

"MORE KANSAS CITIES PAVE STREETS THAN ANY STATE. Leads All Others During Last Five Years—Practice Spreading to Country Communities, "Topeka Capital, January 5, 1916.

Manhattan, Kan., Jan. 4—More cities in Kansas have paved their streets with first-class materials during the last five years than in any other state in the Union, is the assertion of W. S. Gearhart, state highway engineer. "These cities began their work," says Mr. Gearhart, "by paving one or two blocks in the business districts and extending operations until in many places practically all of the streets have been paved. The most natural, practical and logical development of this system will be the extension of these paved highways out into the country. Indeed, many counties are making definite plans for such a radiating system of roads.

"During the last five years Kansas has built and has been maintaining the finest system of earth roads in the world, but about ten months ago the 'bottom dropped out' and the most important dimension of these highways has been their depth. The weather conditions in 1913 and 1914 were favorable for the maintenance of earth roads and many Kansans began to think that properly graded earth roads would answer any purpose.

"However, it is now clearly evident that if these main roads radiating from market centers and connecting cities, are to be maintained in the eastern part of the state as 365-day highways, it will be necessary to surface them with more permanent materials.

"Eastern Kansas is especially adapted to general farming and dairying, and a system of first-class highways leading to the market centers is one of the first essentials in the successful carrying out of this type of farming.

"Choosing the type of road for a locality should be done by an expert engineer, while the construction of the road should be placed under the supervision of a corps of expert engineers who have been given the power to get results."