

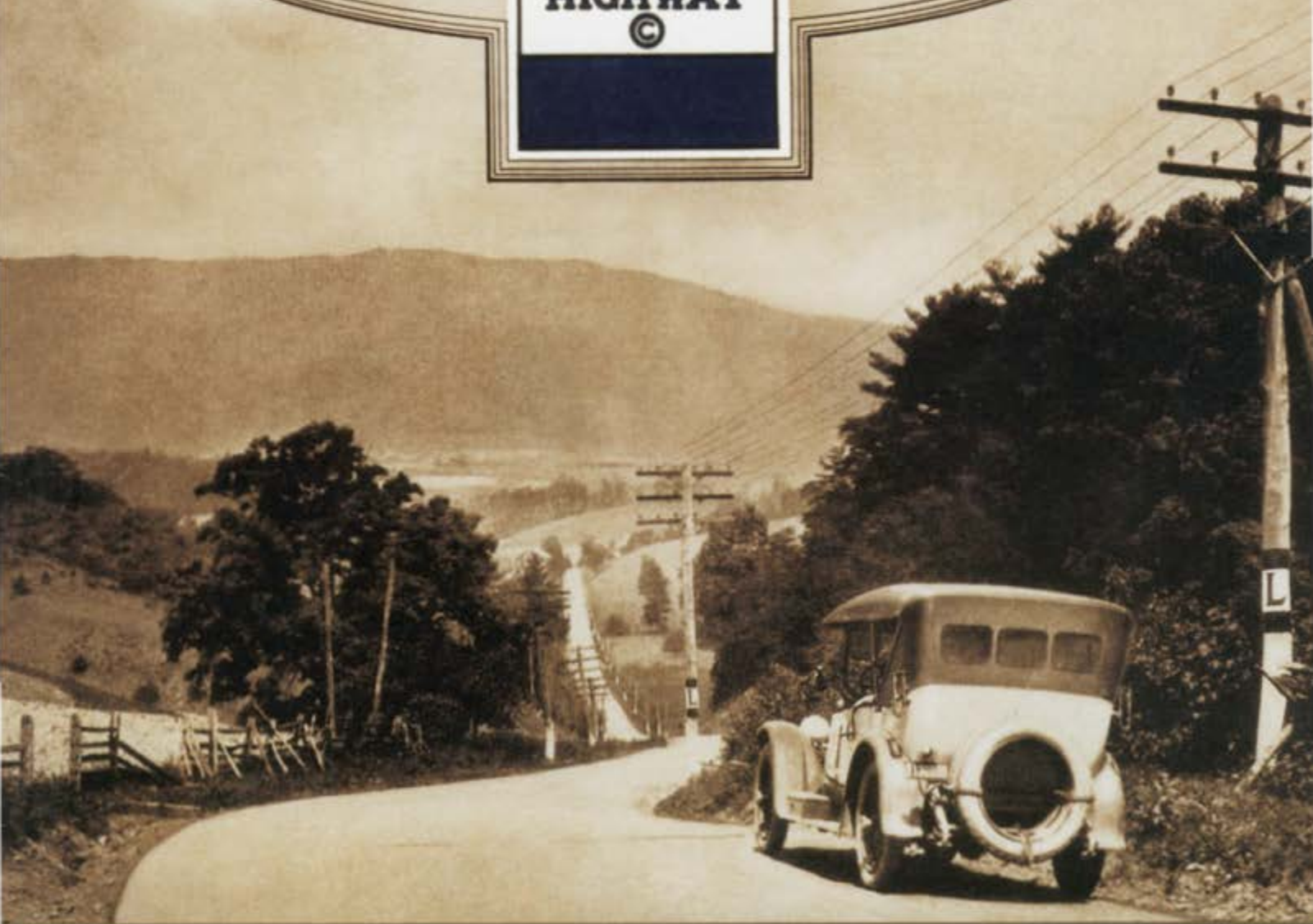
# Lincoln Love

Spring 1998

*A Picture  
of Progress*



*On the  
Lincoln  
Way*



*Number 1852*  
The Bulletin of  
*The Lincoln Museum*

# The Lincoln Highway: A Fitting Memorial

*F*

rom Abraham Lincoln's death in 1865 to the centennial of his birth in 1909, Americans debated the idea of a national memorial to the sixteenth president. Among the many proposals for a suitable monument was one to build a national parkway, the Lincoln Memorial Highway, from Washington to Gettysburg. It would have been a fitting tribute. Lincoln had spent much of his early political career working to improve the roads, canals, and railways of Illinois. He considered such "internal improvements" vital to economic growth, which was in turn necessary to his vision of America as a place where every citizen had "an unfettered start, and a fair chance, in the race of life." As president, he carried out this economic philosophy by signing the act that chartered the Union Pacific Railroad Company and by issuing an executive order designating the point from which the transcontinental railroad would be built.



The Lincoln Highway passes through the Gettysburg battlefield and the monuments to Union Generals Buford, Hall, and Reynolds. (Postcard from the collection of Jan Shupert-Arick)

In 1913, Congress agreed to erect the Lincoln Memorial that now stands at the end of the Mall in Washington, D.C. Even so, the idea of a highway as a memorial to Lincoln persisted. That same year, the Lincoln Highway Association was formed to support the construction of a coast-to-coast highway named for Lincoln. The Association did not focus on pressuring Washington directly to provide federal money for the project, but conducted a grass-roots campaign to raise public consciousness of the value of modern highways. It used its limited funds to build "seedling miles" throughout the Midwest and the "Ideal Section" in Indiana, demonstrating to state and local governments the benefits that would follow from public spending for improved roads.

Lincoln might well have approved not only of the highway itself, but of the political strategy adopted by the Association. Lincoln himself had supported reform movements that used similar strategies of persuasion and education, rather than relying on direct government

(On the cover: Detail from the cover of the Lincoln Highway Association's 1919 report, *A Picture of Progress on the Lincoln Way* (Detroit: Lincoln Highway Association, 1920). From the collection of TLM.)

## Table of Contents

The Lincoln Highway:  
A Fitting Memorial **2**

Coast to Coast on  
the Lincoln Highway  
Drake Hokanson **4**

Lincoln Highway  
Programs and Events **11**

At The Lincoln Museum **12**



## Lincoln Lore

is the quarterly bulletin of

*The Lincoln Museum*

The mission of The Lincoln Museum is to interpret and preserve the history and legacy of Abraham Lincoln through research, conservation, exhibtry, and education.

Editor:

Gerald J. Prokopowicz, Ph.D.  
Historian/Director of Public Programs

Contributors:

Joan L. Flinspach, Director

Carolyn Texley, Director of Collections/Archivist  
Guy Young, Director of Marketing and Development

For subscription information, contact The Lincoln Museum

200 East Berry, P. O. Box 7838  
Fort Wayne, Indiana 46801-7838  
(219) 455-3864 Fax: (219) 455-6922  
e-mail: TheLincolnMuseum@LNC.com  
http://www.TheLincolnMuseum.org

© 1998 The Lincoln Museum  
ISSN 0162-8615

action. The most famous example, of course, is his stand on slavery. In contrast to many in the antislavery movement, Lincoln always tempered his implacable moral opposition to the institution of slavery with recognition of the legal and practical problems associated with immediate abolition. Even in the first two years of the Civil War, he continued to try to persuade slaveholders in the border states to give up their slaves voluntarily. Not until the exigencies of war left him with no alternative did Lincoln resort to emancipation by proclamation.

Lincoln's position on temperance provides an even clearer example of his preference for moral suasion as a tool for achieving social progress. The abuse of alcohol was a significant problem in mid-nineteenth century America, but the temperance movement was divided into two camps. One group

characterized drinkers as sinners, incapable of self-control and deserving only of punishment. These reformers favored government prohibition of the manufacture and consumption of alcohol to enforce temperance on everyone. The "Washingtonian" movement, in contrast, consisted largely of reformed drinkers who offered group support to one another and favored self-imposed temperance over government-mandated prohibition. In 1842, Lincoln addressed the Springfield Washington Temperance Society to praise their use of "kind, unassuming persuasion" to reform the individual rather than trying to "assume to dictate to his judgment, or to command his action." Avoiding the self-righteousness common to many prohibitionists, Lincoln attributed the habit of temperance in most people (including himself) more to "absence of appetite, than from any mental or moral superiority."

In terms of historical significance, the campaign to build a transcontinental highway hardly falls in the same class as the abolition or temperance movements. Still, it is easy to imagine that Abraham Lincoln would have supported it, as he supported other reform efforts. Lincoln maintained that it was the role of government "to do for a community of people, whatever they need to have done, but can not do, *at all*, or can not, *so well do*, for themselves," including the construction of "public roads and highways." It is equally easy to believe that rather than see such highways built by government fiat, he would have endorsed the Lincoln Highway Association's policy of first seeking broad-based public support for the project. In its creation as well as its function, the road that bore his name thus became a fitting memorial to Abraham Lincoln.

## **"COAST TO COAST ON THE LINCOLN HIGHWAY"**

at The Lincoln Museum, June 28, 1998 to January 31, 1999

**This exhibit is made possible by the generous support of:**

*Official Sponsors*

TOKHEIM FOUNDATION

FORT WAYNE NATIONAL BANK and NATIONAL CITY BANK

ENGLISH-BONTER-MITCHELL FOUNDATION

FORT WAYNE LINCOLN MERCURY and LINCOLN MERCURY DIVISION

of FORD MOTOR COMPANY

*Sustaining Sponsor*

LINCOLN FINANCIAL GROUP

*Promotional Sponsors*

FORT WAYNE ALLEN COUNTY

CONVENTION & VISITORS BUREAU

GREATER FORT WAYNE AREA

CHAMBER OF COMMERCE

LINCOLN HIGHWAY ASSOCIATION

AUBURN CORD DUESENBERG MUSEUM

*Media Sponsors*

WLDE OLDIES 101

WHIRLWIND PICTURES

COMCAST CABLEVISION

*Hospitality Sponsors*

FORT WAYNE MARRIOTT HOTEL

HALL'S RESTAURANTS

CAROLE LOMBARD HOUSE

CINDY'S DINER



*Drake Hokanson, writer, photographer, and lecturer, is the guest curator of The Lincoln Museum's exhibit "Coast to Coast on the Lincoln Highway." He is the author of The Lincoln Highway: Main Street across America (University of Iowa Press) and currently teaches at Minnesota's Winona State University.*

## Coast to Coast on the Lincoln Highway

By Drake Hokanson

### A Road, a Symbol, an Adventure

The Lincoln Highway was the right idea at the right time. This glory road was conceived in 1913 to link sea to shining sea, some 3,389 miles of American landscape between New York and San Francisco. It became a patriotic symbol, and spurred the improvement of roads everywhere. This was a trail that smelled of adventure, a road that captured the American imagination. It is fitting that it was named for Abraham Lincoln, the man who sought to hold the nation together across the Mason-Dixon line, and who worked to bind the country east to west with the first transcontinental railroad.

### A Highway for the Nation

In 1912, Hoosier Carl Fisher, one of the founders of the Indianapolis Speedway, had a new idea: "A road across the United States; let's build it before we're too old to enjoy it!" He found willing listeners in the growing numbers of Americans who were itching to take to the open road in new Packards, Maxwells, and Model T Fords. Interest in the bold project grew quickly, and Fisher soon enlisted the aid of one Henry Joy, president of Packard Motor Car Company, who brought the great name of Lincoln to the project.

Joy, who was a year old when Abraham Lincoln was shot, was a great devotee of the fallen president and was unhappy at Congress's plans to locate the Lincoln Monument in Washington, D.C. Joy wanted to see Lincoln remembered for "... the good of all people in good roads. Let good roads be built in the name of Lincoln."

The name "Lincoln Highway" was quickly adopted, and by the fall of 1913, the Lincoln Highway Association had been incorporated to "... promote and procure the establishment of a continuous improved highway from the Atlantic to the Pacific, open to lawful traffic of all descriptions ..."

Abraham Lincoln might well have loved the idea of this highway. The man who strove so hard to hold the nation together before and during the Civil War, the man who signed the bill to create the first transcontinental railroad, could hardly have been unmoved at this new expression of our broadest national ambitions, our grand experiment.

The Lincoln Highway began in Times Square, New York City, touched or passed through 13 states, and ended 3,389 miles later overlooking the Pacific Ocean in San Francisco. Even in birth it was already a historic route; parts of the Lincoln Highway followed such deep old trails as the King's Highway in New Jersey, the Lancaster Pike in Pennsylvania, the Oregon and California trails out west, and the routes of the Pony Express and the first transcontinental railroad.

Of course, merely calling it a "highway" didn't make it one. In 1913, at a time when government spending for road improvement was virtually unknown, the Lincoln Highway was simply an end-to-end assembly of existing roads that one wag called a red line on a map connecting all the worst mudholes in the country.

But the future was bright. The Lincoln Highway quickly captured America's imagination. By 1915, auto travelers were setting out from the East for the Panama-Pacific International Exposition in San Francisco, and for the



Many businesses identified themselves with the highway whose travelers they served. (Photo courtesy of Bentley Historical Library, Henry B. Joy Collection, University of Michigan)

likes of Yellowstone or Uncle Merle's place in North Platte, in cars sporting Lincoln Highway radiator emblems, decals, and pennants. Local roads that were designated as part of the highway were promptly renamed "Lincoln Way" by proud townspeople, and businesses from cafes to gas stations to tourist camps hoisted new signs announcing themselves as Lincoln-this or Lincoln-that. As the years went by, the Lincoln Highway inspired a player piano piece, a catchy march tune, a brand of cigars, a board game, even a radio program whose theme music asked, "Hi there, neighbor, going my way, east or west on the Lincoln Highway?" Most important, in the long run it would help inspire America to build an entire system of improved highways.

### The Open Road and the Flying Wheel

Americans fell in love with the Lincoln Highway because they had already fallen in love with the freedom of going places in their cars; the Lincoln Highway (and hundreds of other named highways) simply offered a better way to get there.

And go they did. It was a great adventure in the days before the Depression to set out for Someplace Far Away in an Overland, a Franklin, or a Model T Ford. Every spring, families all over the country loaded tents, cots, maps and guidebooks (such as they

were), extra tires and inner tubes, shovels (for the muddy roads), cooking kits, and Kodak cameras, before setting out to explore the U.S.A.

Early auto travelers styled themselves adventurers, and imagined themselves somehow related to those pioneers whose ox-drawn wagons had crossed great reaches of the nation in the prior century. And though they suffered few deprivations, few real dangers, they

were pioneers in a sense. If they didn't discover new routes or new lands, they instead taught the country a new way to travel: by automobile.

Today in an air-conditioned, CD-player-equipped car, one can speed across the entire state of Wyoming and never smell sagebrush, never hear a coyote. In the automobiles of 1915, you not only smelled sagebrush, but also tasted dust — lots of it — and traveled high and handsome against the open sky. Wyoming (and every other state you crossed) left its distinct impression as you traveled through it slowly, getting to know the landscape, the locals, and the many businesses that catered to the needs of those who took the challenge of driving coast-to-coast.

And what a trip it was! While the Lincoln Highway was routed to be as direct and easy as possible, it still crossed some of America's most splendid geography. Auto travelers had the opportunity to speed across the prairies of Nebraska, burn out their transmissions in the green mountains of Pennsylvania, boil their radiators crossing Sherman Summit in Wyoming and Donner Pass in California. And if they planned to go all the way across, they could start by dipping their tires in the ocean, planning to dip the same ones in the waters of the opposite



When the route of the Lincoln Highway was designated in 1913, it included roads that were among the worst mudholes in the country. (Photo courtesy of Bentley Historical Library, Henry B. Joy Collection, University of Michigan)



Early motorists, tired from fighting primitive roads and the lack of signage, bedded down in hotels at first, but soon expressed their pioneer spirit by flocking to municipal and private campgrounds. (Photo from Lincoln Highway Collection, Neb. 97b, courtesy of Transportation History Collection, Special Collections Library, University of Michigan)

sea when they arrived — if the tires held out, which they seldom did.

Crossing the Great Salt Desert of Utah, drivers followed a historic trail so unchanged that the pony expressmen of the last century could still have easily

ridden it in the dark. If the year was wet, they learned a lot about the soils of Iowa — good for corn but lousy for roads — and if they were westbound, they saw the cozy East slowly, mile by mile, give way to the open West.

## Evolution of a Highway

The Lincoln Highway began in 1913 as a loose collection of unmarked, unimproved roads. Year by year, by dint of piecemeal effort and (beginning in 1916) federal money, it was graded up out of the mud, paved in sections, and widened. Its streams were bridged by heavier, wider spans. It was also rerouted time and again, to where in some places there are today as many as three parallel routes that once carried the Lincoln name.

The Lincoln Highway Association never intended to build the highway itself; its job was to educate citizens to see for themselves the value in good roads. To this end, the Association embarked on certain "object lesson" construction projects, namely "seedling miles" and the "Ideal Section" of western Indiana.

To demonstrate the value of all-weather concrete roads, in 1914 the Association began commissioning the construction of individual miles of pavement in the five "mud" states of Ohio, Indiana, Illinois, Iowa, and Nebraska. The Association dubbed these projects "seedling miles" in hopes that public sentiment and local funds



In 1919 the Army sent a truck convoy across the country on the unfinished Lincoln Highway. The difficulty of the two-month journey made a deep impression on young Lieutenant Colonel Dwight D. Eisenhower, who as President would later sign legislation creating the Interstate Highway System. (Photo courtesy of Van Wert [Ohio] Historical Society)





A contribution of five dollars earned Lincoln Highway backers a handsome certificate. (Certificate from the collection of Lyell Henry; TLM photo)

the Ideal Section one of the first four-lane highways in the country. Built at a cost of \$166,655, it helped set new standards for highways — highways that would have to absorb unimagined volumes of traffic after World War II.

### Numbers — Not Names

By 1925 many of the main roads in the country — including the Lincoln Highway — were well on their way to being improved, and a trip across the country by car was no longer quite the adventure it had been just ten years earlier. In 1915, motorists complained that the roads of the nation were poorly marked; by 1925, there were so many signs for the 250 or so named highways that travelers had to pull over at major junctions just to read the forest of names and directions.

Some of these highways were improved roads, some merely a name on the map. In addition to the Lincoln

Highway, there were transcontinental routes like the Victory Highway and the Midland Trail, and hundreds of lesser roads like the Jefferson Davis Highway, doubtless a Southern response to the Lincoln Highway, and such notable roads as the Alfalfa Trail, the Short Cut West Highway, and the Blue Valley Drive, known as the BVD.

It was a mess, and in 1926 the American Association of State Highway Officials formulated and put into effect a scheme of numbered highways, a system we still use today. Under their plan, major transcontinental routes became U.S. 20, 30, 40, etc., and major north-south routes became U.S. 1, 11, 21, and so on.



And the Lincoln Highway? Wrote Henry Joy: "The government ... has obliterated the Lincoln Highway from the memory of man ... ." The Lincoln Highway, "a memorial to the martyred Lincoln," became U.S. 30 between Philadelphia and Echo, Utah, and a scattering of other federal and state highways elsewhere.



The Lincoln Highway caught America's imagination, and the makers of everything from cigars (top) to board games (above) wanted to be part of it. (Cigar box and board game courtesy of Lyell Henry; TLM photos)

But Henry Joy and the Lincoln Highway Association would not let the memory of this highway die. As a last act of the Association, the officers had some 3,000 concrete markers cast and distributed across the country. On September 1, 1928, Boy Scout troops installed them along the length of the Lincoln Highway road as a lasting memorial. On each marker was a small brass medallion that read: "This Highway Dedicated to Abraham Lincoln."

### Preservation — and New Adventures

The Lincoln Highway did not die. Although it was replaced by Interstate 80 (on which a driver can travel from New York to San Francisco without ever stopping for a traffic light), even into the 1980s gas station attendants, truck drivers, and waitresses along the old route still referred to it as "the Lincoln." Many had forgotten that it once spanned the continent, but it was still the Lincoln Highway and the object of local pride.

Then in the fall of 1992, a small group of people from across the country met in Ogden, Iowa, along the Lincoln Highway, and revived the Lincoln Highway Association. Their goal was not to help build a transcontinental highway; theirs was to preserve what was left of the old one. They were farmers, publishers, historians, antique car buffs, teachers and students, all eager to save historic gas stations, bridges, tourist courts, and parts of the very highway itself for an America that needs an antidote to high-speed, non-stop, never-look interstate travel.

From its national headquarters in Franklin Grove, Illinois, the new Lincoln Highway Association has explored and marked many miles of the old Lincoln, fought preservation battles in court, and sponsored car and bus tours. It publishes a quarterly journal, *The Lincoln Highway Forum*, and holds national conferences; at the most recent, held in Salt Lake City in 1998, Association members explored the old routes across the desert. And among the Association's life members is Henry Joy IV, great-grandson of the first president of the original Lincoln Highway Association.



The members of the Lincoln Highway Association understand something important, something auto travelers of 80 years ago learned first hand: ours is a beautiful and varied nation, and it gives itself freely to unhurried exploration. The great tapestry of American life awaits the modern auto traveler — just as it did years ago — in the rolling farmland of Indiana, down the colonial roads of New Jersey, in a diner in Pennsylvania, across the wide, dry valleys of Nevada, on the Main Streets of Nebraska towns, close by the old narrow pavement that angles from town to town, bypassing nothing. Once off the oil-stained concrete of the interstate, away

from standardized, sanitized, franchised America, new auto travelers — new explorers, in a sense — can slow down, power down their windows, and rediscover their own country.

The advice of auto traveler Beatrice Massey is as true today as when she wrote it in 1919: "You will get tired, and your bones will cry aloud for a rest cure; but I promise you one thing — you will never be bored! No two days were the same, no two views were similar, no two cups of coffee tasted alike . . . My advice to timid motorists is, 'Go.'"



Ceremonial arches crossed the Lincoln Highway in Fort Wayne, Indiana, and other towns across the country. (Postcard from the collection of Robert Powelson)



One of the most famous roadside attractions along the Lincoln Highway was the S.S. Grand View Point Hotel in Pennsylvania's Allegheny Mountains. (Postcard from the collection of Jan Shupert-Arick)

## Lincoln Highway Programs and Events:

### Private Preview Opening

Saturday, June 27 — 8-11 p.m.

"Cruisin' the Lincoln Highway" — a '50s and '60s theme party. Reservations required; please call (219) 455-1832. 21 and older only. \$25/couple, \$12.50 single. All proceeds benefit The Lincoln Museum's educational programs. [A]

### Public Opening

Sunday, June 28 — 1-4 p.m.

A family event featuring vintage cars, refreshments, and a presentation by John Martin Smith, past president of the Indiana Historical Society, "The Lincoln Highway's Hoosier Connection." Free with general Museum admission. [A]

### The Lincoln Highway: Main Street Across America

Sunday, July 26 — 2 p.m.

Drake Hokanson, guest curator of the exhibit, will discuss the history of automobile travel and sign copies of his book, *The Lincoln Highway: Main Street Across America*. \$6 (\$4 for Museum members). Reservations required; please call (219) 455-5606. [A]

### Gas, Food, and Lodging:

#### One-Stops on the Lincoln Highway

Sunday, August 9 — 2 p.m.

Dr. Lyell Henry, Professor of Political Science at Mount Mercy College, Cedar Rapids, Iowa, will discuss the small businesses that developed to serve Lincoln Highway travelers. \$6 (\$4 for Museum members). Reservations required; please call (219) 455-5606. [A]

### Touring the Lincoln Highway:

#### A One-Day Excursion

Sunday, August 24

Mike Weigler, former president of the Indiana Chapter of the Lincoln Highway Association, will lead a bus tour of the Lincoln Highway between Fort Wayne and Upper Sandusky, Ohio. Lunch at the Hotel Marsh, Van Wert, Ohio, is included. Please call for price. Reservations required by July 21; call (219) 455-5606. [A]

### The Great Race

Sunday, October 4 — 1:30 p.m.

See the Oscar-winning 1965 movie with Jack Lemmon, Tony Curtis, and Natalie Wood. Film length 160 minutes. Free with general Museum admission. [A]

### Home for the Holidays:

#### Reminiscences of Old Time Road Travel

Sunday, December 13 — 2 p.m.

Free with general Museum admission. [A]

# A Letter to the Editor

The following letter is representative of the sentiments expressed by a number of readers:

Friday, April 10, 1998

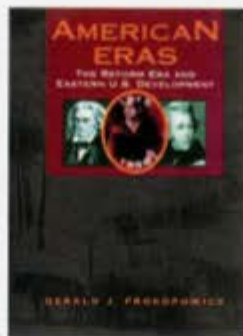
I have to ask ... Why were there *eight* anti-Clinton political cartoons in the latest issue of *Lincoln Lore*? When I saw the first two, I assumed the point was to say that cartoonists still refer to Lincoln today as an icon — people know him so well that you can easily compare him to someone else. If that were the point, though, there must be other contexts in which Lincoln's image is used that could have more fairly shown the wide spectrum of usages his image gets. In contrast, though, using only anti-Clinton images needlessly politicized *Lincoln Lore*. It looked more like the magazine of a right-leaning political organization than one devoted to the study of Lincoln. Certainly, people may differ on the ethics of the President, but I don't think *Lincoln Lore* is the place for that discussion.

Leonard Helfrich  
Fort Wayne, Indiana

**Editor's reply:** For the last several years, *Lincoln Lore* has presented annually an article by Frank Williams summarizing the Lincoln-related events of the previous year, including a sample of political cartoons using the image of Abraham Lincoln. As Mr. Helfrich observes, the Museum's mission of interpreting the history and legacy of Abraham Lincoln includes portrayals of how Lincoln's name and face continue to be used (and abused) for partisan political purposes.

By no means, however, does *Lincoln Lore* or *The Lincoln Museum* endorse the political sentiments found in the specimen cartoons of this or any other article. Although I personally found many of this year's cartoons in questionable taste, I felt it my duty as editor to continue to show how cartoonists were using the Lincoln image. Based on reader reaction, I recognize that I should have done more to make clear the purpose of publishing the cartoons in *Lincoln Lore*. Future "Lincolniana" articles will include notes that the cartoons are examples of Lincoln's continuing vitality as a political symbol, not expressions of the views of *Lincoln Lore* or *The Lincoln Museum*. — GJP

# At The Lincoln Museum Special Events:



## Meet the Editor

Monday, July 27 — 11:45 a.m., Museum Auditorium

To mark the publication of *American Eras 1815-1850: the Reform Era and Eastern U.S. Development* (Gale Research), edited by Lincoln Museum staff member Gerald J. Prokopowicz, Museum members are invited to a brown-bag luncheon discussion with Dr. Prokopowicz, focusing on challenges to traditional interpretations of 19th century American history. Admission free; lunch is bring-your-own.



## Grandparents' Day at the Museum

Sunday, September 13 — 1-5 p.m.

In recognition of National Grandparents' Day, all grandchildren visiting the Museum with a grandparent will be admitted free.



## The Nineteenth R. Gerald McMurtry Lecture

Saturday, September 19 — 7:30 p.m.

Douglas L. Wilson will present "Herndon's Dilemma: Abraham Lincoln and the Privacy Issue" as the nineteenth R. Gerald McMurtry Lecture. Professor Wilson is Saunders Director of the International Center for Jefferson Studies at Monticello in Charlottesville, Virginia. He is the author of numerous books and articles on Abraham Lincoln, including *Lincoln before Washington: New Perspectives on the Illinois Years*, and *Honor's Voice: The Transformation of Abraham Lincoln*, and is the co-editor (with Rodney O. Davis) of *Herndon's Informants: Letters, Interviews, and Statements about Abraham Lincoln*.

The cost of the evening lecture and reception is \$10 for Museum members, \$15 for non-members. Call (219) 455-1832 for reservations.



## Fall Gala Auction

Saturday, October 24 — 7:30 p.m.

Support The Lincoln Museum at this bi-annual fundraising extravaganza. Further information and invitations to follow.

## Annual Lincoln Colloquium to Come to Museum in 2000

The Lincoln Museum is pleased to announce that it will host the Annual Lincoln Colloquium on September 23, 2000. The Museum has entered a partnership with the Lincoln Home National Historic Site in Springfield, Illinois, and the Lincoln Studies Center of Knox College, in Galesburg, Illinois, to co-sponsor the Colloquium, founded in 1986 to create a forum for new ideas in Lincoln-related scholarship. To increase the accessibility of the Colloquium, it will continue to be held in Springfield in 1999, 2001, and every second year thereafter, but will move to the other sponsors' sites in alternate years. The 1998 Colloquium will be held at Knox College in Galesburg, and will feature former U.S. Senator Paul Simon, Professor Michael Burlingame of Connecticut College, authors David Long and William Harris, and *Lincoln Lore* editor Gerald J. Prokopowicz.



## "Tightening the Union"

"Besides showing the Lincoln Highway, the map reproduced above indicates the Border Highway by which it is proposed to link up the Lincoln and other principal highways in the country, and which Mr. Henry B. Joy, author of this monograph, has so earnestly advocated. In its commercial aspect, the scheme would provide a basis, Mr. Joy believes, for a federal spider-web system of hard-surfaced highways, and thus greatly reduce the cost of transportation, while in a military emergency it would make possible the rapid mobilization and concentration of troops at whatever point was threatened."

Map and text from Henry B. Joy, "National Highways and Country Needs," in *Monographs of Efficiency* n.3 (April 1917), published by the National Institute of Efficiency. (From the collection of TLM)

