

# GIVE PNEUMATIC TIRES CREDIT FOR GOOD ROADS

League of American Wheelmen Start Movement an Auto Men Continue It.

## NEW JERSEY THE PIONEER

New York Fourth State to Take Action—Result Best Roads in the Union.

Pneumatic tired vehicles, first the bicycle and later the automobile, have been responsible for the greatest impetus to the general good roads movement. The campaign begun in the late '80s and waged with increasing strength for a number of years thereafter by the League of American Wheelmen had its results in the adoption of State aid in road building activities, and in 1907 it was only twenty-one years ago that the first of all the States of the Union began on a definite plan of assisting in the development of highways for all.

New York was the fourth State to take up the system. New Jersey, Massachusetts and Connecticut all preceded this State. Now this is one of the most prominent of good roads States in the Union. At this time thirty-seven States employ the system whereby the county authorities are considerably helped to build and maintain roads.

The character of these roads has changed considerably since first they were laid down, chiefly because of the automobile, which with its great speed demands roads more permanent and more than was the case under other conditions. With the need for firmer roads have come improvements in materials and machinery, so that those communities which wish to keep up with the times at least have the tools with which to do it.

An outline of the spread of State aid in road building has been made in "Good Roads and Part of It" given herewith.

New Jersey was first to take a definite step in the matter of State cooperation in building roads, and in 1891 a State aid law was passed in that State and a new era in road building was begun. The control of State aid funds was at first vested in the president of the State Board of Agriculture, and it was not until 1894 that an act creating the office of Commissioner of Highways was passed. By the provisions of the original law aid was extended to counties upon petition by property owners, the State paying one-third of the cost, the property owners one-tenth and the counties the balance. The first year's appropriation for carrying out the provisions of the act was \$250,000.

In 1892 a law was passed in Massachusetts creating a commission consisting of three members, the duties of which were to investigate the highway situation with a view of considering legislation necessary to better construction and maintenance of the roads of the State. The sum of \$10,000 was appropriated for the purpose. In February, 1893, the commission made a report to the Legislature, and in June, 1894, a law was passed authorizing county commissioners to take over town roads upon petition by Mayors or boards of Selectmen, and have them improved as State roads. An appropriation of \$300,000 was made for improving such roads. The State to pay the cost and the counties to pay back 25 per cent. within six years.

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Why this tire has so quickly come to outsell all others.

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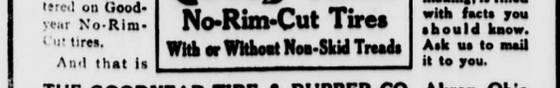
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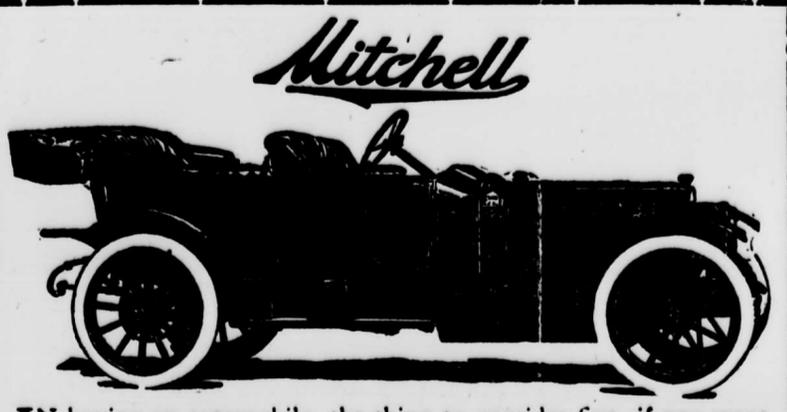
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assistance to local road officials. Money aid was authorized in 1901, and an appropriation of \$200,000 annually was made to carry on the work. The State paid one-half and the counties one-half of the cost of the construction. The Legislature of 1908 authorized the appointment of three citizens and designate two members of the Geological Survey who with the Governor's ex officio should constitute a State Road Commission. The commission was authorized to lay out and construct a system of State roads to be built with State money, and an appropriation of \$500,000 was made with which to pay the cost. In 1910, the State aid work of the highway division of the Geological Survey was transferred to the State Commission of Highways.

## AUTOMOBILES. AUTOMOBILES.

Ohio was made a State aid State in 1904. A highway department was also established in that year. The law was amended in 1908 and again in 1911, and finally with reference to form of administration. The State pays one-half the cost of State aid work, the counties and towns one-quarter each. Illinois, Michigan, Minnesota and New Hampshire adopted State aid in 1907. Vermont and Virginia became State aid States in 1908. In the former State a State Highway Department was created with a commissioner in charge and an annual appropriation for aid to the towns was authorized. In Virginia the law established a State Highway Commission with a commissioner in charge and authorized the employment of convict labor as State aid to the counties. The law was subsequently amended so that money aid could be granted where convict labor was unavailable.

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