

## ROADS

Boots, boots, boots. Wheels, wheels, wheels. Slaves, horses, donkeys and camels steadily bearing burdens. The armies of war and the armies of peace forever marching - up and down the Roads of the World. Foods, clothing, skins, gems. Everything that man requires to sustain life and promote civilization - forever kept in motion over the Roads of the World.

Henry Ford, envisioning the romance of roads, is building at A Century of Progress Exposition of 1934, in Chicago, as a part of the huge Ford Exposition, short sections of nineteen outstanding roads of history. This exhibit, bringing to the fair duplicates of sections of famous highways, is to be officially called "The Roads of the World."

Surfaces of the roads will be built to exact detail, duplicating in every respect, as closely as science can do the job, these noted highways both ancient and modern. Visitors will be able to ride over these roads.

Among them will be a bit of the ancient Imperial Road of China; the Grand Trunk Road of India; the Street Called Straight, mentioned in the Bible; the Appian Way, started in 312 B. C. by the Roman Emperor Appius Claudius; the Great Caravan Route, lined with white bones as the result of thousands of years of travel, bones preserved by the hot suns of the Sahara; and samples of all the modern roads from cobblestone to concrete.

The nineteen roads to be shown in the Ford Motor Co. exhibit are:

(1) Example of Imperial Roads of China - stones of all shapes and sizes, uneven, badly spaced, slippery in wet weather.

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Usually used only when parallel trails become mires. Upkeep neglected. It has been said of Chinese roads that, when built, they "are good for seven years and bad for four thousand."

(2) Ancient English Road - Watling Street, built across Southern England in pre-Roman times by early Britons and later rebuilt by Romans; portions uncovered in recent years by excavation. Now part of the Great North Road from London to the north of Scotland; this road today is part of a finely macadamized system.

(3) Belgian Block Road - the most durable of all roads; built of carefully dressed granite cubes and blocks set on concrete with joints filled with cement grout. Introduced in the 1600's.

(4) Grand Trunk Road of India - includes Khyber Pass made famous by Kipling. Usually natural dirt beaten by the pounding feet of men and animals, and the weight of wheels, for centuries. Surfaced with broken stone and broken bricks only within the last 100 years.

(5) The Street Called Straight - in Damascus, oldest town in the world. One of the earliest and most famous roads mentioned in the Bible. Made of stone blocks with gravel between.

(6) Canadian Plank Road - introduced in Toronto in 1835-36. Soon spread to the United States and in 15 years more than 2,000 miles were built. Of heavy planks laid on stringers set in the ground. Thin protecting blanket of sand or earth laid over planks.

(7) Typical Gravel Road - one of the first type of modern hard-surfaced roads. Natural gravel laid on graded pike and solidified by traffic.

(8) La Grande Corniche - military road started in 1806 by Napoleon I with view to the invasion of Italy. Surfaced with hand-cracked stone left loose to be consolidated by the pounding of traffic.

(9) Kleinflechter Pavement - a German road made of broken



rock, about three-inch cubes, set on sand cushion in oyster shell pattern.

(10) The Appian Way - started by Appius Claudius in 312 B. C., running from Rome to Brindisi. Built mainly of blocks of freestone, 18 inches square, closely laid.

(11) Lancaster Pike - the first metalled road in the United States, now a part of the famous Lincoln Highway.

(12) Modern Concrete Road - the typical new motor road in general use throughout the United States. One of the finest, most permanent roads ever built.

(13) Wood Block Road - originated in Eastern Europe; cross-sections of trees laid on bed of sand or gravel for cushion; interstices filled with sand. Used often throughout the world in city streets where wood is cheap and plentiful.

(14) Antioch-Bagdad Road - section of a Roman Road near Antioch once used by the legions of Caesar.

(15) Early Brick Road - a good paving brick on a sand cushion with a substantial concrete foundation. Used extensively throughout Ohio.

(16) Great Caravan Route - a beaten track across the Sahara desert lined with the bones of millions of dead animals, bleached and preserved through thousands of years under the burning suns.

(17) Cobble Stone Paving - rounded water-worn stones laid in sand with cement or clay binder, introduced into Mexico by the Conquistadores. Origin, Germany and Spain and used in many of the early streets of the United States.

(18) The Wilderness Road - a blazed trail over the mountains and through Cumberland Gap, ungraded, cluttered with stumps; corduroy through swamps. No wagon passed over it for 20 years after

it was established in 1775. The trail marked by Daniel Boone into Kentucky

(19) Route de Quarante Sous - the highway from Paris to Deauville, started in 1854. This is the first road on which rock asphalt was used as a binding medium. Name, from the fact that many Frenchmen worked out their tax of "quarante sous" in lieu of paying cash.

Civilization has always followed the roads. Our own west was not conquered until the Covered Wagon came. Great military movements have always required roads to bring up munitions and supplies and to evacuate the wounded.

Blackhawk, the Indian who led the last Indian war east of the Mississippi, after being taken east with view to convincing him that he could not turn back civilization, said:

"The white man is strange. He cuts down trees and builds roads wherever he goes - when it is so much easier to go around a tree."

Cheops, pharaoh of ancient Egypt, built well-laid roads 5,000 years ago. Roads were built in Chaldea, perhaps older than Egypt. The mayans built roads through the jungles of Yucatan, mysteriously abandoned before the white man came, but still visible and easily traced by airplane through the dense forests.

The Incas, or perhaps people who came before them, hewed roads through the rocks of the solid Andes, in a time so ancient that their age cannot be fixed. One of these roads runs for 2,000 miles and reaches an altitude of 12,000 feet.

Rome pushed its roads into England, Asia and Africa and literally held its world together with roads. It built roads for purely military use and often paralleled them with other roads reserved for commerce.

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The early roads were usually built by slaves. A stury Scot, McAdam, gave his name to macadamized roads by inventing a method of using base and binder, with crushed rock. In Rio de Janeiro is a handsome road patterned in mosaic, three miles long.

Modern America has the finest system of hard roads in the world, and Mexico, this year, opens a broad highway blasted much of the way through mountains, from Laredo, Texas, to Mexico City. Plans are in the making to extend this road all the way through to South America.

And so civilization marches onward into new frontiers, conquering jungles and mountains, swamps and deserts with its roads. The Romance of Roads is the Romance of Civilization. The Ford exhibit, the "Roads of the World," is something that promises to be one of the most popular features of the new World's Fair of 1934.