

## Governor Clyde M. Reed correspondence, Highway Department

### Section 4, Pages 91 - 120

This file includes subject correspondence relating to the Kansas State Department of Transportation and Highway Department waterway which is part of a bigger collection of Governor Clyde M. Reed correspondence. See also Unit ID 450367, 450368, 450370, 450467, 450468, 450469, 450470, 450471 and 450672.

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KANSAS  
HISTORICAL  
SOCIETY

## Governor Clyde M. Reed correspondence, Highway Department

Highway  
#8

July 3, 1930

53

Mr. Wann - Member  
State Highway Commission  
Hays, Kansas

Dear Mr. Wann :

Governor Reed is in receipt of  
the enclosed letter from A. L. Boyd,  
Russell, Kansas, relative to the surfac-  
ing of Highway No. 8 in Russell County.

I am also enclosing a copy of  
the Governor's reply to Mr. Boyd's letter.  
Governor Reed has asked that these letters  
be forwarded to you for your attention.

Cordially yours,

Secretary to the Governor.



## Governor Clyde M. Reed correspondence, Highway Department

*Recd to  
Mr. Dole*

*Highway #8  
Russell Co*

June 23, 1930

Mr. R. W. Dole, Director  
State Highway Department  
Masonic Temple  
Topeka, Kansas

Dear Mr. Dole:

Governor Reed is in receipt of the inclosed letter from A. L. Boyd of Russell, Kansas, relative to the graveling of Highway No. 8 in Russell County. The Governor has advised Mr. Boyd that he was taking this matter up with you, and is inclosing a copy of his letter to Mr. Boyd.

Thanking you for your usual prompt attention to this matter, I am

Cordially yours,

Secretary to the Governor



## Governor Clyde M. Reed correspondence, Highway Department



STATE OF KANSAS  
OFFICE OF THE GOVERNOR  
TOPEKA

THE GOVERNOR

June 23, 1930

Mr. A. L. Boyd, Secretary  
The L. Banker Mercantile Company  
Russell, Kansas

Dear Mr. Boyd:

I am in receipt of your letter under date of June 19 advising that you are dissatisfied with the attitude of the State Highway Commission toward graveling Highway No. 8 in Russell County. I am very sorry to know of this dissatisfaction and you may be assured that I shall be very glad to take this matter up with the Highway Commission to see what can be done in the matter.

You understand that it is impossible for me to be in contact with all the various projects which the State road building program covers. It is necessary for me to depend upon the members of the Commission to take care of these matters in the most satisfactory way. I have confidence in the character of the men who are on the Commission and feel sure that they are striving to handle this work in as fair and economical manner as can be done. It is impossible, as you know, to build all these roads and to surface all of the State roads this year. I feel that the highway which you have in mind merits as prompt attention as can be given.

My opponent in this race gave very little constructive help while he was in the legislature in regard to obtaining a satisfactory road law. I hope that my friends in Russell County will bear with me in working these matters out just as rapidly as we can get to them. I hope that something may be done on this highway this year and will so advise the commission.

Very truly yours,



## Governor Clyde M. Reed correspondence, Highway Department

Highway

(53)

July 3, 1930

Mr. O. B. Lydick  
The Lydick Motor Company  
Herington, Kansas

Dear friend Lydick:

I have your good letter under date of July 2 and wish to thank you for the information concerning the political situation there and the sanding of Highway No. 77 and No. 50.

You may be assured that your friendly interest in my candidacy is appreciated and I shall be glad to have whatever assistance you can give me in this campaign.

Cordially yours,

Governor

4  
0/1



## Governor Clyde M. Reed correspondence, Highway Department

### The LYDICK MOTOR COMPANY

Lincoln  Fordson

AUTHORIZED SALES AND SERVICE

Herington, Kansas

July 2, 1930

*Political*

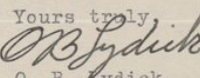
Honorable Clyde M. Reed, Governor.  
Topeka, Kansas.

Dear Governor:

In reply to your letter of July 1st:  
It is true that there is a Haucke organization  
here, yet I find that there are a large number of  
people who are appreciative of your administration.

I believe that the letting of the sanding  
contract on 77 and 50 was a splendid move at this  
time. As soon as this work starts (which I understand  
will be soon) I am confident that it will not  
only make you many votes from those who are now  
undecided but should win for you many who are now  
with the opposition.

With kindest personal regards and best wishes,  
I am

Yours truly,  
  
O. B. Lydick.

ms/OBL

*6 copies  
each  
white  
for Anderson*

## Governor Clyde M. Reed correspondence, Highway Department

Highway matters  
File

July 7, 1930

53

Mrs. Cora G. Lewis,  
Kinsley, Kansas.

Dear Mrs. Lewis:

I am glad to have yours of the 5th, but unless your own people take the initiative in the routing of No. 50-S, I doubt if much will be accomplished. The Highway Commission and the individual commissioners usually have enough troubles without going out and looking up additional ones. I know that is my own situation.

I do not know why the trustees of the Methodist Church should be afraid to ask me for anything. It is true that a member of the legislature from Edwards County, consistently voted against everything that the administration wanted in the last session, because my friends would not actively support him for speaker, but things like that make no difference in the carrying out of sound policies in the state.

I never thought Democrats were so bad. From present indications I will get something like from twenty to twenty-five per cent of their vote in the fall election.

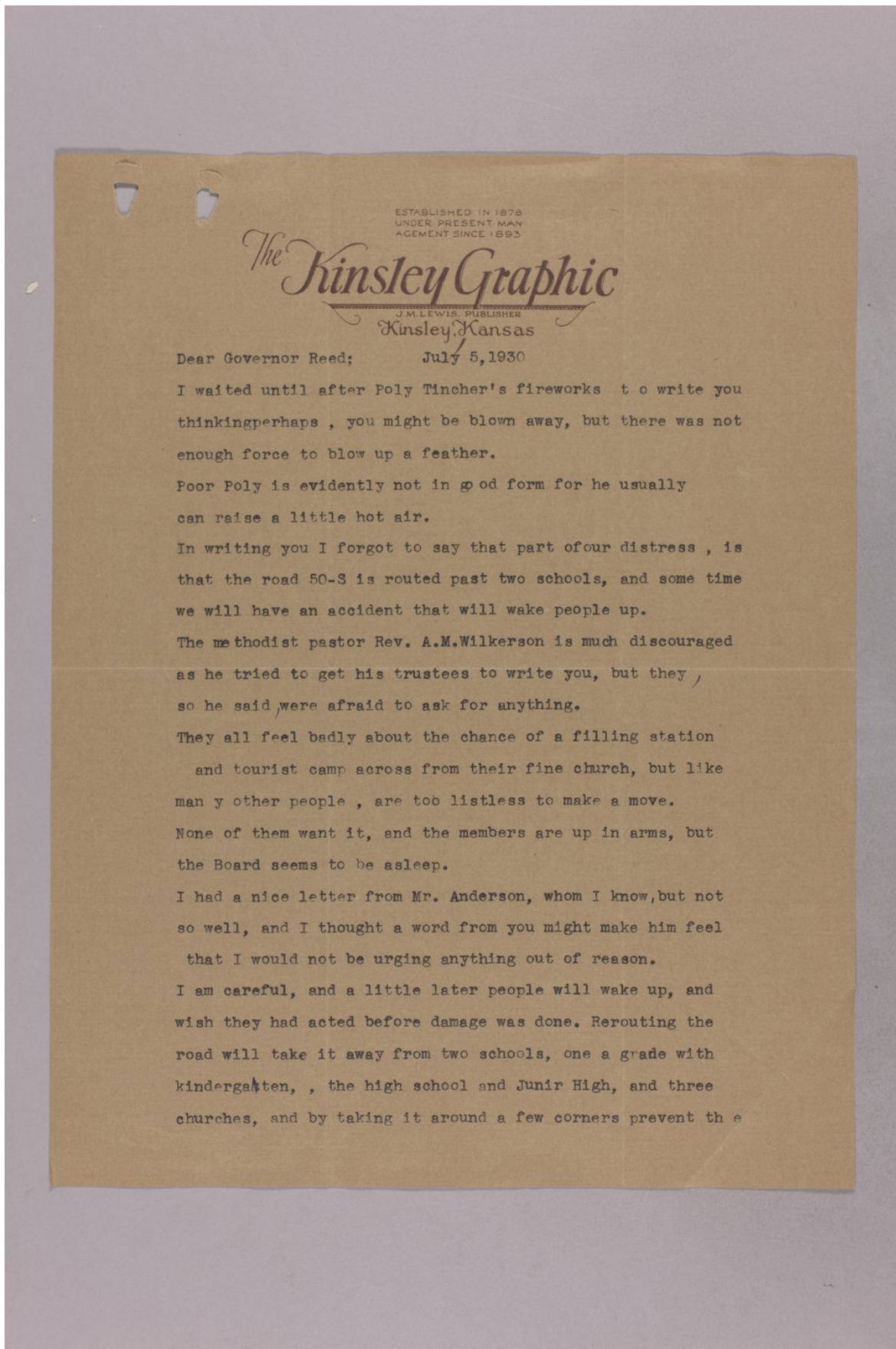
Very truly yours,

Governor.

P. S. It was too bad about Poly Tineher, wasn't it?



## Governor Clyde M. Reed correspondence, Highway Department



ESTABLISHED IN 1878  
UNDER PRESENT MAN-  
AGEMENT SINCE 1893

*The Kinsley Graphic*  
J.M. LEWIS, PUBLISHER  
Kinsley, Kansas

Dear Governor Reed; July 5, 1930

I waited until after Poly Tincher's fireworks to write you thinking perhaps, you might be blown away, but there was not enough force to blow up a feather.

Poor Poly is evidently not in good form for he usually can raise a little hot air.

In writing you I forgot to say that part of our distress, is that the road 50-S is routed past two schools, and some time we will have an accident that will wake people up.

The Methodist pastor Rev. A.M. Wilkerson is much discouraged as he tried to get his trustees to write you, but they, so he said, were afraid to ask for anything.

They all feel badly about the chance of a filling station and tourist camp across from their fine church, but like many other people, are too listless to make a move.

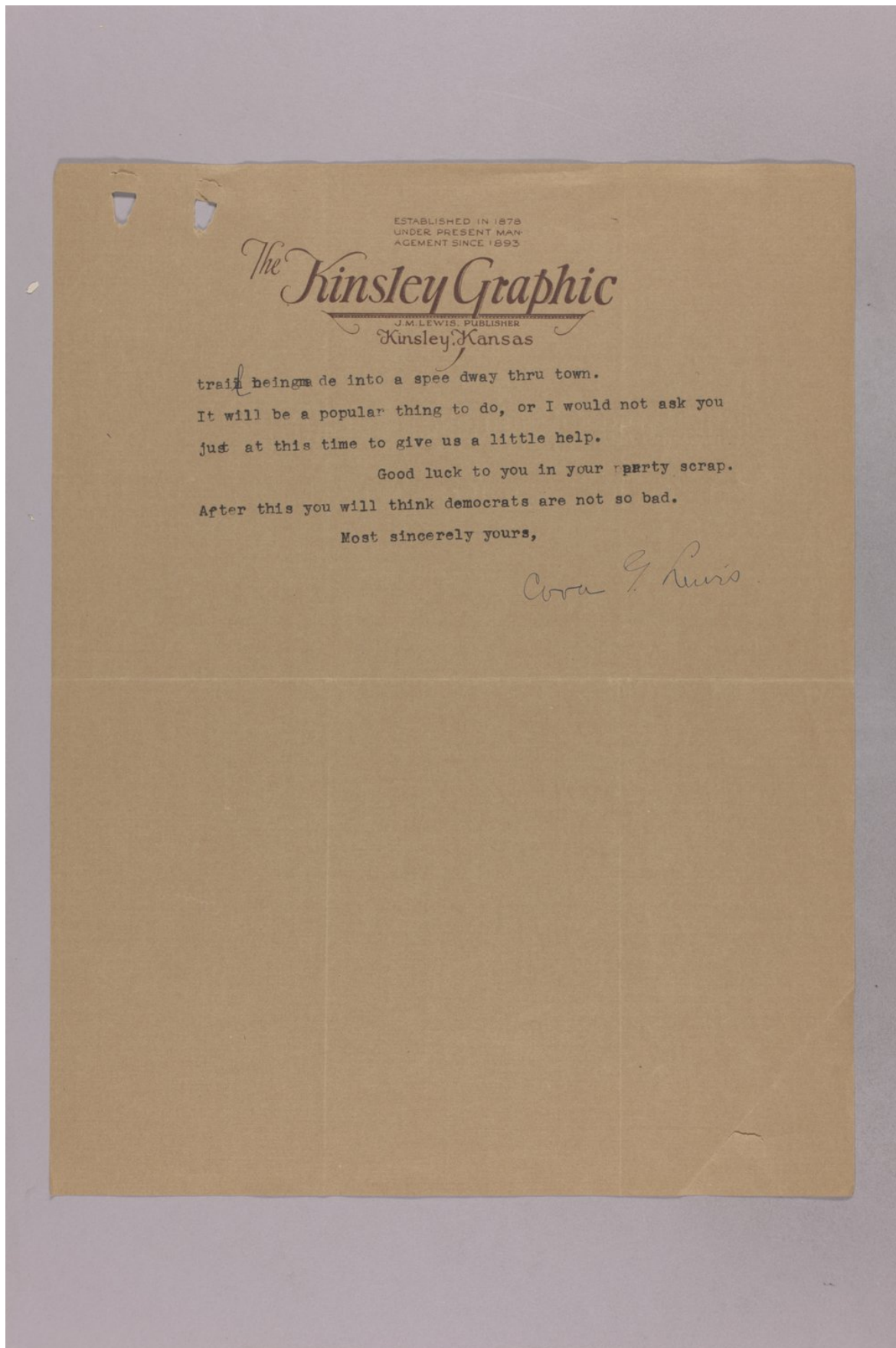
None of them want it, and the members are up in arms, but the Board seems to be asleep.

I had a nice letter from Mr. Anderson, whom I know, but not so well, and I thought a word from you might make him feel that I would not be urging anything out of reason.

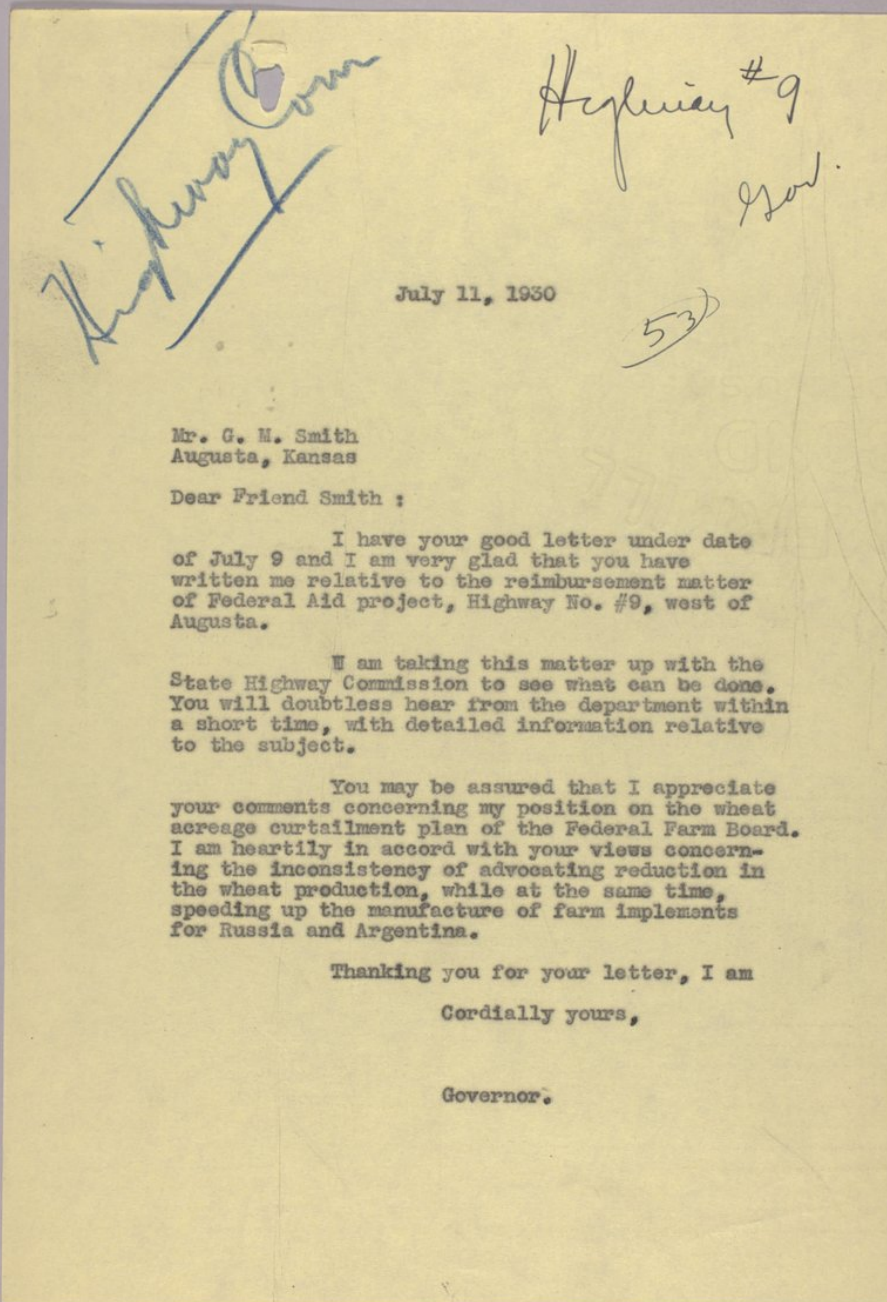
I am careful, and a little later people will wake up, and wish they had acted before damage was done. Rerouting the road will take it away from two schools, one a grade with kindergarten, the high school and Junior High, and three churches, and by taking it around a few corners prevent the



## Governor Clyde M. Reed correspondence, Highway Department



## Governor Clyde M. Reed correspondence, Highway Department





## Governor Clyde M. Reed correspondence, Highway Department

Augusta Kansas.  
July 9-30

Governor Clyde M Reed.  
Topeka Kansas,  
Honored Sir:-

Please pardon me for presuming to take up your valuable time, But I wish to call your attention to a couple of matters which might be of interest to you.

Several years ago when Federal Aid Project Road No 90 was built west of our town, It was built on the benefit dist plan and later when the gasoline tax was put on, the taxes on the road were changed and those paid were to be refunded to the parties paying them.

This was to be paid in twenty years with one twentieth with interest each year. Now there were a number of the tax payers who had rather pay it all at once and on doing so we were advised by our County commissioners that where it was paid in full it would be refunded in the same way.

I was one who paid the tax in full. Two years ago a refund was made but it was for only One twentieth of the amount. I of course refused to accept it owing to the understanding that it was to be paid in full. Since then there has been nothing done and I am informed that ,it can only be paid in that way . If that is the case they are taking our money and strictly speaking paying us 5% on it each year and at the end of twenty years, they keep the principal. This is not right and I cannot help but feel that there is an error someplace and that it was not intended to handle the matter this way. There are no doubt a lot of people over the state who have paid the same as I have and are undoubtedly very much dissatisfied with the way it is being handled.

Further I am very much interested in your fight with Chairman Legge on the curtailment of wheat acreage in Kansas and wish some information. Have been watching the papers pretty close for an explanation from Mr Legge who was formerly with the International Harvester Company as to why That Company can and does ship an enormous amount of harvesting Machinery to Foreign countries and especially to Russia and sell it there after paying the large amount of transportation charges cheaper than they sell it to us in this country.

*Reimbursed*

## Governor Clyde M. Reed correspondence, Highway Department

#2 And further why they will do that and in addition send expert men over there to teach those people how to operate the machinery and how to handle mass production of wheat,

In fact encourage them to produce all they can and thereby destroy our markets and then advise us to curtail our acreage,

It is so inconsistent that it should at least be explained satisfactory, if that be possible.

Thanking you for your consideration  
I Am Very Truly Yours

*G. M. Smith*



## Governor Clyde M. Reed correspondence, Highway Department

Highway  
# 6

June 4, 1930

Mr. R. W. Dole, Director  
State Highway Department  
Masonic Temple  
Topeka, Kansas

Dear Mr. Dole:

Governor Reed is in receipt of the inclosed communication from Charles Mendell, Moran, Kansas, relative to the building of Highway No. 6 from Moran south.

Governor Reed has advised Mr. Mendell that he was referring this letter to the State Highway Commission with the request that same be given careful consideration.

Thanking you, I am

Very truly yours,

Secretary to the Governor

## Governor Clyde M. Reed correspondence, Highway Department

June 4, 1930

Mr. Charles Mendell  
Moran, Kansas

Dear Mr. Mendell:

I am in receipt of your letter under date of June 2 relative to the building of Highway No. 6 into Moran from the south.

I wish to thank you for the information on this matter and I want you to know that your letter is being referred to the State Highway Commission with the request that same be given careful consideration.

I trust that this controversy will be handled in the best way and want you to know that I am only interested in having these roads built in the most efficient and satisfactory manner. I am not familiar with all of the details connected with our road building program, but I do have confidence in the members of the State Highway Commission whose duty it is to do this work in the right way. I know that your letter will be given proper consideration.

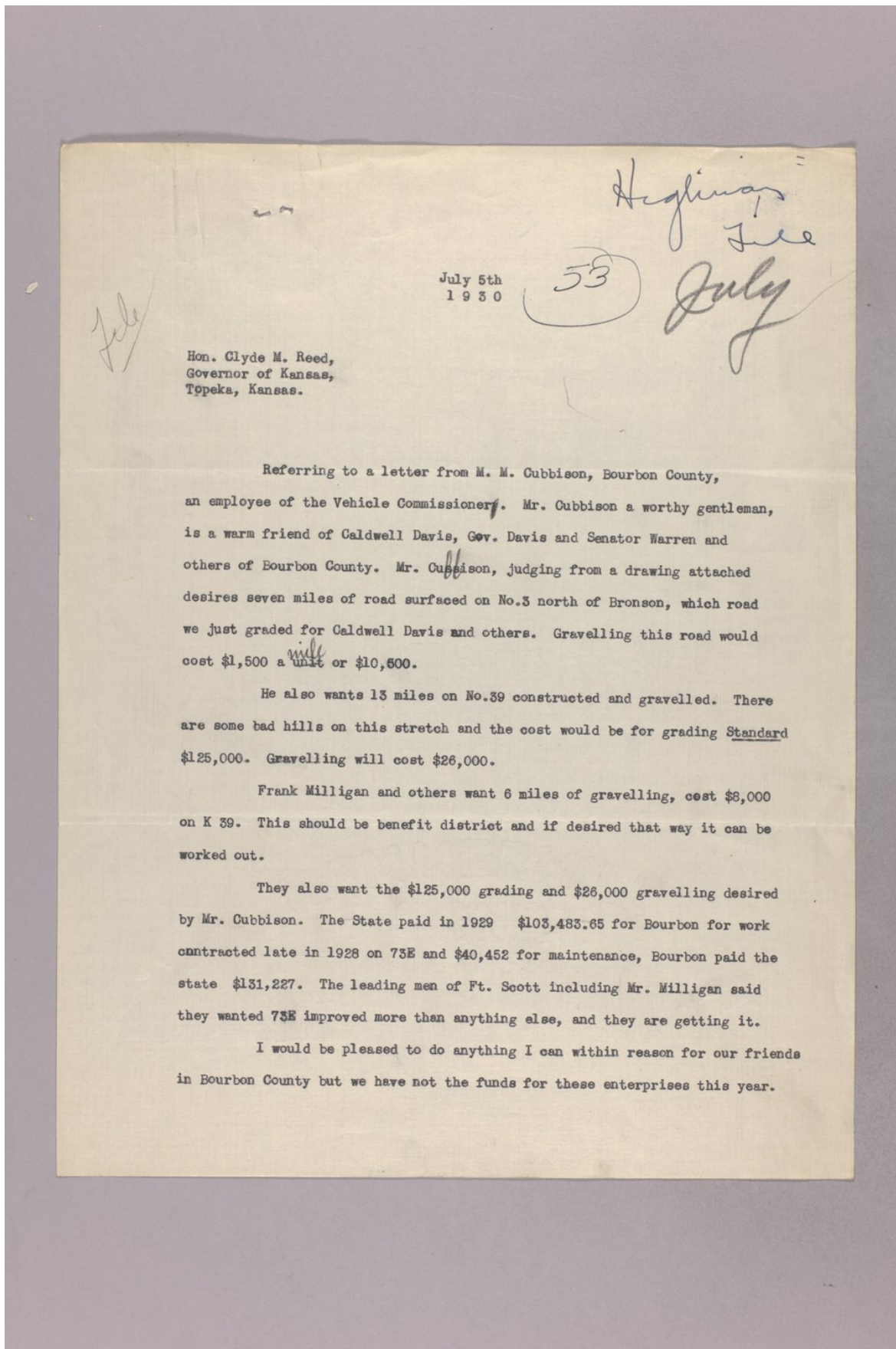
Thanking you, I am

Very truly yours,

Governor



## Governor Clyde M. Reed correspondence, Highway Department



## Governor Clyde M. Reed correspondence, Highway Department

#2

Bourbon County (Ft. Scott) also has in waiting for next year a \$200,000 or more viaduct and bridge and paving and the plans are nearly completed by the Marsh Arch people for Ft. Scott people.

In addition to these mentioned many miles of old asphalt macadam (some with a poor base) are full of pot holes (patched of course) the edges ravelled until at places they are very narrow. They offer a serious problem.

These roads were originally water bound Macadam and were the earliest hard surfaced roads in Kansas, and were built for horse drawn vehicles.

*J. H. Moore*



## Governor Clyde M. Reed correspondence, Highway Department

July 5th  
1930

H. W. Haston,  
Columbus, Kansas.

*Leo Armstrong  
Coating*

*copy*

Dear Friends:-

I have read your letter of June 23rd with considerable interest, I am sure I favor the local men. The only way I see what you suggest could be done would be to form a corporation, finance the local truck men and stand the loss if any.

You of course know the state is barred from going into the contracting business and construction work is done only in isolated cases by the state forces.

The work of graveling Road 26 of which you write was contracted at an advertised public letting at 86¢ per yard then in place of a dollar as you suggest as a fair price. Under these circumstances I anticipate many people would criticize the Highway department and smell a graft if an additional 34¢ per yard were paid by the State. I am certainly in hopes local labor will be employed even though the other laborers were Kansans. I know the tax payers desire us to give all employment we reasonably can to Kansans.

As long as the contract system exists and work is awarded to the lowest responsible bidder the Highway Commission cannot dictate to the contractor.

## Governor Clyde M. Reed correspondence, Highway Department

#2

In the work of maintenance when extra labor is employed the Highway is not only using laborers from the county or adjoining county where the work is done but is having the work divided amongst the unemployed as far as practical. This in part accounts for an increased number of extra names on the pay-roll, especially during the months of June, July, August and September.

Yours truly,

*J. T. Moon*





## Governor Clyde M. Reed correspondence, Highway Department

*Leo Armstrong*  
COUNTY ATTORNEY  
*Marc. G. Ross*  
ASSISTANT COUNTY ATTORNEY  
*Katheryne Hawkins*  
STENOGRAPHER AND NOTARY PUBLIC

OFFICES OF  
*County Attorney, Cherokee County*  
*Columbus, Kansas*

May 27, 1930.

Hon. Clyde M. Reed,  
Governor of Kansas,  
Topeka, Kansas.

My dear Governor:

After our visit with you yesterday wherein we discussed the graveling of the Hallowell, the Military and the Blake Roads in this County, we drove to Pittsburg, hoping we might find Doc Moore, but we found he had not returned from Washington.

We thought it might be well to write you in detail concerning this matter, and, if you cared to, you might show this letter to the Highway Engineer and the Highway Commission.

We do not feel or believe it would be best to let a contract for the graveling of these three State Roads, but rather, that the Highway Engineer or the State Highway Commission fix a price that would be fair to all, and let all who own or operate trucks haul this gravel if they care to do so.

While they realize it is the custom for the State to let all of their road projects by contract, the majority of those who own trucks here feel that if a contract is let, it will be to some outsider who will bring in outside trucks to haul the gravel. We have many trucks in this County that are idle, and they would derive no benefit if some outsider is successful in getting these contracts, and if the contractor would employ men, it would be at a much lower figure than the State would probably pay. Each of these roads are to be re-graveled, and there is no grading or building, nor, in fact, anything that would require trained or skilled labor. The graveling, of course, would be done according to the specifications of the Highway Engineer, and I presume it would be necessary for the State to have a checker on the job to see that the required amount of gravel was placed on the roads; a checker would also be necessary if a contractor did the work.

If these road jobs are put on a basis whereby our idle trucks can haul gravel, I am sure the State will save a considerable sum, then to, it would give a great many of our unemployed men work in this County.



## Governor Clyde M. Reed correspondence, Highway Department

*Leo Armstrong*  
COUNTY ATTORNEY  
*Marc. B. Boss*  
ASSISTANT COUNTY ATTORNEY  
*Kathryno Hawkins*  
STENOGRAPHER AND NOTARY PUBLIC

OFFICES OF  
*County Attorney, Cherokee County*  
*Columbus, Kansas*

May 27, 1930.  
Governor Reed,  
Page 2.

You will recall the conversation of Mr. Hatton who was with me when we talked about this matter. While I realize it has always been the custom of the State to let contracts on all of its road projects, yet I feel that in this particular case, and considering the fact that there are so many idle trucks in the County at this time, that those who care to do so should be given the opportunity of hauling this gravel.

We surely appreciate your giving us the time yesterday to discuss this matter with you, and hope that our proposition will meet with the approval of the State Highway Commission, and that you will see to it that their attention is called to this matter.

With very best wishes, I am

Yours very truly,

*Leo Armstrong*  
Leo Armstrong

LA/KH



## Governor Clyde M. Reed correspondence, Highway Department

July 5th  
1930

*Cubbison*

Hon. Clyde M. Reed,  
Governor of Kansas,  
Topeka, Kansas.

*copy*

Referring to a letter from M. M. Cubbison, Bourbon County,  
an employee of the Vehicle Commissionery. Mr. Cubbison a worthy gentleman,  
is a warm friend of Caldwell Davis, Gov. Davis and Senator Warren and  
others of Bourbon County. Mr. Cubbison, judging from a drawing attached  
desires seven miles of road surfaced on No. 3 north of Bronson, which road  
we just graded for Caldwell Davis and others. Graveling this road would  
cost \$1,500 a <sup>mile</sup> unit or \$10,500.

He also wants 13 miles on No. 39 constructed and gravelled. There  
are some bad hills on this stretch and the cost would be for grading Standard  
\$125,000. Graveling will cost \$26,000.

Frank Milligan and others want 6 miles of graveling, cost \$8,000  
on K 39. This should be benefit district and if desired that way it can be  
worked out.

They also want the \$125,000 grading and \$26,000 graveling desired  
by Mr. Cubbison. The State paid in 1929 \$103,483.65 for Bourbon for work  
contracted late in 1928 on 73E and \$40,452 for maintenance, Bourbon paid the  
state \$131,227. The leading men of Ft. Scott including Mr. Milligan said  
they wanted 73E improved more than anything else, and they are getting it.

I would be pleased to do anything I can within reason for our friends  
in Bourbon County but we have not the funds for these enterprises this year.

## Governor Clyde M. Reed correspondence, Highway Department

#2

Bourbon County (Ft. Scott) also has in waiting for next year a \$200,000 or more viaduct and bridge and paving and the plans are nearly completed by the Marsh Arch people for Ft. Scott people.

In addition to these mentioned many miles of old asphalt macadam (some with a poor base) are full of pot holes (patched of course) the edges ravelled until at places they are very narrow. They offer a serious problem.

These roads were originally water bound Macadam and were the earliest hard surfaced roads in Kansas, and were built for horse drawn vehicles.



## Governor Clyde M. Reed correspondence, Highway Department

July 5th  
1930

Hon. Clyde M. Reed,  
Governor of Kansas,  
Topeka, Kansas.

*copy*

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cost \$1,500 a <sup>mile</sup> or \$10,500.

He also wants 15 miles on No. 39 constructed and gravelled. There  
are some bad hills on this stretch and the cost would be for grading Standard  
\$125,000. Graveling will cost \$26,000.

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## Governor Clyde M. Reed correspondence, Highway Department

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*J. T. Moore*



## Governor Clyde M. Reed correspondence, Highway Department

Highway  
557

July 14, 1930

Mr. R. C. Galbraith,  
Stockton, Kansas.

Dear Mr. Galbraith:

I have yours of the 12th and note what you say about N-40.

My information from the Highway Commission is that N-40 will be completed this year provided the contractors can finish their work. I think about all of the contracts have been or shortly will be let. The Highway Commission must live within its monthly income and can not issue warrants to pay for construction as the law permits county commissioners to do with county work. For that reason the Highway Commission can go only as fast as its finances will permit.

At the Hays meeting there was quite a delegation from Graham County and they expressed to me complete satisfaction with the action of the Highway Commission.

Considering its population and valuation, more road work is being done in Rooks County this year than any other single county in Kansas. So Rooks County has no just complaint against this administration on account of the road situation.

I am very glad to have your letter and I trust that everything may work out satisfactorily.

Very truly yours,

Governor.



## Governor Clyde M. Reed correspondence, Highway Department

Stockton Kans, 7/12/30.

Clyde M. Reed,  
Governor,  
Topeka Kans,  
Dear Governor,

I have before me your letter of July 9th, in which you say you appreciate my signature to your petition, as a candidate for Governor of Kansas, for a second term. I supported you two years ago, and expect to do so again this year, you know better than I do that this country was for John Hamilton, two years ago and this year they are for (Chief) two years ago you know what their reasons was, but this year it is (do we get North Forty finished this year, of course they have read what you said in the papers, but they are skeptical, the same condition prevailed over on the west end of 38, as it is now. From Norton west, I made trip from Stockton to Denver about three weeks ago and stopped in every town from Stockton to the Colorado line and I found a great demand for the completion of North Forty, if you would say something through the papers in the next few days that would give them positive proof that North Forty would be finished to Hoxie this year it would make you a lot of friends, I know the condition in the sixth district as well as <sup>and</sup> any<sup>one</sup> out here as I made every town in the district for more than twenty years, and have a large acquaintance in all the towns, the farmers out here like your stand on the wheat acreage reduction, and something positive in regard to North Forty would stop the town knockers, this is confidential,

Wishing You Success, August 5th,  
*I am yours, Resd*  
*R.C. Galbraith*



## Governor Clyde M. Reed correspondence, Highway Department

Highway #40

July 23, 1930

53

Mr. W. J. Rickenbacher  
East 10th & Rickenbacher Road  
Route 9  
Topeka, Kansas

Dear Mr. Rickenbacher :

Relative to your letter under date of July 17, reporting the bad accident on Highway No. #40, east of Tecumseh, I am advised by the Highway Department that steps are being taken to widen all of the sharp curves on this highway with crushed stone and asphalt within the very near future.

I trust this will be done without unnecessary delay.

Very truly yours,

Governor.



## Governor Clyde M. Reed correspondence, Highway Department

STATE HIGHWAY COMMISSION  
JOHN V. ABRAHAMS, TOPEKA  
R. B. FEGAN, JUNCTION CITY  
C. M. WANN, HAYS  
J. T. MOORE, PITTSBURG  
W. G. ANDERSON, WINFIELD  
CLAUD M. CAVE, SUBLETTE

R. W. DOLE, DIRECTOR  
GERTRUDE WHITCOMB, SECRETARY

STATE HIGHWAY COMMISSION  
OF KANSAS  
TOPEKA

W. V. BUCK, STATE HIGHWAY ENGINEER  
H. D. BARNES, ENGINEER OF CONSTRUCTION  
O. J. EIDMANN, ENGINEER OF DESIGN  
I. E. TAYLOR, MAINTENANCE ENGINEER  
W. L. DYATT, OFFICE ENGINEER  
ROLAND BOYNTON, ATTORNEY  
ASSISTANT ATTORNEY-GENERAL  
O. C. CANARY, AUDITOR

July 21, 1930.

Memorandum to Mr. West:

We have your letter of July 16 inclosing a communication from Mr. W. J. Rickenbacher, relative to the curves on U. S. 40 east of Topeka.

We wish to advise that arrangements are being made to widen all of these sharp curves with crushed stone and asphalt within the very near future.

Very respectfully yours,

IET:EH

*R. W. Dole*  
R. W. DOLE  
DIRECTOR





## Governor Clyde M. Reed correspondence, Highway Department

W. J. RICKENBACHER  
JUSTICE OF THE PEACE  
JURISDICTION SHAWNEE COUNTY  
35 YEARS BUSINESS EXPERIENCE



EAST 10TH AND RICKENBACHER ROAD

ROUTE 9, TOPEKA, KANS.

1/15 1950  
Highway Dept

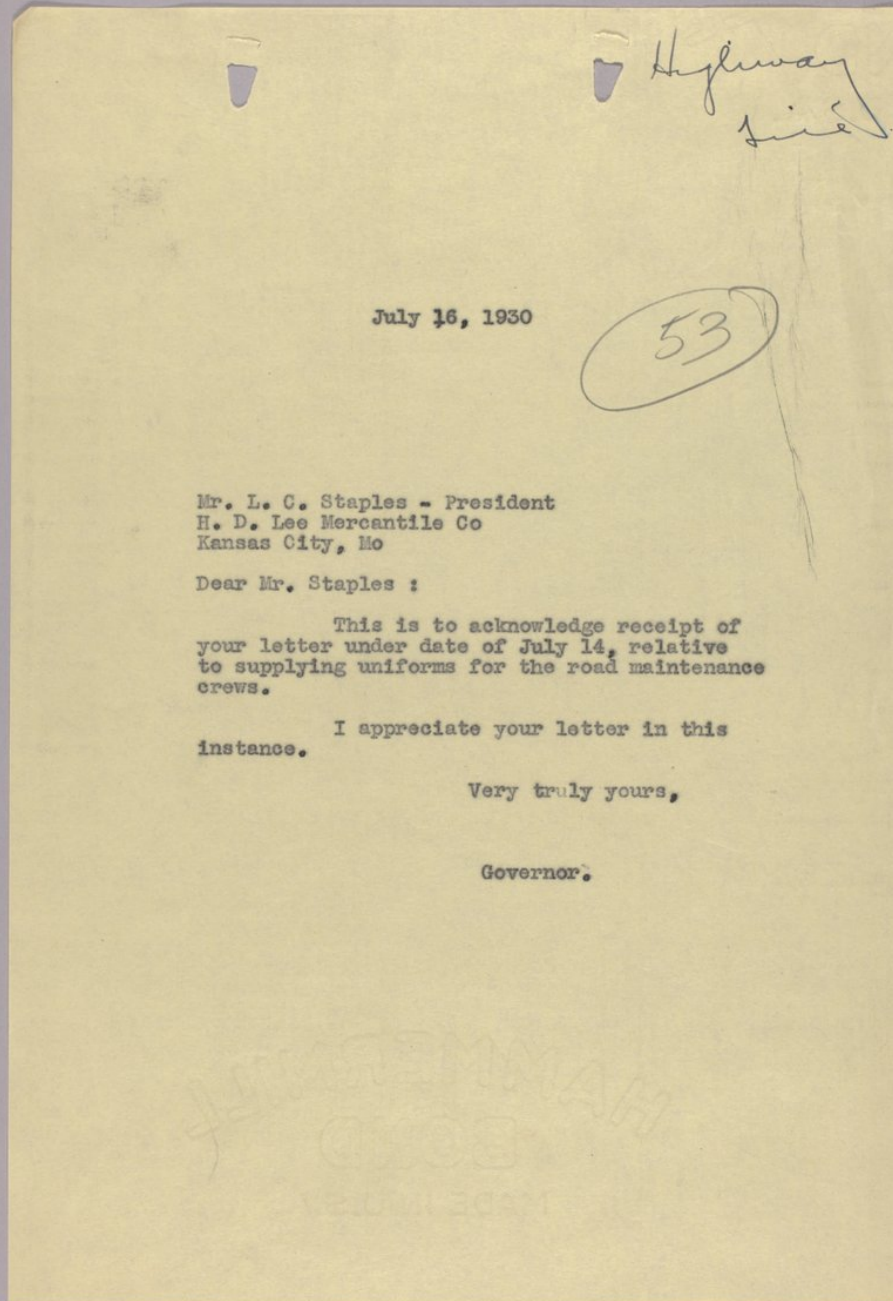
Hon Clyde M Reed  
Topeka

My Dear Governor

There was another bad  
accident on #40 just east of Tecumseh  
this morning on a curve which is  
extremely bad. This curve should be  
made wider or relocated.

Yours very truly  
W. J. Rickenbacher

## Governor Clyde M. Reed correspondence, Highway Department







## Governor Clyde M. Reed correspondence, Highway Department

### THE H.D. LEE MERCANTILE CO.

CAPITAL STOCK \$10,000,000.00

CLOTHING MANUFACTURERS

L.C. STAPLES, PRESIDENT  
F.W. IRVIN, VICE PRESIDENT  
J.M. MITCHELL, SECRETARY  
F.C. BACHTOLD, TREASURER  
E.E. BRENTSON, ASST. SECY.  
C.A. REYNOLDS, ASST. TREAS.  
G.S. WAYNE, AUDITOR

SALINA, KANS.  
KANSAS CITY, MO.  
SOUTH BEND, IND.  
TRENTON, N. J.  
MINNEAPOLIS, MINN.  
WATERBURY, CONN.  
SAN FRANCISCO, CALIF.

KANSAS CITY, MO.

July 14th 1930

The Honorable Clyde M. Reed,  
Governor of the State of Kansas,  
Topeka, Kansas

Dear Sir :

We have for some time been in contact with Mr. Ira E. Taylor, Maintenance Engineer of the Kansas State Highway Commission, with a view of supplying uniforms for the Road Maintenance Crews, and it is with much gratification to us that a few days ago, our General Sales Manager, Mr. C. A. Reynolds, on a personal visit with Mr. Taylor at Topeka, secured the adoption of our garment.

Through Mr. C. L. Schwartz, President of the Lee Hardware Company, of Salina, we have just learned that you and Mr. Feegan of Junction City, have taken a great interest in this proposition and that you have been favorable, and undoubtedly instrumental, in throwing the business our way. For this we want to express our appreciation and cordially thank you.

We are unquestionably in the best position to take care of the business of the Maintenance Crews and will certainly use our best efforts to make the arrangement entirely satisfactory.

As far as we are aware, Kansas is the first State to adopt the plan of uniforming their Road Maintenance Crews and they should receive a large amount of favorable publicity in a national way.

With kindest regards, we are

Yours very truly,

THE H. D. LEE MERCANTILE COMPANY

LCS T  
PRESIDENT