

# Awake, Ye Road Boosters!

**Now Is the Time to Act and Do It Quickly—The U. S. Senate Passed Bill Appropriating \$75,000,000.00 for Roads In All the States.—It is Now in the House of Representatives.—Write Your Congressman at Once to Support the Bankhead Bill.**

**Here is a press dispatch that appeared in all the daily papers Monday May 8th:—**

Washington, May 8 —The senate today passed without a record vote the Bankhead good roads bill to spend \$85,000,000 in the construction of post roads, contingent on an equal expenditure by the state. Appropriation for \$10,000,000 for roads in national forests is included. It differs from the house bill. The Senate bill will now go to conference and must be passed by the house before it becomes a law."

The Bankhead bill has been endorsed by the Highway departments of the states and the Good Roads Associations of the country generally. It is safe and sane. It appropriates \$5,000,000.00 this year, \$10,000,000.00 next year, \$15,000,000.00 the next year, \$20,000,000.00 the next year, and \$25,000,000.00 the next year, in all \$75,000,000.00 It is apportioned among the states, according to population and milage of post roads. The eleven states along the Jefferson Highway get the following amounts:

States	1st year	2nd year	3rd year	4th year	5th year
Kansas .....	\$148,750	\$297,500	\$446,250	\$595,000	\$ 743,750
Missouri .....	175,550	351,100	526,650	702,200	877,750
Arkansas .....	84,850	169,700	254,550	339,400	424,250
Oklahoma .....	118,250	236,500	354,750	473,000	591,250
Texas .....	301,050	602,100	903,150	1,204,200	1,506,250
Louisiana .....	67,950	135,900	203,850	271,900	339,750
Iowa .....	150,700	301,400	452,100	602,800	753,500
Minnesota .....	146,050	292,100	438,150	584,200	730,250
Nebraska .....	110,700	221,400	332,100	442,800	553,500
South Dakota .....	83,750	167,500	251,250	335,000	418,750
North Dakota .....	78,400	156,800	235,200	313,600	392,000

The above sums are to be expended in these states in building permanent roads under the direction of the highway department of each state, together with the Secretary of Agriculture. Where there is no Highway Department the Governor is to manage the fund. Each state must put up a like sum to be expended with the Federal fund. Where any state is prohibited by the constitution from building roads a number of counties may duplicate the Federal fund and get the aid.

It is generally understood that the Federal Government will much prefer to spend its first money on National Highways that may at any time become Military Roads. The Federal funds will also go where the people are organized and actively engaged in permanent road building. The Jefferson Highway will be in position to ask for and receive the very first funds available under this bill.

This is considered to be the best Federal Good Roads Bill ever introduced and it has a better chance of enactment than at any time before. It is now up to all **GOOD ROADS BOOSTERS EVERYWHERE** to exert their full influence in favor of this bill at once and stay behind it till it becomes a law.

Write or wire your congressman and ask all of your friends, at home and elsewhere, in your own state and in other states, to get busy and work for the passage of the Bankhead Good Roads Bill.

Yours for Good Roads,  
J. FRANK SMITH, Manager Press Bureau  
Jefferson Highway Association.

Pleasanton, Kansas, May 9th, 1916.