OUTLINE FOR ECONOMIC STUDIES IN HIGHWAY DEVELOPMENT

J. CLYDE MARQUIS, Philadelphia, Chairman.
L. W. PAGE, Washington, D. C.

1. Economic history of transportation over trails and highways.
2. The economic history of the development of trans-continental trails and their influence on the opening of the West.
3. The economic factors determining the proper location of highways.
4. The history of highway construction with regard to permanency, cost and value.
5. Types of highway construction with relation to geographic location, economic requirements and national policies.
6. Development of motor transportation over highways.
7. The economics of motor transportation for commercial purposes.
8. Review of the development of legislation controlling highways.
10. The relation of transportation to rural and urban development.

PUBLIC GRAZING LANDS IN THE WEST

A Subject for Research by Advanced Students in Economics

ROMANZO ADAMS, Chairman.

The United States has several million acres of public land which because of its mountainous and arid character is worth more for grazing than for other purposes. Some of this land is included within forest reserves and such land is administered according to an intelligent policy designed to conserve the water, the timber, and the pasturage and to favor the utilization of the pastures by the smaller farmers and stockmen, thereby conserving general social interests. By far the greater part of the public grazing lands lie outside of the forest reserves and for these lands there is no administration or regulation. There are, however, numerous laws providing for the disposal of such lands to private owners. For more than a century it has been the policy of the government to dispose of the public land in small allotments in order to create a numerous class of small independent land owning farmers, and thus to create economic and social conditions suitable to a democracy. Under the practical conditions which prevail in important parts of the West the present laws for the disposal of public land are not securing this result. Excessively large farms and stock raising enterprises are characteristic and there is ground for the view that the present system of land laws and the lack of a system