TEMPORARY HEADQUARTERS,

Mational League for Good Roads,

45 Broadway, New York.

Instructions for Organizing Local Leagues.

- 1. Any four citizens of the same School District, or other local division, will, upon application to Headquarters, receive a charter and authority to organize a Local League.
- 2. They will choose a Secretary, and at their pleasure, a Presdent and Vice-President.
- 3. The Secretary will transmit to the Headquarters of the National League the names of all members of the Local League, and will receive a membership certificate for each.
- 4. The Secretary will remit to Headquarters the subscription of members for the League Publication, either 50 cents each for the year or 25 cents for the six months. As soon as the number of subscriptions will warrant it, the National League will commence the issue of a weekly newspaper; meanwhile the members will each receive an illustrated pamphlet containing the Proceedings and Addresses at the Chicago Good Roads Convention and the Constitution of the National League, and the Local League will receive as many copies of the monthly organ of the League, the "Good Roads Magazine," as it may choose to order, at the rate of 75 cents per annum. (Regular rate, \$2.00)
- 5. Members of the Local League will not be required to sign any Articles of Association, or other document; they will incur no liability of any kind, and may terminate their membership at any time.

In reply to numerous inquiries, the present plans of the National League for Good Roads are stated as follows:

- I. To combine, as far as practicable, the efforts of all persons now engaged in the work for road reform.
 - 2. To awaken interest in the subject among the people at large.
- 3. To receive, publish, and discuss any well-considered plans for local, State or National action or legislation.
- 4. To urge the passage by the House of Representatives of the Senate's Bill for a National Highway Commission of Inquiry.
- 5. To aid in providing for a proper Road Exhibit and for free instruction in road making at the World's Fair in Chicago.
- 6. To establish the League on the broadest possible basis throughout the country, so that its influence may be of weight in any direction in which it may ultimately be thrown.
- 7. To obtain and spread among the Local Leagues full information regarding recent legislation for road improvement and its practical operation in the various States and counties.
- 8. To obtain and publish full information regarding methods of road building, as practiced in various parts of the United States.
- 9. To procure and furnish to Local Leagues, at reduced prices, all valuable publications on the subject of roads and road legislation.
- no The Temporary Management does not feel authorized to adopt any line of policy, nor commit the League to any special scheme that might antagonize the partisans of others, and thus defeat its immediate purpose to unite and solidify the movement.
- toward the spread of the organization into Townships and school districts. County secretaries will be appointed by the State Boards, upon the recommendation of prominent citizens.
- it out of the State Boards are fully organized, all correspondence will be conducted through the General Headquarters, 45 Broadway, New York.

All State, County and Local Leagues are at liberty to act independently in local matters of Road Improvement and will be supported by the National Organization as far as is practicable.

The Local Leagues are expected to meet occasionally and discuss the papers sent to them and the general subject, and forward their suggestions to the National Headquarters for consideration and publication, if they are novel and important; to push the work of organization and education in their vicinity; and, when the organization is sufficiently advanced, to send delegates to a general assembly of the Leagues to choose a permanent management and take such action as may promote the general purposes of the movement.

CONSTITUTION

OF

The National League For Good Roads.

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CONSTITUTION.

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ARTICLE I.

The name of this organization shall be the National League for Good Roads.

ARTICLE II. OBJECTS.

The objects of the organization shall be to awaken general interest in the improvement of public roads, determine the best methods of building and maintaining them, secure the legislation, State or National, that may be necessary for their establishment and support, and to conduct or foster such publications as may serve these purposes.

ARTICLE III. MEMBERSHIP.

The League shall be organized primarily in School Districts of each State, and its membership shall be open to all citizens. There shall be no initiation fee nor membership dues but each member shall pay 50 cents per annum as a subscription at club rates for the publications of the National League.

ARTICLE IV.

The officers of the League shall be a President, a General Vice-President, 2d and 3d Vice-Presidents, Secretary and Treasurer, and a Vice-President, Director and Secretary for each State and Territory, with an additional Director for each million or fraction over half a million of the inhabitants of any State, and one for the District of Columbia.

ARTICLE V.

TEMPORARY ORGANIZATION.

(omitted.)

ARTICLE VI

THE GENERAL BOARD.

The General Board shall consist of the Executive officers, the Vice-Presidents, Directors and additional Directors, and shall have power to fill vacancies in its own body. Twenty-five members or a representation of ten States, without regard to number, shall constitute a quorum at any regular or properly called meeting of the Board.

ARTICLE VII.

THE EXECUTIVE COMMITTEE.

The Executive Committee shall consist of the General Executive officers, and ten other members of the General Board. Five members of the committee including a majority of the General Executive officers shall constitute a quorum.

ARTICLE VIII.

The Executive Committee shall have control of the affairs of the League, when the General Board is not in session, but shall incur no debt, and there shall be no personal liability on the part of the officers or members of the League.

ARTICLE IX. HEADQUARTERS.

The Headquarters of the League shall be in Washington, D. C., except during the Columbian Exposition, when they shall be in Chicago.

ARTICLE X.

FOUNDERS OF THE LEAGUE.

A roll of the founders of the League shall be kept and the name of every society or individual organizing a local League or Leagues, with a total membership of one hundred or contributing an amount not less than ten dollars to the funds of the National League shall be entered thereon, and the names of all contributors of one hundred dollars or more shall be entered on a special roll

Temporary Organization

of the

National Ceague for Good Roads.



President,
HON. CHARLES F. MANDERSON,
Nebraska.

GENERAL VICE-PRESIDENT AND ACTING SECRETARY,

ROY STONE,

New York.

TREASURER,

WILLIAM H. RHAWN, Philadelphia.

EXECUTIVE COMMITTEE.

E. H. THAYER, Iowa.
PHILLIP D. ARMOUR, Chicago.
LELAND STANFORD, California.
CLEM. STUDEBAKER, Indiana.
SAMUEL W. ALLERTON, Illinois.
CHAUNCEY B. RIPLEY, New Jersey.
ALEXANDER J. CASSATT, Pennsylvania.
W. SEWARD WEBB, New York.
CHARLES L. BURDETT, Connecticut.
GEORGE PEABODY WETMORE, Rhode Island.

Temporary Headquarters, 45 Broadway, New York.

APPLICATION FOR CHARTER.

ST	ATE OF	County	OF
Town P. O			P. O.
			189
To the Secretary of the			
	Mational L	eague for G	ood Troads,
45 Broadway, New York City.			
The following named Citizens desire to organize a Local League or Leagues for Good Roads. Please forward Charter and Certificates of Membership to			
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SCHOOL No.			
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WORKING FOR GOOD ROADS.

Plans of the National League and It Branches in Various States.

"THE WORLD" TO HELP THE CAUSE BY

AN EXPLORING EXPEDITION.

All the Roads Within a Radius of Fifty Miles Will Be Examined and Their Condition Described-Many Influential Men Join the Good Cause-The Coming Convention in Washington-An Outline of the Work.

Now that The World is enlisted in the effort for good roads, interest in the matter has spread outside of this particular locality.

effort for good roads, interest in the matter has spread outside of this particular locality. The ball was set rolling at the reception given by The World in the Pulltzer Building on Dec. 10, when many well-known horsemen and makers of fine carriages and roadwagons assembled to discuss the question of good roads. Since then the work of the National League for Good Roads and of the Road Horse Association of the State of New York has advanced with giant strides.

There is much work to be done, however. The next step will be in an educational line. The World will show the exact condition of the highways and byways of New York City, Brooklyn, Jersey City, and the adjacent country, within a radius of fifty miles. Both the good and the bad roads will be made known, and responsibility for the bad roads will be placed where it belongs. To do this in a practical way The World has on the road a wagon equipped with a staff of writers and artists, Their travels will be fully described in these columns. The discoveries of these explorers will make very interesting reading, and the work to be done to make the roads of the "Greater New York" what they should be will be described in the lift.

Senator Charles F. Manderson, of Ne-

what they should be will be described inithinity.

Senator Charles F. Manderson, of Nebraska, President protem of the United States Senate and the Executive Committee of the National League for Good Roads, met yesterday at the temporary headquarters of the league, No. 45 Broadway. They discussed the proposed improvements in reads with a committee from the Chamber of Commerce. The Chamber of Commerce Committee consisted of Hugh N. Canp. Constant A. Andrews, S. A. Seaman, W. H. Webb and Louis Windmulier. As a result of the discussion the Chamber of Commerce at its next meeting will pass resolutions indorsing the work of the National League.

Others at the meeting yesterday were Gen. Roy Stone, Vice-President and acting Secretary of the National League; G. Wallo Smith, Fresident of the Whelesale Grocers' Association; Dr. Chauncey E. Ripley and Augustus T. Gillender.

The World's Gillender.

The World's Gillender.

At present the National League for Good Roads is only a temporary organization. Its work is purely missionary, the sole object being to induce the organization of local leagues in every State. The temporary organization is meeting With great success in this work.

In Vermont Gov. Levi K. Fuller is President. W.

reagues in every state. The temperary organization is meeting with great success in this work. In Vermont Gov. Levi K. Fuller is President of the State League for Good Roads. Dr. W. Seward Webb is First Vice-President and a keen worker in the society. His summer residence, Shelburn Farm, is near Burnington. The Vermont League has a branch in every county in the State.

State leagues have also been established in Maine, New Hampshire, New York, New Jersey, Maryland, Virginia, Illinois, Missouht and Arizona, and a league has also been organized in the District of Columbia. In January State conventions will be held in Maryland, low, Missouh, Illinois and Virginia.

On Jan. 17 a meeting of the General poard of the league and the Governors or State leagues, will be held at Washington. The following is an outline of the work to be done at the convention:

1. To combine, as far as practicable, the efforts

1. To combine, as far as practicable, the efforts of all persons now engaged in the work for road reform.
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3. To receive, publish and discuss any well-con-

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4. To arge the passage by the House of Representatives of the Scuate's bill for a National Highway Commission of Inquiry.
5. To are in providing for a proper read exhibit and for free instruction in read-making at the World's Fair in Chicago.
4. To establish the league on the broadest possible basis throughout the country, so that its influence may be of weight in any direction in which it

d. to procure and turnish to local leagues at reduced prices all valuable publications on the subject of rea, and road legislation.

At this convention permanent organization will be effected.

Letters pledging their writers to work for good roads by organizing State and county branches of the National League were received from the following persons yesterday:

Orfis A. Browne, Cape Charles, Va. Chairman of the Road Committee, Virginia State Board of Agricultare; Gen. Alexander State, Ridgefield, N. J.; Claude Matthews, Secretary of State of Indiana; G. W. Liverman, Catoosville, Ad.; J. V. Reid, Secretary farmers' State Alliance, Reidville, S. C.; Hiram C. Wheeler, Odebit, Sac County, iz.; Gov. D. Pussell Br. wn of Khode Islana; J. F. Jackson, Richmond, Va.; E. H. Collins, Carneel, Ind.; Richmond Pearson, Asheville, N. Scariel, Ind.; Richmond Pearson, Asheville, N. Scariel, Chown, Harrisburg, F. A., and A. M. ddiesmith, Constitution, O.

Similar letters were received from the following residents of New York State.

F. E. Monger, Richfield Springs; L. D. Rumsey, Schlaio, J. A. C. Wright, Rochester: Thomas R. Proctor, Dica; W. A. Wadsworth, Genesso, Warham Whitney, Rochester, Win Cary Sanger, thooky, Charles S. Francis, Troy, Arthur E. Clark, Batavia; Isaac Siender, Troy, Art

This telegram from S. S. Howland shows that he is also a believer in the policy of read education:

Morwt Morris, N. Y., Dec. 27, 1892.
Would it he possible to send a lecturer, a man who knows his business, to talk to the farmers here saturday night on the best way to improve eley roads, gravel and stone being very scarce. If so, could have lecture at my house.

The officers of the temporary organization serve without pay and do not have to pay rent for offices. The expenses of printing matter describing the objects of the National League and for postage are the only charges on the organization. They are met by subscriptions. The subscribers to date are:

William H. Rhawn, Chairman, Fhladelphia. \$100 Albert A. Pope, Boston.

Bronson Matray.

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William H. Rhawn, Chairman, Fhladelphia. \$100 Albert A. Pope, Boston.

Studeoaker Manuacturing Co. Indiana.

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Gillette, C. Brittain, E. C. Evans, T. A. Sanford, S. J. Sanford, H. R. Inness, William Browster, E. W. Burr, Brootsyn; William M. Gilbert, H. T. Chapman, Brooklyn; D. Clarence Audrade, F. H. Thomas, J. F. Stewart, J. D. Lorentz, John Boyle, J. A. Ripp, J. T. Hildebrant, Washington D. Smitk, Turr, Field and Farm; E. W. Butler, J. A. Sparr, W. H. Gray, Elward Kearney, Henry Stevens, L. T. Spiffin, L. Proudloot.

These gentlemen Indorsed the plans for The Workld's road exploration wagon. Walt for the wagon. Its trips will enlighten the public as to the actual condition of the roads of the "Greater New York." It you wish the wagon to include any particular street or road in its brid, send a possal to the Road Improvement Editor, care of The World.

The Road Horse Association, having a strong organization inrough the State, expects to do much good work for the cause. The officers of the association are: Frederick P. Olcott, President; C. J. Hamfin, Vice-President; J. C. de le Vergne, Treasurer, and Charles A. Willis, Secretary.

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The New-Nork Times, Sunday, December 18, 18

SEEKING GOOD HIGHWAYS

STEADY PROGRESS MADE BY THE NATIONAL LEAGUE.

ITS AIMS EXPLAINED TO CHAMBER OF COMMERCE REPRESENTATIVES-CHARTERS WANTED BY LOCAL LEAGUES-RAILROAD MEN ING-HOW THE WORK STARTED.

The last few days have been very important ones in the history of the National League for Good Roads, and the results of the efforts put forth during this time have been an additional impetus to this great reform which is spreading

impetus to this great reform which is spreading through this country.

Senator Charles F. Manderson, President of the league, has been in the city for a few days, and has done important work in bringing the aims and objects of the league before many public men, whose aid and interest in this reform will be invaluable. As a beginning the league has received \$1,300 in subscriptions, and this is only the commencement of what will happen when the whole country is aroused to the great importance of this matter.

Another feature of the work of these few days was a meeting of a committee from the Chamber was a meeting of a committee from the Chamber of Commerce with the executive officers of the league. This meeting was held at the temporary headquarters of the league in Aldrich Court, 45 Broadway, yesterday noon. The committee from the Chamber of Commerce included

mittee from the Chamber of Commerce included Louis Windmiller, Chairman; William W. Webb, Samuel H. Seaman, and Constant A. Andrews. The executive officers whom they met were President Manderson, Gen. Roy Stone, General Vice President and Acting Secretary, and Chauncey B. Ripley of the Executive Committee. The aims and objects of the organization were laid before the committee from the Chamber of Commerce. All professed themselves pleased with the objects of the league, and expressed the hope that it would fully carry out the plans and aims for which it exists.

These gentlemen said they would make a fa-

pleased with the objects of the league, and expressed the hope that it would fully carry out the plans and aims for which it exists.

These gentlemen said they would make a favorable report upon the league to the Chamber of Commerce, and they had no doubt this body would indorse the league and endeavor to aid it in all the ways in its power. This means a great deal, because with such influential indorsement the cause will be materially aided.

It was decided that a meeting of the Executive Committee should be held Christmas week in this city, and a meeting of the entire board in Washington Jau, 17.

It was announced that the following subscriptions had been received:

William H. Rhawn, Philadelphia. 100

Dr. Chauncey B. Elp. 100

M. Seward Webb. 100

Suudsbaier Mann 100

Roy Bronson Murray. 500

Roy Bronson Murray. 500

A number of encouraging letters were received. Some of them contained many valuable suggestions, which will be put into practice by the officers, One of the most encouraging of these letters was from the efficers of the Country Club signing this letter were Col. John Hay, President; John Dayis, Secretary; Woodbury Blair, and Jerome N. Bonaparte. The club applied for a charter for a local league. The drib Maine was received a few days ago. The application was signed by George H. Hamiln, President of the Maine State College. Both of these applications were granted, and they will form a nucleus in each of these communities around which will grow a large number of local leagues in the near future.

A letter from Arthur E. Clark of Batavia, N. Y. contained a number of suggestions of great value, Mr. Chark thought th would be a good idea if all towns and villages would pass local regulations or ordinances that wagons for heavy loads should be compelled to have wide tires, which should be in proportion to the loads which each wagon was built to carry. This idea had been carried out in Batavia, and although it had been carried

aims of the National Lesgue attend these meetings, explain the work that is being carried forward, and ask the co-operation of the farmers. These meetings are always well attended by the farmers, and their doings are always fully reported in the rural papers, especially in the more remote districts.

Communications were received from a great number of railroad officials, and, taking all these replies itogether, it is estimated that instructions have been issued to over 4,500 railroad agents about the league and how to form local leagues. The railroads have gone to work maniully in this matter, and some of them, in addition to the circulars sent by the league itself, have issued orders to their agents what to do and how to aid the National League in the formation of local chapters.

Gen. Stone said he thought that before this week was out there would be over 5,000 railroad men seeking to form local leagues, and there would be few in this great number who would not be successful in organizing at least one chapter.

In the instructions issued for the formation of these local leagues the General Secretary states that after a local league shall have been formed the local Secretary may remit to headquarters the subscription of members for the league publication, either 50 cents each for the year or 25 cents for six months. When the number of subscriptions will warrant it the National League will commence the issue of a weekly newspaper. In the meanwhile the members will each receive an illustrated pamphlet containing the proceedings of the Chicago Good Roads Convention and the constitution of the National League is of the monthly organ of the league, the Geod Roads Magaziane, as it may choose to order at the rate of 75 cents a copy per annum.

So many inquiries have been received lately as to what the plans of the National League are that the officers have issued a pamphlet in which they state the following six facts as the broad principles upon which the National League founded:

1. To combine, as far as practicable

League is founded:

1. To combine, as far as practicable, the efforts of all persons now engaged in the work of road reform.

2. To awaken interest in the subject among the people at large.

3. To receive, publish, and discuss any well-considered plans for local, State, or national action or legislation.

4. To urge the passage by the House of Representatives of the Senate's bill for a national highway commission of inquiry.

5. To aid in providing for a proper road exhibit and for free instruction in roadmaking at the World's Fair in Chicago.

6. To establish the league upon the broadest pessible basis throughout the country, so that its infuence may be of weight in any direction in which it may ultimately be thrown.

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and for free instruction in roadmaking at the World's Fair in Chicago.

6. To establish the league upon the broadest possible basis throughout the country, so that its influence may be of weight in any direction in which it may ultimately be thrown.

The temporary management states that it does not feel authorized to adopt any line of policy, nor commit the league to any special scheme which might antagonize the partisans of other schemes, and thus defeat its immediate purpose to unite and solidify the movement.

The national officers recommend that county leagues be formed as a step toward the spread of the organization into township and school districts. Although this will be a national association, the national officers think that in local matters the State, county, and local leagues may act independently, and in the circular of information it is stated that in local matters these bodies may act independently, and in the circular of information as far as is practicable and organization as far as is practicable and proper.

Communications from Maryland state that k convention has been called by the Deer Creea, Farmers' Club of Harford County for Jan. 11, and that it will be attended by representative men from all the business, trade, and agricultural associations in the State. It is confidently expected that a State association will be the result of that meeting.

The officers of the National League for Good Roads are: President—Charles F. Manderson of Nebraska; General Vice President and Acting Secretary—Gen. Roy Stone of New-York; Treasurer—William H. Rhawn of Philadelphia; Executive Committee—E. H. Thayer of lowa, Philip D. Armour of Chicago, Leland Stanford of California, Clem Studebaker of Indians, Samuel W. Allerton of Illinois. Chauncey B. Ripley of New-Jersey, Alexander J. Cassatt of Pennsylvania, W. Seward Webb of New-York; Charles L. Eurdett of Connecticut, and George Peabody Wetmore of Rhode Island.

The Alexander M. California; Georg Lewis, Massachusetts; Richard M. Pearson, North Carolina; Grov.

Philadelphia, and is the President of the National Bank of the Republic of that city and of the American Bankers' Association, and Chairman of the Better Roads Society of Philadelphia. Having taken a great interest in the procuring of better roads in this country, Mr. Rhawn, in 1889, contributed a prize, through the University of Fennsylvania, for the best paper on the construction and maintenance of roads.

Through the encouragement of the Provost of the university, Dr. William Pepper and Prof. Lewis M. Haupt of the civil engineering department of the university, the plan was enlarged. A committee on good roads was organized, and the papers which were considered worthy of prizes and honorable mention were printed in a good-sized volume. The prizes were \$400, \$200, and \$100. They were won respectively by Henry Irwin, B. A. C. E. assistant engineer of the Canadian Pacific Railway of Montreal; David H. Berger, B. Sc. M. D., North Wales, Penn., and James Bradford Cleott, South Manchester, Conn.

The publication of these papers and the efforts of Mr. Rhawn to obtain good roads resulted in the formation of the Philadelphia Society and made his name known wherever there was a group of men who were working toward the same end.

FIFT'IN YEARS OLD.

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Minnesota Historical Society

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