

nothing but soft, deep mud in the winter, and stifling dust in the summer. Churches were things unknown, and Americans and foreigners alike led a haphazard, even a corrupt, life. The innocent, little overalled boys and ginghamed girls took an active part in whatever happened—the rough fun and the back-breaking toil. Something happened about that time that opened the people's eyes to their need of a better means of communication. A child was drowned while fishing in the river with a group of youngsters. The lad's mother tried to get a pastor for the burial. The minister struggled all day with his carriage on the muddy road, was finally stopped in sight of our cemetery by the flooded ford, and was unable to let us know that he was there. This incident revealed our road problem, and our struggle for better roads began. We soon had the road to town in a serviceable condition by fixing it with planks, slabs, sawdust, and gravel. Then our progress started.

Our theme has not been exhausted, but we believe sufficient evidence has been given to warrant the conclusion that educational, cultural, recreational, and other social attainments of any given rural community depend largely upon the progress of the improved road program in that community.

RELATIONSHIP OF THE STATE HIGHWAY COMMISSION TO COUNTY ROAD DEPARTMENTS, AS AFFECTED BY RECENT LEGISLATION

Howard Atcheson,
Commissioner, State Highway Commission of Indiana,
Indianapolis

In 1935, the Seventy-ninth General Assembly passed a joint resolution providing for a survey of the highway system of the state and for the appointment of a commission consisting of three members of the Senate, five members of the House of Representatives, three citizens-at-large, and two ex-officio members.

As a result of the public hearings which were held in seventeen different cities of the state by this Highway Survey Commission, fifteen recommendations were made, among which was one pertaining to funds expended for construction and betterments by the counties, which shall be under the supervision of the State Highway Commission, in the same relation as the State Highway Commission is supervised by the United States Bureau of Public Roads. The last legislature passed a law somewhat in accord with this recommendation, which I wish to discuss at this time.

I might say that the present State Highway Commission has had the responsibility of working out the secondary-road program with the various counties, the routing of the high-

ways, and the regulating of parking in seventy-nine additional cities, as well as the responsibility of working with the county road departments, as affected by recent legislation. In order that the local officials of the various counties and cities might have the proper information and the proper understanding of our attitude and the new legislation, we have held meetings in each of our six districts with the respective county officials, who were given an opportunity to express themselves, ask questions, and assist in the preparation of county standards.

The jurisdiction of this law applies after the year 1937 to all road funds for construction and reconstruction recommended by the counties. Reconstruction is the improvement of existing construction. If *reconstruction* costs are over \$1,500 per mile, it will be necessary to submit plans and specifications; if *under* \$1,500 per mile, a summary statement is sufficient. On *new construction*, regardless of cost, plans and specifications must be submitted to the State Highway Commission, and a contract must be let.

In regard to surfacing materials, such as gravel, stone, bituminous products, etc., which are to be used in construction and reconstruction under the supervision of the State Highway Commission, we will require specifications; and if the county buys bituminous materials, cement, etc., tests should be run either by the State Highway Laboratory or some commercial laboratory, in order that the counties may know what they are receiving for their money.

The State Highway Commission does not have any desire to take over all of the 66,824 miles of county highways. We have just recently added some additional mileage to our approximately 9,000 miles in the state highway system in compliance with the acts of the last legislature; but if we were to take over all county roads, we would have a very small amount of money per mile for maintenance and none for construction.

We are having splendid co-operation with the cities and towns in our effort to carry out the acts of the last legislature.

PURDUE'S CONTRIBUTION TO ROAD IMPROVEMENT

A. A. Potter,

Dean of Engineering, Purdue University

No single public improvement has done more, during the past twenty-three years, for the general good of the people of Indiana than have the 60,000 miles of improved highways of our state. Your Purdue University Road School was started 23 years ago through the vision and wisdom of our friend and my colleague, Dr. W. K. Hatt, and carried on during recent years under the able leadership of Prof. Ben H. Petty. It is most gratifying that this Road School, which was started several years before the State Highway Commission was created,