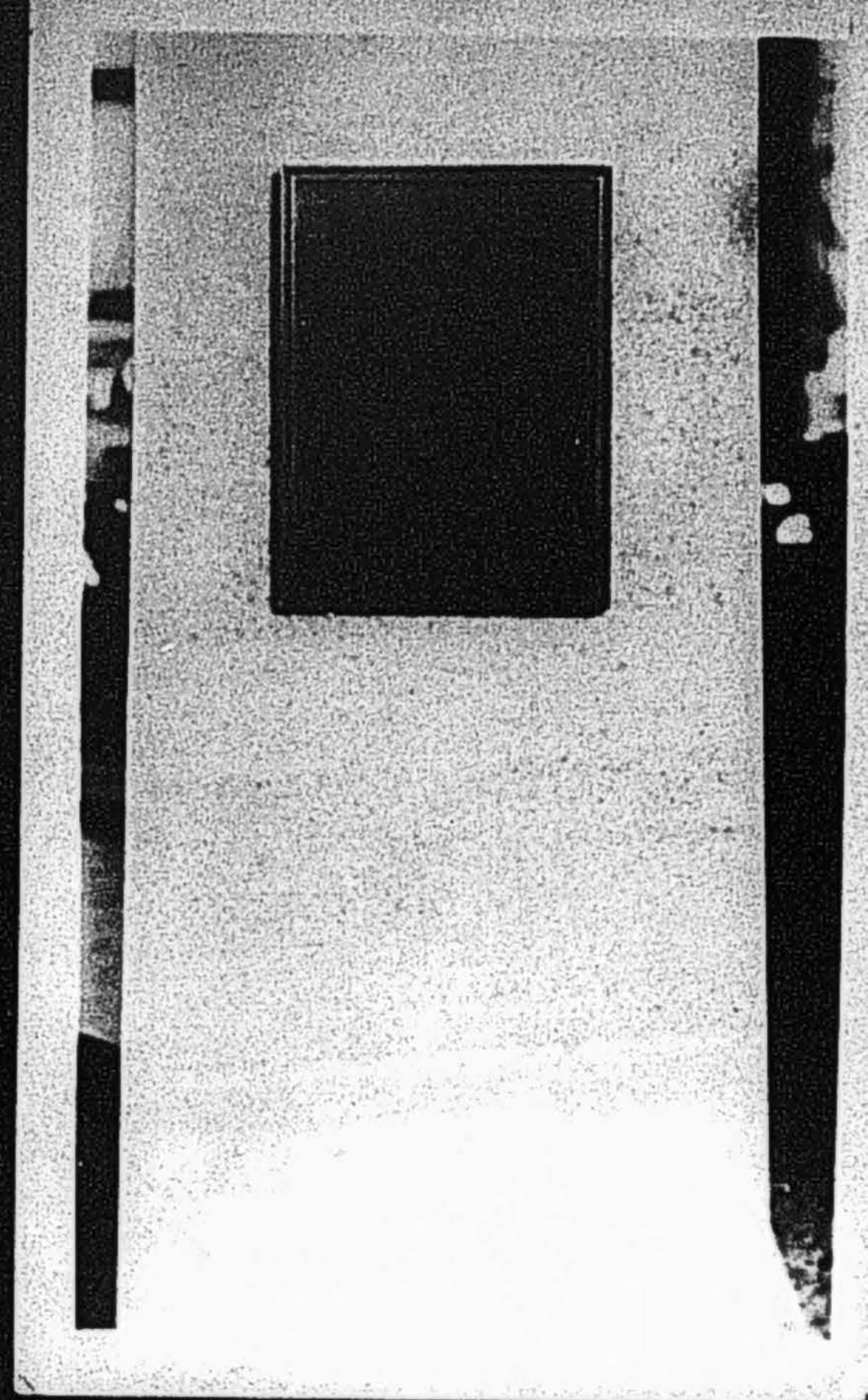
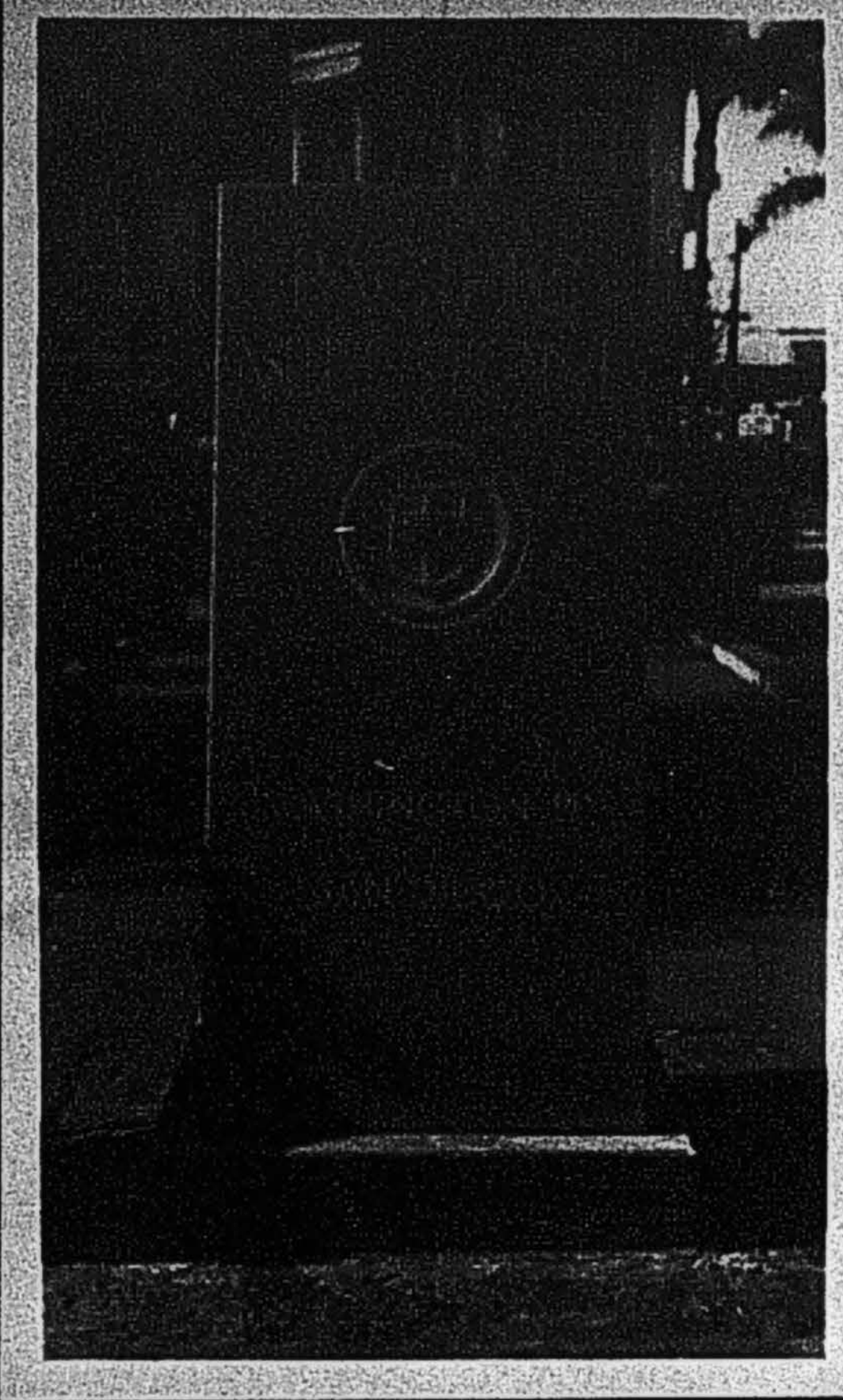
In swift succession then passed the various bands and drill teams of San Francisco, Oakland, Fresno, Eureka, Glendale, Los Angeles, Sacramento and the now nationally famous Egyptian band and neophytes of the bay city. The Sciots were cheered along the entire line of march.

BEST CONVENTION

A large number of the delegates left for their homes immediately after the close of the stadium events at dusk yesterday. By noon today the last delegate will be on his way home from what every Sciots unanimously declared to be the largest attended, best handled and most successful convention of the order ever held.

Resolutions thanking San Diego pyramid, Thomas Sexton, chairman of the convention committee, H. E. Morin of the editorial staff of The Union, chairman of publicity, and the newspapers of San Diego for their work in connection with the convention were passed amid the cheers of the delegates. A silver cup, donated by Nate Baranov for the best decorated building, will be awarded by the committee tomorrow.

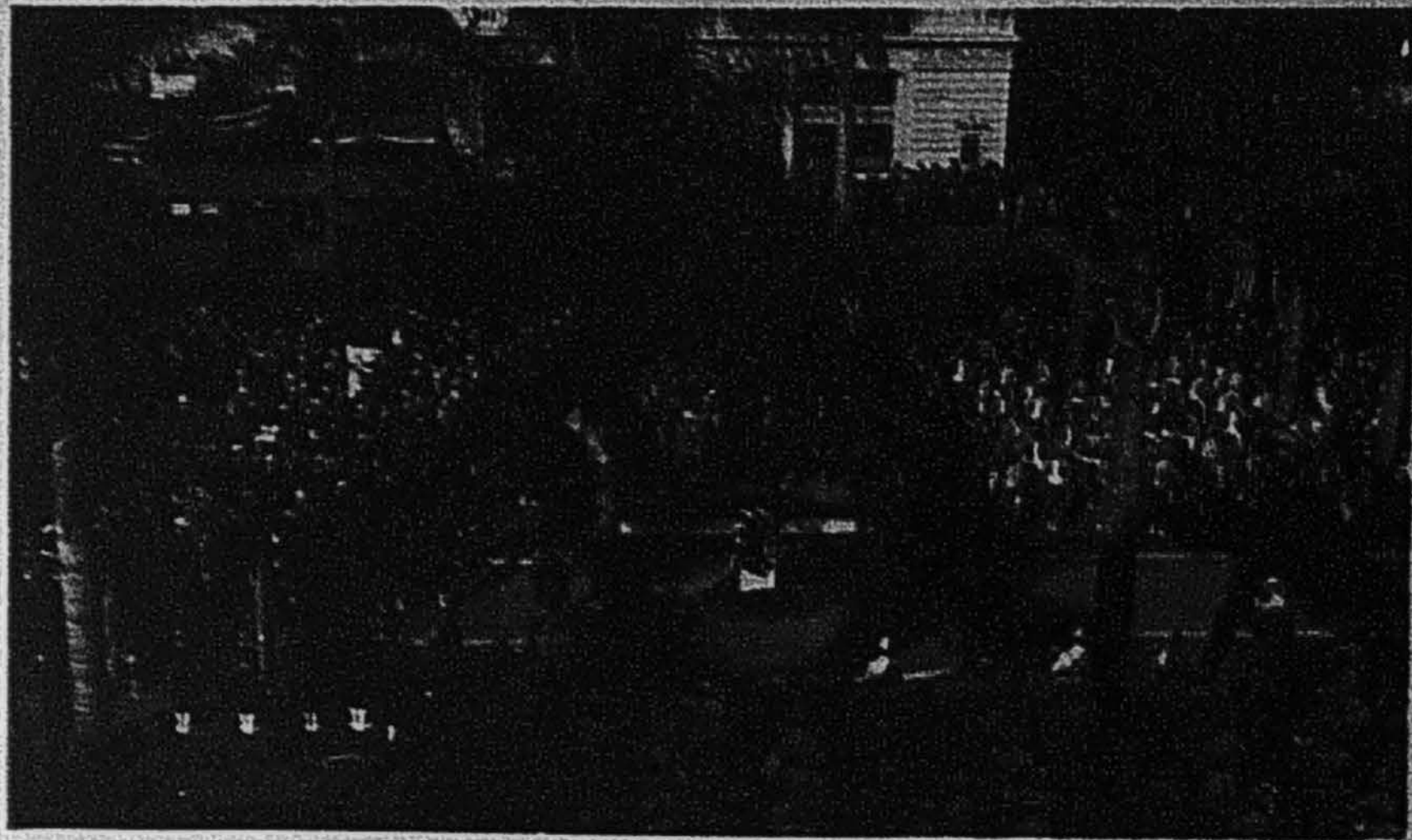
The commander of the destroyer squadron, and Joseph P. ...



Hollinger Corp.
1918

[Fletcher, reading President Coolidge's remarks]
com 191

[the milestone, before investing]
com 191



VELOX

VELOX

VELOX

VELOX

VELOX

VELOX

[The milestone, before unveiling]
asm '91

12

[After Dedication: luncheon]
asm '91



DEDICATING PACIFIC MILESTONE IN PUBLIC PLAZA OPPOSITE GRANT HOTEL
NOVEMBER 12, 1923. PRESIDENT COOLIDGE'S ADDRESS READ BY COL. FLETCHER
CIVILIANS PRESENT: LEFT TO RIGHT GEORGE MAYNE; STANDING ON PLATFORM,
FRED WHITE FORMER HIGHWAY COMMISSIONER; MAYOR BACON SHAKING HANDS WITH
COL. FLETCHER: U.S. GRANT, JR.: WM. B. GROSS - ALL INTERESTED HIGHWAYMEN.

MESSAGE OF PRESIDENT COOLIDGE AT THE DEDICATION OF THE PACIFIC MILESTONE

THE WHITE HOUSE,
Washington, D. C.

My dear Doctor Johnson:

It is a pleasure to comply with the request of your Association and the City of San Diego to send a message for the dedication of the Pacific Milestone.

President Harding was to have dedicated the Pacific Milestone, and had planned to make an address at San Diego on the subject of highways. Perhaps, then, I may appropriately recall something of what he said in dedicating the Zero Milestone in Washington on June 4th last.

Referring to the highway system, which at all times has served to unify society and promote civilization, he spoke of our national highway system of two hundred thousand miles of modern improved roads, together with more than two million miles of rural highways, which yet remain to be improved as rapidly as economic conditions shall justify.

President Harding emphasized the necessity to utilize every form of transportation to the utmost practical extent, and commended the various associations which have fostered the good roads movement.

Particularly, he thanked the Lee Highway Association for erecting the Zero Milestone, the Pacific Milestone, and others which have been made official bench marks of the

United States Coast and Geodetic Survey. Just as the Zero Milestone marks the point of initiation of this splendid transcontinental highway, so the Pacific marks the place of its contact with the Pacific.

The Southern transcontinental highway is already, in a large part, finished. A relatively small mileage remains to be brought up to the best present day standards, but I am informed that most of these sections are included in the system of Federal-aid roads, and that in the near future the necessary links will have been forged.

When they are finished, this highway will stand as one of the continuous transcontinental routes available at all seasons of the year for easy transportation.

In accepting this monument, it is fitting to express thanks to the citizens of San Diego, the Imperial Valley, of Yuma, Arizona, and the State of California for their particular contributions. The Lee Highway Association has done a work of national unification in opening up this route between the National Capital and southern California.

The monument may well be dedicated to the purpose of marking the meeting place of this splendid highway with the waters of the Pacific, in the hope that it may hasten the coming day of a perfected system of highway communication throughout the entire nation.

CALVIN COOLIDGE.

May 6, 1922

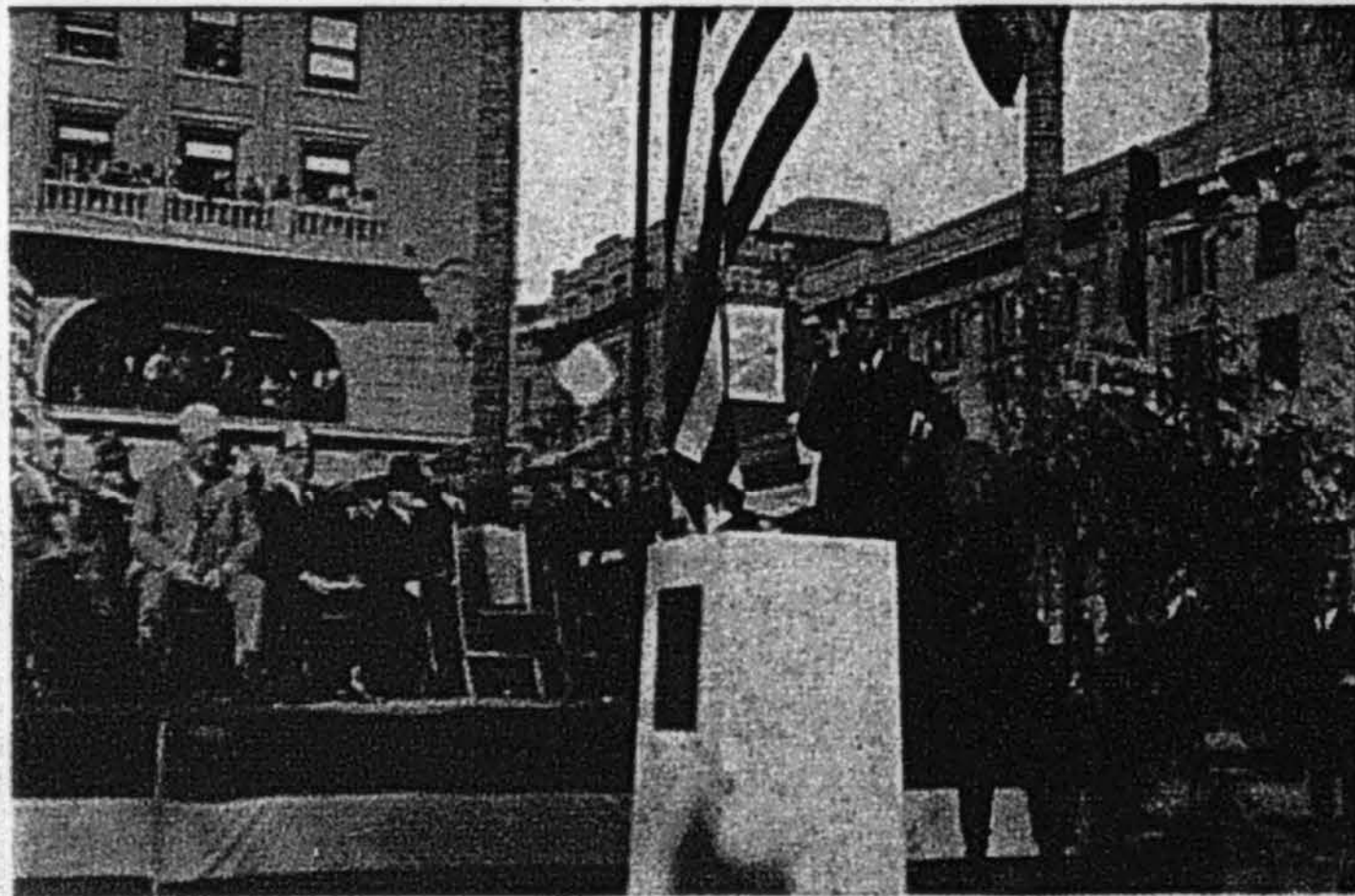
Dr. S. M. Johnson, General Director,
Lee Highway Association,
Albee Building,
Washington, D. C.

My dear Dr. Johnson:

Enclosed find copy of letter from G. E. McStay, Field Secretary of the Automobile Club of Southern California. What is your recommendation in the matter?

Yours sincerely,

EF:KLM



COL. ED. FLETCHER, Vice-President Lee Highway Association, Reading President Coolidge's Message at the Dedication of the Pacific Milestone of Lee Highway in the Plaza, San Diego, California, November 17, 1923.

Lee Highway

The Backbone Road of the South

FROM THE ZERO MILESTONE AT WASHINGTON D.C. TO THE PACIFIC MILESTONE IN SAN DIEGO CALIF.

*All Year Transcontinental Route
Short Line to California*



A Great Memorial to a Great American

ITS STORY, THE EPIC of THE MOTOR AGE

Published by
NATIONAL HIGHWAYS ASSOCIATION
18 Old Slip, New York
In Appreciation of
Distinguished Service
To The United States of America
BY LEE HIGHWAY ASSOCIATION
and
ITS GENERAL DIRECTOR, DR. S. M. JOHNSON

DEDICATION



*To the Forward-Looking Leaders in the
Development of Our United States of
America:*



*May Lee Highway Gain Impetus
Through the Cooperation of the
Strong Men and Women
of the North and
of the South!*



*May the Memory and Spirit of Lincoln
Join with the Memory and Spirit of Lee
Making Us ONE FOREVER!*

CHARLES DAVIS
BASS RIVER, CAPE COD, MASSACHUSETTS
NEW YORK PHILADELPHIA BOSTON

Charles Davis

The Story of Lee Highway

By Charles Davis

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Stretching from tidewater on the Potomac at Washington to the breakers on the Pacific at San Diego, Lee Highway is the shortest of all the transcontinentals. It is a high-speed motorway throughout, not a mile left of the buggy and wagon type except a few miles now or soon to be under construction.

It is a fit companion to that other great Continent-spanning Thoroughfare, the Lincoln Highway. The two honor the outstanding heroes of the Civil War period. Both are twentieth century monuments, visualizing the love that all America now feels for each. Together they will transmit to posterity the memory and inspiration of two of the greatest and noblest men America has produced.

Lee Highway—high-speed, modern—yet not finished—it is only begun.

It is a National Memorial—it must be developed on a scale in keeping with the other national memorials, it must be monumental.

A right-of-way wider than that of ordinary roads must be provided, not merely to provide for the widening of pavements as increasing traffic will require, but also for the preservation of forest growth and for the planting of flowers, shrubs and trees. Development of the approach to towns and cities to Boulevard standards has only just begun. Many miles, while excellent in dry weather will cause delay after heavy rains. The gravelled and crushed rock sections are dusty at times—they must be hard surfaced. There is work to do in removing ugly structures, unsightly bill-boards and the many things that mar the beauty of the landscape and detract from the pleasure of motoring.

Lee Highway Association, while developing a single line of travel, has included in its program all the roads in a zone three counties wide extending across the Continent, including each county traversed and one county on either side, on the assumption that these lateral roads are as truly a part of Lee Highway as are the fingers a part of one's hand. It has started a nation-wide movement to better the condition

of the county highways, Prince William County, Virginia, having been selected as the typical county, where intensive effort, it is expected, will bring results.

Lee Highway Association has from the beginning had for its General Director a leader in the national good roads movement, one of a group to whose united efforts Federal road legislation and appropriations are due. Thus its activities have extended beyond Lee Highway, reaching throughout the nation and contributing directly and materially to national progress.

Lee Highway Association secured \$250,000.00 worth of left-over war stocks gratis for highway improvement, the machinery and equipment thus secured having helped to improve the roads in every one of the 3078 counties of the United States.

Lee Highway Association gave the Zero and the Pacific Milestones to the Government.

Lee Highway Association was the organization in charge of the national movement for the Arlington Memorial Bridge, now under construction. In recognition of its services President Coolidge gave the Association the pen with which he signed the Bridge Bill.

Lee Highway initiated and has led in the movement to extend the Mall of Washington into the Heart of Virginia by the World's Finest Boulevard on a 200-foot right-of-way, with a 60-foot set-back for buildings and with no trolley lines or disfiguring poles carrying telegraph, telephone or high-tension lines.

Lee Highway Association is working to make Washington worthy of its place as the Capital of the richest, the strongest, the least burdened of the nations.

Lee Highway Association is working for freer communication among the 120,000,000 citizens of the Republic. It is working to prevent a sixty per cent loss in the efficiency of motor transport, due to primitive conditions on the 2,400,000 miles of neglected roads in the region where the farmer lives.

Four Presidents of the United States Pay Tribute to Lee Highway

HERBERT HOOVER, while Secretary of Commerce, presided at a meeting in Washington to urge the triumphal entry of Lee Highway into Washington over a Monumental Boulevard two hundred feet wide, dropping down from the hills of Virginia to the Arlington Memorial Bridge.

The following letter was written when Mr. Hoover was Secretary of the Department of Commerce:

"My Dear Dr. Johnson:

The Department of Commerce has had occasion to observe the far-reaching effect of your work in the quick construction of an important road on the St. Paul Island in the Pribiloff Group in the Pacific Ocean through your assistance in securing certain surplus war property for this purpose.

(Signed) HERBERT HOOVER."

CALVIN COOLIDGE, in his message to Congress for the Arlington Memorial Bridge, said: "There is a third great motive in the complete plan and that is the provision of a Magnificent Entrance to Washington from Virginia for the Lee Highway coming across the entire country from California. Thus will be created the First and Most Magnificent of all possible Entrances to the National Capital.

"As the traveler approaches Washington over the brow of Arlington Heights in Ft. Myer, there will burst on his view a panorama that has few equals in the world. Once seen, it will never be forgotten; it will live in the memory of the beholder forever as a perpetual inspiration to loyalty, patriotism and devotion to country."

WARREN HARDING, in his address dedicating the Zero Milestone, said: "In the spirit of patriotic ambition for a national highway unification, Lee Highway Association has

planned to connect Washington, Philadelphia and New York with a boulevard and to connect that boulevard from the Lincoln Temple to the Lee Mansion by way of the Arlington Memorial Bridge; thence by way of Manassas Battlefield into the heart of the South, and thence to the Pacific. In accepting this Zero Milestone I want to thank Lee Highway Association for the contribution which it plans to the security, unity, development and welfare of our Nation."

WOODROW WILSON declared: "It gives me pleasure to express my interest in the Association. It is certainly fitting that there should be a national memorial to General Lee. He did all in his power to heal the wounds which were made by the bitter civil strife in which he was obliged to take part. It is a happy old saying that sectional lines are obliterated only by the feet which cross them and this great highway should contribute to that much-to-be desired result."

Due to the efforts of these FOUR GREAT LEADERS strongly supported by the GOVERNORS AND HIGHWAY BOARDS OF THE 48 STATES and the OFFICIALS OF THE 3078 COUNTIES AND ALSO BY THE NATIONAL ROAD ORGANIZATIONS the paving of the United States has progressed until several transcontinental and a dozen longitudinal lines now afford safe, economic and comfortable travel from coast to coast and from Canada to the Gulf and Mexico. Motor routes now connect the State Capitals, and one may travel by auto until each of the 3078 county seats are visited. From the county seats good roads are being extended throughout the counties.

While a good start has been made, there are only about 600,000 miles of highly improved roads. Since there remain 2,400,000 miles of rural roads, remaining much as they were in the slow-moving buggy and wagon stage, it is evident that highway organizations which have proved their worth should continue to function.

The Beginning of Lee Highway

The beginning of Lee Highway dates back to geologic times, to the time when the Natural Bridge of Virginia was formed. This Bridge is a Lee Highway Bridge, the only means of crossing a mountain gorge seven miles long and 200 feet deep. It is the oldest, the strongest and the most beautiful bridge in the world. There the building of Lee Highway began, the task for human hands being to build from one end to Washington, from the other to San Diego.

Ten years ago two men met in Washington, brought together by the late A. G. Batchelder, head of the American Automobile Association, because each of the two had dreamed of a Lee Highway. Neither of these men knew of what the other was thinking, but each had discussed the project with Mr. Batchelder. The conference resulted in a meeting at Roanoke, Va., on February 22, 1919, at which a provisional organization was formed, which was made permanent at Roanoke, on December 3, 1919, and which began to function on April 21, 1920, when one of the two, Dr. S. M. Johnson, became General Director, continuing as such until the present time. The other was Prof. D. C. Humphreys, a Professor in Washington and Lee University at Lexington.

Lexington is forever enshrined in the hearts of Southerners as containing the earthly remains of Generals Lee and Jackson. It is also the seat of Washington and Lee University and the Virginia Military Institute, yet it was a town marooned by mud. Even the trains had to be backed into Lexington. For years the famous "Valley Pike" had afforded easy transit along the Valley of Virginia between Winchester and Staunton. If only the pavement could be extended from Staunton to Lexington! And if by any means the road could be paved from Lexington by Natural Bridge to Roanoke! Then, too, some day the pavement might actually reach Bristol, then Knoxville, then Chattanooga! This was the dream of Prof. Humphreys, who had published articles setting forth his idea. The name which he suggested was "Valley Highway" because it was a continuation of the Valley Pike, or "Battlefield Highway" because it would connect Gettysburg on the Lincoln Highway with the Battlefields at Chattanooga on the Dixie Highway, or Lee Highway.

The death of Prof. Humphreys soon after the organization was formed removed one of

the two to whom Lee Highway owes its existence.

Dr. Johnson, residing in southern New Mexico, had been active for years in an organized effort to build a southern transcontinental highway, with a considerable degree of success in securing cooperation for the project from San Diego to Memphis. The line was to reach Washington from Memphis by way of Nashville, Knoxville, Asheville and Richmond, but little cooperation had been given east of Memphis. What more logical than for the men of the West to join hands with the men of Virginia and Tennessee and complete the southern route up the Valley of Virginia? That would bring it by the tomb of Lee at Lexington, and this highway would transmit to posterity the name, the fame and the inspiration of Lee, who, from Appomattox to his passing in 1870, counselled Southerners, "Recollect, we form one country now. Lay aside all bitterness and make your sons Americans."

Dr. Johnson's relations with the Governors and Highway Departments of Arkansas, Oklahoma, Texas, New Mexico, Arizona and California, together with his relations with the American Automobile Association, the National Highways Association, the National Automobile Chamber of Commerce and the good roads leaders in Congress and in the Executive Departments had been close and fruitful. He had had a part in the legislation under which the Government aids the States in highway construction. It was due to his initiative that war stocks of automobiles, trucks and everything suited to the purpose were passed on to the States without charge. He was one of those who induced the Government to send the first transcontinental army motor convoy from Washington to San Francisco the summer following the Armistice. He accompanied the Convoy as its official spokesman. These activities, national in scope, he as the executive of Lee Highway Association has continued, with the result that Lee Highway Association, in addition to developing its particular line of travel, takes an active part in the Good Roads Movement as a whole. Thus the activities of Lee Highway Association have always been and are now national in scope.

Thus one of the two men responsible for the existence of Lee Highway has from the outset been its executive officer.

Copy of letter from Herbert Hoover to General Director

January 23, 1923.

My dear Mr. Johnson:

It is with extreme regret that due to the pressure of my official duties, I must decline your invitation to address your Association at Little Rock, Arkansas, February 9.

Had it been possible for me to attend I would have expressed my sense of the importance of your work in creating a memorial to General Robert E. Lee, and also in developing a southern transcontinental highway.

As a memorial, the highway will be a perfect symbol of one who devoted his power of leadership to rebuilding the Union in the hearts of Southerners. This contribution to the national unity, together with the nobility of his character, entitle him to such a memorial as you have undertaken to construct.

The work of your Association in securing a highway connecting the nation's metropolis and capital with all that California implies through a most interesting, beautiful and rapidly developing part of our country places your organization among the constructive forces making history in this, the Motor Age of progress.

Lee Highway Association is to be commended for its policy of concentration upon a single line across the country, including the necessary laterals, and also including in its scope co-operation with other organizations in the work of providing good roads everywhere.

The Department of Commerce has had occasion to observe the far-reaching effect of your work in the quick construction of an important road on the St. Paul Island in the Pribiloff Group in the Pacific Ocean through your assistance in securing certain surplus war property for this purpose.

Yours faithfully,

(Signed) Herbert Hoover

Secretary, Department of Commerce

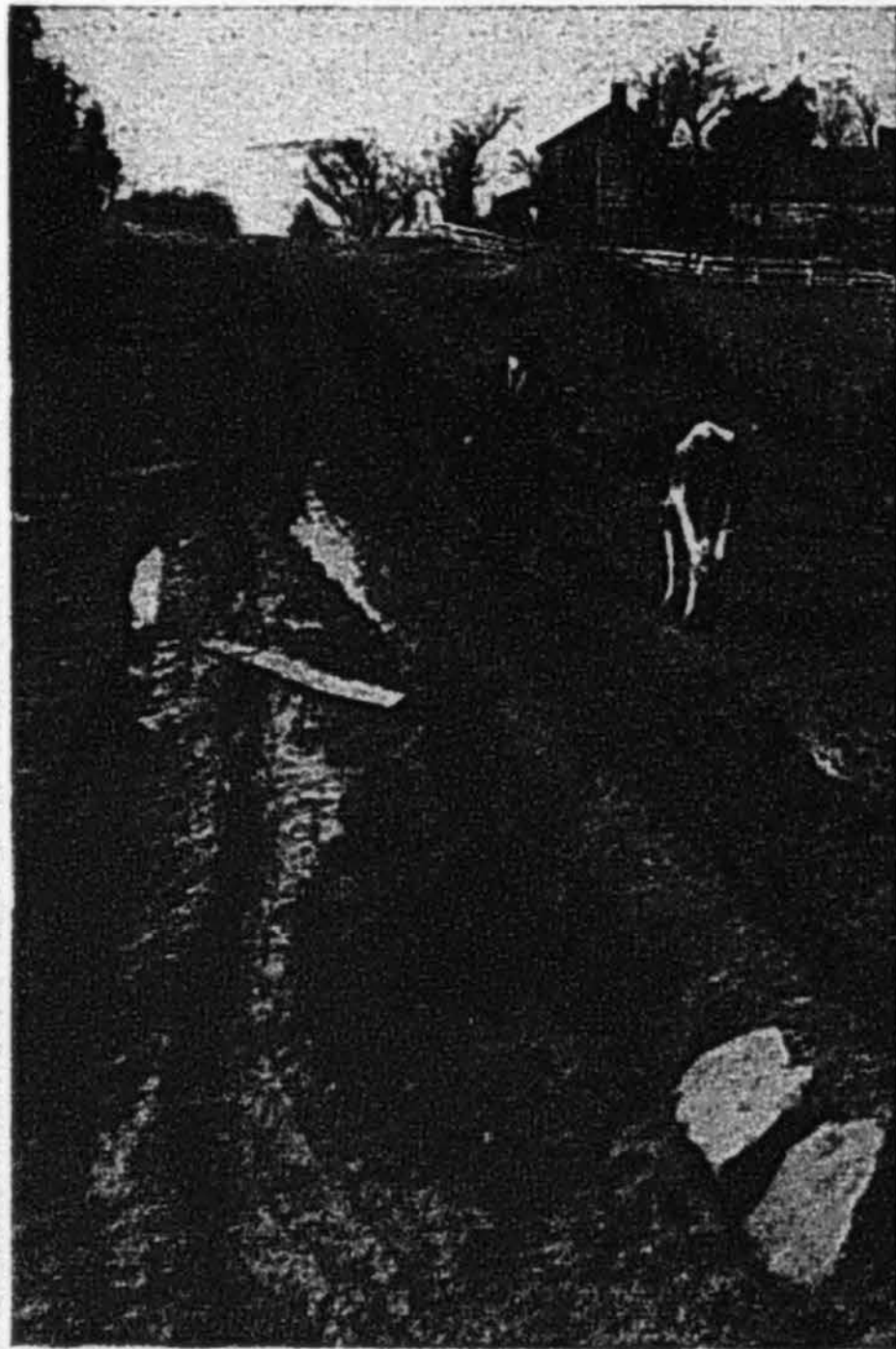
The Building of Lee Highway

Nine years ago the building of a highway across the Continent seemed a far-off event, especially a highway through the South, for the South had not benefitted by enormous war profits as had other sections. It had suffered from the boll-weevil. An unprecedented drought in the Southwest had almost destroyed the livestock industry. Left-over war stocks in the far Southwest had almost paralyzed copper production.

Yet the South was determined. It knew that, due to the Civil War, the first transcontinental railway was built across the North. In the decade preceding the War when Jefferson Davis was Secretary of War, Congress appropriated funds with which Army engineers surveyed five lines from the Missouri-Mississippi River to the Pacific Coast. The debates on the Reports show that, had it not been for

the War, the first railway would have been built from Memphis to Southern California. Having missed the development consequent upon the opening of the first railway, the South girded itself to gain the development sure to follow the opening of the first modern highway from coast to coast.

From the larger cities the pavement extended a few miles toward the city in the series where Lee Highway now is. For the most part the road was disconnected, primitive wagon trails. Bridges and culverts had been built for buggies and wagons, they were too flimsy for heavy autos, trucks and motor busses, except those across the large rivers. Grades were too steep, curves too sharp, roadways too narrow. There were dangerous fords, impassable after heavy rain. Between the ruts made by narrow-tire vehicles were middles so



As it was in 1925.



As it is in 1929.

Typical of changes wrought by Lee Highway Association all the way across the United States.

high that in many places autos could not negotiate them. In the far West were places where drifting sands made it almost impossible to construct roads that would be usable at all times.

The national road policy did not lend itself to the quick construction of roads spanning the Continent. The Federal Government, while bearing a share of the cost, left it to the States to determine on what roads the Federal aid funds should be expended, and most of the States felt it important to build those roads first that would connect the county seats with one another and all with the State Capital rather than to expend all the funds upon the great through routes.

The national highways of the Old World were built under monarchies. A republic does not lend itself readily to centralization of power. The States are sovereign, and rightly so. Hence the development of the main arterial roads has gone forward gradually and somewhat slowly, due to the necessity to provide for local and intra-State needs, rather than the needs of inter-State and long-distance travel. This was the task to which the builders set themselves.

Nevertheless, the U. S. Bureau of Public Roads, the State Highway Departments and the county road authorities have all done everything in their power to hasten the construction

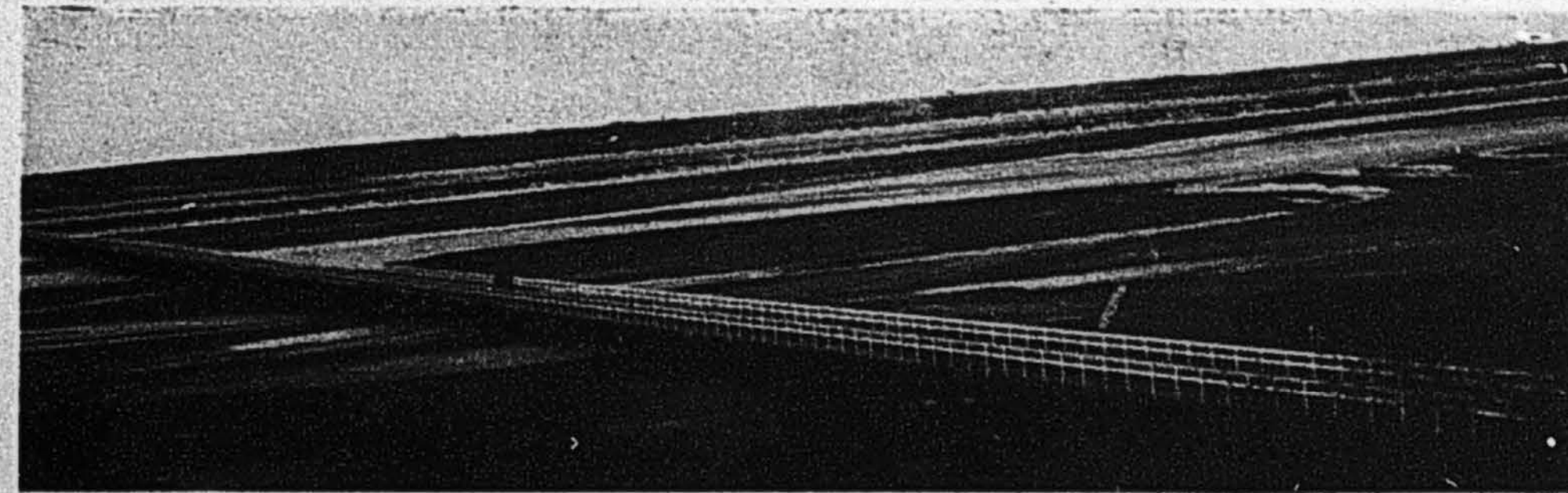
of Lee Highway and to build it according to the highest standards in keeping with its purpose as one of the main arteries of the national system.

Today Lee Highway is a modern, high-speed road from the Zero Milestone in Washington to the Pacific Milestone in San Diego, over which last Autumn the General Director of Lee Highway Association motored in a light car, with no effort at making a record, averaging 40 miles an hour. The only exceptions are a few miles slated for improvement this year.

All the streams and rivers are bridged, save the Tennessee near Knoxville, where a ferry operates until the new bridge, nearing completion, is opened. Toll is charged on only one bridge, in Arkansas, the charges reasonable.

This is not saying that the pavement is continuous. All is well graded and drained and most of it is surfaced, hard-surfaced or gravel or crushed rock. All is included in the Federal aid system and is under constant maintenance by the State. Detours are available if the few dirt road sections are to be avoided after heavy rain, though usually the road dries quickly.

It took the railways ten years to build from the Mississippi across Iowa to the Missouri River. It took Lee Highway Association only nine years to build Lee Highway across the Continent.



Bridge across Red River, near Davidson, Oklahoma, carrying Lee Highway from Oklahoma into Texas.

When the route of Lee Highway was being selected the last section to be located was that between Ardmore, Oklahoma, and Roswell, New Mexico. The route finally adopted ran from Frederick, the county seat of Tillman County, Oklahoma, to Red River, thence by Oklaunion to Vernon, the county seat of Wilbarger County, Texas.

At that time there was no means of crossing the river except by a narrow toll-bridge miles down the river. In all the length of Red River, 1100 miles, there was not a single free-from-toll bridge. Before Lee Highway Association would designate the road through Frederick and Vernon, it secured a pledge from the two towns and counties that they would build a free bridge. This pledge was redeemed. The bridge, more than a mile in length, is forever free—the first of its kind on Red River—an example which has resulted in the construction of other free bridges on this river.

Swords Into Plowshares

Soon after the signing of the Armistice, Senator Bankhead introduced a bill in the Senate providing a large appropriation to improve the roads, start the wheels of industry and give employment to returning soldiers. Among those summoned to Washington to assist in the passage of the bill was Dr. Johnson.

On arrival in Washington, about the first of

ground for the first crop of the new South—a positive help to recovery. He called attention to the fact that the sudden ending of the World War had left us with vast stores of material, equipment and supplies, many billions in value, purchased and no longer needed for war purposes, much of it suitable for highway improvement. He urged that instead of demoralizing business by selling it for a song at army auction



Ten-ton tractors loaded at Port Clinton, Ohio, ready to start to Arkansas and other States for highway work.

December a reception was tendered these national good roads leaders by the Southern Society of Washington. It was given at the University Club and Mrs. Josephus Daniels gave the address of welcome. Dr. Johnson gave the response and told how, at the close of the Civil War in federal camps in Virginia, the army mules were simply turned loose instead of being shipped North and sold at army auction sales,—how the negroes caught them, hitched them to their plows and broke the

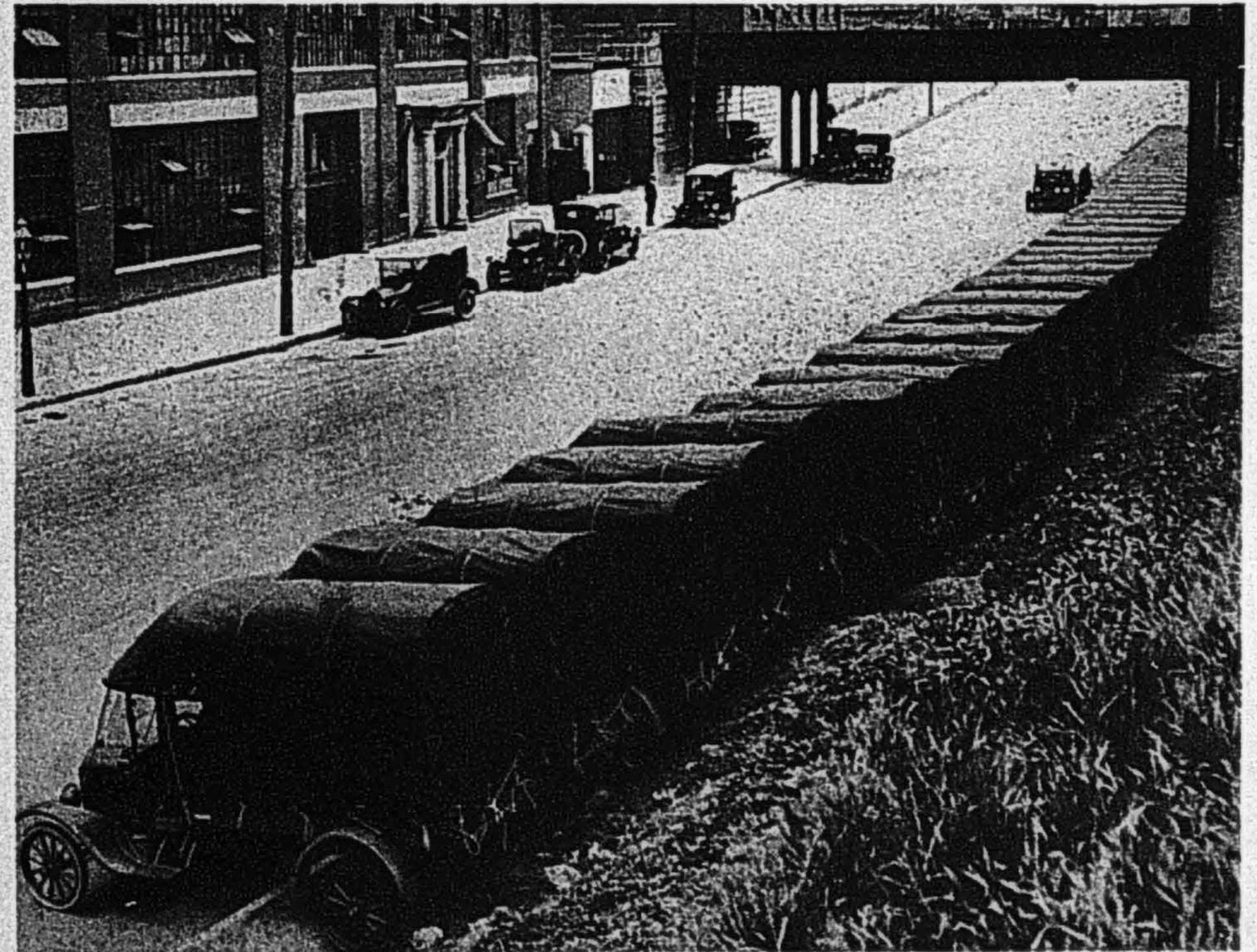
sales everything suitable for the purpose be passed on from the Federal to the State governments gratis—to be used in highway work.

The next day Dr. Johnson drew the Bill and took it to H. G. Shirley, then Secretary of the Federal Highway Council, to be typed. Mr. Shirley is now chairman of the State Highway Commission of Virginia. In a letter to the Chief Engineer of the Good Roads Commission of Pennsylvania Mr. Shirley said: "I believe I told you sometime ago that Dr. Johnson was

the originator of this transfer of material, and prepared the first draft of the resolution that was put in by Senator Bankhead authorizing the Secretary of War to turn over this equipment. He came to our office with the resolution and asked what we thought of it. We heartily approved of it, and did what we could to have it enacted into law."

job there would have been only scant distribution of unused war materials among the several highway departments. It was not possible for the United States Bureau of Public Roads to appear unduly active, and it required the work of one like Dr. Johnson to "keep the pot boiling."

The stupendous sum of TWO HUNDRED



Ambulances Bought for the War, but Used in Building Roads at Home.

In a letter to the Secretary of War dated May 5, 1919, Senator Bankhead said: "This will introduce to you Dr. S. M. Johnson. The idea of the transfer of surplus war property was suggested by Dr. Johnson and he drew the joint-resolution which I introduced in the Senate and later attached as a rider to the Post Office Appropriation Bill."

Writing to the State Highway Commission of New Mexico, the late A. G. Batchelder, head of the American Automobile Association said:

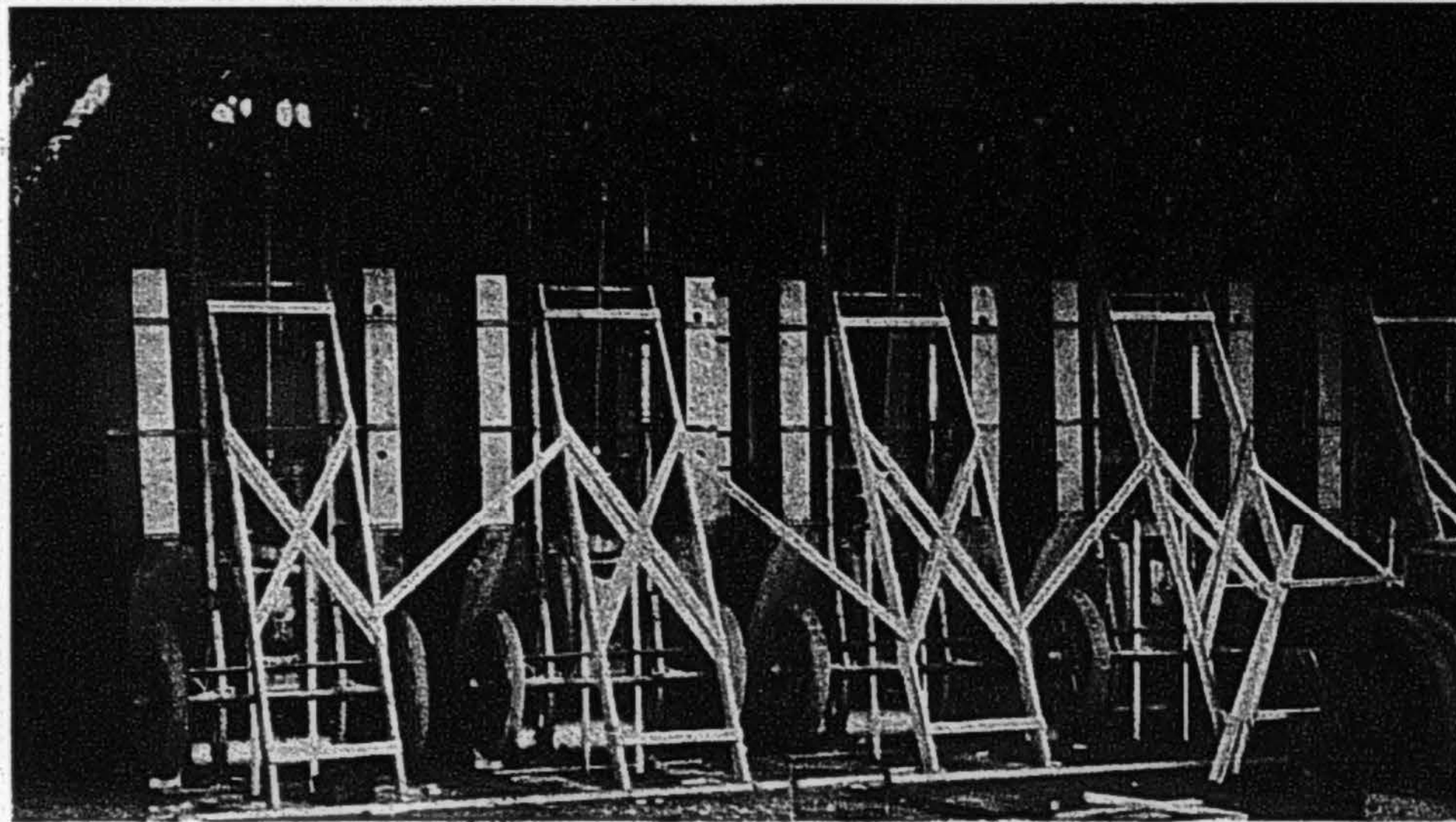
I am convinced that if it had not been for Dr. Johnson's persistent application to the

AND FORTY-EIGHT MILLION DOLLARS WORTH of property purchased for the conduct of the war has thus been salvaged and made to serve the ends of peace.

Had the property been sold instead of being utilized for road-purposes, it would have brought at prices realized on other sales only \$24,800,000. Its cost to the Government was much more than \$248,000,000.00, but that was its actual value for the purpose. Thus in preventing the sale, Dr. Johnson has saved the taxpayers of the United States the sum of \$223,200,000.00.

ESTIMATED VALUE of SURPLUS WAR PROPERTY

Transferred from the Secretary of War to the Secretary of Agriculture for Highway Work
 PERIOD: June 1, 1919 to June 30, 1925, \$248,178,862.50



Trucks in storage after the Armistice—35,000 given to the States.

Alabama	\$ 3,063,797.01	New Hampshire	\$ 984,530.75
Arizona	3,908,318.89	New Jersey	2,944,755.65
Arkansas	2,874,557.56	New Mexico	3,897,872.30
California	6,893,067.41	New York	11,274,829.26
Colorado	4,045,354.99	North Carolina	6,787,903.86
Connecticut	995,526.38	North Dakota	2,329,565.57
Delaware	508,644.70	Ohio	7,088,853.04
Florida	5,013,933.93	Oklahoma	3,797,509.71
Georgia	7,170,665.69	Oregon	3,636,764.50
Idaho	2,157,708.22	Pennsylvania	5,994,416.39
Illinois	8,174,136.20	Rhode Island	639,164.65
Indiana	8,393,132.28	South Carolina	4,703,222.90
Iowa	7,633,605.99	South Dakota	4,079,221.80
Kansas	5,411,082.69	Tennessee	6,099,920.85
Kentucky	3,906,213.00	Texas	11,217,838.48
Louisiana	3,365,830.68	Utah	1,817,857.00
Maine	1,794,944.57	Vermont	750,585.40
Maryland	2,345,381.60	Virginia	7,476,327.94
Massachusetts	2,113,839.55	Washington	3,895,584.48
Michigan	9,799,406.25	West Virginia	5,727,203.02
Minnesota	4,480,123.46	Wisconsin	4,734,276.34
Mississippi	3,161,129.96	Wyoming	2,148,782.77
Missouri	5,688,445.62	District of Columbia	569,257.68
Montana	3,018,635.80	National Forests, etc.....	23,543,857.92
Nebraska	3,278,753.95		
Nevada	1,751,377.20		
		TOTAL.....	\$247,178,862.50

The Zero Milestone

The Universal Milestone of America, Gift of Lee Highway Association to the Nation

The Zero Milestone, adjacent the South Lawn of the White House, was presented to the Government by Lee Highway Association. It marks the starting point of Lee Highway in its continent spanning stretches to the beaches of the Pacific at San Diego, California. It is also the initial point of the Nation's highways radiating from Washington to the national boundaries and to the farthest point of the remotest Republics of America.

The suggestion of a Zero Milestone was made in a letter from S. M. Johnson to Col. J. M. Ritchie of the Motor Transport Corps, U. S. A., dated June 7, 1919. The Motor Transport Corps was preparing for an Army Expedition across the Continent by Motor Convoy and Dr. Johnson's letter suggested that a point be selected as the beginning of the National Highways and marked with a monument and that the Convoy should start from that point. The letter is in part, as follows:

"It seems to me the time has come when the Government should designate a point at which the road system of the United States takes its beginning, and that the spot should be marked by an initial milestone, from which all road distances in the United States and throughout the Western Hemisphere should be reckoned."

This letter was submitted to the Secretary of War, was approved by him and Dr. Johnson was requested to put it into effect. Before a monument can be erected in the District of Columbia authority must be given by an Act of Congress, which could not be secured in time for the starting of the Convoy. Consequently Dr. Johnson, having selected the point at the north end of the Ellipse adjacent the South lawn of the White House, secured a permit from the Officer in charge of Public Buildings and Grounds for the erection of a temporary marker with the understanding that it would in time be replaced by a permanent monument.

Through the generosity of F. W. Hockaday, of Wichita, Kansas, the funds were provided for the marker and July 7 with fitting ceremonies and with addresses by the Hon. Secretary of War, Newton D. Baker and others, the official start of the historic convoy was made.

Still acting for the Secretary of War, Dr. Johnson drew a Bill authorizing the erection of the permanent marker. This Bill, endorsed by the Secretary of War, the American Automobile Association, the U. S. Bureau of Public Roads, the National Automobile Chamber of Commerce and other organizations was on

January 5, 1920, introduced in the House as H. J. Res. 270 by the late Hon. Julius Kahn, of California and referred to the Committee on the Library.

The report of Mr. Gould, Chairman of the Committee, closed as follows:

From the Washington milestone will radiate highways over which will surge the tides of an ever-advancing civilization as the centuries come and go, and men from the uttermost parts of the earth coming to Washington will stand in silence before this monument and meditate upon the grandeur and glory of the Nation which has made such provision for the free communication and intermingling of her citizens, thus insuring the perpetuity of democratic institutions.

On June 5, 1920, Congress authorized the Secretary of War to erect a Zero Milestone, the design to be approved by the Commission of Fine Arts. The Government was to be at no expense, since the monument was to be a gift to the Nation.

Upon request of the Secretary of War, Dr. Johnson took charge of the preparation of the design, the raising of funds, the erection of the Monument, and the ceremony of unveiling and dedication.

The Monument was designed and supervised by H. W. Peaslee, Architect, of Washington, D. C.

The Zero Milestone was dedicated on June 4, 1923. It was a national event. A few weeks in advance of the dedication six thousand engraved invitations were issued. The President and six Cabinet officers, and many high officials of the Government participated.

The ceremony marked the opening of the Washington Convention of the Ancient Arabic Order Nobles of the Mystic Shrine. The occasion drawing together more automobiles than were ever before assembled in the city.

The Monument marks the Meridian of the District of Columbia, 77.02'. Previously marked by the so-called "Jefferson Stone," placed in 1804.

THE INVITATION TO THE DEDICATION

*On behalf of the Secretary of War
and in cooperation with
The Imperial Potentate of the Ancient Arabic Order
Nobles of the Mystic Shrine, his Divan
The Illustrious Potentate of Almas Temple and his Divan
The American Automobile Association and
The National Automobile Chamber of Commerce
Lee Highway Association
requests the honor of your presence
at the ceremony attending the
Dedication of the Zero Milestone Monument
on the afternoon of June the fourth
nineteen hundred and twenty-three
at two o'clock
at the North side of the Ellipse
in the President's Park White Lot
Washington, D. C.*

Address of Dr. S. M. Johnson, in Presenting the Zero Milestone to the Government of the United States



Dr. Johnson presents the Zero Milestone to the Government. Beneath the flag, Mrs. Harding, on her left President Harding.

The Zero Milestone monument owes its existence to Chateau-Thierry, to that fateful day in July, 1918, when the German had thrust the point of his wedge between the English and the French, and there was not a man or a gun to oppose his progress to the English Channel.

Forty miles away were thousands of United States Marines and other troops, also quantities of American-made motor trucks. They loaded sixty men to a truck, their guns in their hands, and their accoutrements on their backs, and away they flew over the splendid roads of France, cheering as they went. They arrived on time. They were drawn up in battle formation. Wave on wave, the shock troops of the German Empire were thrown against them, but there those clear-eyed American lads stood like a stone wall! They never gave an inch of ground! And that was the farthest west the

enemy ever got! From then on it took fast-moving automobiles to keep them in contact with the retreating foe until Old Glory waved on the bridgeheads of the River Rhine. It was the motor truck on the roads of France that saved the world.

IS UNITED STATES SAFE?

So we asked, "Is the United States safe? Suppose there should come a Chateau-Thierry in our homeland, could the experience be duplicated?" We resolved to investigate. We sent one army expedition in 1919 across the Continent through the North and another in 1920 through the South. We proved that it could be done, but that only in certain favored localities could motor transport be relied on for a dependable itinerary.

Congress moved. We had bought lavishly

to end the war, motor trucks, automobiles, road machinery and equipment, and explosives. The cessation of hostilities left this property in the hands of the Secretary of War. Since it was no longer needed for the purpose, Congress directed the Secretary of War to transfer to the Secretary of Agriculture, gratis, for distribution to the States all surplus war property suitable for highway work. Under this legislation hundreds of millions dollars' worth of machinery and equipment bought for the war, and that would now be junk on the fields of France had the war lasted six months longer, is today in commission building and caring for the roads of our beloved homeland, and every one of the more than 3,000 counties has benefited by this transfer.

Congress further appropriated vast sums to aid the States in putting this equipment to use and in constructing roads for our use at home, such as we found already built and serving the needs of Europe. Vast as these sums were, they were not sufficient to construct our roads in time to serve this present generation. So we, preferring to travel over these highways while we are living and while our eyes can behold the vastness, the richness, and the beauty of our country, to being borne over them in a hearse, selected a definite point in Washington as the point of beginning and other points which listen to the surf-beat of the Pacific, as the points to build to, and we resolved to issue our call to the nation to help us close the gaps without further delay.

STAND FOR TRUNK LINES

We have taken our stand for the quick completion of at least several great trunk lines that will afford speedy, safe, and economic transit from coast to coast, from Canada to the Gulf, and between the various sections that, when connected up, will benefit immeasurably by exchange of visits.

Of these there are two of outstanding importance, the Lincoln and Lee, which, by energetic and well-directed effort may be made continuous within a couple of years.

It seems as if in America the really great things exist in pairs. We have two great oceans that lave our shores. We have two mighty mountain ranges adjacent to these. There are two great names that epitomize an important era of our national life, Abraham Lincoln and General Robert E. Lee. The more closely these names are linked together the better for our reunited land. Consequently two great

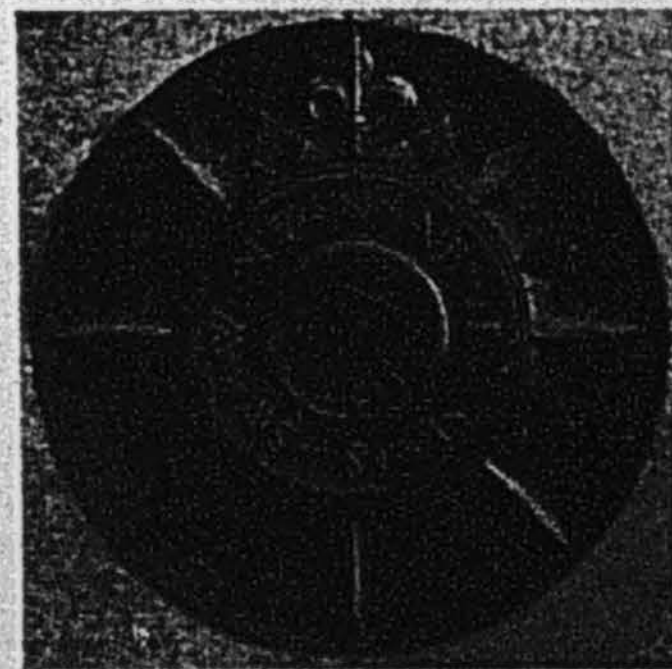
highways are to encircle our land, the Lincoln and the Lee, main trunk lines of the national system, binding North, South, East, and West in the bond of an indissoluble Union.

We have taken our stand for rural roads as well, for our people are fleeing from the unpaved to the paved portions as rapidly as possible, and if the country school, the country church, and the country home die out, what is to become of civilization?

SEES PAVED UNITED STATES

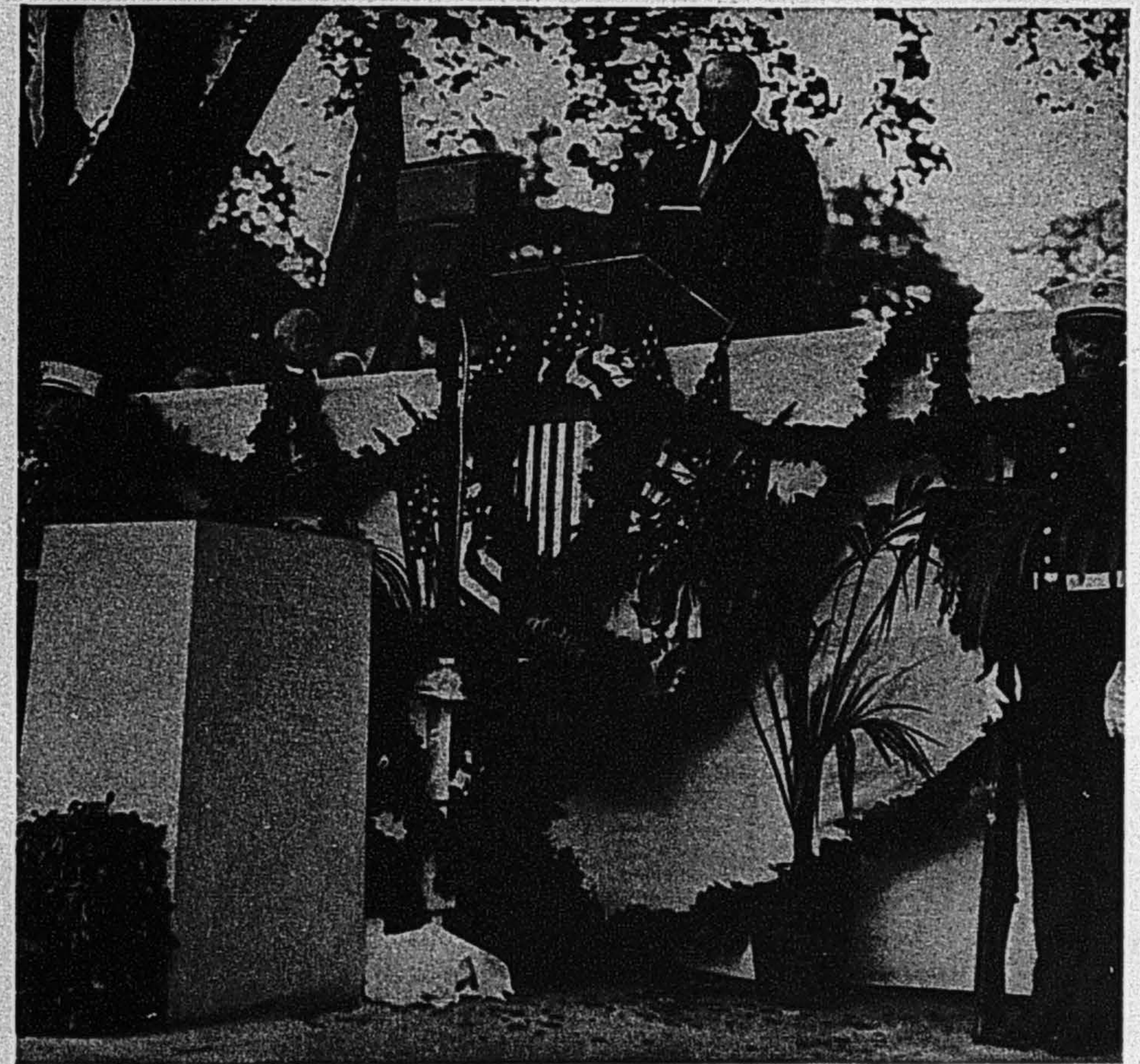
We have taken our stand for a paved United States. This monument is placed here to mark the beginning of a system, but a beginning implies continuance and completion. The use of the automobile is universal, therefore pavement must be universal. Until this is accomplished we will not be living in the spirit of the age in which our lives are cast.

Mr. President, on behalf of Lee Highway Association, and through the co-operation of a number of public-spirited citizens, including the children of the late Senator John H. Bankhead, father of the Federal Highway Act, and of national organizations, including the American Automobile Association, the National Automobile Chamber of Commerce, and the National Highways Association, I have the honor to present this monument, to be the beginning of our system of national highways, a standard of linear measurement on the highways radiating from this place and a symbol of the spirit of this the motor age of progress.



Top of Zero Milestone. Centre is exact starting point for distances on U. S. Arterial Highways. At this point autoists bound for California set their speedometer at zero and speed away to the Golden West.

President Harding Delivering Address at the Dedication of Zero Milestone



HIS CLOSING WORDS WERE:

"The efforts of the various national road organizations which are present here today for the completion of main trunk highways from long distances are altogether to be commended. The Lee Highway Association, in presenting the Government with this monument, is making an important contribution to the coordination of the highways. There is not in existence at present a single road from coast to coast which can be used unimpeded throughout the entire year. So, in the spirit of patriotic ambition for a national highway unification, this Association has planned to connect Washington, Baltimore, Philadelphia, and New York with a boulevard and to continue that boulevard from the Lincoln Temple to the Lee Mansion by way of Arlington Memorial Bridge; thence by way of Manassas Battlefields, into the heart of the South, and thence to the Pacific.

"It is, therefore, apparent that this ceremony of today is truly significant in connection with the evolution of a national system of highways. In accepting the gift of this Zero Milestone to the Nation, I wish to thank the Lee Highway Association for the contribution which it plans to the security, unity, development, and welfare of our Nation. We may fittingly dedicate the Zero Milestone to its purpose in the hope and trust that it will remain here through the generations and centuries, while the Republic endures, as the greatest institutional blessing that Providence has given to any people."

The Pacific Milestone

In order to mark the Western Terminus of Lee Highway, Lee Highway Association placed the Pacific Milestone in Grant Park, San Diego, California.

On November 17, 1923, President Coolidge pressed a key in the White House and released an electric impulse which started the ceremony of the dedication of the Pacific Milestone of Lee Highway in San Diego, California. The Pacific Milestone is an exact duplicate as to size of the Zero Milestone in Washington, D. C. The material is Veruga Marble, contributed by the Veruga Marble Company of San Diego. Through the cooperation of the U. S. Coast and Geodetic Survey, Col. E. Lester Jones, Director, the Pacific Milestone, on which is placed the latitude, longitude and elevation above sea level, becomes an official bench mark, a fixed point in the triangulation of the United States.

The Monument, like that at Washington, was designed by H. W. Peaslee.

The President's message was read by Col. Ed. Fletcher, who is responsible for building the road, now Lee Highway, from San Diego over the Coast Range to Yuma, Arizona.

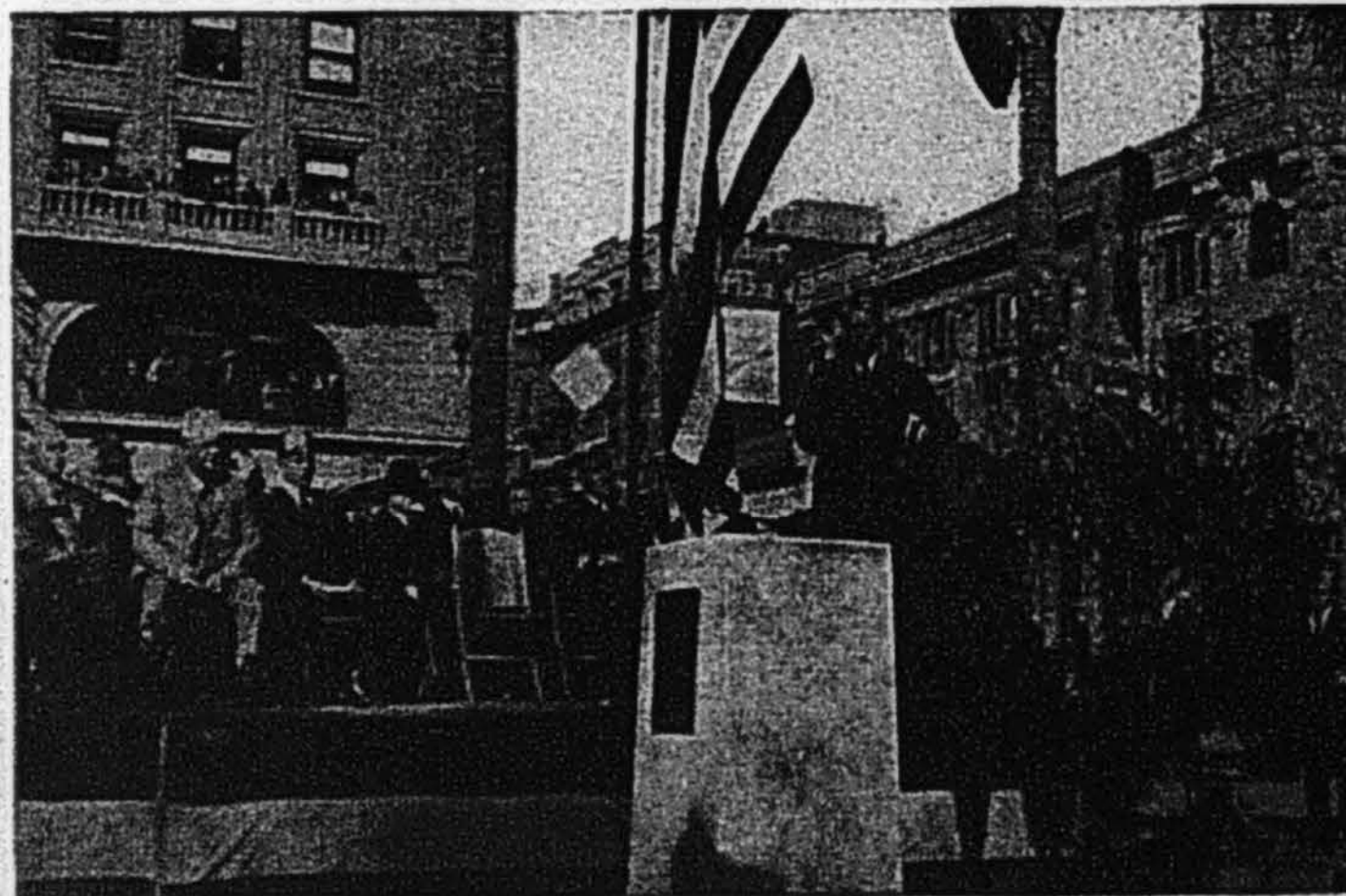
When the Monument was unveiled and after Col. Fletcher had read the President's address, he was led around and shown a bronze insert in the face of the monument carrying these words:

THE CITIZENS OF SAN DIEGO

In dedicating this Pacific Milestone
November 17, 1923, hereby gratefully
acknowledge the untiring efforts of

COL. ED. FLETCHER

In the construction of a
Southern Transcontinental Highway.



COL. ED. FLETCHER, Vice-President Lee Highway Association, Reading President Coolidge's Message at the Dedication of the Pacific Milestone of Lee Highway in the Plaza, San Diego, California, November 17, 1923.

Message of President Coolidge at the Dedication of the Pacific Milestone

THE WHITE HOUSE, Washington, D. C.

My dear Doctor Johnson:

It is a pleasure to comply with the request of your Association and the City of San Diego to send a message for the dedication of the Pacific Milestone.

President Harding was to have dedicated the Pacific Milestone, and had planned to make an address at San Diego on the subject of highways. Perhaps, then, I may appropriately recall something of what he said in dedicating the Zero Milestone in Washington on June 4th last.

Referring to the highway system, which at all times has served to unify society and promote civilization, he spoke of our national highway system of two hundred thousand miles of modern improved roads, together with more than two million miles of rural highways, which yet remain to be improved as rapidly as economic conditions shall justify.

Particularly, he thanked the Lee Highway Association for erecting the Zero Milestone and others which have been made official bench marks of the United States Coast and Geodetic Survey.

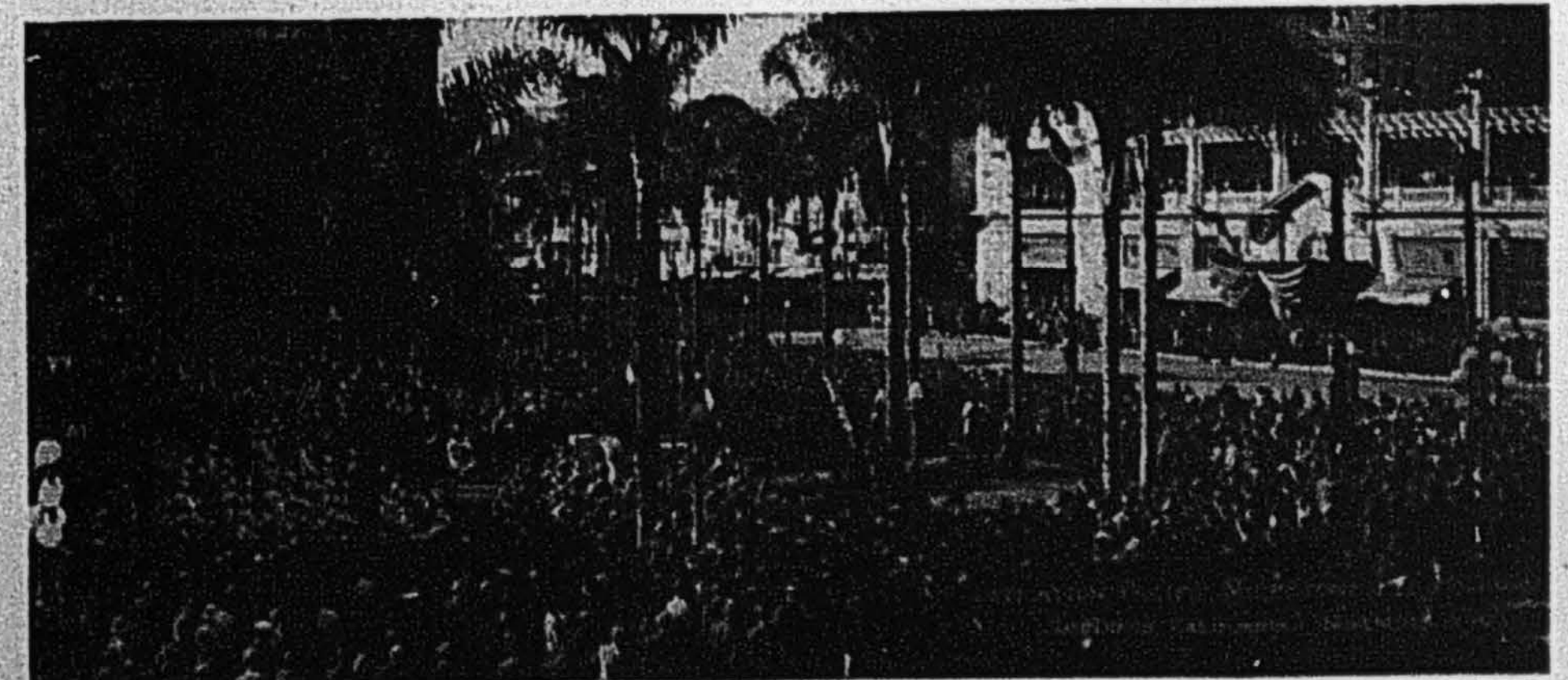
The Southern Transcontinental Highway is already, in large part, finished. A relatively small mileage remains to be brought up to the best present day standards, but I am informed that these sections are included in the system of Federal-aid roads, and that in the near future the necessary links will have been forged.

When they are finished, this highway will stand as one of the continuous transcontinental routes available at all seasons of the year for easy transportation.

In accepting this monument, it is fitting to express thanks to the citizens of San Diego, the Imperial Valley, of Yuma, Arizona, and the State of California for their particular contributions.

The Lee Highway Association has done a work of national unification in opening up this route between the National Capital and Southern California.

The monument may well be dedicated to the purpose of marking the meeting place of the splendid highway with the waters of the Pacific, in the hope that it may hasten the coming day of a perfected system of highway communication throughout the entire nation.



Twenty thousand people witnessed the Unveiling and Dedication of the "Pacific Milestone" of Lee Highway in the heart of San Diego on November 17, 1923. Through the courtesy of Lee Highway Association an inscription was placed on the monument making it the western terminus of the Old Spanish Trails, as well as the Pacific Milestone of Lee Highway.

"Main Streets of the Nation"

HIGHWAYS A SUBJECT OF STUDY IN THE PUBLIC SCHOOLS

One day Stephen James, who was handling the Firestone Highway Essay Contest among High School Pupils, invited Dr. Johnson to meet a friend of his at lunch at the National Press Club in Washington. The third party was from Kentucky and Dr. Johnson began by asking him why Kentucky did not get busy and build some roads. The Kentucky man was tall and spare with clear-cut features and keen, bright eyes, also blessed with a sense of humor. He took it good naturedly and evinced great interest in the subject of discussion. Dr. Johnson went on to say that the main factor in national development for the past seventy-five years was the railway—but that this was the Motor Age and the main factor for the next seventy-five years would be the motor vehicle and the modern highway, that where the highway went the people would go and where the greatest highways were built the greatest development would occur. He expressed the opinion that the rising generation should be brought up in the spirit of the age in which they lived and that therefore the highways and in particular those of outstanding importance should be subjects of study in the public schools.

Returning to his office, he had a phone call from James who said, "I put one over on you today."

"How was that?"

"Whom do you suppose that was you were talking to today?"

"Well, he seemed to be a very bright, intelligent man."

"That was Thomas J. Tigert. He has just come from the White House and President Harding has just appointed him U. S. Commissioner of Education. He has accepted and goes to his desk this afternoon, and you have sold him on the idea of teaching highways in the public schools."

Within a few weeks Miss Florence C. Fox, specialist in educational systems was detailed by Mr. Tigert to prepare a course of instruction on highways. She did so, the Major Project being entitled "Main Streets of the Nation." Under this main theme, five minor projects were grouped, geography, history, literature, civics and science. These were taught as related to the highway. The pupils were to be taken on an imaginary trip over

the highway. Thus the study would not be merely a matter of memorizing certain pages of print with a view to getting a good grade, but would be like planning in advance for an actual outing. Lincoln Highway, Lee Highway, the Dixie Highway and the Old Spanish Trails were selected for treatment. Arrangement was made to try it out in the Fifth grade of the Thompson School in Washington, D. C., under the special guidance of Miss Fox.

The study proved to be most popular, and attracted many visitors, including national good roads leaders. The U. S. Bureau of Education published a Bulletin (No. 93), 1923 series, "Main Streets of the Nation" and sent out 13,000 copies to as many Superintendents of Public Instruction. The Bulletin gave the location of the Headquarters of the Association fostering each of these highways so that teachers desiring to introduce the subject might secure the necessary maps, literature, etc.

The following letter was received by the Mayor of Crowell, Texas:

The Bronx, New York City, N. Y.

November 6, 1924.

"My dear Sir:—

"I am a little boy twelve years old in the Horace Greeley School, the Bronx. We are studying 'Main Streets of the Nation' and are now on Lee Highway. They have given me the Texas section and I want to know all about it. Please send me whatever you have for free distribution about your town and especially postcards showing Lee Highway going through Crowell.

"Thanking you,

"JOHNIE JONES."

Nothing that the Bureau has done in years has proved as popular, nothing has done so much to relieve the dull monotony of the class room and substitute a keen personal interest in the subject of study. Nothing has contributed more to Americanization.

In response to requests Lee Highway Association has sent maps and literature to every State in the Union. Applications should be addressed to Lee Highway Association, Munsey Building, Washington, D. C.

The Arlington Memorial Bridge

Lee Highway Association worked untiringly for years in behalf of the building of the Arlington Memorial Bridge. In recognition of these services, President Coolidge presented to the Association's General Director the pen with which he signed the Bridge Bill.

On April 22, 1924, President Coolidge transmitted to Congress the report of the Arlington Memorial Bridge Commission, with estimate of cost, \$14,750,000. The following extracts from the Report (Senate Document No. 95) are of interest:

"This project has many important features which, taken together, will make it the greatest single memorial project undertaken by any nation in recent times.

"Following immediately after the Lincoln Memorial in time of construction it fortunately supplements and completes that great Memorial in finishing the landscape in its vicinity and carries the Mall treatment of Washington and L'Enfant across the Potomac to Arlington and up to the last resting place of the designer of the original plan of the Capital at the portico of the Lee Mansion.

"In addition to this relationship, there is the compelling patriotic motive in the project of a direct broad boulevard from the Capitol through B street extended and widened, by way of the Lincoln Memorial and on across the broad and dignified bridge, as a route for the Nation's fallen heroes to their last resting place in the Arlington National Cemetery.

"There is a third great motive in the complete plan and that is the provision of a magnificent entrance to Washington from Virginia for the Lee Highway coming across the entire country from California.

"The axis of Columbia Island affords an opportunity to RECOGNIZE THE GREAT

LEE HIGHWAY UNDERTAKING and to make it an integral part of the whole composition. This highway, which at present passes over the Georgetown Bridge into Washington by a circuitous and highly congested route, can be given a splendid direct approach over the brow of the imposing Arlington Heights. From this point a superb view of the bridge, the Lincoln Memorial, the Washington Monument, and the Capitol will be enjoyed by the traveler entering the Nation's Capital over this route. From the Arlington Heights the Lee Highway would descend toward Washington, passing over the stream between the mainland and Columbia Island by a single arch bridge, and cross the axis of the island, continuing its course to the water's edge of the main channel, where it is planned to construct a water gate facing and corresponding to that at the Lincoln Memorial previously described.

Rome had its five great avenues of approach: The *Flaminia*, *Pracnestina*, *Aurelia*, *Ostiensis*, and *Appian Ways*. Washington has none worthy of the name, but in this proposed terminus of the Lee Highway will be created the first and most magnificent of all possible entrances to the National Capital.

"As the traveler approaches Washington over the brow of Arlington Heights in Fort Myer there will burst on his view a panorama that has few equals in the world; once seen it will never be forgotten, and will live in the memory of the beholder forever as a perpetual inspiration to loyalty, patriotism and devotion to country."



Pen with which President Coolidge signed the Arlington Memorial Bridge Bill.

Presented to Dr. S. M. Johnson.

The Prince William County (Va.) Demonstration

The National Highways Association has joined Lee Highway Association in creating a National Organization for the purpose of assisting the county officials of the 3078 counties in the improvement of the county road system.

The "County Highways Commission" has been formed with Major Geo. W. Farny, of Morris Plains, N. J., an engineer of world-wide experience, as chairman. Control is vested in representatives of the National Highways Association, Lee Highway Association, the American Road Builders Association and several of the leading industries.

The idea originated with Dr. S. M. Johnson, who maintained that no program to pave the United States could ignore the county roads, of which there were more than two million miles.

Up to the present time these roads have been treated as of secondary importance. With the recognition of the fact that conditions affecting agriculture must be improved, Dr. Johnson holds that immediate and effective action to remove the farmer's handicap of movement through mud or dust over roads laid out and built for buggies and wagons must be included in the program for farm relief. City folks enjoy the facilities of the motor age—the farmer lives beyond them, or back of them. He uses automobile and truck only at excessive haulage cost.

Upon Dr. Johnson's suggestion, Prince William County, Virginia, on Lee Highway, 25 miles from Washington, was selected for concentration of effort, with a view to a demonstration which would be of the utmost value to the remaining 3077 counties.

Before decision was made to make the Demonstration in Prince William County a preliminary study and survey of the County was made by the Highway Engineering Bureau.

The survey of the county included a study of the following factors:

Location of the county.

The State highways in the county.

The condition of the county system of highways.

Eighteen

A brief survey of available local road building materials.

The financial condition of the county with regard to indebtedness for highway purposes.

The financial condition of the county with regard to all other indebtedness.

The present method of highway administration and plan of organization.

The annual expenditures for roads and bridges for the past several years.

Assessed valuation of real and personal property.

Tax rate for all purposes, county and State.
Tax rate for highway purposes.

Agricultural conditions and possibilities.

Industries.

Trend of population.

The attitude of the citizens and public officials to determine whether their cooperation can be secured in a movement of this kind.

Information covering the above subjects was obtained by a personal survey of conditions in the field.

The Highway Engineering Bureau, composed of consultant engineers of the highest standing, has been employed to make a study of Prince William County and to prepare a scientific county highway plan, within the means of the county to put into effect. Mr. Fred E. Schnepfe, of the Bureau, is now at work on the plan. The study will be the most thorough ever undertaken, including soil analysis, the tabulation of all sources of potential wealth and future as well as present needs. When prepared it will be submitted to the County Highway officials, the Business Organizations and the people of Prince William County for their adoption or rejection. If adopted, the execution of the plan will be on a five-year building program.

Since the weakest part of the good roads movement is the county unit, whose work is usually not correlated and coordinated with the State unit, the County Highways Movement promises to be the most constructive contribution yet made to road improvement.

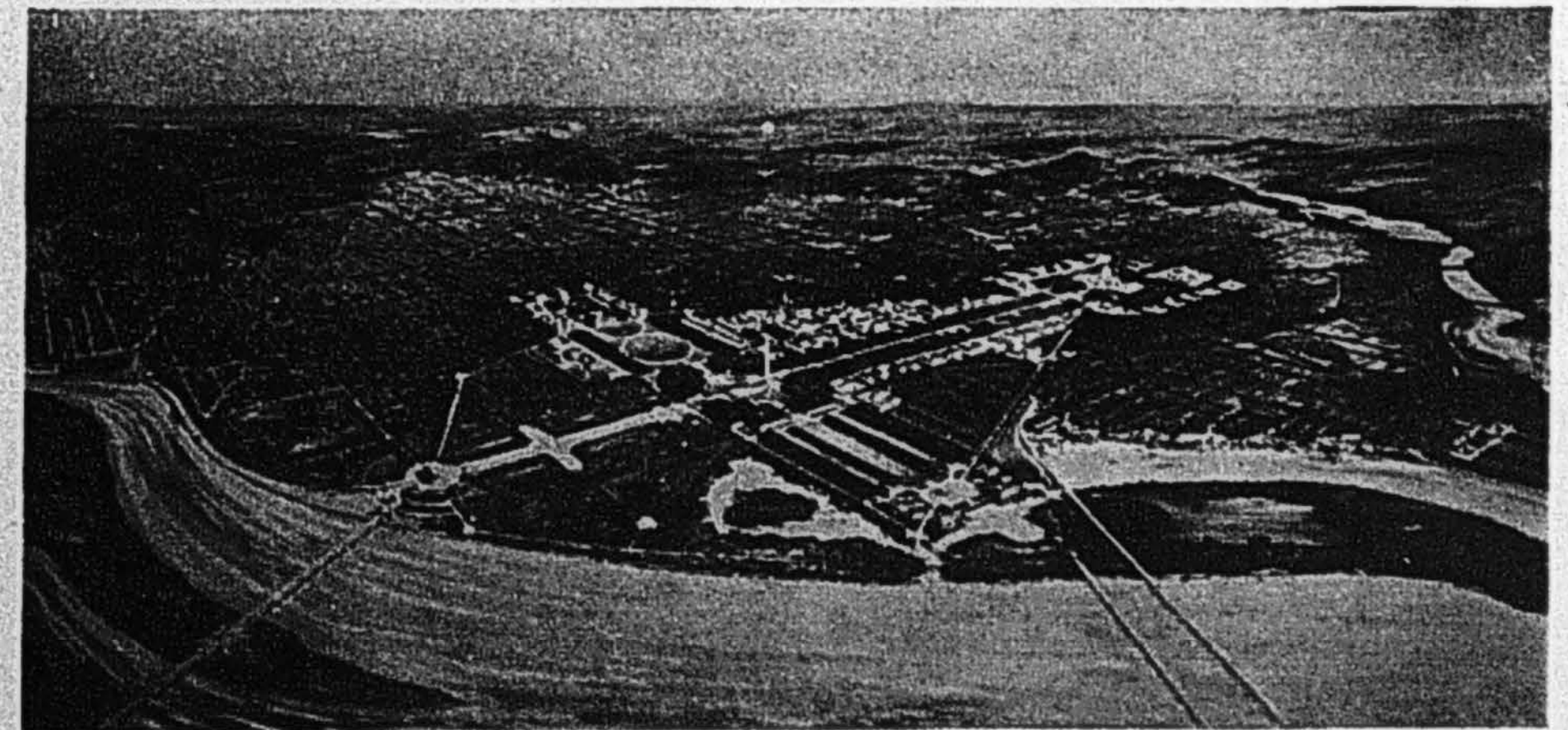
Lee Boulevard

The work of Lee Highway Association which appeals most powerfully to the strong men of the Nation wherever they may reside is its effort to extend the Mall, the main axis of Washington, 110 miles to Newmarket in the Valley of Virginia, by the World's Most Magnificent Boulevard. The name selected was Lee Boulevard, because it was to be developed as the approach to and entry of Lee Highway into Washington.

The Arlington Memorial Bridge will carry

the Boulevard across the Potomac. The Bridge Bill having passed Congress the Association took steps for the development of the Boulevard. The first and most important part of the project was to secure the cooperation of the National Capital Park and Planning Commission and the Commission of Fine Arts, for the proposal involved the preparation of a Master Plan for the Greater Washington. The project concerned Virginia also for it meant the finest growth of Washington Virginia-way.

Washington was planned by a Frenchman and, like Paris, is built around a main axis, an east and west line, along which is a series of three of the world's most notable monumental structures—the Capitol, the Washington Monument and the Lincoln Memorial Temple. This line of enrichment began with the building of the Capitol, Congress adding one monument at a time, moving westward. Now a fourth monumental structure is rising, the Arlington Memorial Bridge, the most artistic bridge ever attempted. This line of magnificence is to be extended along Columbia Island, across the channel to the mainland, and over one hundred miles into Virginia, by a Boulevard on a 200-foot right-of-way.



Washington is an Airplane Heading West

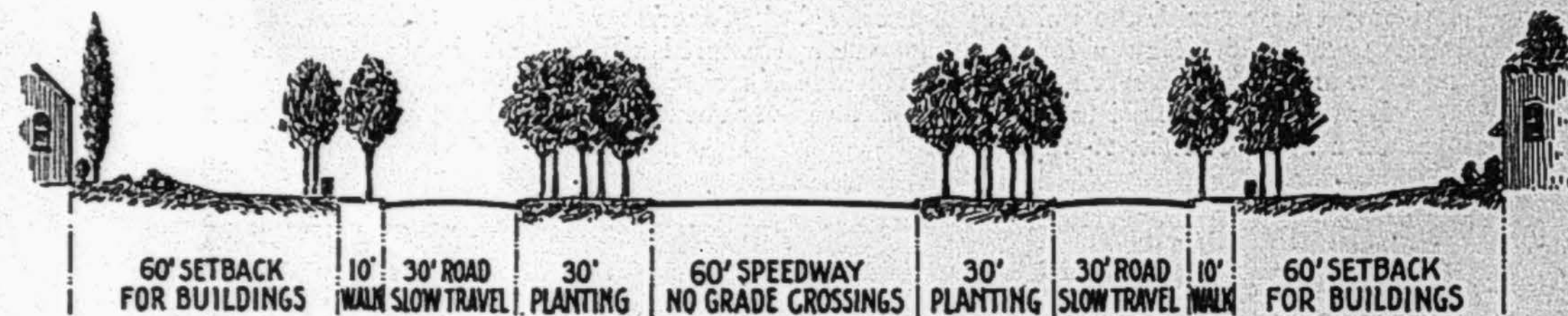
Washington is a Gigantic Airplane, as shown in the above plan. Its nose is the white circle shown on the bank of the Potomac—the Lincoln Memorial Temple—its tail is the white square on the right of the picture containing the Capitol. The white line from the Lincoln Temple to the Capitol is the centre-line of the Plane. The wings are the cross-line or secondary axis, Lafayette Square, the White House, the Ellipse, the Washington Monument and a portion of Potomac Park. THE AIRPLANE IS HEADED VIRGINIA-WAY!

Nineteen

That none of the existing road-ways entering Washington from Virginia are adequate or appropriate is well known. The main roads, even the most used—the road to Richmond—are too narrow, both pavement and right-of-way. There is no attempt at road-side beautification—on the contrary unsightly structures, inartistic billboards and general neglect of the road-side disfigure every road crossing the Potomac at Washington and entering Virginia, a condition which Virginia with her glorious past and her present proud position is unwilling to permit to continue. Her splendid new highways lead to historic shrines and recreational areas unsurpassed. Her new Shenandoah National Park is within a day's motor trip of 40,000,000 people. There must be a safe and pleasurable corridor connecting Wash-

ington with the Shenandoah Park—of such dignity and proportions that visitors would realize that the best Virginia is Virginia today—not the Virginia of yesterday.

Plans for construction are now being drawn, and the Government and Virginia are arranging to lay the first pavement forty feet wide the first seven miles and to have it ready by November, 1931, when the Arlington Memorial Bridge will be ready for use.



Cross-Section of Lee Boulevard

Lay-Out of 110-Mile Boulevard Approach to the Nation's Capital for Lee Highway

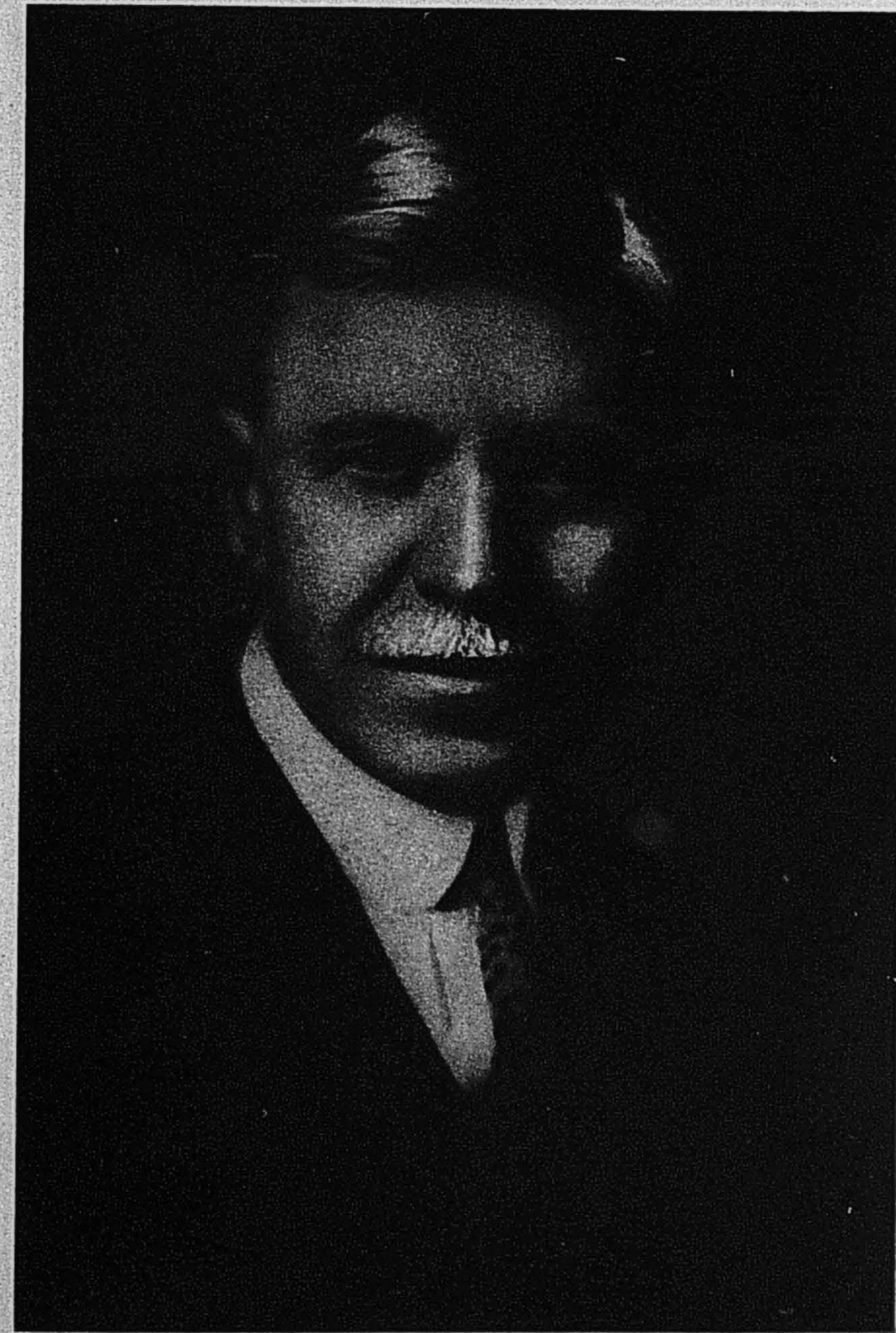
The method adopted by the organization was unique. Realizing that if Washington ten years hence, a hundred years hence and longer is to be the fitting and worthy Capital of a Nation in its youth with the resources of its domain scarcely touched, the Association undertook to secure a right-of-way far in excess of that of any other road in Virginia. The striking thing about it was that it undertook to procure as a free gift to Virginia and the Nation a strip of land 200 feet in width, 110 miles in length—and it is succeeding in its undertaking.

Both the Federal Government and Virginia have responded. The route has been determined for a distance of seven miles from the

The National Highways Association has issued this Booklet for the purpose of enlarging the circle of the friends and supporters of Lee Highway and of the man who has given us our slogan—

**“A PAVED UNITED STATES
IN OUR DAY.”**

The picture, taken recently, reveals a man in his prime. With the support of the strong men and women of the North and the South, the splendid work that lies behind will be surpassed by new achievements.



S. M. Johnson.

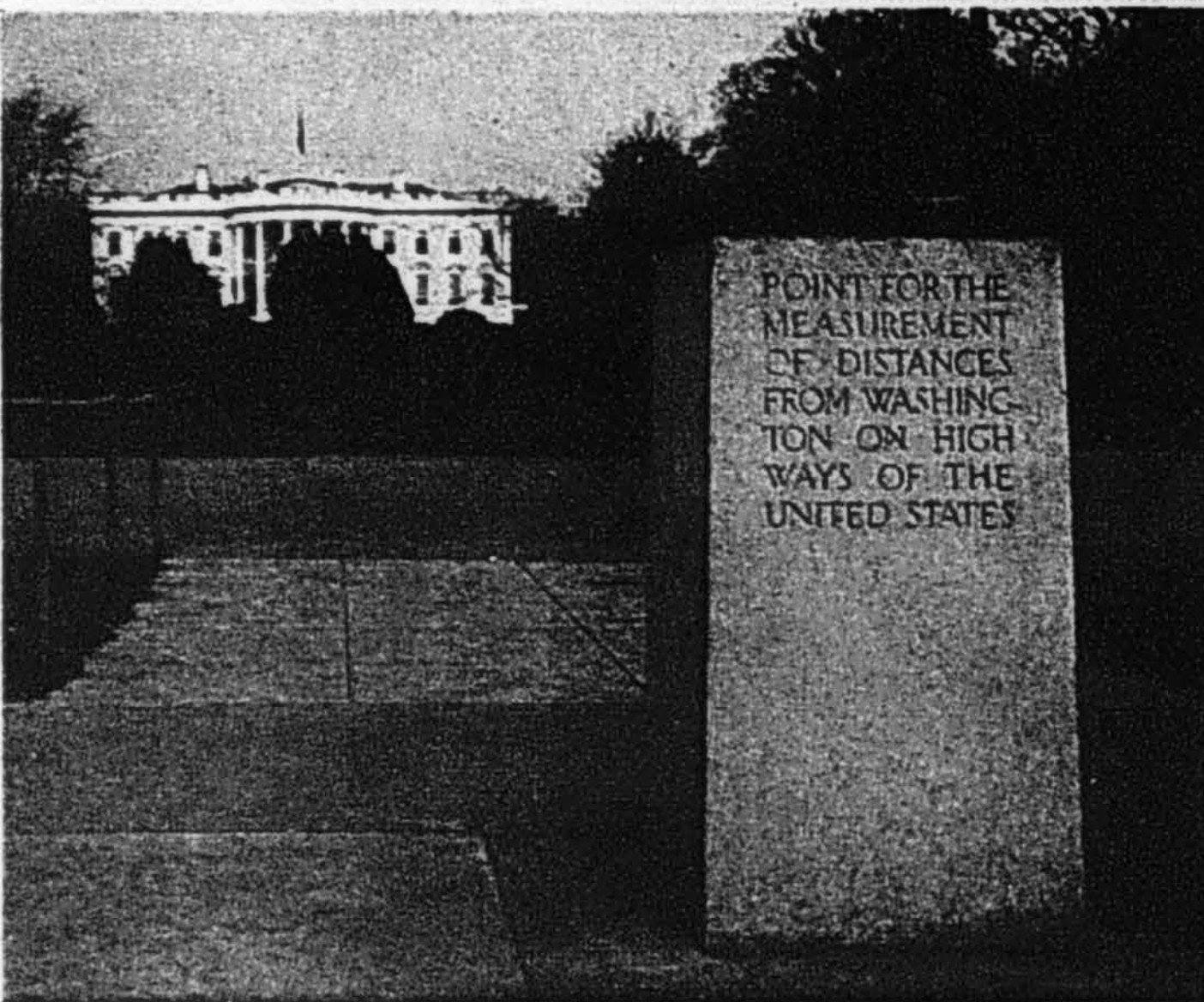
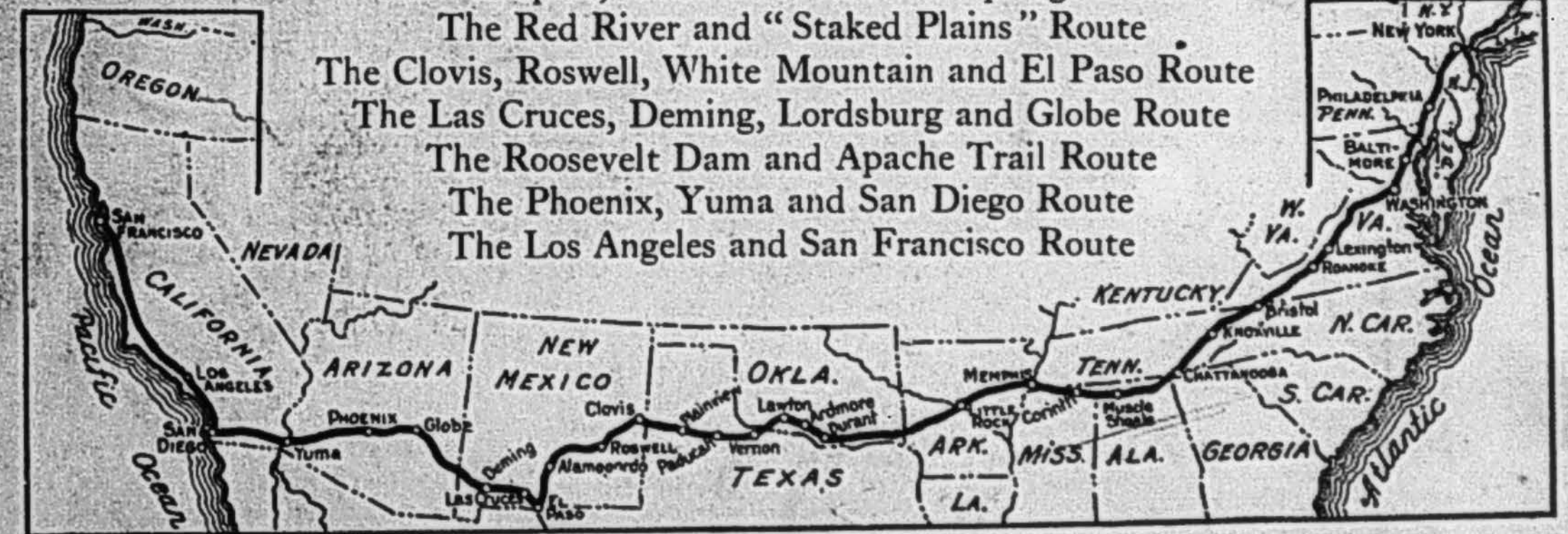
Views Along Lee Highway

*A MAIN STREET
OF THE
NATION*



The extension of
Pennsylvania Avenue
Washington, D. C., to connect with the pavements of California at San Diego
A Story of National Progress

- The New York, Philadelphia, Baltimore and Washington Route
- The Luray Caverns, Lexington and Natural Bridge Route
- The Roanoke, Bristol, Kingsport, Knoxville and Chattanooga Route
- The Muscle Shoals Route
- The Memphis, Little Rock and Hot Springs Route
- The Red River and "Staked Plains" Route
- The Clovis, Roswell, White Mountain and El Paso Route
- The Las Cruces, Deming, Lordsburg and Globe Route
- The Roosevelt Dam and Apache Trail Route
- The Phoenix, Yuma and San Diego Route
- The Los Angeles and San Francisco Route



POINT FOR THE
MEASUREMENT
OF DISTANCES
FROM WASHING-
TON ON HIGH
WAYS OF THE
UNITED STATES

Zero Milestone (South Face) and the White House



A distinctive feature of Lee Highway is its mountain scenery, there being more miles of such landscape on this than on any other transcontinental route.

Thirty minutes out of Washington, one sees Bull Run Mountains, thence almost to Muscle Shoals, Alabama, the Appalachians unfold their beauty and grandeur.

Crossing Arkansas, the Ozarks are traversed and variety is given to the table lands of western Oklahoma by the Wichita Mountains.

Between Clovis and Roswell, New Mexico, the blue peaks of the Capitans and the White Mountains loom up on the Western Horizon. Thence mountains are always in the picture until the last ramparts are left behind and the long, long trail takes one across the El Cajon Valley (view on left) to San Diego and all the delights of California.

Ed Fletcher Papers

1870-1955

MSS.81

Box: 70 Folder: 7

Business Records - Other Fletcher Activities - Highways - Lee Highway Dedication, with photos and copies of article



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