

city can be seen. Nor is the view entirely lost at night, for the white way lights up practically all of the business streets and the state house grounds.

#### View of the Town.

Of far greater importance than this view from the distance, however, is the fact that now out of town motorists who enter the city will do so from the Vinewood road. This strikes Kansas avenue at Fifteenth street. The visitors will consequently tour the whole length of Topeka's busiest street and be able better to form a favorable impression of the city.

Heretofore, to avoid the fearful spots in the township, motorists continued on the main road until they reached the Sixth street highway. By using this road they saw practically none of the best points in the city.

John Troutman, who is responsible for this changed condition, has been a resident of Topeka township since 1865 and is one of the original good road fans.

Kansas City Star  
December 8, 1915

#### KANSAS TO WORK OUT LOUD.

A Publicity Bureau Established for the Jefferson Highway Counties.

Since the Jefferson Highway conference at New Orleans, November 15 and 16, the rival Missouri and Kansas routes have been working quietly to put across the most miles of rock road before next Labor Day, at which time the official route between Joplin and Kansas City will be chosen. Kansas, however, has determined to abandon the "gum shoe" plan. A press bureau has been established, with J. Frank Smith of Pleasanton, Kas., as the editor. The first report of the new bureau contains cheering news.

Cherokee County, it is reported, will build its entire part of the road of mine gravel. This makes a very cheap but an excellent road.

Crawford County will also use mine gravel and the interest is so great that it is predicted that parallel roads will be built along one 10-mile section.

Bourbon County is the greatest disciple of preparedness on this route. The Fort Scott rock roads will require only short extensions both north and south to complete that county. These new roads are being built under the Hodge Law at a cost of only about 10 cents an acre a year to the land owners.

Linn County, from the contest that has developed, may have two routes in contest. Both plan to take care of the Marias des Cygne River crossing in a manner that will avoid the flood troubles of this year.

Miami County also has two principal routes under discussion, with some minor contenders. The whole county is aroused and has its culverts in and roads graded. Its county commissioners were the first to come out for rock roads.

Johnson County seems to be taken care of. From Kansas City to Lenexa is rock. From Lenexa to Olathe is oiled earth, but a movement to rock it has been started. From Olathe to Spring Hill and the Miami County line petitions are being prepared for a rock road district under the easily workable Hodge Law. The preliminary polls have shown a heavy majority for rock roads in the district that would have to pay.