

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 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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Governor Clyde M. Reed correspondence, Highway Department

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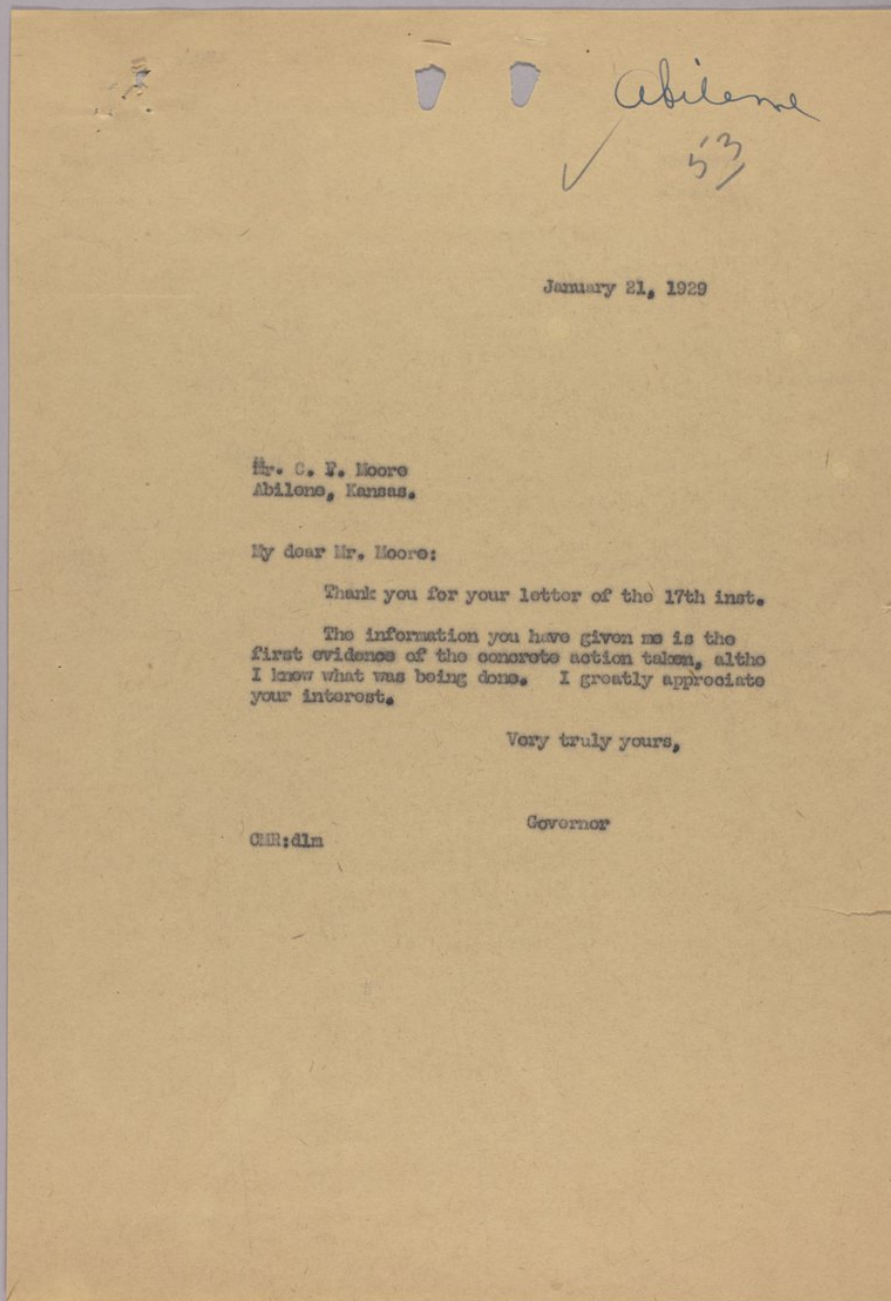
repair driveways which the state
damages why can't my drive-
way be repaired at the expense
of the state also the retaining
wall was greatly damaged a
constructor from here has there
said it would take at least
\$ six hundred dollars to repair
everything in as good a shape
as it was.

As I am here now with my
daughter for a few days so
would be very glad to hear from
you as soon as possible so I
can have a letter by Saturday
if possible Hoping to hear from
you soon I remain

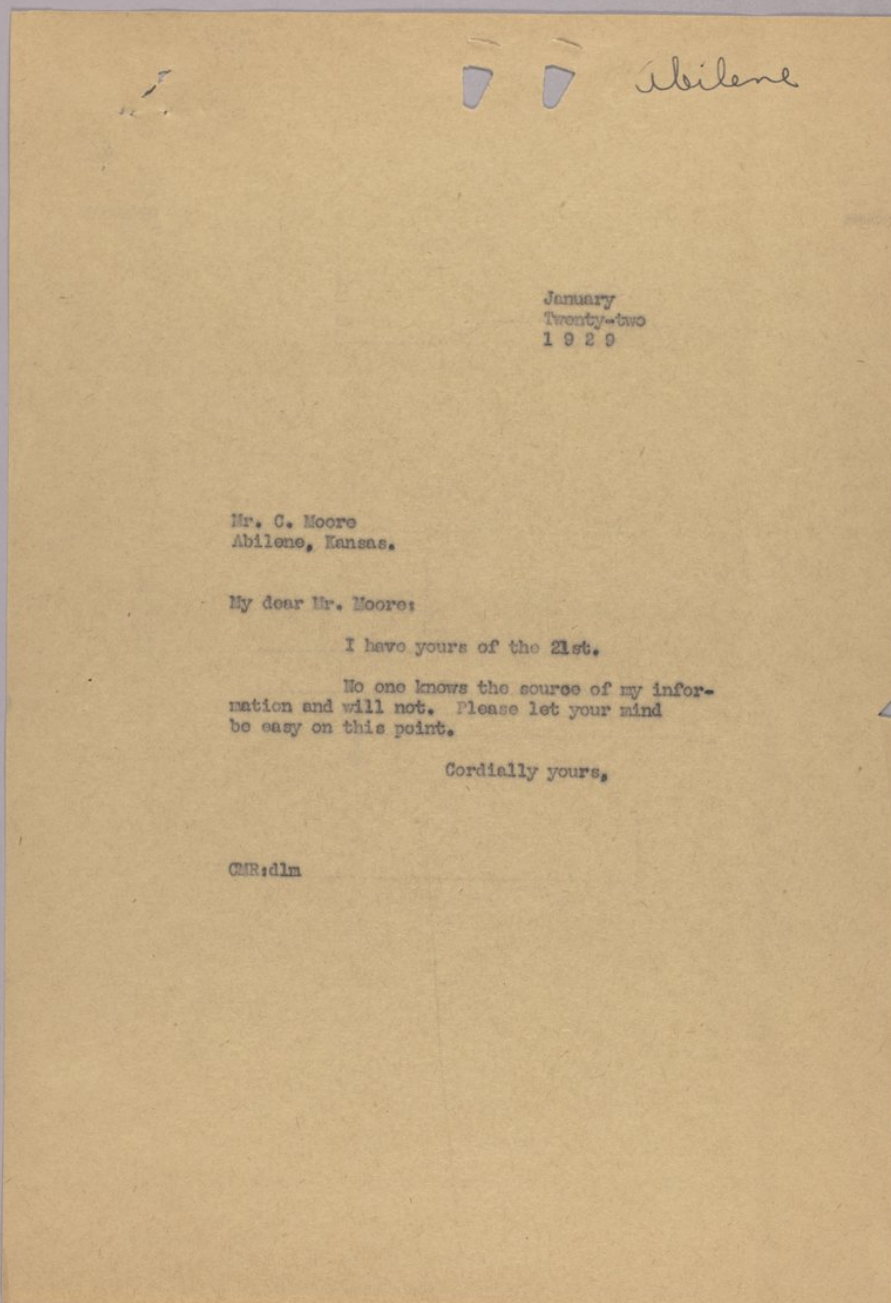
Sincerely Yours

Mrs L B Tucker

Governor Clyde M. Reed correspondence, Highway Department



Governor Clyde M. Reed correspondence, Highway Department





Governor Clyde M. Reed correspondence, Highway Department

C. F. MOORE
COUNTY CLERK, DICKINSON COUNTY
Ex-Officio County Assessor
H. A. KING
Deputy

Abilene, Kans
1-21-29.

BOARD OF COUNTY COMMISSIONERS
W. A. MOURER, Chairman, Elmo, First District
E. M. FUNK, Abilene, Second District
JOHN E. MIDDLETON, Abilene, Third District
Board Meets First Monday of Each Month

Hon. Clyde Reed
Topeka, Kans
Dear Mr Reed:

I see by this morning paper
you have had those resolutions
printed, please destroy my letter
as you have the evidence by keeping
the resolutions & destroy this also.

If any one asks you where you
got them please tell them from a
friend, as that is true, if this would
get out here it would spoil my
chances ever getting in again & I
am a poor man having a large
family to keep. I simply wanted
to help you as I thought you
were trying to do right.

Yours Truly
C. F. Moore

(written in haste)

Governor Clyde M. Reed correspondence, Highway Department

✓ Highway Comm
53
March 25, 1929

Dr. William C. Burnhaman
Washington, Kansas.

Dear Dr. Burnhaman:

In addition to your letter a number of citizens of Washington County have called to discuss the location of Highway No. 36 through your county.

Upon inquiry with the Highway Commission, I find this is an old and bitterly contested matter, which will be worked out in the best way possible by the Highway Commission, which is the body having authority under the law to determine questions of this kind.

I hope the decision reached will be as nearly satisfactory to everybody as is humanly possible.

Cordially yours,

Governor

CMR:dlm

Governor Clyde M. Reed correspondence, Highway Department

Feb 16 1909
DR. WM. C. BURNAMAN
WASHINGTON, KANSAS
Mar. 16 1909
Dear Governor Reed: Highway
no 36 crosses Km for E to W. and
as the map shows it cuts
our town - Washington - One of the
best towns in the State.
There is some question as to the
highway going there

Governor Clyde M. Reed correspondence, Highway Department

DR. WM. C. BURNAMAN
WASHINGTON, KANSAS

We need some help to get
at them.

If you can help us without
jeopardizing any funds - please
do what you can.

We will sure appreciate this.

Sincerely
Wm C Burnaman

Governor Clyde M. Reed correspondence, Highway Department

STATE HIGHWAY COMMISSION
JOHN V. ABRAHAMS, TOPEKA
CHARLES W. LAMER, SALINA
R. W. DOLE, ALBANY
JAMES A. ALLEN, CHANUTE
CLAUDE 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 20, 1929

Memorandum to Governor Reed:

Relative to the attached letter of Dr. Burnaman of Washington, Kansas, can advise that the question of the routing of US 36 across Washington County has been a subject of controversy for a number of years.

The road as it is now travelled from Washington to Belleville requires the traveler to drive fifteen miles away from a direct course. The Bureau of Public Roads at one time consented to a route check starting at Marysville going one mile north then directly west to one mile north of Morrowville, then one mile north and west to a point directly above Haddam, then one mile south to Haddam, then directly west from Haddam to a point three miles north and three miles east of Belleville, and then into Belleville. This route crossing Washington County touched only the town of Haddam, but one mile from Morrowville and two and one-half miles from Hanover and three miles north of Washington. The people of Washington, by court proceedings, have prevented the county from building any work upon this route.

At an earlier date and before there was any general state system laid out in Kansas, Washington County submitted and had approved and constructed the grade and culverts on the project from the west county line of Washington County four miles east into Haddam, north one mile from Haddam, six miles east to a point two miles north of Morrowville.

The interests in the north part of Washington County are using this project as a reason for building the road on the location I have just described. This route which goes through Haddam would increase the distance from Marysville to Belleville by four miles over a straight line.

The citizens of Marshall County and Marysville are agreeable to building the road directly west from the center of Marysville on the section line. This is one mile south of the present traveled road. The people of Republic County and of Belleville would like to have the road go directly east from Belleville nine miles and north two miles, then directly east into Haddam, although they would not have any serious objection to going directly east from Belleville to the east county line of Republic County. The section line running through the center of Belleville is the section line which is one mile north of the center of the city of Washington. This line would be very agreeable to the city of Washington, although they really prefer the section line which is one mile south.

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

2.

All of this country across Washington County is more or less rough, although the section line which is a mile north of Washington runs through rough hilly country. The section line which runs east and west through the center of Washington runs through better country for road building purposes.

I am enclosing a quarter inch scale map showing all of these possible routes.

"C"

The engineers that I have had upon this job, in looking over the possibility of building the most direct route possible, are of the opinion that a very desirable road could be built, starting at Marysville and using the section line that goes through the center of the city of Marysville, going west into Washington County to a point directly three and one-half miles south from Hanover. Then from that point, take the best river crossing possible across the Blue River in a southwesterly direction to come out on the section line two miles further south. Then to go directly west through the center of the city of Washington, bringing you out on the city limits on the south edge of Belleville. This might at some future time make it possible to save approximately two miles more distance by keeping the road just on the south edge of Belleville.

Delegations from Washington, Marshall and Republic Counties appeared before the Highway Commission on Monday of this week and presented their claims to the Highway Commission. The Highway Commission took the matter under advisement.

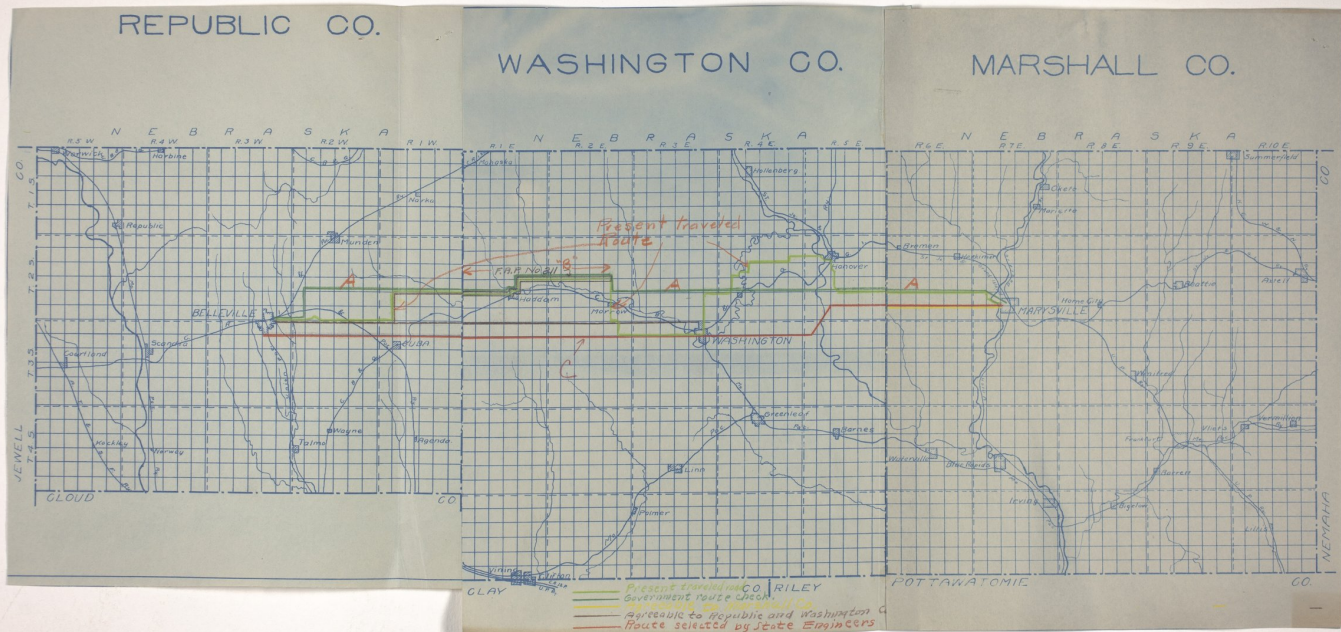
This condition in Washington County is rather a delicate situation, but offers an opportunity for some real highway location improvements, since it is possible for us to cut the distance as now traveled from Marysville to Belleville from 68 miles to 53 miles and the number of right angle turns from approximately 23 to not to exceed three, with a short stretch of road which may have some curves.

Respectfully submitted,

W. V. BUCK
W. V. BUCK

WVB:IF
Encl.

Governor Clyde M. Reed correspondence, Highway Department





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 *Legislation*

K16 24=KANSASCITY MO 9 1014A

GOV CLYDE M REED=

STATE CAPITOL TOPEKA KANS=

1929 FEB 9 AM 10 21

COMMITTEE IS OF THE OPINION THAT WE DEFER OUR CONFERENCE
WITH YOU UNTIL STATE HIGHWAY BILL IS PASSED WILL WIRE YOU
LATER FOR APPOINTMENT=

RALPH E CARROLL.

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



Governor Clyde M. Reed correspondence, Highway Department

CLASS OF SERVICE DESIRED		Form 1206 A	
DOMESTIC	CABLE	NO.	CASH OR CHG.
TELEGRAM	FULL RATE		
DAY LETTER	DEFERRED		
NIGHT MESSAGE	CABLE LETTER		
NIGHT LETTER	WEEK END LETTER		

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

WESTERN UNION

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

Lie

TOPEKA KANSAS FEBRUARY 8 1929

RALPH E CARROLL PRESIDENT
ARMOURDALE CIVIC ASSOCIATION
KANSAS CITY KANSAS

YOUR WIRE TODAY GLAD SEE YOU ANY CONVENIENT HOUR
TOMORROW

CLYDE M REED
GOVERNOR

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 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 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; 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 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

an **Answer** is expected by the sender of this message. Please give it to the messenger or telephone if to...

WESTERN UNION

ARE REQUESTED TO FAVOR THE COMPANY BY CRITICISM AND SUGGESTION CONCERNING ITS SERVICE

1220 S

WESTERN UNION

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

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.

KA374 73 NL=KANSASCITY KANS 7 53 1929 FEB 7 PM 7 51

GOV CLYDE M REED=

STATE CAPITOL TOPEKA KANS=

THE ARMOURDALE CIVIC ASSOCIATION KANSASCITY KANSAS HAS INSTRUCTED ME AS PRESIDENT TO SEND YOU THE FOLLOWING TELEGRAM A COMMITTEE FROM THIS ORGANIZATION WITH THE COUNTY COMMISSIONERS AND COUNTY ENGINEER WOULD LIKE TO CONFER WITH YOU IN REGARD TO STATE HIGHWAY NUMBER THIRTY TWO LEADING TO THE ARMOURDALE INDUSTRIAL DISTRICT RELATIVE TO SECURING STATE AID THIS IS MATTER OF GREAT IMPORTANCE TO US AND WE WOULD APPRECIATE REPLY AT YOUR EARLIEST CONVENIENCE FOR CONFERENCE=

RALPH E CARROLL.

7/21
15280

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

Governor Clyde M. Reed correspondence, Highway Department

Highway
file
53

March 16, 1929

Honorable C. H. Kerr
Mayor
Independence, Kansas

My dear Mr. Kerr:

I have your telegram of the 13th.

Mr. Mack holds over until next year as a member of the Highway Commission. I have today appointed R. B. Fegan, of Junction City, for the Second District, J. T. Moore, of Pittsburg, for the Fourth, and Claude M. Cave, of Sublette, for the Sixth District.

The important thing is, that the Highway program, authorized by the last session of the Legislature (without any help from your member of the Legislature) be carried out. There is a definite amount of work that can be done with the amount of money available. Number 12 will have to take its chance with all other roads for the next two years. Ultimately, of course, all of the highway system in Kansas will be completed.

The fact that my home is in Parsons will not be permitted to influence the situation in the slightest degree.

Cordially yours,

CMR:dlm

Governor



Governor Clyde M. Reed correspondence, Highway Department

PATRONS ARE REQUESTED TO FAVOR THE COMPANY BY CRITICISM AND SUGGESTION CONCERNING ITS SERVICE 1220S

CLASS OF SERVICE	WESTERN UNION	SIGNS
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable sign above or preceding the address.	NEWCOMB CARLTON, PRESIDENT J. C. WILLEVER, FIRST VICE-PRESIDENT	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

KA448 153 NL 6 EXTRA=INDEPENDENCE KANS 1520 MAR 13 PM 7 45

GOVERNOR CLYDE M REED=
TOPEKA KANS=

PERMIT ME TO RECOMMEND THE APPOINTMENT OF DOC MOORE OF PITTSBURG AND THE REAPPOINTMENT OF CLAUD CAVE AND JOHN MACK AS MEMBERS OF THE STATE HIGHWAY COMMISSION AND EARL TODD OF INDEPENDENCE AS HIGHWAY DIRECTOR THIS WOULD GIVE YOU AN EFFICIENT AND ECONOMICAL BOARD AND WOULD ASSURE THE EXTENSION OF US SIXTY OVER KANSAS TWELVE AS THE MIDLAND HIGHWAY FROM COAST TO COAST PUTTING THROUGH KANSAS ONE THOUSAND CARS A DAY THAT NOW PASS US BY THIS WOULD MEAN AS MUCH TO INDEPENDENCE AND PARSONS AS A BIG FACTORY A ROAD OF SUCH SCENIC AND SERVICE VALUE TO THE COUNTRY SHOULD NOT BE CONSIDERED AS A SELFISH GAIN FOR ANY CITY OR STATE WE ARE LUCKY THAT OUR TOWNS ARE ON THE LOGICAL LINE OF TRAVEL AND WE ARE ENTITLED TO HAVE MEN ON THIS BOARD WHO WILL RECOGNIZE THE VALUE OF THIS ROAD TO THE STATE=

C H KERR MAYOR PRES HIGHWAY NO TWELVE ASSOCIATION.

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

Governor Clyde M. Reed correspondence, Highway Department

THE AUTOMATIC ROAD CROWNER COMPANY

MANUFACTURERS AND DISTRIBUTORS
THE AUTOMATIC ROAD CROWNER, COMPACTOR AND MAINTAINER

JOHN B. WALKER,
PRESIDENT
CALDERHEAD WALKER,
VICE-PRES. AND TREAS.

808-809 EQUITABLE BUILDING
WILMINGTON, DELAWARE
187 Columbia Heights,
Brooklyn, New York.
March 7, 1929.

Hon. Clyde Reed,
Governor of Kansas.
Dear Sir:

You have probably two hundred thousand miles of dirt highways in Kansas. The loss to your farmers, truck and automobile owners may be estimated to exceed fifty millions annually. If the State could appropriate seventy-five millions a year for one hundred years, it could not construct these highways of cement or asphalt.

We will build for the State of Kansas twenty or more miles of roads
to be twenty feet in width,
to be hard, smooth,
to carry the heaviest travel, into the surface
to be safe from skidding because of the coarse, screened sand worked/
F O R \$1,600 per MILE.

This price to include the maintenance of these roads in first class condition for three years without additional expense to the State.

For the outlying streets of towns, this price is only \$3.50 for each twenty foot lot, - scarcely one-fourth the cost of shoe leather for a family compelled to cross muddy streets.

We no longer sell the Automatic Crowner and Road Compactor which makes these roads possible for the reason that the specifications under which these roads are built require exactness and close attention to detail:

FIRST, by deep plowing and removal of all stones and gravel so as to secure a homogeneous base of clay, loam or adobe, as the soil may be;

SECOND, by compacting the clay or loam until it is almost as hard as if it had been put through a brick machine, leaving no hole or interstice for water to enter;

THIRD, by shaving a uniform crown with that slope best calculated to shed heavy rain;

Fourth, by mixing coarse, screened sand with the surface so as to harden it and render it safe from skidding.

These roads have only been possible since the invention of a machine, which while passing over the clay with four-inch, 400 lb. rollers, shave the entire width of a twenty foot road at a single sweep. The two heavy, double-curved blades of the Automatic Crowner, Compactor and Road Maintainer produce a contour that is almost mathematically perfect and sheds the heaviest rains. Should, however, a rut be formed in the road from any cause, the passage of the Automatic Crowner over the road three or four times, at a cost of no more than from two to three dollars per mile, restores the perfect smoothness which is the protection of the road from deterioration.

Each time a Crowner is passed over a road, it becomes a little harder, a little smoother and a little more perfect in contour.

It may be claimed that it is the only road that grows better with use. The passage of heavy trucks and motor busses over the road only pack it the harder. Being built of nature's cheapest materials, mud and a little sand, the only part of

The Automatic Crowner is a road machine that works with rapidity and scientific precision. It performs three services First, it compacts the road base after it has been plowed and pulverized. Second, it shaves that perfect crown best calculated to shed water. Finally, as a road maintainer, it recrowns twentyfour miles in a day, eighteen feet wide. It requires no expert to understand what the heavy, double-curved blades of the machine shown in the accompanying photograph, will do. Eighteen feet in width, they can cover two to three million square feet in a day.



Governor Clyde M. Reed correspondence, Highway Department

- 2 -

of the road that may need renewal is the sand, and this not oftener than two or three years. If coarse, screened sand is used, the road is almost dustless.

Our offer to the State is to build twenty or more miles of highway twenty feet in width, for \$1,600 a mile and to maintain these roads in first class condition for three years without additional expense to the State. In addition to security for maintenance, an Automatic Crowner will be kept during the three-year period, at some point on the road ready to make immediate repairs, should any break occur in the surface of the road.

There are two points in the construction of these roads which are worthy of consideration: First, that the packing of the road eliminates moisture; Second, that immediately upon completion, capillary attraction begins its work of extracting any remaining moisture. With each week of sunshine, this road becomes harder.

I will appreciate a personal answer showing that this has received your direct attention.

Yours truly,

Wm. B. Bickel

Governor Clyde M. Reed correspondence, Highway Department

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March 8, 1929

Mr. R. A. Robson,
Route 3,
Abilene, Kansas.

Dear Mr. Robson:

Governor Reed has directed me to acknowledge receipt of your letter of March 2, relative to State Highway No. 15.

The Governor is very much interested in the new State highway laws recently passed by the Legislature and feels that much progress will be made in road improvement during the next two years and trusts that the complaints which you have will soon be taken care of.

Thanking you, I am

Very truly yours,

Secretary to the Governor.

Governor Clyde M. Reed correspondence, Highway Department

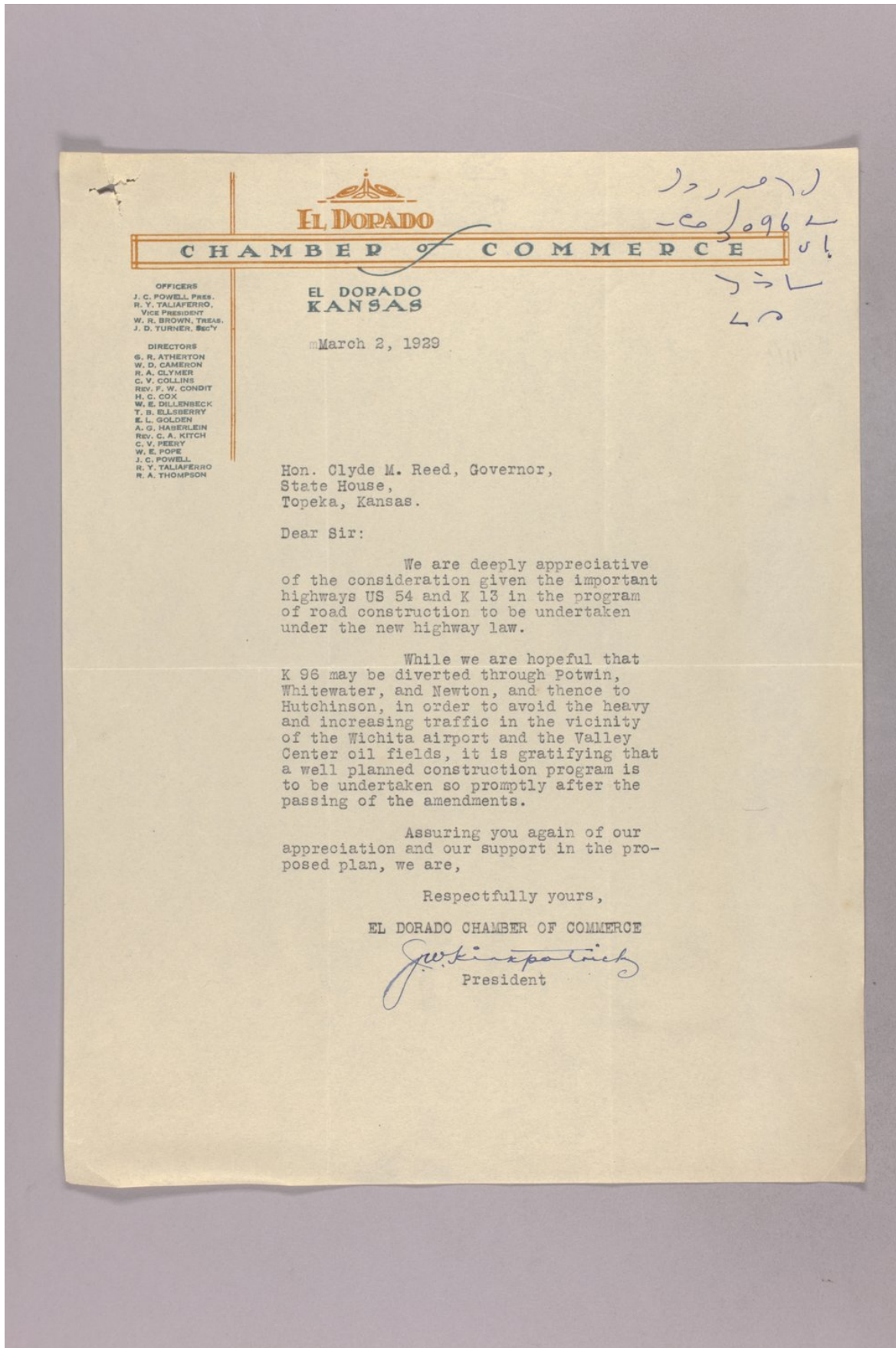
Gov. Reed Abilene Kansas
Dear Sir 3-2-29

I take liberty to speak
to you about the state
road no. 15.. I am four
miles west of it and the
first north and south
road west of me is
sixteen miles so it leaves
us lots of space so if
you can help us in here
we would appreciate it..

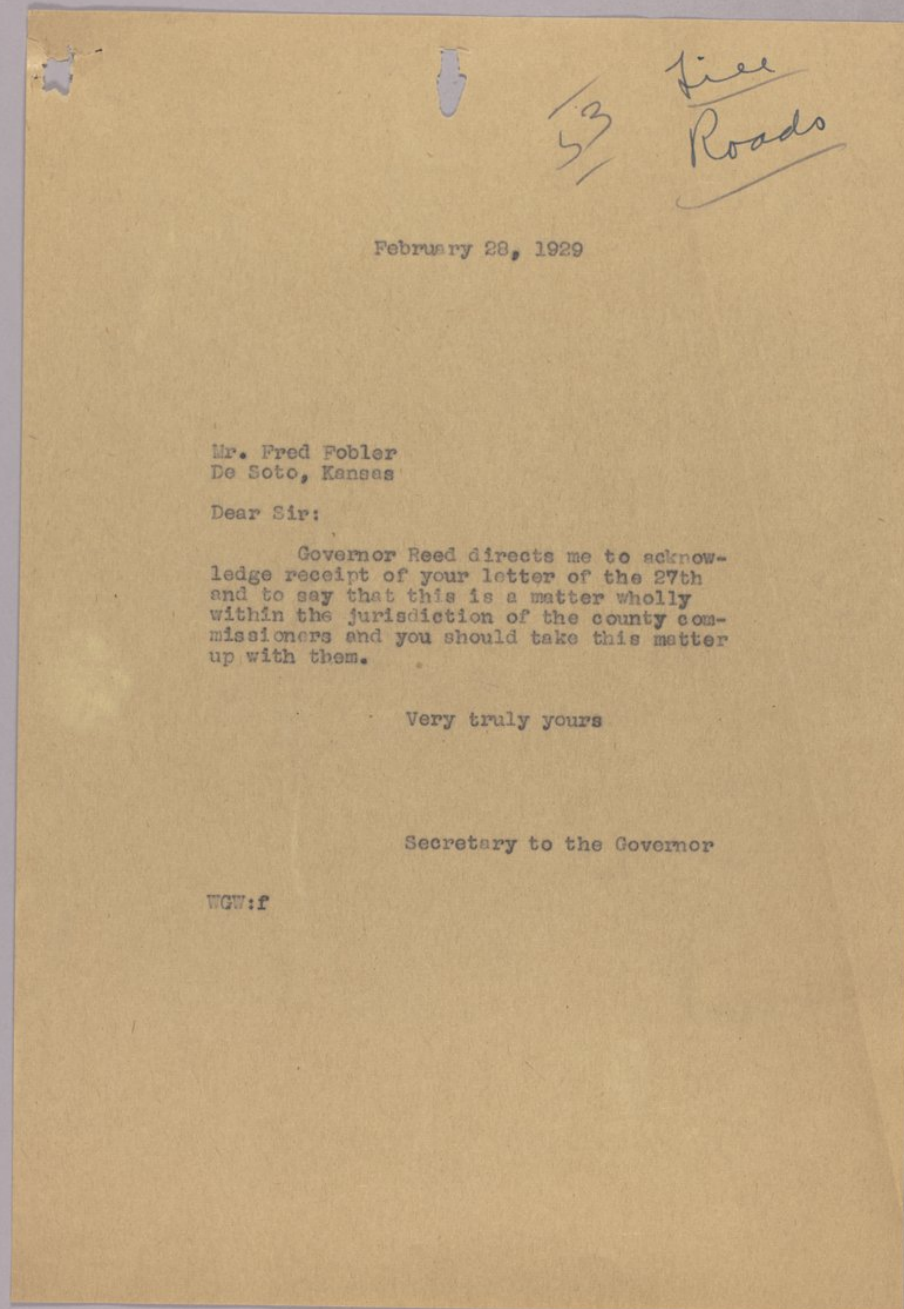
Yours Resp..

R. R. Robson
Abilene route 3

Governor Clyde M. Reed correspondence, Highway Department



Governor Clyde M. Reed correspondence, Highway Department



Governor Clyde M. Reed correspondence, Highway Department

2-75

De Soto Kan
Feb. 27-29

Dear Gov. Reed.

I am writing
you in regard to the
County taking over the
Township roads.

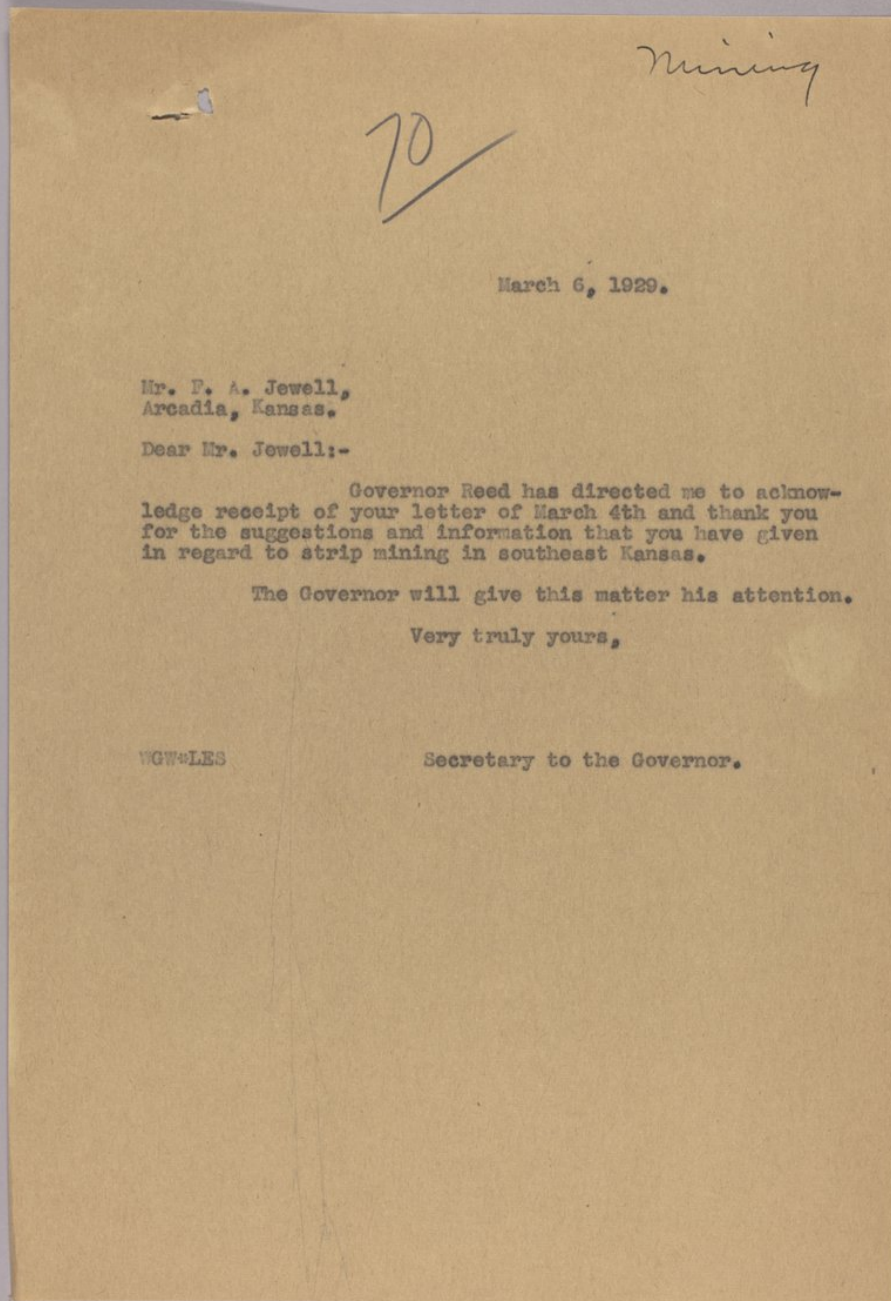
The people as a whole are
bitterly against it, it would
not be so bad if it was
divided up but for the
County to take it all we do
not think it is right.

Our new township board
& road men have just
taken office & it would be
just a wrong to put them
out now as some of
the higher ups as they
have been legally elected &
are good men, should at

Governor Clyde M. Reed correspondence, Highway Department

least wait till 1931.
Most all are republican
around here & are strong
for you & think you
will do the right thing.
Yours Very Truly
Fred Tobler
De Soto Kan.

Governor Clyde M. Reed correspondence, Highway Department





Governor Clyde M. Reed correspondence, Highway Department

F. A. JEWELL
Merchandise, Loans, Real Estate,
Exchanges

ARCADIA, KANSAS

3/4/29.

Hon. Clyde M. Reed,
Topeka, Kansas.

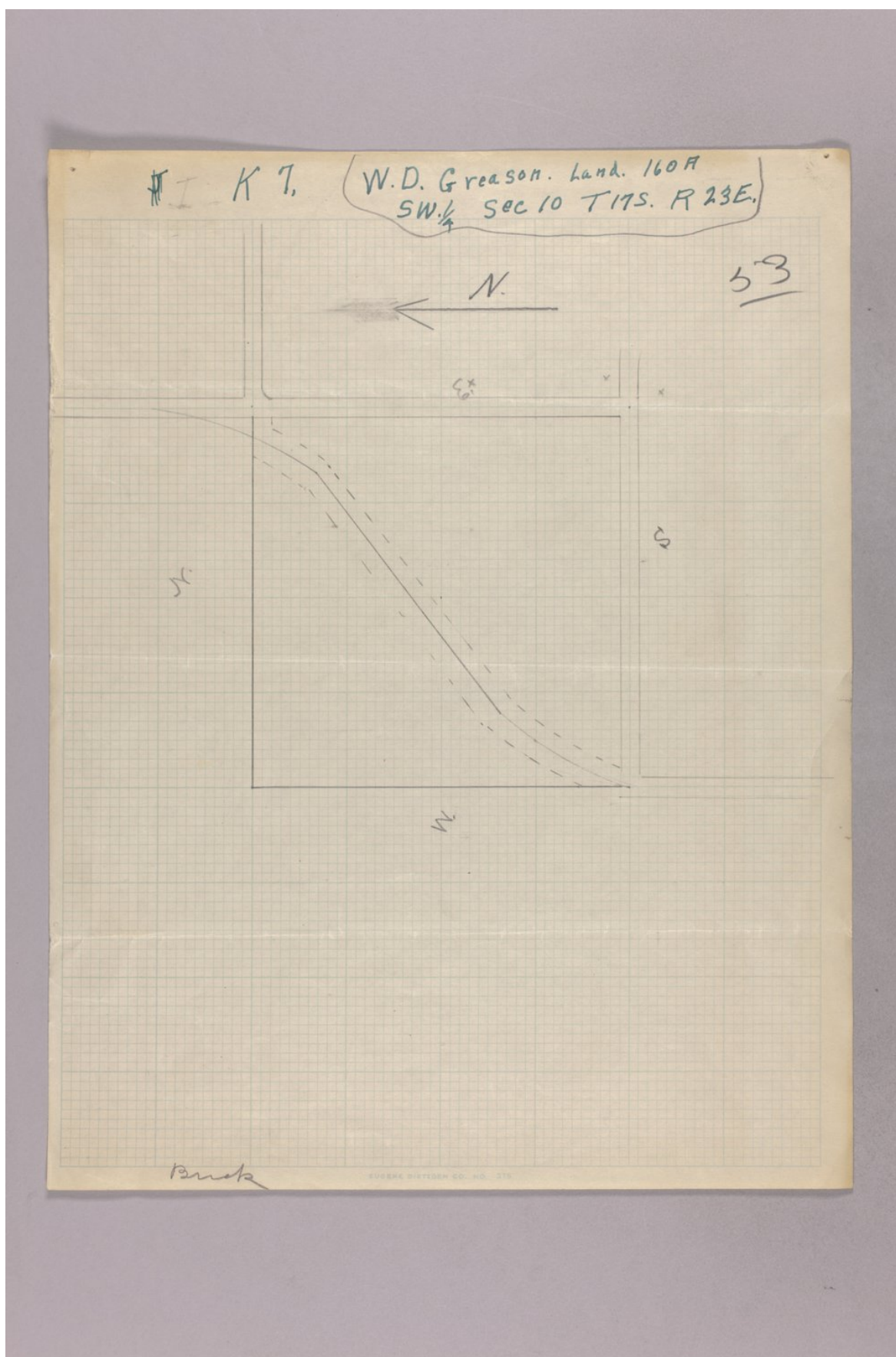
Dear Governor,

Thanks for your recognition of my letter, and agreeing with me in the merit of the subject. But, Governor, how can your production tax on coal for revenue only ever restore to the virgin fertility of the soil that that is devastated by the great active steam and electric shovel? Think of the hundreds of acres of fertile valley land along our bonded highways being torn up rendering the surface unfit for anything and not even worth the taxes? Who will make up the deficit in money for payment of county and state tax as well as school; who will put back the land some where near what it was before the shovel tore it up? A production tax of 25 cents ^{per} for the steam shovel will fix it or make company put it back or will be sufficient for contractors to put it back and thus save our tax-payers and restore our fertile fields. It's late you say for such legislation but it will be too late 2 years from now for such a law as thousands of acres will be torn up by then. Last week a farmer sold 30 acres of surface vein coal for \$200 per acre which joins a large tract in the valley now being torn up and that close to the cement highway. Now is the time and I trust you may reason it ere it is too late.

Yours very truly,

F. A. Jewell

Governor Clyde M. Reed correspondence, Highway Department



Governor Clyde M. Reed correspondence, Highway Department

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March 2, 1929

Mr. K. F. Ehrlich,
Durham, Kansas.

Dear Mr. Ehrlich:

Governor Reed has directed me to acknowledge receipt of your letter of February 28 relative to your local road situation in Dickinson and Marion Counties.

The Governor is glad to have the information which you have given him on this controversy and wishes to assure you that he is only interested in securing efficiency in the construction of our state highway system.

Your letter is being filed for further reference.

Thanking you, I am

Very truly yours,

Secretary to the Governor.

WGW:a