

## Governor Clyde M. Reed correspondence, Highway Department

### Section 3, Pages 61 - 90

This file includes subject correspondence relating to the Kansas State Department of Transportation and Highway Department which is part of a bigger collection of Governor Clyde M. Reed correspondence. See also Unit ID 450367, 450368, 450369, 450370, 450467, 450469, 450470, 450471 and 450672.

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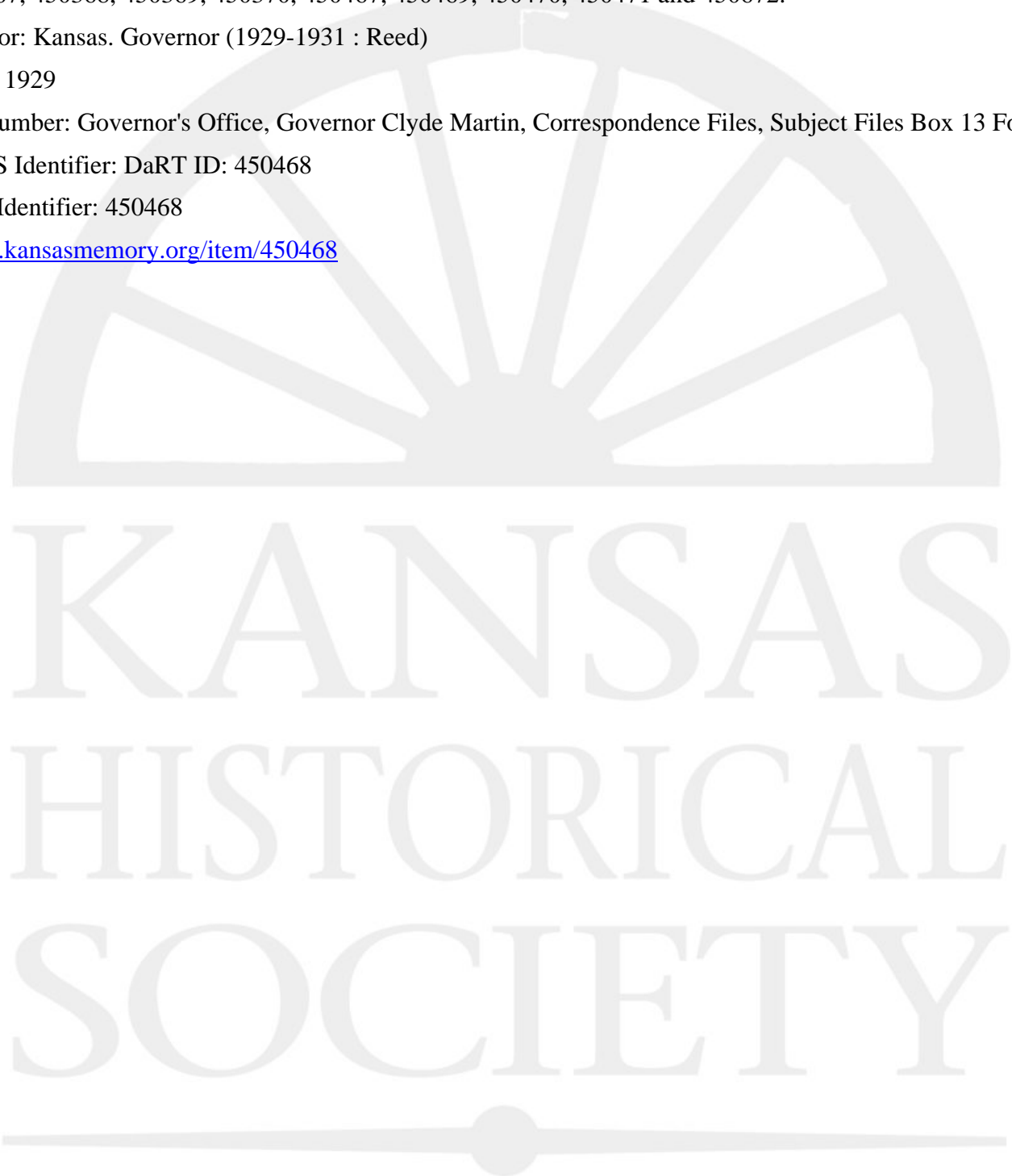
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## Governor Clyde M. Reed correspondence, Highway Department

2.

recieve no attention.  
whatever.

While I was away on  
business; the town  
pretended officers for I  
am not situated in  
an incorporated part of  
town at all. only in 2<sup>nd</sup>  
addition to the townsight  
of St. George; only to recieve  
orders from the County att-  
to drag away my approach  
somewhere I could not get  
it to have it replaced  
~~so~~ so they dragged it  
on Dutton's premises.  
they made sure I was

## Governor Clyde M. Reed correspondence, Highway Department

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gone before they did it  
now I beg of you to do  
something for me im-  
mediately for I have no  
way to get into my home  
I am sure you can have  
them replace the appraised  
and leave it there until  
I am paid the damages  
done me. Five thousand  
dollars will not recover my  
damage. as my business  
has been completely destroyed  
and my home ruined. I  
talked with Mr Ballard  
the state engineer he told  
me he knew they had



## Governor Clyde M. Reed correspondence, Highway Department

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greatly damaged my  
property also done  
much injury to my  
business. and he would  
see what he could do. that  
was last aug. but he  
has not done anything  
now I am here alone  
with my three grand  
children 4-5-7 years old  
and no way to make a  
dollar to support ourselves  
I had a wonderful trade on  
was doing well with my  
tourists Inn. and now I  
am shut off from any way  
to get out or in. and have

## Governor Clyde M. Reed correspondence, Highway Department

5  
been since Nov 30 - 1928  
besides much of the time before.  
Now Mr Reed I pray you  
do something for me so  
I have a way to make  
an honest living I would  
of had this place disposed  
of before now at a good price  
if I had not been so treated.  
Please do something for me.  
Also this post office needs  
inspection. please do not let  
my name be made known  
as to whom reported them.  
And as to that cursed liquor  
question I will fight as  
long as I have a breath to  
fight with and this place  
sure needs some honest



## Governor Clyde M. Reed correspondence, Highway Department

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party to investigate it for  
it sure is very plentiful  
here.

Hoping and trusting you  
will do something for me  
I remain

Sincerely yours.

P.S. Mrs L. A. Tucker  
Please send my mail to  
Manhattan Kan. General  
Delivery.  
Mrs L. A. Tucker

## Governor Clyde M. Reed correspondence, Highway Department

Highway  
53

April 9, 1929

Dr. Mayes Shoyer  
Soldier, Kansas.

My dear Dr. Shoyer:

In reference to your letter of April 3, I have discussed this matter with the Highway Commission and asked them to give it most careful consideration.

I hope the matter will be worked out in a satisfactory way. There are so many different cases where there is a difference of opinion as to location of roads that the Governor cannot undertake to impose his judgment upon that of the Highway Commission. He hasn't the time to personally investigate and if he once begins to locate the roads in opposition to the judgment of the Highway Commission there would be no place for him to stop.

Cordially yours,

Governor



## Governor Clyde M. Reed correspondence, Highway Department

Soldier, Kansas. April 3rd. 1929.

Honorable Clyde M. Reed,  
Governor of Kansas.  
Dear Governor'

Highway 24

Failing to see you when we were in Topeka March 22nd.,  
in regard to changing the location of State Highway #24, we feel  
that in justice to you, the state and to the market centers located  
in the north west corner of Jackson County we must impress upon those  
in atherity that we are not asking for any change for personal benefit,  
but are public spirited citizens giving our time and money to make the  
road fund go as far as possible and by building a less number of  
miles serve a far greater number of people, in a business and social  
way.

We wish to site you too examples of extravagance, one route adds 12½  
miles of un- necessary road and misses two towns, the other road leaves  
a natural, level laying highway builds one extra mile through a town,  
and then through a rough country necessitating large cuts and fills  
and large bridges.

It is too late to save the cost on one of these roads, but can save  
12½ miles on the other road, and connect the same long distance points  
and serve at least 150% more traffic.

There is a feeling among the people including some living on the  
state highway, that the intent of the law has not been followed in  
regard to routing and expenditure of funds.

We beg an appointment with you, for some day next week, to go over  
the matter, and if you can grant the hearing could you also arrange  
a hearing with the State Highway Commision, on the same day.

Would be pleased to have you sit in the hearing before the commision.

Very respectfully,

*Dr. Mayes Shays ✓*  
*Asst. Sec.*  
*B. O. White*  
*Karl Biester*



## Governor Clyde M. Reed correspondence, Highway Department

Abilene, Kans. 5 v Bunk

March 15, 1929.

Gov. Clyde Reed.  
Topeka, Kans.

Wish you would please  
use your influence to keep road  
No. 15 where it is now located.

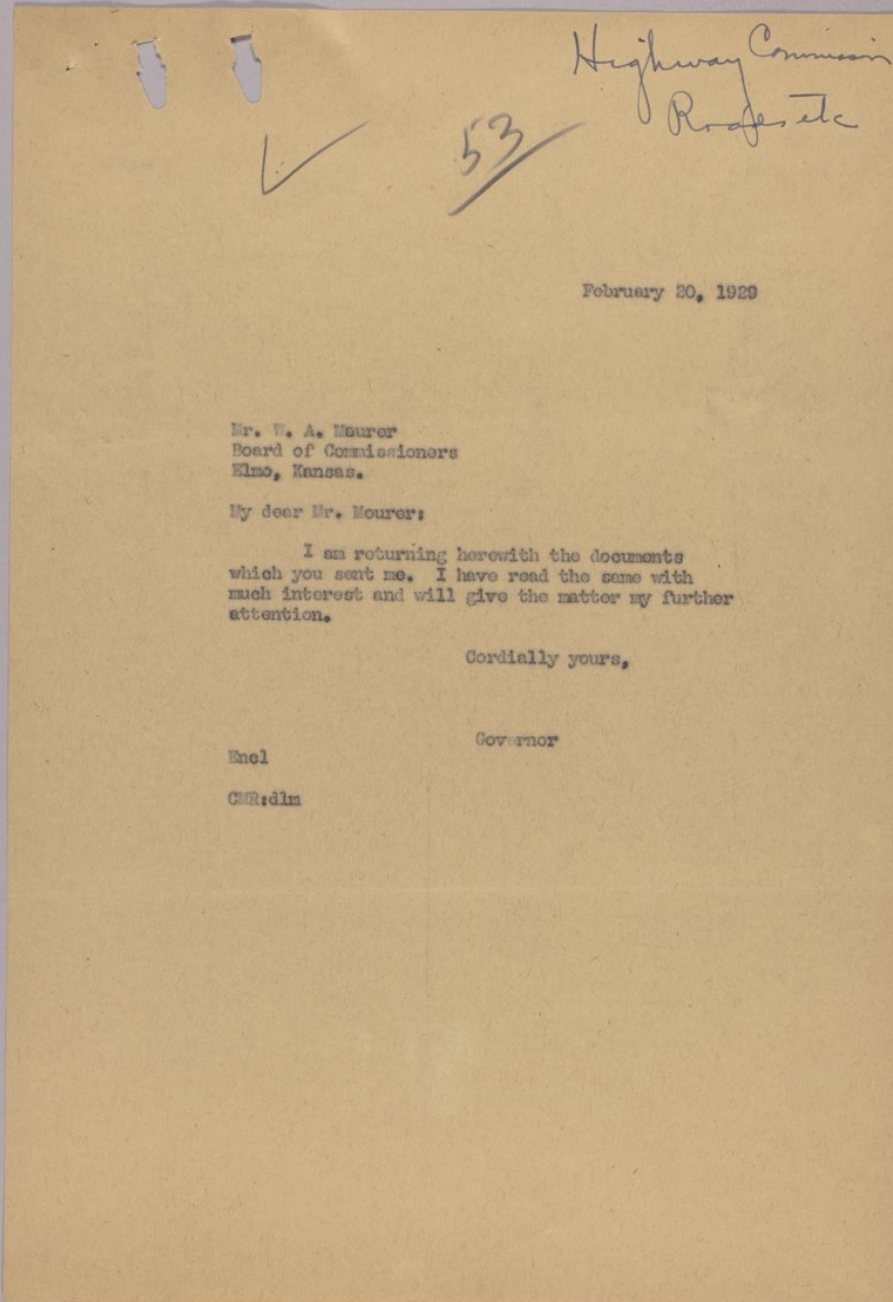
No. 15 has been a Co. road since  
1912 and later was made a state  
high way. Last year the hedges  
along this road were all pulled to  
south-Co line.

C. L. Brown last year used  
his influence to have road No. 15  
moved one mile east placing it so  
it would go by his park. We do  
not consider this a fair deal.

One more thing. We have testimonies  
of two people that Mr. Lamar State -  
Highway Commissioner breaks the 18th  
constitutional amendment. Any one who breaks this law  
is not fit for a public office.

Hope you will give this a serious  
thought and help to keep No. 15 where it is.  
W. E. Reed.

## Governor Clyde M. Reed correspondence, Highway Department







## Governor Clyde M. Reed correspondence, Highway Department

BOARD OF COMMISSIONERS  
OF DICKINSON COUNTY, KANSAS  
Regular Meeting First Monday in Each Month

*Roads.*  
MEMBERS  
W. A. MOURER, Chairman, Elmo, First District  
E. M. FUNK, Abilene, Second District  
JOHN E. MIDDLETON, Abilene, Third District

Elmo Kaus  
Feb 14 - 1929

Hon. Clyde M. Reed  
Topeka Kaus

Dear Governor Reed, I want to thank you again for the kind consideration given us while in Topeka Wednesday. As per our conversation I am sending copy of Court decision. Petition as filed.

And the different official proceedings of Deperson bo. The State of Kaus. and Federal Bureau of Public roads. In the face of all these rulings this man C. W. Lamar at the bidding of C. L. Brown and with the help of John W. Gardner and a few political wire pullers steps in and attempts to block the decisions of the powers that be since 1912 and the Statute itself as defined in <sup>chap. 253</sup> session laws 1927 and in the cause of justice there certainly should be some way to stop this illegal attempt to overthrow



## Governor Clyde M. Reed correspondence, Highway Department

OFFICE  
BOARD OF COMMISSIONERS  
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E. M. FUNK, Abilene, Second District  
JOHN E. MIDDLETON, Abilene, Third District

2  
the rights and privileges of the  
plain ordinary citizens that are so  
vitally interested in this road project  
If it is convenient for you I would  
like to preserve the papers I am sending  
and get them at some future date  
but in no hurry as to time.

Yours truly  
W. A. Mourer



## Governor Clyde M. Reed correspondence, Highway Department

February 9,  
1929

Mr. W. A. Mourer, Chairman,  
Board of County Commissioners,  
Himo, Kansas.

Dear Mr. Mourer:

Relative to your letter, January 29, wish to advise that the Governor has suggested that he would be very glad to see you and your neighbors on the road matter at such time as is convenient to you. It will be impossible for the Governor to arrange a definite time for such conference but will arrange an appointment with you at sometime during the day.

Thanking you and with best wishes,  
I am

Very truly yours,

WGW-II

Secretary to the Governor

## Governor Clyde M. Reed correspondence, Highway Department

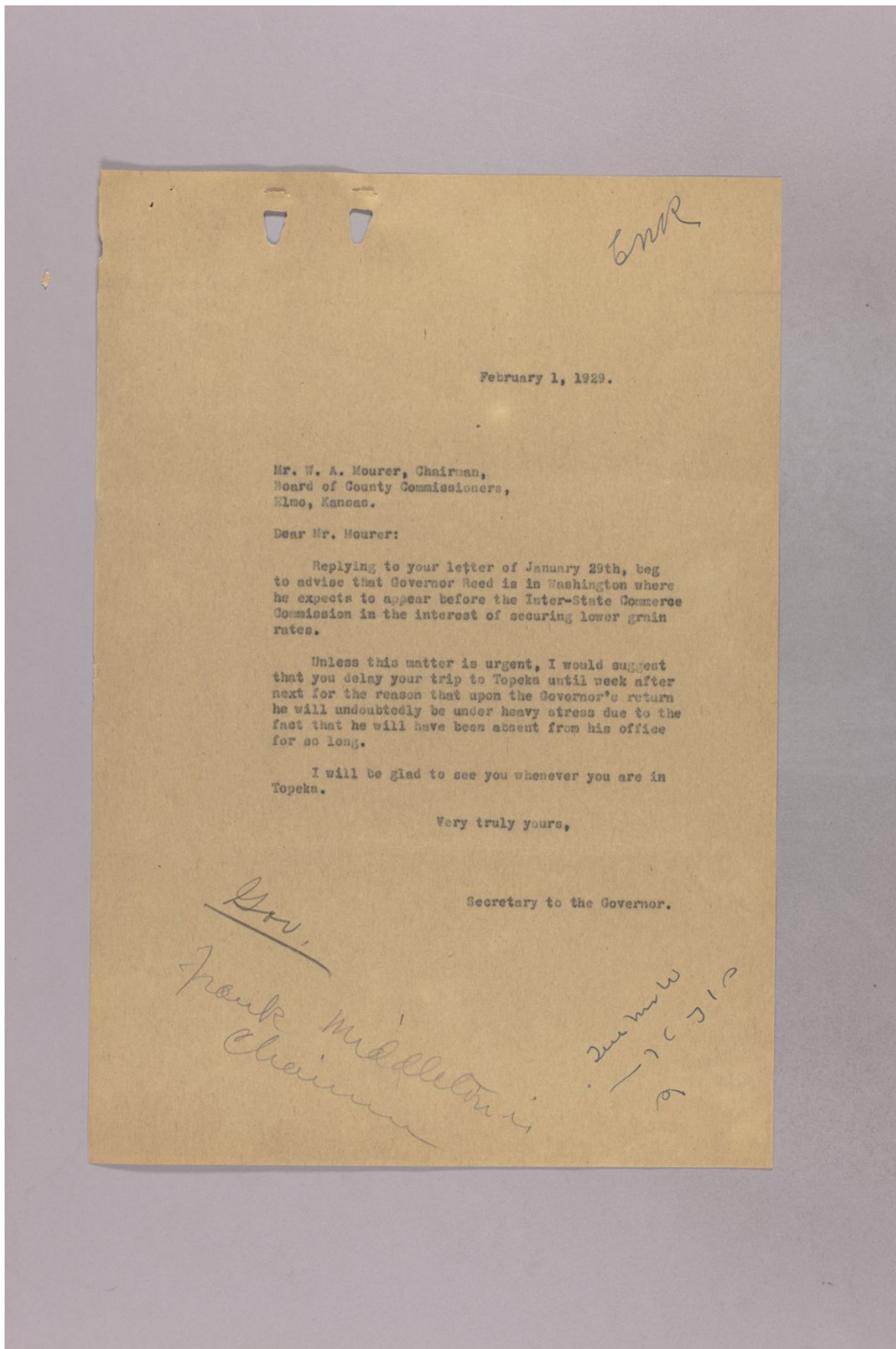
See him  
You will see  
him but  
"catch as catch can"  
proposition 12



## Governor Clyde M. Reed correspondence, Highway Department

Mr. [redacted]  
Find out if he  
is still Chairman of Board  
D.

## Governor Clyde M. Reed correspondence, Highway Department





## Governor Clyde M. Reed correspondence, Highway Department

OFFICE OF  
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JOHN E. MIDDLETON, Abilene, Third District

Elmo Kaus  
Jan 29-1929

Mr W. G. West Sec. to Governor  
Topeka Kans

Dear Mr. West: I want to thank you for your kind reply to my letter regarding road No. 15-. Representatives of the Durham Lehigh and Gossel neighborhoods have asked me to ask for a date that they might meet with the Governor to confer with him regarding this road location. Any date will be satisfactory just so it is before there is any action taken toward the appointment of new highway Commissioner and road director as they feel as we do that Mr Lamar and Mr Gardner have been very unfair in this matter and back of it all has been the Brown booperations.

Again I want to voice my hearty approval of Governor Reed program and am sorry that the Co Commissioners Committee has used such poor tact in trying to put over what they seem to think is right.

Yours truly W. A. Mower

## Governor Clyde M. Reed correspondence, Highway Department

✓ 53  
January 23, 1929

Mr. W. A. Mourer,  
Elmo, Kansas.

Dear Mr. Mourer:

Your letter of January 19th  
addressed to Honorable Clyde M. Reed,  
received.

I am very much interested in  
the road matter which you have explained  
and am sure that Governor Reed will give  
it his careful consideration a little  
later. At present his time is so fully  
occupied with legislative matters that  
I am sure it would be best to hold your  
letter over for a time.

Will be glad to see you when  
you are in Topeka.

Very truly yours,

Secretary to the Governor.

WCW:a



## Governor Clyde M. Reed correspondence, Highway Department

OFFICE OF  
BOARD OF COMMISSIONERS  
OF DICKINSON COUNTY, KANSAS  
Regular Meeting First Monday in Each Month

MEMBERS  
W. A. MOURER, Chairman, Elmo, First District  
E. M. FUNK, Abilene, Second District  
JOHN E. MIDDLETON, Abilene, Third District

January 19, 1929

Hon. Clyde M. Reed  
State House  
Topeka, Kansas

Dear Governor:

I want to send you a few words of commendation. I am certainly pleased with your attitude on the many important questions of vital interest to the people of our State. I agree with you on the stand you are taking on the enforcement of the prohibitory law.

We have a road problem here in our County which I believe you should be advised of, in justice to the people of this County.. Realizing that you are more than busy with your many duties, I hesitate to take your time and would not if was not sure you would resent this attempted injustice as much as I do.

Our State Road No. 15, from Abilene to Newton and Wichita, which is Federal Aid Project 370, has been designated as such by U. S. Government, the State of Kansas, and the Dickinson County Board of County Commissioners; a final resolution for the improvement of sixteen mile of this road from Abilene to Elmo had been passed by the County Board and State Highway Commission in 1926, signed by John W. Gardner, then Chairman of the Commission. Plans have been made by the Kansas Engineering Company and field checked and approved by the State Highway Commission. More than 20 mile of hedge has been pulled and wire furnished to replace fence; fences have been set back to provide more right-of-way; additional land has been bargained for, all this has been done with the approval of State Highway Commission, and at a cost of many thousand dollars to the tax-payers of Dickinson County. It was mutually and unanimously agreed by and between the State Highway Commission and the Board of County Commissioners of Dickinson County during September 1927, to build this sixteen mile of road, during the year 1928, but this is what happened.





## Governor Clyde M. Reed correspondence, Highway Department

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JOHN E. MIDDLETON, Abilene, Third District

2-Governor Reed  
1-19-29

During November 1927, Mr. C. L. Brown, who is at the head of one of the largest corporations in Kansas, made the assertion that he was going to move this road one mile east, in order to have it pass the Brown Memorial Foundation, which is located two mile south-east of Abilene. With the help of C. W. Lamer and John W. Gardner, and one member of our County Board, whose interests are all in north part of our County, they have used every scheme imaginable to bring Mr. Brown's desire about, and if they succeed it will be a gross injustice to the tax-payers of Dickinson County. Especially so to the people on the road between Abilene and Elmo, and the little town of Elmo, which is one of the leading markets for farm products in Dickinson County and in full control of the Farmers Union. The people along this road have made many concessions in the preliminary work, such as removing hedges and trees and building fences, with full assurance that this road would be built as agreed upon.

I certainly want to be fair in this matter and do not ask any favors or advantage of any kind, but I cannot see any reason why these corporations and millionaires should be allowed to run over and tramp upon we common folks of this Elmo neighborhood. Any fair minded person will have to agree that there is no sensible reason why this road should be changed. The proposed change would cost this County and State many thousands of dollars; would make an indirect route to Wichita, and would eliminate every market center between Abilene and Newton, but one. As said before, I ask no favors and have no pets to be favored, but I glean from letters I have received from different members of the State Highway Commission (which I think are very high class men) that there is a gentlemen's agreement to let each commissioner have his own way in his own district, which literally resolves itself into a one-man Commission and has helped to bring about this deplorable condition right here at home.

We have no desire to dictate any appointments, but certainly think that Mr. C. W. Lamer and John W. Gardner have proven themselves unworthy of the trust placed in them, and would like to see their places filled





## Governor Clyde M. Reed correspondence, Highway Department

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JOHN E. MIDDLETON, Abilene, Third District

3-Governor Reed  
1-19-29

by men that would play fair and I am convinced that  
many thousands of people feel as I do.

In closing, I only wish that you knew this  
scheme to over throw justice from its conception as  
I do.

Yours truly,

*W. A. Murer*

WAM:R

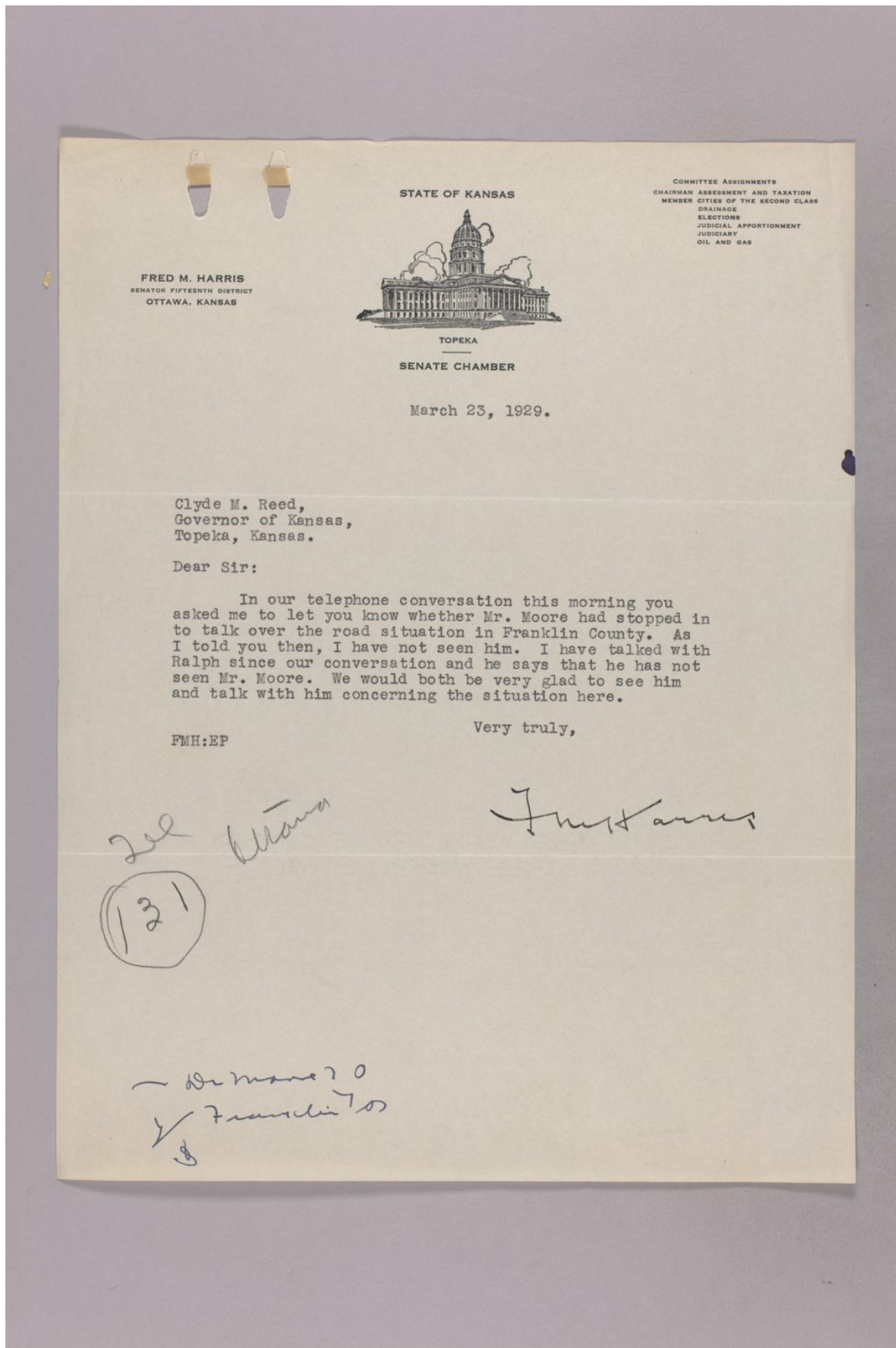
Mr. West:

Dear Mr. West: If in your judgment Mr. Reed  
is too much engaged with other matters just at this time  
to give this consideration, please present it at what  
you think the opportune time. Nearly all of the Reed  
supporters are with us on this matter.

Yours truly,

W. A. M.

## Governor Clyde M. Reed correspondence, Highway Department





## Governor Clyde M. Reed correspondence, Highway Department



NATIONAL HIGHWAYS ASSOCIATION  
WORKSHOP

53 ✓  
Pass River, Cape Cod  
Massachusetts  
March 30 1929

Honorable Clyde M. Reed, Member  
COUNCIL OF GOVERNORS  
National Highways Association  
State House  
Topeka Kansas

My dear Governor Reed:-

Your letter of March 25th 1929 is received with much pleasure. We appreciate your acceptance of your appointment as a member of the Council of Governors of the National Highways Association. Please be assured that you need give no more time or attention to the affairs of the Association than you may have at your disposal. You can at all times make your own appointee and representative for you in connection therewith.

Please be assured that we stand ready to do anything that we can that may be helpful in the development of roads in you most interesting and beautiful state.

With kind personal regards, I am

*File*

*Charles Davis*  
Charles Davis  
President

## Governor Clyde M. Reed correspondence, Highway Department

Highway Commission  
53 *not filed yet*  
✓

March 25, 1929

Mr. R. B. Turner  
Wankato, Kansas.

Dear Bob:

Replying to yours of the 11th, I am hoping that we get No. 56 finished thru Jewell County this year, ~~except~~ <sup>except</sup> perhaps a viaduct over the Rock Island tracks in the vicinity of Formosa.

It is going to be a question of how much we can do with the money available this year and next.

I am not unmindful of the kindness of my friends in Jewell and we are going to do the best we can.

Cordially yours,

Governor

CMR:dln





## Governor Clyde M. Reed correspondence, Highway Department

STATE HIGHWAY COMMISSION  
JOHN V. ABRAHAMS, TOPEKA  
CHARLES W. LAMER, SALINA  
R. W. DOLE, ALMENA  
JAMES A. ALLEN, CHANUTE  
CLAUD M. CAVE, SUBLETTE  
JOHN C. MACK, NEWTON

JOHN W. GARDNER, DIRECTOR  
W. V. BUCK, STATE HIGHWAY ENGINEER

KANSAS  
STATE HIGHWAY COMMISSION  
TOPEKA

W. L. DYATT, OFFICE ENGINEER  
O. J. EIDMANN, ENGINEER OF DESIGN  
C. I. FELPS, ENGINEER OF CONSTRUCTION  
THOS. E. BURTON, CHIEF OF PLANS  
R. K. STONE, ACCOUNTANT  
MRS. GERTRUDE WHITCOMB, SECRETARY

March  
16,  
1929

MEMO TO GOVERNOR REED:

Referring to the attached letter relative to US 36 in Jewell County.

This route is under contract or finished for a distance of approximately six miles east of Mankato, about half of which is now gravelled. There remains about nine miles to the east county line upon which the plans are prepared and approved. These plans include a viaduct over the Rock Island tracks in the vicinity of Formosa. 2.72 miles of these plans were approved 7-29-26 and the remaining six miles were approved 2-27-29. From Mankato west for a distance of approximately six miles the road is graded and gravelled and there remains approximately nine miles upon which no plans have been prepared.

Our finances may make it necessary for us to omit this viaduct until a later date, but, of course, would not interfere with the completion of the grade and gravelling of the road.

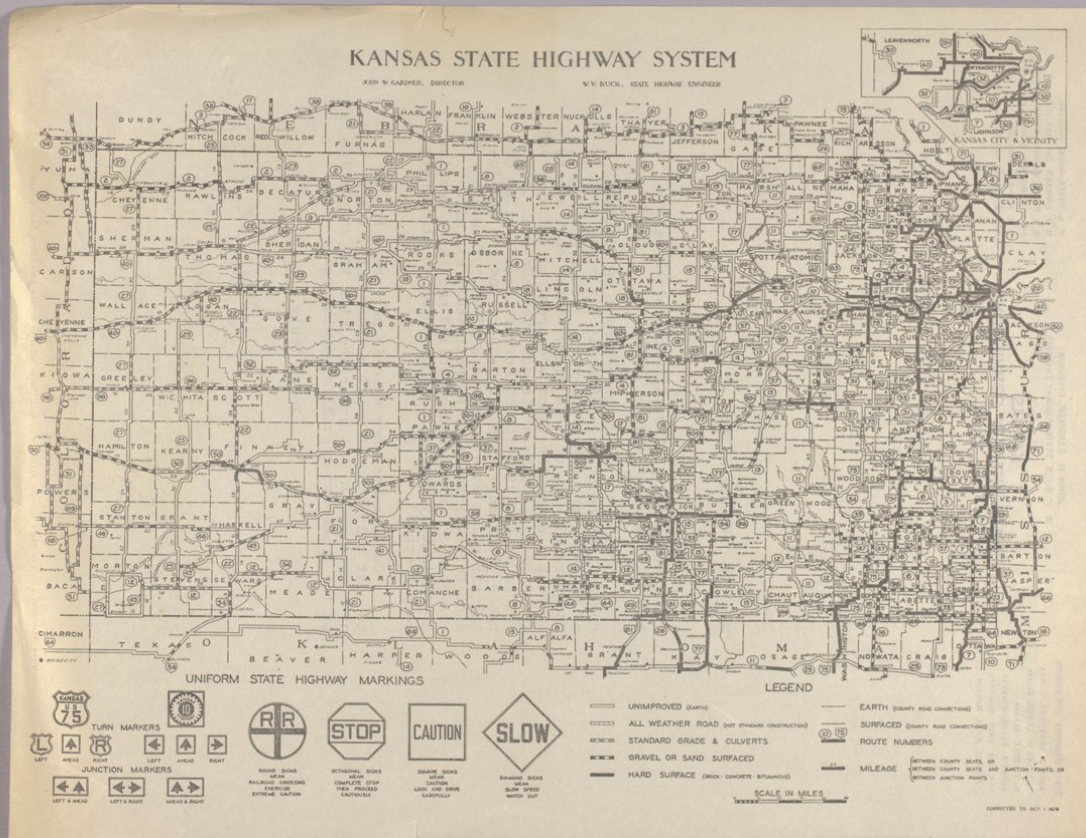
Yours truly,

W. V. BUCK.

WVB:LCB  
Inc.

UNIFORM MAINTENANCE OF THE STATE HIGHWAY SYSTEM WILL GIVE "MORE MILES OF BETTER ROADS MORE DAYS A YEAR."

## Governor Clyde M. Reed correspondence, Highway Department







## Governor Clyde M. Reed correspondence, Highway Department

LAW OFFICE OF  
R. W. TURNER

ASSOCIATES:  
D. F. STANLEY  
R. B. TURNER

REFERENCES:

State Exchange Bank, Mankato, Kansas  
U. S. Fidelity & Guaranty Co., Baltimore, Md.  
Attorneys' Nat'l Clearing House, Minneapolis, Minn.  
The Fidelity & Casualty Company, New York.  
The Mercantile Advertiser, Saint Louis, Missouri.

MANKATO, KANSAS 3/27/29

Honorable Clyde Reed.

Topeka, Kansas.

Dear Governor:

I wish to thank you for your interest in the Jewell  
County road situation. I have shown this to the representative  
citizens and they as well as myself know our confidence in you  
is not misplaced.

With best wishes I remain.

Faithfully Yours

*R. W. Turner*  
R. W. Turner

53 file



## Governor Clyde M. Reed correspondence, Highway Department

CLASS OF SERVICE DESIRED				Form 1206 A	
DOMESTIC	CABLE	NO.	CASH OR CHG.		
TELEGRAM	FULL RATE	<div style="text-align: center;"> <h1>WESTERN UNION</h1> </div>			
DAY LETTER	DEFERRED				
NIGHT MESSAGE	CABLE LETTER				
NIGHT LETTER	WEEK END LETTER				
<small>Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.</small>		<small>NEWCOMB CARLTON, PRESIDENT</small>		<small>J. C. WILLEVER, FIRST VICE-PRESIDENT</small>	

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

*Highway Comm*  
53

TOPEKA KANSAS MARCH 16 1929

DR J T MOORE  
PITTSBURG KANSAS

IMPORTANT YOU COME TO TOPEKA MONDAY FOR MEETING  
WITH OLD BOARD

CLYDE M REED

PAID  
CHARGE GOVERNORS OFFICE  
TELEGRAM



## 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 unreported message rate is charged in addition. Unless otherwise indicated on its face, this is an unreported message and paid for as such, in consideration whereof it is agreed between the sender of the message and this company 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 unreported-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 reported-message rate beyond the sum of five thousand dollars, unless specially valued; not 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 reported-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 LETTERS

For plain-language communications. The language of the country of destination may be employed, if the Cable 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. Rate is approximately one-third of the full rate; minimum 20 words.

#### WEEK-END LETTERS

Similar to Cable Letters except that they are accepted up to midnight Saturday for delivery Monday morning, if telegraphic delivery is selected. Rate is approximately one-quarter of the full rate; minimum 20 words.

## Governor Clyde M. Reed correspondence, Highway Department

53 ✓  
March 23, 1929

Mrs. C. A. Tucker,  
1000 E. 30th Street,  
Arlene Hotel,  
Kansas City, Missouri.

Dear Mrs. Tucker:

Your letter of recent date written to Governor Reed in regard to the damage done to your property, has been referred to me for answer.

We are very sorry that your property has been damaged and the proper authorities should repay you for whatever damage has been done. I do not know who the authorities were that condemned the right of way in your town but whoever it was, they should have allowed you all damage which you sustained by reason of the improvement of the road, and you can recover damages in the proper action for such purpose.

If you will apply to the county authorities I have no doubt they can tell you just who is liable to you for the damages you sustained. It will either be the county or the city. The state would not be liable in this matter.

It may be necessary for you to employ an attorney to recover the damages you sustained in case the county officers are not willing to treat you fairly.

Very truly yours,

ASF:a

Par  
Executive Secretary.



Governor Clyde M. Reed correspondence, Highway Department

1600 E-38th Street-  
Arline Hotel  
Kansas City Mo.

3-21-29

Mr Clyde Reed  
Dear Sir

When  
the cement slab was put  
through St George Kansas my  
driveway also the front walk  
was left with a perpendicular  
drop of about 3 1/2 to 4 feet high  
so I have no way in or out  
of my home or place of bus-  
iness which has greatly dam-  
aged my business as I operate  
a tourist Inn. I live about  
two blocks east of Mrs Walters  
whenever I have <sup>an</sup> approach put  
up across the walk the town  
men tear it out at last have  
arrested me for placing up the  
approach. now I would like  
very much to have your ad-  
vice upon this subject if the  
State has a special fund to