

Governor Clyde M. Reed correspondence, Highway Department

Section 8, Pages 211 - 240

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

July 5, 1930

53

Hon. Caldwell Davis
Bronson, Kansas

Dear Caldwell:

I have yours about the Chanute bridge. There is considerable need for high water crossing over the Neosho River for north and south travel such as there is for east and west travel on 160 - east of Parsons. However, this bridge was not on the 1929-30 program and I doubt if much will be done to it this year. It is regarded by the Highway Commission as one of the highly desirable things to do because of the serious delays to very heavy traffic, when the Neosho River gets on a rampage, which it has done as many as 7 times in 13 months. When we come to make up the 1931 program I shall be very happy if they can take care of your desires in Bourbon County.

Cordially yours,

Governor

Governor Clyde M. Reed correspondence, Highway Department

and August.

—Phone 1175 for Plumbing and repair work. Iola Plumbing Co.

The State Highway department will let contracts July 18 for a new bridge over the Neosho just north of Chanute, to replace the old one-way structure that is half a life time out of date. Contractors will be asked to bid on both steel and concrete structures, estimates for which are being prepared by highway engineers.

Iola Plumbing
machines, new
Curtis

Governor Clyde M. Reed correspondence, Highway Department

ap served refreshments. The girls
belonging to the club are: Vera
and Veta Gilliam, Louise Cheezum,
Dorothy Colgin, Christine Hardy,
Gertrude Mauk, Beulah Brown, Mil-
dred Dunlap, Euleta Isaac, Lois Mc-
Cormack and Betty Barley.
Mr. and Mrs. Mack Patterson and
Miss Marguerite Loveall, of Newark,
Ohio, are visiting Charley Davy and
Miss Bird Patterson.
Mrs. Hughes has returned from a
visit with relatives in Butler, Mo.
Her sister, Mrs. Harold Cornell and
Mr. Cornell came home with her.
Francis Herynk went to Kansas
City Saturday.

Governor Clyde M. Reed correspondence, Highway Department

STATE OF KANSAS

CALDWELL DAVIS
REPRESENTATIVE NINETEENTH DISTRICT
BRONSON, KANSAS

TOPEKA
HOUSE OF REPRESENTATIVES

COMMITTEE ASSIGNMENTS
MEMBER WAYS AND MEANS
LABOR
MINES AND MINING
BUDGET APPROPRIATION

Highway

July 3 -

Gov Clyde M Reed
Topeka.

My dear Gov. I am sending
you clipping from Topeka Register
in regard to bridge that I spoke
to you about some time ago and
you thought I did not know my
territory. Now that is just what is
wrong let your people travel much
and for the tourist road.
We still have three counties connection
chopped up to three and cant get out
on state road lets have some attention
to our roads for tax payers I am
still for 3-39 was cross bridge
a few days ago and thought it funny
you and so. Caldwell Davis

Governor Clyde M. Reed correspondence, Highway Department

*Highway
July*

July 18, 1930

(53)

Mr. Chas. Parr
Coleman Lamp Company
Wichita, Kansas

Dear Mr. Parr :

This is to acknowledge receipt of the section of the Des Moines Register which contains a map of the State of Iowa, outlining the State Highway System there.

It might be of interest to you to know that Kansas ranked second among all the States in the Union in the extent of highway development last year. The only state that made a better showing than Kansas was Iowa.

It is true that Kansas is behind in the building of concrete roads because we have not had sufficient funds. However, in comparison with Iowa, I feel that the Kansas situation is preferable because Iowa has a bonded indebtedness of \$100,000,000.00. If we had \$100,000,000.00, we could build 4,000 miles of pavement.

Kansas had made marked progress in the building of our State Highway System, which has received favorable comment from other states. By the end of another two year period, I am confident that our state highways will be in a very satisfactory condition.

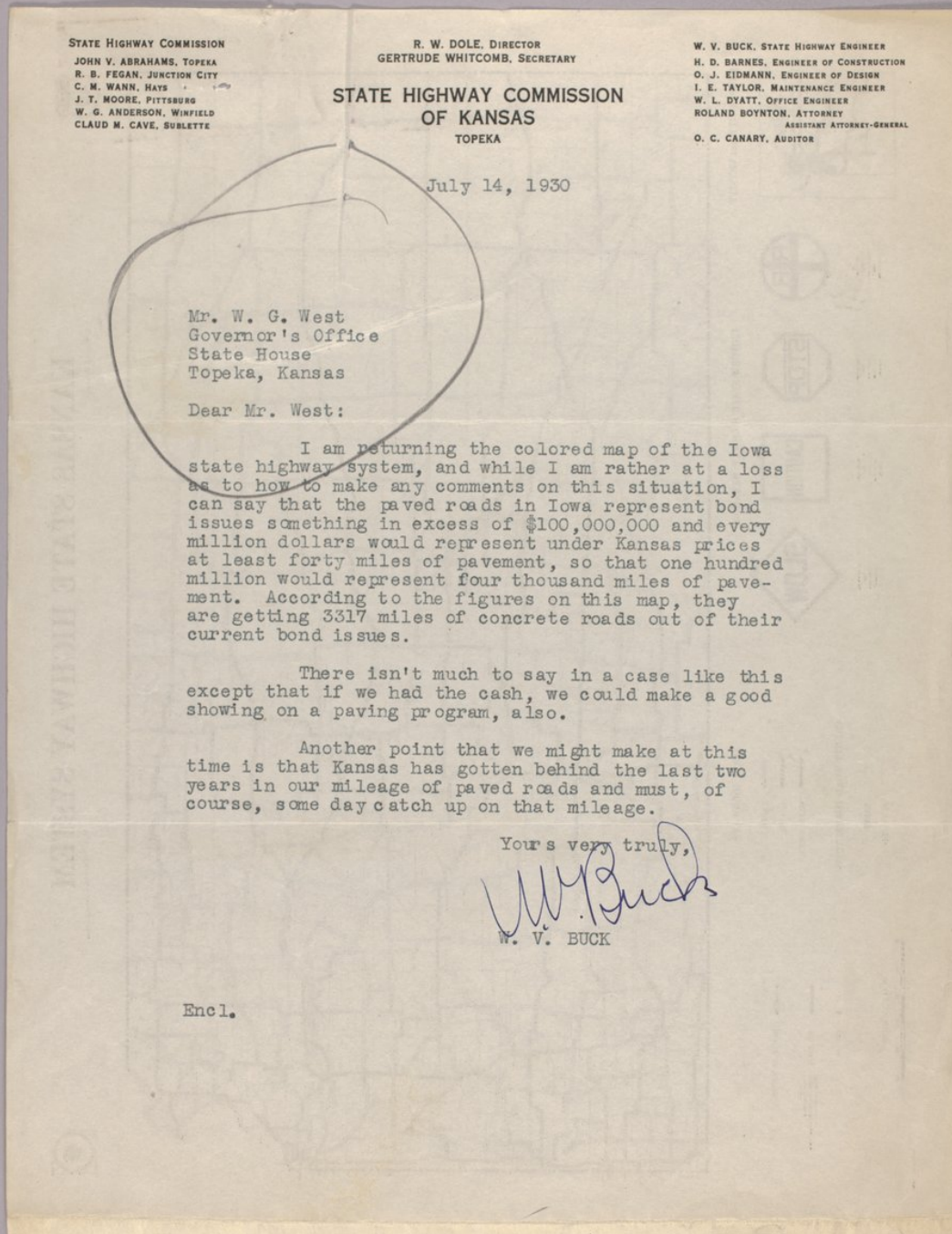
Thanking you for your information relative to Iowa, I am

Very truly yours,

Governor.

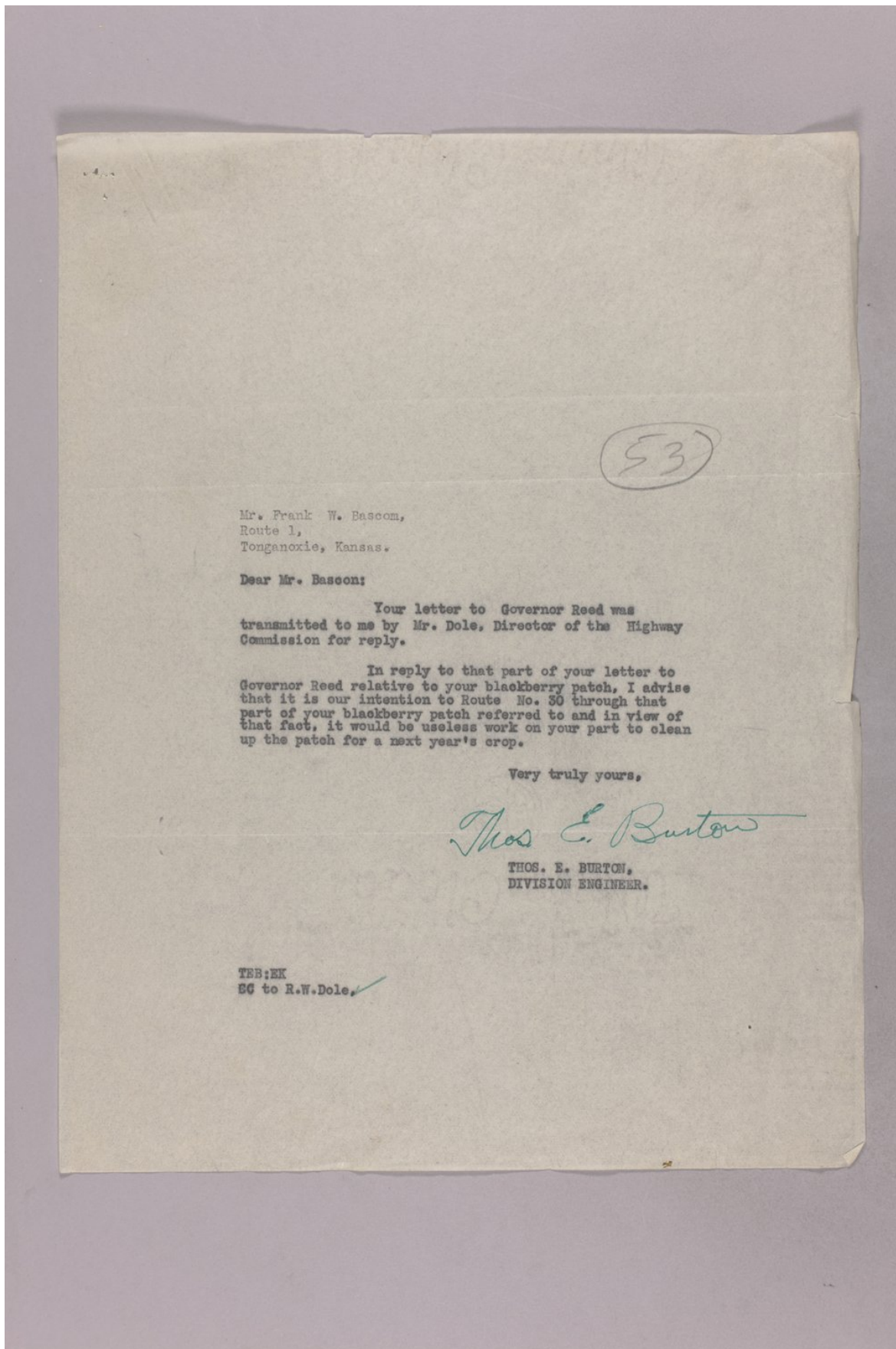


Governor Clyde M. Reed correspondence, Highway Department





Governor Clyde M. Reed correspondence, Highway Department



Mr. Frank W. Bascom,
Route 1,
Tonganoxie, Kansas.

Dear Mr. Bascom:

Your letter to Governor Reed was
transmitted to me by Mr. Dole, Director of the Highway
Commission for reply.

In reply to that part of your letter to
Governor Reed relative to your blackberry patch, I advise
that it is our intention to Route No. 30 through that
part of your blackberry patch referred to and in view of
that fact, it would be useless work on your part to clean
up the patch for a next year's crop.

Very truly yours,

Thos E. Burton

THOS. E. BURTON,
DIVISION ENGINEER.

TEB:EK
EC to R.W.Dole. ✓

Governor Clyde M. Reed correspondence, Highway Department

Tonganoxie
Kansas
7-21-30

Governor,
Clyde M. Reed,
I received a letter from
you some time ago
in regards to your
campaign and I want
to state first in this
letter I have been talking
to some of the Business
Men of Tonganoxie and
from what I have heard
them say they are
for you Dutch Men
as Mr Young + Rollins
+ Mr White + Hoskins
I asked them why they
advertised in the Merion
and I see they have

Governor Clyde M. Reed correspondence, Highway Department

No 2
quit advertising in the
Mirror and I have
also bin Talking to
Some of the Farmers
all over Leavenworth
Co and I dont see
How you can loose
in this County I
Have Bin Working
on Dikemans Bridge
Gang and we have
bin growing from 15-
to 35- Miles Night +
Morning that is How
I got to talk to so
Many Farmers But
they Had a lot about
42 Miles and Had to
Board up there so I
Had No Body to Say
With My Wife and

Governor Clyde M. Reed correspondence, Highway Department

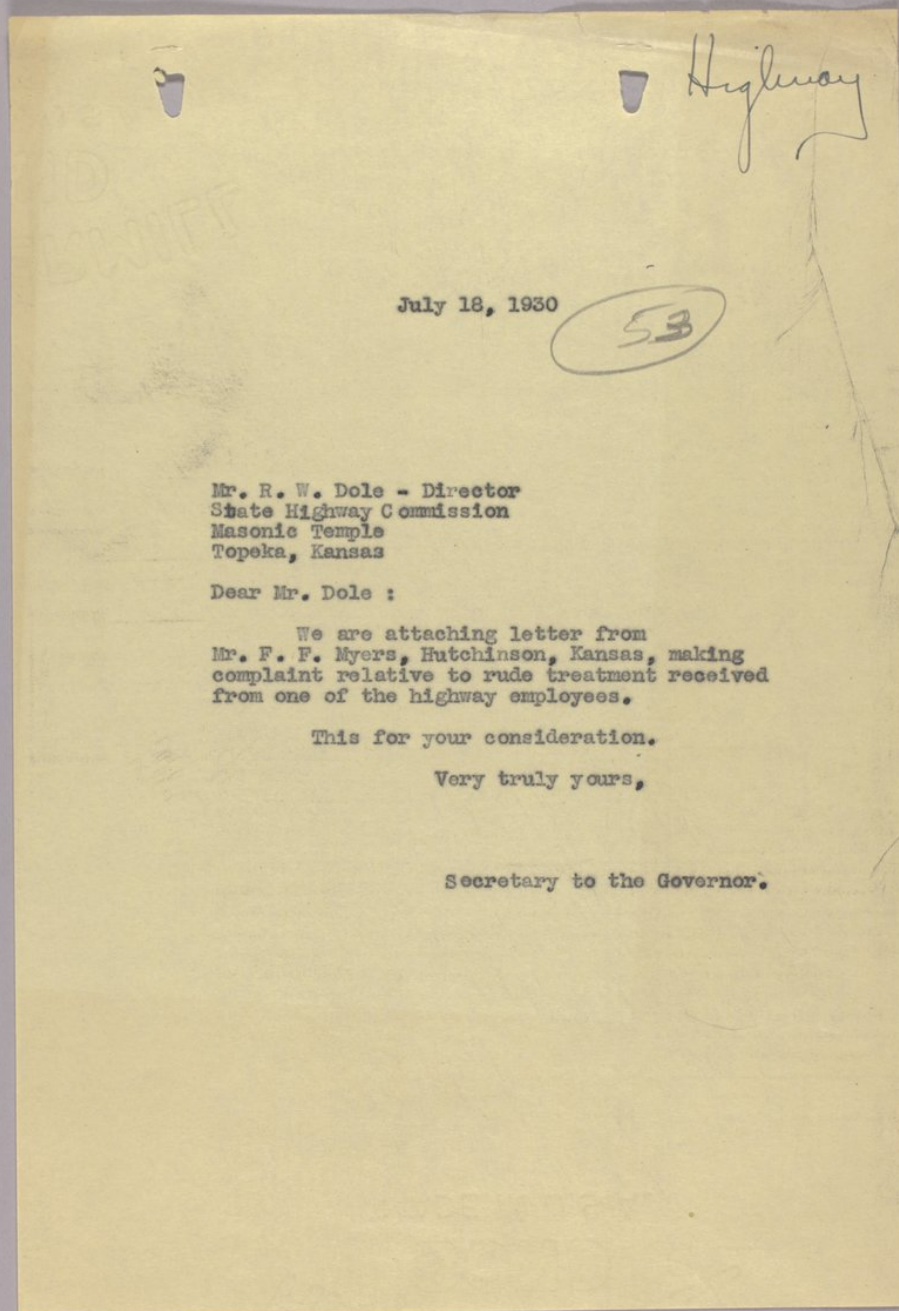
No 3

I lost my job he
told me he had to
Hire a man in my
Place that Was his
18 year old Son he
Just Graduated in High
Now Governor I live
Just a brost from
Hubbel Hill Cemetery
Have got 5 Acres and
I want to know if
I Must grow a head
and I clean up my
Black Berry Patch on
my Raspberry if the
Road No 30 is growing
through it Will save
me a Week work

Governor Clyde M. Reed correspondence, Highway Department

No 4
bleaming them up
as they take about
60 feet of my land
I want you to know
I am for you +
Senator Allen + Capper
Stronger than Harsh
Radish I do Hope
you can give me
some line on 30
as to whether it goes
through or Not I
give you my word
as a man I wont
Tell any Body
What you say
If you can through
any work my way
I sure will thank you
I Remain Yours
Frank W. Barcom
R.R. No. 1. Tonganovic

Governor Clyde M. Reed correspondence, Highway Department



Governor Clyde M. Reed correspondence, Highway Department

July 18, 1930

Mr. F. F. Myers
Hutchinson, Kansas

Dear Mr. Myers :

This is to acknowledge receipt of your letter under date of July 15, reporting rude treatment by an employee of the State Highway Department. I am referring this complaint to Mr. R. W. Dole, Director of the State Highway Commission, asking that an investigation be made in the matter.

It is the policy of this administration to insist that the employees and officials are courteous at all times to the public. I am glad to have your report and hope that such an occurrence will not happen again.

Very truly yours,

Governor.

Governor Clyde M. Reed correspondence, Highway Department

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July 31, 1930

Mr. H. H. Diller
Morrowville, Kansas

Dear Mr. Diller:

This is to acknowledge receipt of the petition signed by yourself and other citizens of Washington County expressing your appreciation for the work which the State Highway Department is doing on No. 36 and No. 15, and also commending me for the part which R. B. Fegan, L. J. Siler, C. E. Freeman and myself have had in this program.

You may be assured that it is gratifying to know that the work of the State Highway Department has proven so satisfactory in your section of the State.

Thanking you for your petition,
I am

Cordially yours,

*letter to self
signed*

Governor

Governor Clyde M. Reed correspondence, Highway Department

(Copy)

Testimonial of Appreciation
to
Governor Reed and the State Highway Commission.

July 18, 1930.

We, the undersigned citizens of Morrowville, Washington County, Kansas, desiring to express our appreciation of the road building done on our Highways No. 36 and 15, do hereby subscribe ourselves as much gratified and pleased at the results and benefits that have been obtained in this project.

First, we wish to commend our Governor for his great highway program and the excellent results that have come from said program.

We feel that the employees of the Highway Commission from the Commissioner down to the laborers are, from our own observation, a very desirable type of efficient and law abiding workmen.

We wish to mention the names of R. B. Fegan, our District Commissioner, who has been so agreeable and sympathetic to our needs for road improvement; of L. J. Siler, Division Engineer, who has shown his worth and knowledge of road construction; of C. E. Freeman, Supt of Construction for this project, whose tact and general ability have shown him to be an exceptional man for the position he holds, especially in the matter of securing the free right of way through this section.

Respectfully and gratefully submitted:

H. H. MILLER, BANKER, MORROWVILLE, KANSAS	
GEO. GEHRING, STATE SENATOR 20th DISTRICT, MORROWVILLE, KANSAS	
JAMES E. STAHL, MORROWVILLE, KANSAS	
J. B. SCHWAB, POSTMASTER, MORROWVILLE, KANSAS	
BERTHA M. LESHNER, VARIETY STORE, MORROWVILLE, KANSAS	
J. T. LEWIS, PHARMACIST, MORROWVILLE, KANSAS	
LLOYD BONAR, GENERAL STORE, MORROWVILLE, KANSAS	
MRS. EDITH SHROOP, PRES. W.C.T.U., MORROWVILLE, KANSAS	
H. W. SHROOP, LABORER, MORROWVILLE, KANSAS	
EDWARD T. BRANT, GARAGE, MORROWVILLE, KANSAS	
HARVEY F. BRANT, OIL AND GAS STATION, MORROWVILLE, KANSAS	
FRANK MOORE, MECHANIC, MORROWVILLE, KANSAS	
T. M. BEGGS, DENTIST, MORROWVILLE, KANSAS	B. H. LINDSLEY, MORROWVILLE
J. R. BULLMORE, CARPENTER, MORROWVILLE, KANSAS	GEO. E. SPRING, MORROWVILLE
LOUIS MENZIES, FARMER, MORROWVILLE, KANSAS	C. O. SHROOP, MORROWVILLE
F. E. BOYLAN, FILLING STATION, MORROWVILLE, KANSAS	CASSERT & BONAR, MORROWVILLE
R. J. STANTON, HARDWARE, MORROWVILLE, KANSAS	V. R. DAREY, MORROWVILLE
HAROLD J. STANTON, HARDWARE, MORROWVILLE, KANSAS	J. W. H. BERTRAM, MORROWVILLE
J. L. HATTEY, PRODUCE, MORROWVILLE, KANSAS	MRS. OTTO A. BARNES, MORROWVILLE
ERNEST B. BEHNE, FARMER, MORROWVILLE, KANSAS	
MRS. GEO. GEHRING, VICE PRES. W.C.T.U., MORROWVILLE, KANSAS	
MRS. HAROLD STANTON, MORROWVILLE, KANSAS	OTTO BARNES, MORROWVILLE
GEORGE DELAY, MORROWVILLE, KANSAS	FRED GORCKE, MORROWVILLE
A. H. MULL, FARMER, HADDAM, KANSAS	JAS. WATSON, MORROWVILLE
P. J. MENZIES, FARMER, WASHINGTON, KANSAS	FLOYD LINDSLEY, MORROWVILLE
M. ROSE, GOLF, MORROWVILLE, KANSAS	EDGAR BRANDT, MORROWVILLE
JNO. WINTERBOND, FARMER, WASHINGTON, KANSAS	C. D. WATSON, MORROWVILLE
C. E. SAWYER, MORROWVILLE, KANSAS	J. W. WOODS, MORROWVILLE

Governor Clyde M. Reed correspondence, Highway Department

Highway
K #25

July 17, 1930

53

George E. Gano Grain Elevator
Lakin, Kansas

Gentlemen :

Relative to your telegram of recent date, reporting bad condition of Highway, K #25, south of Lakin, beg to advise that the Governor's office has been informed by the State Highway Commission that immediate steps were taken after receiving your report to have this road repaired.

It seems that this highway is in the sand hills and it has been necessary to haul clay to fill the bad places in the road and blade the excess loose sand from the surface.

I trust that the road is being placed in a satisfactory condition so that traffic may travel in and out of Lakin.

Very truly yours,

Governor.

Governor Clyde M. Reed correspondence, Highway Department

July 17, 1930

H. S. Darr & Company
Lakin, Kansas

Gentlemen :

Relative to your telegram of recent date, reporting bad condition of Highway, K.25, south of Lakin, beg to advise that the Governor's office has been informed by the State Highway Commission that immediate steps were taken after receiving your report to have this road repaired.

It seems that this highway is in the sand hills and it has been necessary to haul clay to fill the bad places in the road and blade the excess loose sand from the surface.

I trust that the road is being placed in a satisfactory condition so that traffic may travel in and out of Lakin.

Very truly yours,

Governor.

Governor Clyde M. Reed correspondence, Highway Department

July 17, 1930

Lakin Equity Elevator
Lakin, Kansas

Gentlemen :

Relative to your telegram of recent date reporting bad condition of Highway, K-25, south of Lakin, beg to advise that the Governor's office has been informed by the State Highway Commission that immediate steps were taken after receiving your report to have this road repaired.

It seems that this highway is in the hard hills and it has been necessary to haul clay to fill the bad places in the road and blade the excess loose sand from the surface.

I trust that the road is being placed in a satisfactory condition so that traffic may travel in and out of Lakin.

Very truly yours,

Governor.



Governor Clyde M. Reed correspondence, Highway Department

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

R. W. DOLE, DIRECTOR
GERALD E. 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
O. C. CANARY, AUDITOR

July 16, 1930.

Mr. W. G. West, Sec.,
Governor's Office,
State House,
Topeka, Kansas.

Dear Mr. West:

Your office telephoned us a few days ago relative to a telegram that you received from some of the citizens of Lakin, Kansas, referring to the condition of K-25 south of that city.

I wish to advise that we telephoned our Division Engineer and requested him to make an inspection of this road and the following reply has been received.

"Please be referred to our telephone conversation relative to maintenance on K-25 south of Lakin.

Whoever reported that road as being impassable was evidently stretching things just a bit. I drove over the road the next day after you called me. I never got out of high gear and never got slower than twenty miles per hour. There was some traffic, including wheat trucks and no one seemed to be having any trouble getting there.

The road is in bad shape, due to heavy wheat hauling, dry weather, and "Sand Hills"--But it is about as good as it has ever been during dry weather and is far from impassable.

We are hauling clay to fill some of the worst places, blading the excess loose sand from the surface, and hoping for a rain."

Hoping that this will satisfactorily explain the present condition of this highway, and assuring you of our co-operation in maintaining the best possible surface under the dry weather conditions, I am,

Very respectfully yours,

I. E. TAYLOR
MAINTENANCE ENGINEER

TET:EH

Governor Clyde M. Reed correspondence, Highway Department

July 14, 1930

Memo. to Governor Reed :

In the absence of Mr. Dole, I telephoned Mrs. Whitcomb and she informed me that action will be taken in line with request as outlined in this message.

W. G. W.



Governor Clyde M. Reed correspondence, Highway Department

CLASS OF SERVICE DESIRED		WESTERN UNION	1206 A
DOMESTIC	CABLE		CHECK
TELEGRAM	FULL RATE		ACCT'G INFMN.
DAY LETTER	DEFERRED		TIME FILED
NIGHT MESSAGE	NIGHT LETTER		
NIGHT LETTER	WEEK END LETTER		

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

NEWCOMB CARLTON, PRESIDENT J. C. WILLEVER, FIRST VICE-PRESIDENT

Send the following message, subject to the terms on back hereof, which are hereby agreed to

July 10, 1930, Topeka, Ks.

1 LAKIN EQUITY ELEVATOR
H S DARR & Co
2 GEORGE E GANO GRAIN ELEVATOR
3 LAKIN KANS.

Highway

YOUR MESSAGE RECEIVED AM REQUESTING HIGHWAY DEPARTMENT
INVESTIGATE AND REPAIR AT ONCE HIGHWAY TWENTYFIVE SOUTH
OF LAKIN

Chge. Governor's office

CLYDE M REED
GOVERNOR

memo on 7+

WESTERN UNION GIFT ORDERS ARE APPROPRIATE GIFTS FOR ALL OCCASIONS

Governor Clyde M. Reed correspondence, Highway Department

ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS;

To guard against mistakes or delays, the sender of a message should order it repeated, that is, telegraphed back to the originating office for comparison. For this, one-half the unrepeat message rate is charged in addition. Unless otherwise indicated on its face, this is an unrepeat message and paid for as such, in consideration whereof it is agreed between the sender of the message and this company as follows:

1. The company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the repeated-message rate beyond the sum of five hundred dollars; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the repeated-message rate beyond the sum of five thousand dollars, unless specially valued; nor in any case for delays arising from unavoidable interruption in the working of its lines; nor for errors in cipher or obscure messages.
2. In any event, the company shall not be liable for damages for mistakes or delays in the transmission or delivery, or for the non-delivery, of any message, whether caused by the negligence of its servants or otherwise, beyond the sum of five thousand dollars, at which amount each message is deemed to be valued, unless a greater value is stated in writing by the sender thereof at the time the message is tendered for transmission, and unless the repeated-message rate is paid or agreed to be paid, and an additional charge equal to one-tenth of one percent of the amount by which such valuation shall exceed five thousand dollars.
3. The company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company when necessary to reach its destination.
4. Domestic messages and incoming cable messages will be delivered free within one-half mile of the company's office in towns of 5,000 population or less, and within one mile of such office in other cities or towns. Beyond these limits the company does not undertake to make delivery, but will, without liability, at the sender's request, as his agent, and at his expense, endeavor to contract for him for such delivery at a reasonable price.
5. No responsibility attaches to this company concerning messages until the same are accepted at one of its transmitting offices; and if a message is sent to such office by one of the company's messengers, he acts for that purpose as the agent of the sender.
6. The company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing within sixty days after the message is filed with the company for transmission.
7. It is agreed that in any action by the company to recover the tolls for any message or messages the prompt and correct transmission and delivery thereof shall be presumed, subject to rebuttal by competent evidence.
8. Special terms governing the transmission of messages according to their classes, as enumerated below, shall apply to messages in each of such respective classes in addition to all the foregoing terms.
9. No employee of the company is authorized to vary the foregoing.

THE WESTERN UNION TELEGRAPH COMPANY
INCORPORATED
NEWCOMB CARLTON, PRESIDENT

CLASSES OF SERVICE

TELEGRAMS

A full-rate expedited service.

NIGHT MESSAGES

Accepted up to 2:00 A.M. at reduced rates to be sent during the night and delivered not earlier than the morning of the ensuing business day.

Night Messages may at the option of the Telegraph Company be mailed at destination to the addressee, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such night messages at destination, postage prepaid.

DAY LETTERS

A deferred day service at rates lower than the standard telegram rates as follows: One and one-half times the standard night letter rate for the transmission of 50 words or less and one-fifth of the initial rates for each additional 10 words or less.

SPECIAL TERMS APPLYING TO DAY LETTERS

In further consideration of the reduced rate for this special Day Letter service, the following special terms in addition to those enumerated above are hereby agreed to:

- A. Day Letters may be forwarded by the Telegraph Company as a deferred service and the transmission and delivery of such Day Letters is, in all respects, subordinate to the priority of transmission and delivery of regular telegrams.
- B. This Day Letter is received subject to the express understanding and agreement that the Company does not undertake that a Day Letter shall be delivered on the day of its date absolutely, and at all events; but that the Company's obligation in this respect is subject to the condition that there shall remain sufficient time for the transmission and delivery of such Day Letter on the day of its date during regular office hours, subject to the priority of the transmission of regular telegrams under the conditions named above.

No employee of the Company is authorized to vary the foregoing.

NIGHT LETTERS

Accepted up to 2:00 A.M. for delivery on the morning of the ensuing business day, at rates still lower than standard night message rates, as follows: The stand-

ard telegram rate for 10 words shall be charged for the transmission of 50 words or less, and one-fifth of such standard telegram rate for 10 words shall be charged for each additional 10 words or less.

SPECIAL TERMS APPLYING TO NIGHT LETTERS

In further consideration of the reduced rates for this special Night Letter service, the following special terms in addition to those enumerated above are hereby agreed to:

Night Letters may at the option of the Telegraph Company be mailed at destination to the addressee, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Letters at destination, postage prepaid.

No employee of the Company is authorized to vary the foregoing.

FULL RATE CABLES

An expedited service throughout. Code language permitted.

DEFERRED HALF-RATE CABLES

Half-rate messages are subject to being deferred in favor of full rate messages for not exceeding 24 hours. Must be in language of country of origin or of destination, or in French. This class of service is in effect with most European countries and with various other countries throughout the world. Full particulars supplied on application at any Western Union Office.

CABLE NIGHT LETTERS

An overnight, low-rate service for plain language communications. The language of the country of destination may be employed, if the Night Letter service is in operation to that country. Subject to delivery at the convenience of the Company within 24 hours if telegraphic delivery is selected. Delivery by mail beyond London will be made if a full mailing address is given and the words "Post London" are written after the destination. Rates vary according to country of destination; minimum charge based on 20 or 25 words.

WEEK-END LETTERS

At still lower rates. Similar to Night Letters except that they are accepted up to midnight Saturday for delivery Monday morning, if telegraphic delivery is selected. Rates vary according to country of destination; minimum charge based on 20 or 25 words.

Governor Clyde M. Reed correspondence, Highway Department

PATRONS ARE REQUESTED TO FAVOR THE COMPANY BY CRITICISM AND SUGGESTION CONCERNING ITS SERVICE 1201-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable sign above or preceding the address.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT J. C. WILLEVER, FIRST VICE-PRESIDENT

SIGNS

DL = Day Letter
NM = Night Message
NL = Night Letter
LCO = Deferred Cable
CLT = Cable Letter
WLT = Week-End Letter

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at Kansan Hotel, Topeka, Kans. Telephone 4262

K57 57 DL 10 EXTRA=LAKIN KANS 10 305P KNTPEKA

HON CLYDE M REED=

TOPEKA KANS=

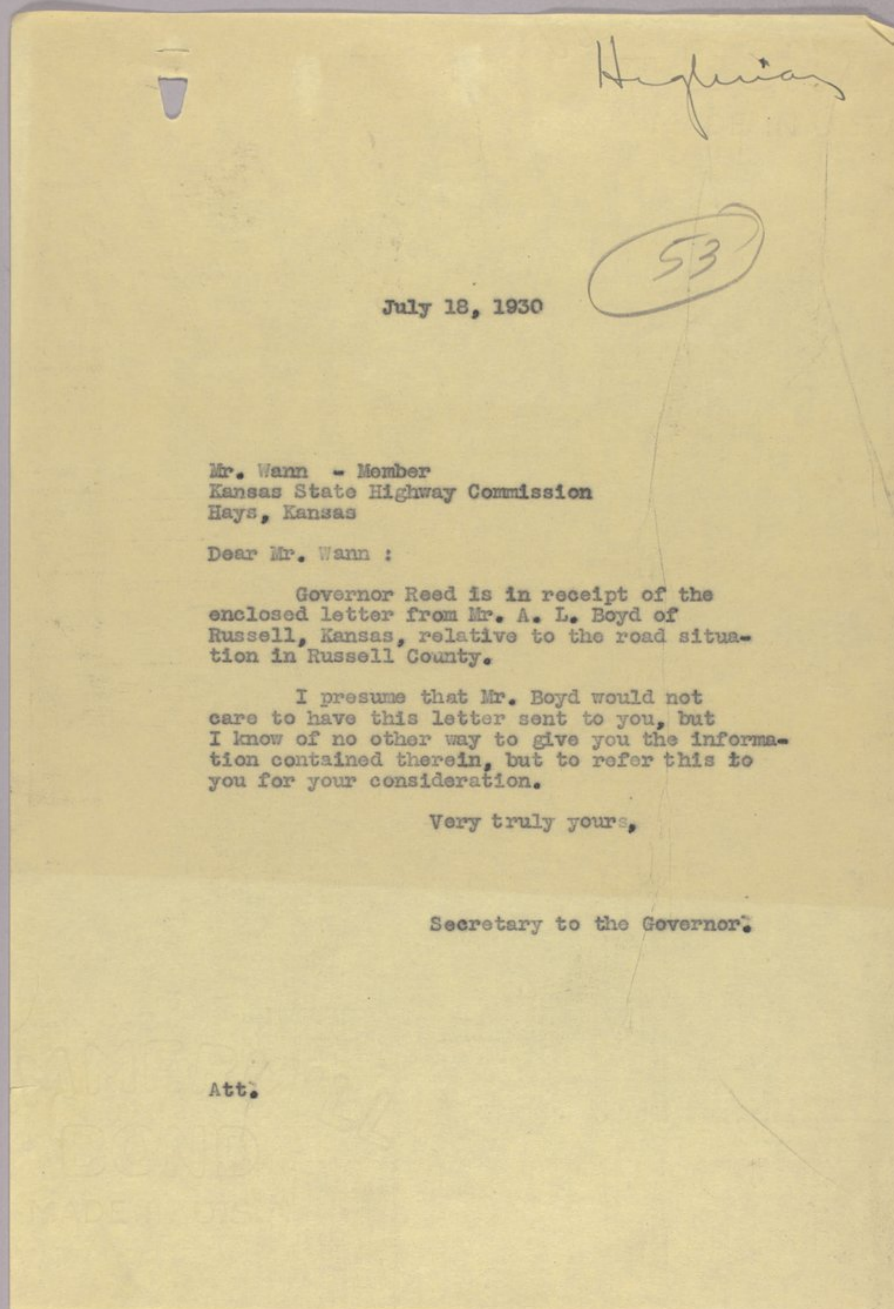
STATE HIGHWAY TWENTYFIVE SOUTH FROM LAKIN IMPASSABLE
FOR LOADED TRUCKS OUR CUSTOMERS HAVING TO GO TO OTHER
MARKETS APPEAL BY COUNTY COMMISSIONERS TO HIGHWAY ENGINEER
AT GARDENCITY MEET WITH NO RESPONSE HAVE YOU AUTHORITY
TO HAVE THIS ROAD REPAIRED IF SO WILL YOU GET US RELIEF=

LAKIN EQUITY ELEVATOR H S DARR AND CO ELEVATOR

GEORGE E GANO GRAIN.

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

Governor Clyde M. Reed correspondence, Highway Department



Governor Clyde M. Reed correspondence, Highway Department

July 18, 1930

Mr. A. L. Boyd
S. Banker Mercantile Co
Russell, Kansas

Dear Friend Boyd :

I have your letter under date of July 17,
relative to the road situation in Russell County.

Note what you have to say about the
Governorship campaign.

Of course, I am sorry that there is the
road dissatisfaction which you have reported and
am taking the matter up with Mr. Wann to see
what can be done.

I hope that you may be able to do some
personal work there during the next three weeks
in my behalf.

Kindly remember me to your associates.

With best regards, I am

Cordially yours,

Governor.

Governor Clyde M. Reed correspondence, Highway Department

Highway
Louisburg

July 29, 1930

53

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

Dear Mr. Dole :

Governor Reed is in receipt of the enclosed communication from Drew McLaughlin, Paola, Kansas, relative to the State Highway connecting Louisburg with the pavement.

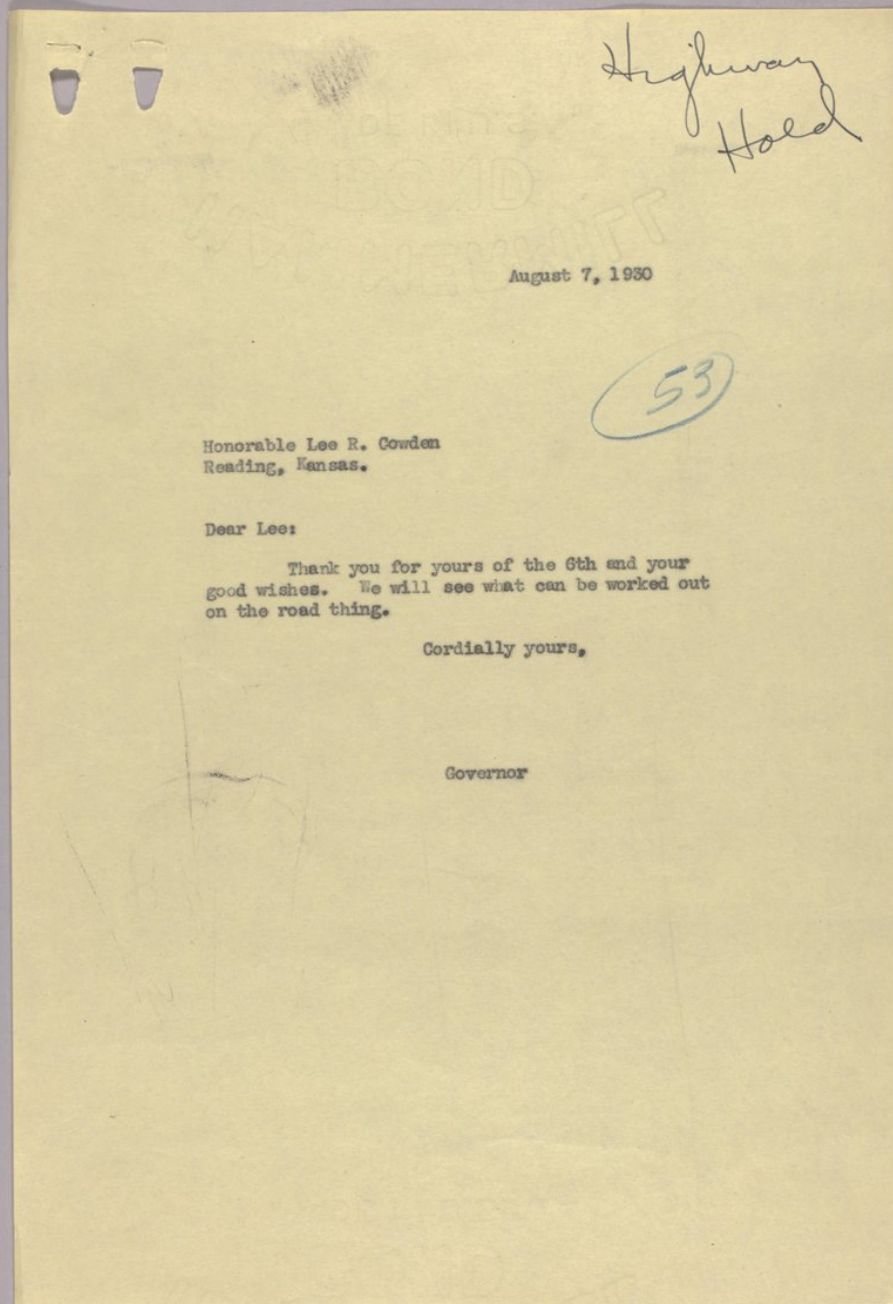
Governor Reed has asked me to refer this letter to you and advises that it was his opinion that this matter had been taken care of.

Thanking you for your usual prompt attention, I am

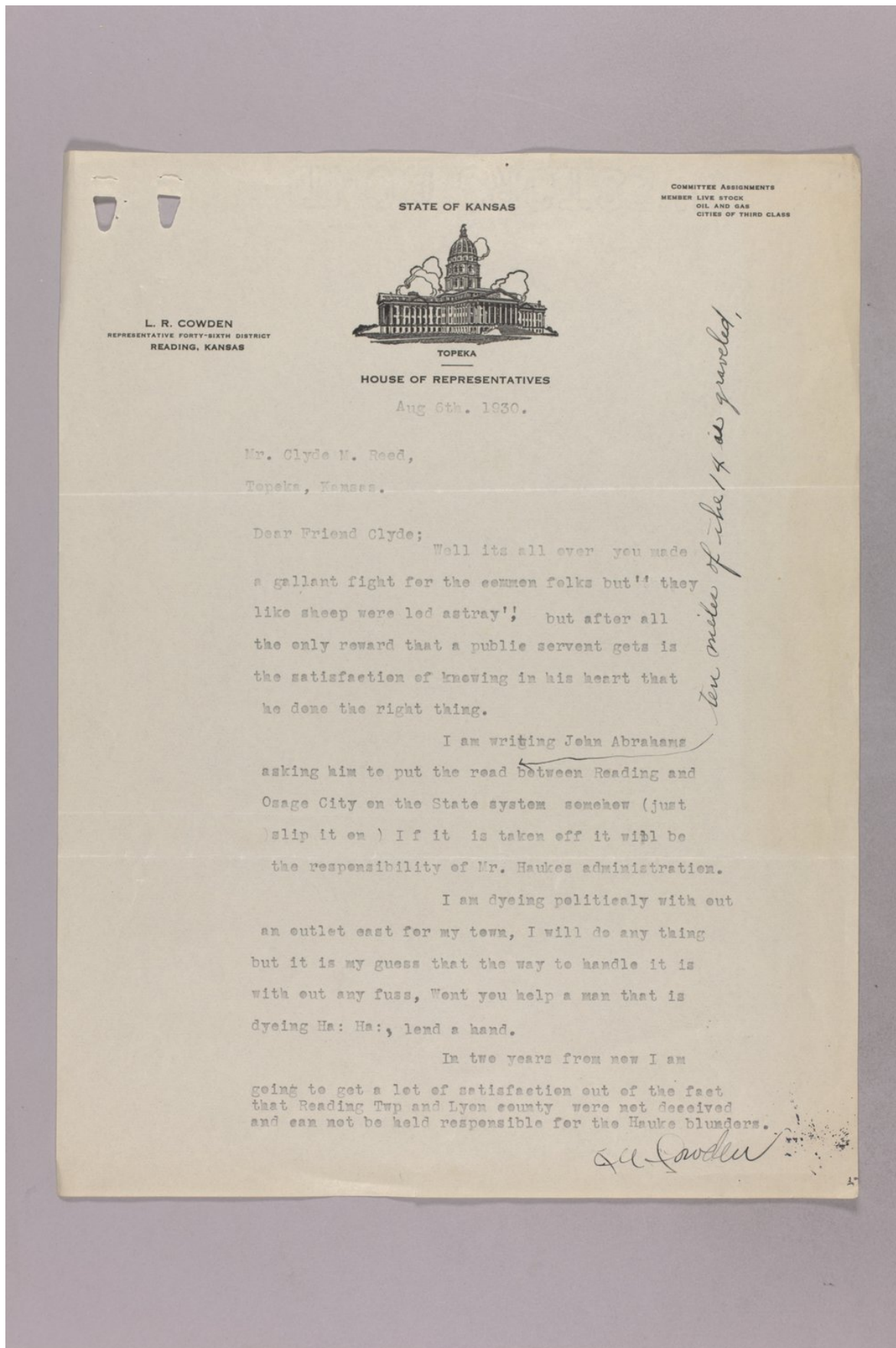
Very truly yours,

Secretary to the Governor.

Governor Clyde M. Reed correspondence, Highway Department



Governor Clyde M. Reed correspondence, Highway Department





Governor Clyde M. Reed correspondence, Highway Department

Highway
(53) Reed

August 28, 1930

Mr. Carl Newcomer,
Special Asst. Bank Com.,
Building.

Dear Mr. Newcomer:

I have yours of the 26th transmitting petition from Otis and vicinity regarding Highway No. 4. I shall be very glad to bring the matter to the attention of the Highway Commission and trust that something may be done to meet the wishes of your friends.

Cordially yours,

Governor

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Governor Clyde M. Reed correspondence, Highway Department

State Highway Commission, of the State of Kansas.

We, the under signed citizens, business men and business enterprises of Otis, Kansas and vicinity, hereby petition you to fix Highway No. 4, commencing at the first railroad crossing west of Otis, Kansas, to run on north side of railroad tract to a point four miles west of Otis.

We, further petition you to amend said Highway No. 4 from Bison east to the Barton County line according to the Highway Commissioner's specification.

Floyd Cooley, Pres. C. & C.	Elmer Steitz
OTIS STATE BANK OTIS, KANSAS	H. B. Brack
W. Schreiner Mayor	J. P. Dappra
Kaiser Motor Co. 2nd St.	H. B. Brack
White Eagle Filling Station	Edward H. Brackel
Standard Oil Filling Station	Henry Rothe
Chas. J. I. Case Dealer	P. H. Ochs
Otis Reporter 1720	H. Rothe
Jim Hergert	W. Schreiner
H. J. Muisinger	J. Ochs
E. C. Steitz	H. M. Brack
W. Schreiner Dr. C. & C.	J. Rothe
H. S. Ochs	C. M. Suiter
Joe Moore	J. A. Schlager
W. Schreiner	Ben Smith
John C. C. C.	J. C. Schlager
Ed. Rapp	Fred Steitz
Adam Giesick	D. M. Rothdurf. M.D.
J. Schlager Jr.	W. J. Harber
E. A. Brack	J. J. Soback
Fred Brack	J. G. Schreiner
W. Schreiner	E. E. Honchick
A. R. L. L. L.	Wm. Moore
Ben Kubs	Wm. Ochs
Peter A. Brack	Jeffie W. Allen
J. A. Schlager	Lacy S. Cunningham
Otto Lebzack	Laura Cunningham
John Schreiner	Mrs. L. S. Cunningham
J. C. Kubs	O. E. Cunningham
Elmer Schreiner	George W. Cunningham
Frank A. C. C.	H. Martin
Peter Hartman	David E. Brack
Frank Lebzack	
W. Schreiner	
Philipp Helstein	