

- 1 ROOSEVELT MIDLAND TRAIL
- 2 GOLDEN BELT U.P. HWAY.
- 3 CORN BELT
- 4 PIKES PEAK O. TO O. HWAY
- 5 KING OF TRAILS
- 6 WILSON WAY
- 7 S. W. TRAIL
- 8 OMAHA K. C. SHORT LINE
- 9 JEFFERSON HIGHWAY
- 10 BLUE J.
- 11 NORTH STATE HIGHWAY
- 12 NATIONAL OLD TRAIL
- 13 CAPITAL HWAY. KAN.
- 14 ATL. PAC. HWAY.
- 15 KANS. WHITE WAY
- 16 OSAGE VALLEY HIGHWAY
- 17 OZARK TRAIL
- 18 PLATTE PURCHASE ROUTE
- 19 NEW SANTA FE TRAIL
- 20 K. C. FT. SCOTT SHORT LINE
- 21 BEN HUR HWAY.
- 22 LAKE TO GULF
- 23 DOCKERY TRAIL
- 24 CAPITAL HWAY. MO.

Good Roads Association Of Greater Kansas City.

J. Frank Smith, Mgr.

Kansas and Missouri Need Diversified Agriculture

This chart shows how Wisconsin ranks with all the states in the Union as an agricultural state. While it ranks 17th in size and 19th in rural population it ranks well up as a leader in almost every kind of farm production. The acre yield of corn, wheat, oats, hay and other crops are from 20% to 40% above Kansas and Missouri. The fields of Wisconsin have been steadily growing more fertile and more productive since the advent of the dairy cow in 1885. The fields of Kansas and Missouri have been slipping. In corn and hay and forage Wisconsin ranks low in acres but much higher in yield, indicating its average yield per acre of these crops far above the U. S. average. The Wisconsin farmer markets most of his field crops through livestock. Fifty per cent of his corn goes into silos and only 1% is sold outside of the counties where produced. The Wisconsin farmer is devoting extra efforts these days to hogs and poultry and in a few years that state will be a leader in these departments of agriculture. The Wisconsin farmer is a leader in pure bred animals of all kinds. He is discarding the scrub of every breed. He is making farming and stock breeding a profession, changing guess work and chance to a scientific program of making every acre and every animal produce a profit or "out it goes." There is room in Kansas and Missouri for a big program of this kind.

SEEING IS BELIEVING

The best way to convince a man of the advantages of dairy farming and diversified agriculture is to visit Wisconsin or Bourbon county and see and get information first hand from the farmers. Commercial Clubs should send committees to investigate this program.

This chart is made up from U. S. Census Report, 1920. It shows Kansas ranking as second in size, 23d in rural population and 6th to 11th in all farm products except wheat, hay and forage. With ten years devoted to the same program as Wisconsin, Kansas could rank near the lead in almost any line of agriculture. In corn, oats, hay and forage and silage crops Kansas ranks high in acres but much lower in production. Kansas farmers need more livestock and especially dairy cows.

The above chart shows how Missouri ranks in agriculture with all the states of the Union. It is large, being 5th in point of improved acres, and 8th in rural population but in many of the leading crops and live stock items falls far below its size. In some of the main crops it ranks high in acres but low in production. With its size, climatic advantages, deep soil, good markets and coming of good roads Missouri should rank well to the top in all lines of live stock and agricultural productions.

This chart shows how Wisconsin, a state noted for dairy cows and diversified agriculture, leads Kansas and Missouri in acre production, miles of hard roads and general rural progress and prosperity with fewer acres per rural person.

The comparative mileage of hard roads shows Wisconsin so far ahead of Kansas and Missouri that it will be many years before the latter states can hope to catch up. When Missouri gets her state system of 7,640 miles completed and with enough county roads to make a total of 10,000 miles, which may happen by 1930, that state will still have about 30 per cent as many miles of hard roads as Wisconsin.

The agriculture production and gross income per acre are taken from the reports of 1920 of each state.

This chart shows the corn yield in Missouri for the past 50 years. Owing to the natural depth of its soil the acre yield of corn in Missouri has not suffered from the slump that is found in Kansas. But this chart shows that the fields are not improving as they are in Wisconsin. Missouri needs a soil building program that will enrich her corn and wheat fields like those of Wisconsin.

This chart shows how the acre yield of corn in Wisconsin has increased since 1885 when the farmer generally turned from grain crops to hay and forage, silos, dairy cows and crop rotation. The farmers of this state have set a fine example to Missouri showing what can be done for the soil through diversified agriculture.

The chart above shows a deplorable condition in Kansas relative to the yield of corn. It should arouse the people to a realization of this situation and call for a state movement to bring the state back as a grain state. The Wisconsin program of farming, started in that state 37 years ago, halted the soil depleting system before it had reached so bad a state as it has in Kansas. Kansas faces a real crisis and unless a new program is adopted soon corn and wheat raising will be carried on at a loss generally.

This map shows the hard roads built and to be built in Bourbon county, Kas. This county has been building roads rock for 12 years. During the past 7 years the farmers have been turning to dairy cows and are now selling about \$1,500,000 worth of milk annually. This extra money is paying for the hard roads and making a demand for more without any objection to the taxes necessary to meet the annual assessments. The black lines show rock roads completed and the

light lines show roads financed under the benefit district law and to be built as fast as possible.

It was the rock roads and enthusiasm for dairy cows that enabled Ft. Scott to land a \$500,000 milk condensery five years ago. It is proving the best and biggest money maker of any institution ever established in the county.

Mt. Vernon, Mo., in Lawrence county, with 100 miles of gravel roads radiating in all directions from the city, recently landed a \$200,000 milk condensery. After a big campaign among the farmers in the interest of more and better dairy cows it was easy to sign up enough cows to insure a sufficient supply of milk to secure the condensery.

Lawrence county, Missouri, and Bourbon county, Kansas, are pioneers in good roads and are now reaping their harvest in big dividends.

This chart tells in a few words the story of seven years of co-operative efforts of the Fort Scott Chamber of Commerce and the farmers of Bourbon county, Kansas. Each year will add many miles of hard roads in that county and a quarter million dollars to the milk checks of the dairymen. Also each year will see the corn fields of that county getting better and better.

Here are the combined agricultural reports of three states taken from the state reports for 1920. Please study this chart carefully. Note the difference in gross production per acre of improved land. Note also what it would mean to Missouri and Kansas if the fields of these states would reach the high state of production as shown by Wisconsin.

This condition in Wisconsin is the result of 37 years of organized effort by the farmers, bankers, and business men, editors, all schools and colleges and every friend of the state. Missouri and Kansas can excel Wisconsin in every line of agriculture if the people here will do as they have done in Wisconsin. It would mean double the income to the farmers, increased population, better farm homes, more good roads, elimination of crop failures, consolidated rural schools, and in every way a Greater Missouri and a Greater Kansas.

Missouri Speeding-Up Her Road Building

The above map shows the state roads in Missouri which are now under construction by the highway department. When Amendment No. 6, authorizing the \$60,000,000 road bond issue, was adopted in November, 1920 the people were assured that there would be no property tax to meet the cost of these roads. The highway commission is living up to that pledge and insist that the annual expenditures for state roads be held within the income from the auto license fees and federal aid. The average motor license fees in Missouri is \$8.25.

When the program was adopted it was planned to take ten years to build the roads. The people have now changed their minds. They want the roads just as soon as possible. The highway commission is willing to speed up the work and do the job in half the time if possible, but to reduce the time will require more funds annually. To meet the financial demands will require an increase of probably 50% in the motor license fees and a 1 cent per gallon gasoline tax.

Missouri now has an income from its motor license fees of about \$4,000,000 per year. There are over 400,000 motor vehicles. These will increase rapidly. By increasing the average license fees to \$12 per vehicle, the same that is now paid in Kansas, and collecting a gas tax of 1 cent per gallon would add about \$4,000,000 annually to the state road fund. To this add \$2,500,000 federal aid, making a total of \$10,500,000 annually for highway work. This fund will increase each year with the increased number of motor vehicles.

If the people of Missouri will support legislation to increase the motor vehicle license fees

and a gas tax as suggested the highway commission is ready and willing to speed up the road building and complete in four years what will otherwise require ten. This is the big question now before the people of Missouri.

Don't Forget the Connecting Market Roads.

While the state is building its 7,640 miles of main roads the various counties should begin at once to work out plans by which the counties and communities will build feeders to the state roads. The state highways will average about 65 miles per county. In Wisconsin, a state noted for diversified farming and agricultural prosperity, there is an average of 355 miles of gravel and paved roads per county. Missouri cannot hope to be as productive and prosperous as Wisconsin with only 65 miles of good roads per county, over which to deliver daily the perishable products of the farms. Wisconsin farmers deliver products every day and have a pay day every day. It keeps cash in the banks to meet all bills. Fine plan.

Proposed State Road Program For Kansas

THE ABOVE SYSTEM OF STATE ROADS IN KANSAS COULD BE BUILT WITHOUT PROPERTY TAX.

The above map shows approximately 6,500 miles of highways in Kansas. They connect almost every county seat and important market centers in the state. These roads, when constructed as 365-day highways, would carry about 80% of the traffic of the state and be within 15 miles of approximately 90% of the population.

The plans, as suggested by the progressive road boosters of Kansas, propose the following program:

- 1— Have the Legislature of 1925 submit a constitutional amendment designating the system of state roads to be built, using the above map as a basis.
- 2— Have the amendment adopted by the voters at the fall election of 1926.
- 3— Have the Legislature of 1927 enact suitable laws to put the program into operation.
- 4— Set aside the auto and truck license fees to meet the state's share of the cost.

If desired also provide a 1 cent per gallon gasoline tax as a sort of toll to aid in maintaining the roads. This plan is in use in 36 states and is proving very satisfactory. The tax varies from 1 cent to 3 cents per gallon.

- 5— If this program is carried out as per above schedule the state would be ready to proceed to the building of roads in 1928. Provision should also be made to reimburse counties and special districts for roads that have been built before that time and which are taken over as a part of the state system. This plan prevails in Missouri, Minnesota, Illinois and most of the states where such a plan has been adopted.

How It Could Be Done

By the time this program could be put into operation Kansas will have at least 550,000 autos and trucks. Autos in Kansas are now paying an average of \$12 per car per year. At this same average the motor license fund would amount to \$6,600,000 annually. To this add the income from a 1 cent gas tax of \$2,200,000. Then to this add Federal Aid of \$2,200,000 annually and you have an annual fund of \$11,000,000. This fund would maintain the state system of roads, starting as soon as the state takes over the job, would pay interest and retire the bonds, if any were issued, maintain the highway department and leave a huge fund annually to meet the cost of the roads. In ten years this fund would amount to \$110,000,000.

Does anybody doubt the soundness of the program? A similar plan is now in operation in

over 20 states. Missouri is building 7,640 miles in this way and will not require one dollar of property tax.

The first and all important step in this big movement is to educate the people to the point where they are for the program and then the voters in 1924 will insist that the members of legislature, which meets in January, 1925, submit the plan to a vote in 1926.

If you believe in this plan begin now to boost for it. Get your clubs and editors and agricultural, civic and community meetings to endorse it. If the next legislature fails to submit the amendment it postpones the actual start on the state road building to 1930. You may be dead before that time. Let's have these roads while we are living. Remember that Kansas, Montana and Mississippi are the only states which do not build or aid in building roads.

If all the counties in Kansas were building roads like Shawnee, Bourbon, Wyandotte, Sedgwick, Crawford and a dozen or more of the wealthy counties there would be no need of a state road program, but unfortunately there are sixty-five counties of the one hundred and five that are making practically no plans to build 365-day roads; therefore to get a connected state system of dependable highways the plan as outlined is absolutely necessary.

Somebody asks, What becomes of the Auto license fees in Kansas at present? \$4.50 from each fee is used to drag the roads, 50 cents for the tag and the balance goes into a special road fund, to be used to help pay for hard roads if any are being built and if no hard roads are being built then the fund can be used in any way the county commissioners see fit.

Order Blank For Maps and Literature

The road maps and literature listed below are for free distribution to you and your friends. Look them over and order as many as you can use. We want to spread the gospel of Diversified Farming and Good Roads. You can help.

(Fill in your order, sign, cut out and mail to Good Roads Association)

Good Roads Association of Greater Kansas City,
Coates House, Kansas City, Mo.

As per your offer to supply free you may send to address below the maps and literature as indicated. (Give number wanted of each.)

..... Maps showing all roads within 100 miles of Greater Kansas City, with hard roads built and under construction.

..... Copies of trail map showing best route from Kansas City.

(J. Frank Smith recently made an extensive survey of agricultural conditions in Wisconsin and wrote 18 articles for the Kansas City Journal-Post. These articles are supplied Free.)

..... Copies of first set of six articles on Dairy Farming in Wisconsin.

..... Copies of second set of six articles on Dairy Farming in Wisconsin.

..... Copies of third set of six articles on Dairy Farming in Wisconsin.

..... Copies of article on Diversified Farming and need of a state system of roads in Kansas, reprinted from Good Roads Edition of Topeka Capital.

..... Copies of address in Daviess County, Mo., showing how that county can increase its gross agricultural production over \$7,000,000 annually.

..... Copies of article on Diversified Farming and how Kansas and Missouri rank as Agricultural states, also showing Missouri state roads under construction.

..... Copies of address at Mt. Vernon, Mo., outlining many essential points in

developing a dairy community.

..... Copies of address over the Kansas City Star's Radio, explaining what Diversified Farming means to Greater Kansas City. If the farms within 100 miles-air-line-radius, of this city, would produce as much as the farms of Wisconsin per acre, it would add to the gross value of all farm products of over \$592,000,000 annually.

..... Copies of statement of road situation in Missouri.

..... Copies of statement giving reasons why Kansas should adopt a state road program.

NOTE:—Most of these articles are in plates and available for reprinting in local newspapers. Bankers, Chambers of Commerce, farm bureaus and business firms are invited to co-operate in this movement by helping to give wide circulation to these articles. Wholesale houses might co-operate with their customers by sending them sample copies. Write for cost of plates and suggest how this Association can be of service to your county.

Send above supplies to:

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