

Report of an Inspection Trip over the Southern National Highway
from San Diego, California, to Washington, D. C., by automobile,
by

B. H. Burrell,
Senior Highway Engineer,
November 2-27, 1915.

General: Made in accordance with letter of instructions, dated
September 24, 1915, to report upon routes and condition of roads on
the Southern National Highway from San Diego, California, to Washing-
ton, D.C., upon application of Col. Ed. Fletcher, of San Diego, Cali-
fornia, Vice-President of the Southern National Highway Association.

The date of the application was September 17, 1915, and the
period of the assignment was from November 2 to 27, 1915.

There were several delays before the trip was possible -
one for financial reasons, and another through delay in delivery of
the car for the trip. The original date set for leaving San Diego
was October 1. The car used was a Cadillac, 8-cylinder, purchased
from the funds raised by the Cabrillo Club and San Diego citizens to
make the trip possible. The expenses of the journey were not paid
from the Southern National Highway Association treasury, although
the sanction of the Association was obtained for the trip after the
funds had been raised by private subscription, and the journey was
made under the auspices of the Association. The party included:
Mr. Wm. B. Gross, as representative of the Cabrillo Club, in charge
of party; Mr. Wilbur Hall, a magazine writer; and, Mr. Harry Taylor,

driver, and was accompanied from San Diego to Pheonix, Arizona, by
Col. Ed. Fletcher; from Pheonix, Arizona, to Memphis, Tennessee, by
Col. Dell M. Potter, President of the Southern National Highway
Association; from Knoxville, Tennessee, to the northern state line
of North Carolina by Col. Bennahan Cameron, Vice-President of the
Southern National Highway Association; and from Richmond, Virginia,
to Washington, D. C., by Jefferson Davis, Attorney for the Cabrillo
Club of San Diego.

Generally speaking the trip was made without very much
difficulty, the principal trouble being with tires, due to rough
road surface. The average daily run was approximately 143 miles,
the longest being 259 miles from Durham, North Carolina, to Frede-
ricksburg, Virginia.

The trip in detail is as follows:

miles

FROM SAN DIEGO, CALIFORNIA, TO YUMA, ARIZONA.
(corrected distance 179.0 miles)

The route taken across California is a portion of the Cali-
fornia State Highway system, and a considerable part has already been
constructed; the balance is under construction, or will be within the
next six months, and it is expected the state highway will be completed
from San Diego to Yuma within two years.

Leaving the Cabrillo Club, the city streets are mostly of
bituminous construction, being asphalt in the business portion, and
warrenite or bitulithic on the out of town roads to the city limits.
This distance is 3.1 miles. East San Diego joins the city limits on
the east, and they have constructed 3.2 miles of bank gravel roads,

3.1

3.2

	(forward)	miles 6.5
which are in excellent condition, and seem to stand the automobile traffic without undue disintegration or wear. Leaving East San Diego city limits, there has been constructed by the state 2.1 miles of 16-foot concrete, with an oiled chipped surface, about 1/2 inch thick. This runs to the city limits of La Mesa. Through La Mesa, 2.2 miles, there is a disintegrated granite road in good condition. From the eastern city limits of La Mesa, there is more State standard concrete highway for 1.8 miles to El Cajon. Through El Cajon, 2.5 miles, there is a disintegrated granite road in good condition, and from the eastern city limits, a stretch of 8 miles of oiled top concrete is now under contract by the State. The balance of the road to the top of the summit of the Coast Range, of 54.7 miles, will be graded and surfaced with disintegrated granite by the State. This summit has an elevation of 4,035 feet, and is the highest point on the Coast Range, and is the entrance to Imperial Valley. The Imperial Valley County line is 18.6 miles further on. An alternate survey has been made, which will cross at practically the same elevation but will eliminate many hundred feet of adverse grade and bad curves, and will cut off several miles in distance. It is probable that the new road will be selected and the present 7 per cent grade will be reduced to a maximum of 4 per cent.	2.1 2.2 1.8 2.5 8.0 54.7 18.6	
Options on rights-of-way have been secured and information is given that the contract will be let by January, 1916. From the Imperial County line, for a distance of 6 miles, there is a 7 per cent grade down the mountains to Mountain Spring. This is through solid granite and is full of short turns, although they are all safe for a car with a 136-		6.0

inch wheel base. This section of road, through the Jucumba Pass, was built in Imperial County by money raised in San Diego County, in order to provide an entrance to the Imperial Valley. The surfacing is of disintegrated granite, and is holding very well. It makes a good road without water and is not very dusty.

From Mountain Spring the state work begins again, and the first 16 miles of concrete road is now built, and is under contract for construction for the whole distance to El Centro, 36.0 miles; the log reading for the detour was, however, 42.2 miles. It might be noted here that the irrigated lands of the Imperial Valley commence at a distance of approximately 25 miles east of the west county line, but will some day start practically at Mountain Spring. Four stage lines make daily trips from El Centro to San Diego, 120 miles, making the trip in about 5 hours.

From El Centro to Holtville is now 10.8 miles, but when work which is now under way is completed, this distance will be cut to 8 miles. The total log reading to Holtville was 148.2 miles, but work now under contract, to be completed within 1916, will reduce this to 131 miles. The present irrigated section of land runs to 8.6 miles east of Holtville and the edge of the ancient beach.

The method of keeping earth roads in condition, which is now in use through the irrigated lands of Imperial County, is worthy of notice. The roads are laid out at least 60 feet in width, and are graded into two roadways bordered on the outside extremes and between the two roadways by ridges of earth. Both roadways are graded per-

miles
(forward) 149.0

fectly flat without crown. The method of maintenance is to float one roadway with water from the irrigation ditches and puddle the surface by harrowing and drags, while in a plastic condition. This wet surface is left to sun-bake while the other roadway is being used. When properly hardened, the newly prepared road surface is put under traffic and the old road surface alongside is puddled and treated in the same manner. This work is made from twice to four times yearly. The method seems to be very effective, and some of our fastest and most comfortable travel was done over these puddled highways.

From the edge of the ancient beach a great portion of the next 28 miles is mesa land of lava and natural cementing gravel, either 28.0 of which makes an excellent road without effort. This 28 miles is the only section of the state highway which will not be concreted or improved with the modern surface, but it will be graded and drained by state convicts. The work is already started.

The next 7 miles to Ramada is across the shifting sand dunes. 7.0 We crossed on a temporary double track plank roadway. The state proposes to place a 3-inch plank road, 16 feet wide, covered with 1 inch of screenings and asphaltic oil. This work will be done within the next 6 months. From Ramada to Yuma, 22 miles, there is now a wide detour, but new work in progress will reduce this distance to 14 miles 22.0 and the present distance of 57 miles from Holtville to Yuma to 49 miles.

The distance when all projected work is completed will be 179.0 miles from San Diego to Yuma, Arizona. Our actual running time 206.0

from San Diego to Yuma was 10-1/2 hours.

miles
(forward) 206.0

FROM YUMA TOMPHEONIX, ARIZONA.
(corrected distance 160.2 miles)

From Yuma to Blaisdell we were obliged to travel on a temporary road, traversing the Gila River bottoms, for although the money has been provided by the county to build a highway, there is some controversy as to the exact route to be selected. The distance over the new road when completed will be approximately 12 miles to Blaisdell. 12.0 This will be of gravel construction.

From Blaisdell the county has built and is building 12 miles of gravel road, 20 feet wide. 6 miles is now completed to Dome in a modern way, and the other 6 miles is brushed, and all drainage structures in place to Ligurta.

From Ligurta the state built 12.0 miles of gravel road which 12.0 will be resurfaced by the county, and surveys are now being made to complete the gravel road to Antelope Bridge, 13.2 miles, a total distance 13.2 of 25.2 miles from Dome. Money is now available for this work.

At Antelope Bridge, crossing the Gila River, a fine modern concrete structure has been built by the county. 45.0 miles, from Antelope Bridge to the Maricopa county line at Agua Caliente, will be built by state convicts, commencing January 1, 1916. Another camp of convicts will start the work in the other direction from the joint county line, and will grade the road through to Arlington about 40 miles. 40.0

From Arlington to Phoenix is approximately 38 miles on the 38.0 proposed new road; but little work has been done on this section and the

greater part is subject to relocation before improvement, except the portion nearest to Pheonix..

(forward) miles
366.2

Maricopa County tax levee for road purposes will be \$100,000 for 1916. The greater part of this amount will be spent on the east and west road of the Southern National Highway.

The log reading to Pheonix was 181.7 miles, which distance will be reduced to approximately 160 miles when the new projects are completed, principally through a cut-off from Agua Caliente to Arlington.

While a considerable portion of land around Yuma is now under irrigation, the greater part of the Gila Basin to near Arlington is not now under water except in isolated instances. These isolated farms, however, prove that even though no large irrigation project be practical at this time, water may be obtained at a depth of 15 to 30 feet from the surface and raised by windmill in sufficient quantities to make all of this land the equal of any of that which is now under the larger irrigation projects. The last 50 miles of the road into Pheonix is now fully irrigated.

FROM PHEONIX TO GLOBE, ARIZONA,
(corrected distance 125.8 miles)

From Pheonix to Mesa, a distance of 13 miles, there is a very fine natural cementing gravel road in good condition, and the road is graded for an additional 5 miles to the end of the irrigated district. From there it is about 72 miles on an easy ascent to the summit of the Fish Creek grade, most of which was built by the Government, but the surface is in pretty rough condition at the present time. The summit elevation is 3,980 feet. The descent to the bottom of Fish Creek grade is rather steep in places, but on the whole the 21 miles from the summit

13.0
5.0
72.0

21.0
477.2

to the Roosevelt Dam is in very fair condition, considering the heavy teaming this road is called upon to bear, and the almost entire absence of maintenance work since the dam was completed. Quite long stretches of this road are in excellent condition.

(forward) miles
477.2

From Roosevelt to Globe, 14.8 miles, easy gradings are the rule, and this road is in first class condition - better in comparison than the road through the reservation west of Roosevelt. The total log distance was 125.8 miles, which will be approximately the correct distance for the new road, as no cut-offs or relocation are contemplated for this route. This section from Pheonix to Globe has probably more scenic beauties than any other section of equal length on the entire trip across the continent.

14.8

FROM GLOBE TO DUNCAN, ARIZONA.
(corrected distance, 126.0 miles)

The present route from Globe to San Carlos, the entrance of the Apache Indian Reservation, a distance of 6.2 miles, is open to considerable relocation, without much changing the distance, for while the surface is very fair, due to the abundant natural material at hand, several sharp grades and the meandering alignment can be obviated by relocation. There is at present no project on foot for this work, however.

6.2

Within the reservation, which is 54.5 miles, there is now being built 12 miles of gravel road from state funds of \$20,000, appropriated for that purpose. This work consists of grading and drainage, and surfacing with the nearest available bank gravel.

54.5

There is a considerable portion of the balance of the 54.5 miles that is now in very good condition due to an abundance of this same gravel.

552.7

(forward) miles
552.7

so that when the state work is completed and traffic turned over the new Government bridge across the Gila at Hot Springs, the road will average better than others in the state on this route, and will be reduced to less than 50 miles for this section through the reservation.

The new road largely follows an abandoned railroad grade and where it deviates from the railroad grade traverses mesa land. There is a great deal of good natural cementing gravel and disintegrated granite at all times close to the road.

From the reservation line to Fort Thomas, 7.2 miles, and 7.3 14.5 miles beyond, the conditions are about the same as noted for the reservation. Then from this point there are 2 miles of new gravel road well 2.0 drained and in fair condition, although unrolled.

From this point for a distance of 4.4 miles to Pima, the road 4.4 has been graded and surfaced with disintegrated granite and gravel, according to whichever material was nearest to the road, and the surface is in good condition.

From Pima to Safford, 10.8 miles, the road has been graded 10.8 and graveled with a poor quality of gravel, and it is now rather rough and full of chuck holes, and quite dusty. An excessive dry season, however, may have had a great deal to do with this condition.

6.1 miles from Safford to Solomonsville is dry and dusty, al- 6.1 though it is well graded and drained and in very fair condition otherwise. There seems to be no natural surfacing material in this immediate vicinity.

From Solomonsville, to Clifton, to Duncan, the proposed Southern National Highway makes a detour for which there is no apparent reason.

590.5

(forward) miles
590.5

It seems the logical thing to do would be to build directly from Solomonsville to Duncan across the mesa lands. This more or less direct route from Solomonsville to Duncan when properly relocated would not exceed 32 miles, although now 36.2 miles, while the proposed route from 36.2 Solomonsville to Clifton to Duncan would be at least 75 miles, possibly more.

A new survey has been made from Solomonsville to Clifton by way of Sanchez, but no money is in sight for the construction along this line. The actual measured distance from Clifton to Duncan is 34.2 miles, and has been constructed for the most part in a modern manner. The section from Clifton to Guthrie was built by the state, and is a modern road in every particular, having the finest drainage system of any road observed on the entire journey from San Diego to Washington. It is surfaced with natural cementing gravel and the grades are all under 6 per cent.

While Clifton is quite an important town in a mining way, there is not sufficient attraction from the tourist's viewpoint to justify this proposed detour, as mines of practically the same character are abundant around Duncan. Inasmuch as the routing will probably be changed next year to one direct from Solomonsville to Duncan the mileage given here is for that routing.

Graham County proposes a bond issue of \$150,000, most of which will be expended on the Southern National Highway for a distance of about 30 miles. Greenlee County, in which both Clifton and Duncan are situated, has no funds available for work within their borders on this highway. The total leg distance from Globe to Clifton was 168.9 miles. When the

625.7

proposed cut-offs and relocations are made, and taking the direct route from Solemansville to Duncan, this distance will be reduced to 126.0 miles.

FROM DUNCAN, ARIZONA, TO DEMING, NEW MEXICO,
(corrected distance 97.3 miles)

From Duncan to the state line, a distance of 6.6 miles, there is a fine new gravel road, 18 feet wide. From the state line to Lordsburg, 30.2 miles, the road traverses mesa land, the soil of which is a fine natural cementing gravel, and could be made into an excellent road by simply grading and drainage. The road at present is simply a track, This is true of the road through Lisbon, Hawkins, Lepar, Wilna, Quincy, Tunis, Parma, to Deming, an additional 60.5 miles. The road, seemingly, 60.5 is excellent whether dry or wet.

The entire journey from Duncan to Deming was made during a driving rainstorm, and we had several punctures, which accounts for the small mileage made.

Luna County, New Mexico, has voted \$100,000, to which the state will add a \$21,000 allotment, to build completely the Southern National Highway across the county, about 54 miles in all. This work will start immediately.

FROM DEMING, NEW MEXICO, TO EL PASO, TEXAS,
(corrected distance 111.2 miles)

From Deming to Myndus, 22.3 miles, is partially graded, but no attempt has been made at upkeep with the drag. Most of this section is through a black soil, which apparently becomes very muddy during wet weather. There is a movement on foot to gravel 13 miles

(forward) miles
626.7

22.3

746.3

of this section, but no funds are in sight as yet.

From Myndus to Aden the road is mostly ungraded, and follows the railroad in a more or less direct manner. The distance is approximately 21.7 miles as traveled at present. This could be reduced to 20.0 miles by relocation, to avoid the two small dry lakes about 6 miles from Aden. The soil runs from the same black loam near Myndus to a gravelly sand clay, which could be made into a very good road at little cost. At Aden the road crosses the railroad tracks.

From Aden to the Dona Ana county line, 11.1 miles has been practically untouched and traverses the mesa lands at random. This could be made into just as good a road as from the Dona Ana county line to the crossing of the Rio Grande, a distance of 9.2 miles, by simply grading and proper attention to drainage. Most of the route books designate this 20 miles as being of a light sand; this is hardly true, as the road is evidently never sandy to excess. It should be classified more as a sandy gravel than any other way. The addition of a little clay would make an excellent road of this section.

The road crosses the Rio Grande Mesilla Diversion Dam, and then zig-zags through the old town of Mesilla to Las Cruces, a distance of 5.1 miles. This section has been recently built by Dona Ana County under bond issue, of modern gravel construction, but is very dusty and shows considerable signs of wear since it was completed, about 2 years ago.

From Las Cruces to Latuna (or Vinton), 27.3 miles, there is more of this same gravel construction, which shows in about the same condition as previously noted.

(forward) miles
746.3

21.7

11.1

9.2

5.1

27.3

820.7

(forward) miles
820.7

From Latuna towards El Paso there is an old bituminous macadam road, built several years ago, which is almost entirely destroyed by traffic and lack of maintenance. One of the principal reasons for this rapid destruction is the width of 12 feet without proper maintenance of the gravel shoulders on either side. The road is very heavily traveled, the bituminous material is coming off in some places for 3 feet towards the center of the roadway. Attempts have been made at repairs, but without very much success. There seems to be a great deal of life in the binder even at the present time, so that failure was not due to poor materials. This stretch is nearly 10 miles long, while the other 6.2 miles to the center of El Paso is of new modern construction, amply wide to take care of all the traffic the road is called upon to bear. The date of this new construction could not be ascertained.

16.2 miles could be saved here by following the railroad from Aden to El Paso in place of going by way of Las Cruces, but this would leave Las Cruces off the route.

FROM EL PASO, TEXAS, TO RUIDOSO, NEW MEXICO,
(corrected distance 144.9 miles)

From El Paso to Alamogordo is mostly undeveloped mesa land, some of which evidently becomes very bad in winter time. There are few settlements of local travel which would warrant the construction of a road between these two points, if it were not for the through highway.

From El Paso to the New Mexico state line at the Hitt Ranch, a distance of 19.5 miles, there has been no work done on the road, which is

19.5
856.4

(forward) miles
856.4

nothing more than a track. This is good mesa land and could be made into an excellent road by merely grading.

From the state line to the road forks, 20 miles further out, the road now traverses several very bad places, 2 or 3 of them small sink holes, and a long stretch of sand which could be entirely avoided and at least 3 miles cut from the length if the road were relocated upon higher ground. This relocation should extend clear through to the Twin Mill Forks, 11 miles further still. The total distance from El Paso to Twin Mills is now 50.5 miles. Relocation should cut this total distance to not more than 45 miles, and would avoid all bad places, which at present make travel difficult in wet weather, and a better road surfacing material would be closer at hand on the higher ground.

From Twin Mill Forks, where the road from Las Cruces to Alamogordo comes in, the road should be entirely relocated through Dona Ana county to the Otero county line, about 24 miles. The distance will not be changed much if any by relocation.

From Otero county line to Alamogordo, a distance of about 24 miles on the present road, the state will next year expend \$10,000 in grading. They are also placing the road from Twin Mill Forks to Las Cruces in good condition. The only graded road from El Paso to Alamogordo at the present time is about 9 miles south from Alamogordo. A large part of this is very sandy and would probably need surfacing to place it in good condition.

From Alamogordo the road is graded and graveled for approximately 14 miles to the town of Tularosa, and is graded from that point on for an additional 14.6 miles to the Mescalero Apache Indian Reservation. This section is gravel soil of very fair binding quality, and while rather rough

964.0

(forward) miles
964.0

at present, \$2,000 per mile would put it in excellent condition. The grades are all easy and the drainage structures are practically all built.

Passing through the reservation there is a fine gravel road to the agency buildings, 3.7 miles. 3.7

From the Indian agency to within 3 miles of the southern reservation line, there is 12 miles of very fair dirt road, containing sufficient 12.0
grit to make a fair road by dragging only. The grades are easy and the road could be left as at present laid out. From this point, the next 3 miles to 3.0
the reservation line should be relocated to the north side of the gulley and on higher ground than at present.

This latter observation also holds good from the reservation line to Ruidoso, 4.6 miles further on. The present road is very badly located on 4.6
the shady side of the valley, has no opportunity to dry out, and the drainage is not as good as could be had by relocating on the north side. The distance on either side would be about the same.

FROM RUIDOSO, TO ROSWELL, NEW MEXICO,
(corrected distance 70.6 miles)

Ruidoso has an elevation of 5,750 feet, and the average depth of snow, which remains from 2 to 4 months, is 18 inches. From Ruidoso to Hondo, the leg showed 22.6 miles. A considerable portion of this road should be re- 22.6
located; in fact, all of that portion now on the south bank of Ruidoso Creek. Very little work has been done as yet on this section, except to just grade sufficiently for a wagon track. A very fair surfacing material can be obtained close to the road in all cases from the Mescalero Indian Reservation boundary to Hondo. This section is reported upon in detail by
1009.9

(forward) miles
1009.9

J. L. Donovan, in a report on the Lincoln Forest, submitted to this Office some time since.

There is a small concrete structure across Bonita Creek at Hondo, upon which a toll of 25¢ is now collected. Lincoln County has started proceedings to have this toll bridge abolished.

It might be stated that all roads on the National route in Lincoln County, except the Picacho grade, need relocation to some extent. The Picacho grade, however, is 7 per cent and is fairly well located.

This brings us to a point 18.0 miles from Hondo and at this 18.0
point we leave the Hondo River. The road then follows across the mesa through Chaves County, a distance of 34.6 miles to Roswell, the first 34.6
12.1 miles of which is still in Lincoln County and unimproved. The road as traveled at present could probably be shortened to 30.0 miles by relocation in more direct line with slight cuts and fills. A good natural gravel is abundant for surfacing throughout the distance.

FROM ROSWELL, NEW MEXICO, TO SNYDER, TEXAS,
(corrected distance 247.4 miles)

From Roswell for 18 miles there is a graded earth road without 18.0
surfacing, and from this point for a distance of 76.2 miles to Broncho, 76.2
the Texas state line, the road follows the mesa. A good surfacing gravel can be had close to the earth road, and probably this section will be surfaced from the state funds. The 76.2 miles of mesa land for the whole distance can be very easily made into a good natural sand gravel road practically by grading only. Several long tangents exist here, one of them 24 miles in length, and the road simply follows the undulations of
the plains. 1156.7

miles
(forward) 1156.7

The surface is of a light sandy gravel containing some clay, and probably no better surface than that afforded by nature will be necessary for a long time to come. Where graded and kept smooth, this makes an ideal automobile road. The portion through Chaves County, New Mexico, will have expended upon it, during 1916, \$41,000 state allotment, under the direction of the state engineers.

From Broncho we crossed the Staked Plains of Texas through Yuma and Terry Counties and a portion of Lynn County to Tahoka, passing through Brownfield, a total distance of 51.6 miles. 51.6

The soil throughout the distance grades from a light sandy soil to quite heavy sandy gravel, and it does not appear to become very bad either in dry or wet weather. It is believed that the portions of the road where the best material is not prevalent can be surfaced with material from nearby of a better quality. This entire distance will not need any better surface than that to be found in the immediate vicinity for some time to come.

Yocum County has raised funds to fix the road from Plains each way to their county line, and Terry County will do the same each way from Brownfield. Lynn County will not spend any money this year, but the east and west road through Lynn County is in very fair condition at present, though somewhat sandy in spots.

From Brownfield to Tahoka, to Gail, to Post City is 55.6 miles. 55.6

From Tahoka to the east county line, about 15 miles, the material ranges from sandy to a very heavy soil near the eastern boundary. This heavy soil continues to Post City, a further distance of 8 miles.

1263.9

miles
(forward) 1263.9

There are indications, however, that a good natural gravel for surfacing may be had anywhere at a distance not to exceed 5 miles from the road as laid out. Very little relocation will be necessary, although some small drainage structures will be necessary to keep the road in good condition through the rainy season.

From Post to Snyder by the present road, 46 miles, the roads 46.0 have been well graded and at the time of passing through they were in very good condition, although there were indications that they rut very badly during wet weather over the whole distance in Garza County. A portion within Snyder County, however, seems to contain more gravel than sand, and this section was in much the best condition.

At first glance it would seem to be out of the way to continue the road to Post City rather than to take the route by way of Gail and Durham from Brownfield. There is a very rich agricultural section, however, in Garza County and eastern Lynn County, and very well settled; in fact, something over 30,000 acres cut up in quarter section farms are now under cultivation, and this in itself is sufficient excuse for changing the originally designated Southern National Highway to go by Post rather than the old road. There is also a much better good roads spirit, and inclination to local road improvement by the Post City route.

FROM SNYDER TO MINERAL WELLS, TEXAS,
(corrected distance 189.7 miles)

From Snyder there is a sandy loam running to black soil and black waxy near Roscoe, 38 miles. That portion nearest Roscoe shows indications 38.0 of cutting up very badly in wet weather. It should probably all be surfaced from Snyder to Roscoe. There is a good quality of dirt from Roscoe to a

1847.9

	miles (forward)
point 3 miles towards Sweetwater which has been well graded and is in fair condition today, and the balance of the distance to Sweetwater, 3.1 miles, is an old macadam road which is badly rutted and worn in places. The material used was partly broken stone and partly chert.	3.0 3.1
For about 1-1/2 miles through Sweetwater there is a good bituminous pavement, and then gravel macadam for another 2 miles, which is in very fair condition.	1.5 2.0
From this point on the natural dirt has been graded and would afford a good road if it were well dragged, but indications are that it has not been dragged since building. The soil changes on this section to a fine red clay-gravel, which makes a good road when taken care of.	
This brings us to a point 23.3 miles from the city limits of Sweetwater, at which point starts the chert gravelroad, in good condition except for maintenance. It seems rutted to the city limits of Abilene, a distance of 5.2 miles. The total distance from Sweetwater to Abilene is 34 miles.	23.3 5.2
Leaving Abilene the streets within the city are quite rough until the city limits are reached when you strike a gravel road 1.4 miles, which is in good condition. There is a gravel top soil from this point for an additional 2.5 miles which is in very fair condition, except that it shows lack of dragging. The next 2.3 miles has been surfaced with chert and is in good condition, likewise the next 2.8 miles to Hamby.	4.0 1.4 2.5 2.3 2.8
From Hamby to Albany, a distance of 30.7 miles, there has been practically no work done. The road is little more than a trail from a point 6 miles out of Hamby clear to the town of Albany, winding in and out as it does through two ranches with very little attempt to avoid heavy	30.7
	1429.7

	miles (forward)
grades or take the shortest distance. Especially is this true of the last 25 miles.	
This entire distance should be relocated, and could undoubtedly then be reduced to not exceeding 18 or 20 miles with no grade over 5 per cent. This section is practically all grazing land with a heavy gravel soil, running to a very fair quality of chert, with the limestone ledges very close to the surface and outcropping in many places. I can not find that any project is on foot to relocate this section of road.	
Very little, if any work, has been done from Albany to the Stephens County line, but from there towards Breckenridge grading is now provided for all the way, and 5 miles has been completed in very fair manner.	
The distance from Albany to Breckenridge is 25.1 miles. There are several creeks in this section that have had concrete bottoms placed in the stream beds for crossings. This method seems to be ideal for this section of Texas. There is a pretty fair graded road from Breckenridge to Palo Pinto on a natural gravel soil. This distance is 43 miles by the present road. This portion could be kept in excellent condition by systematic dragging, using the graded material as it comes, for surfacing.	25.1 43.0
From Palo Pinto to Mineral Wells, 12.5 miles, there is a good gravel road all the way. The last 5 miles, in fact, is excellent, is well constructed and drained, and looks like O.P.R. work.	12.5
FROM MINERAL WELLS TO MCKINNEY, TEXAS, (corrected distance 122.3 miles)	
The first two miles out of Mineral Wells is new gravel construction, modern in character, and from that point on there are stretches of gravel surfacing but the road is mostly sand clay, just as the grading	2.0
	1512.3

miles
(forward) 1512.3

brought it up. In general, the condition of the surface is poor for 16.9 miles, but from there begins a good limestone macadam, which has not been maintained properly for a distance of 3.3 miles to Weatherford. Perhaps the last mile or so into Weatherford should be classed as chert, as that is the material which was last used in repairs. From Weatherford all through Parker County, and for a distance of 26.7 miles to the city limits of Fort Worth, the roads are fairly well improved and surfaced with chert, which material seems to be very abundant in this section. The surface has not been kept in the best condition, in fact, shows lack of attention. From the city limits of Fort Worth there is a little over 3 miles of surface oiled macadam which was built either by successive coatings of oil and chips or was placed originally as a carpet coat about 1/2 inch in thickness. This surfacing has worn in holes, or rather patches from 6 inches to 2 or 3 feet square have been badly removed from the surface of the road; apparently there is very heavy traffic from this point into the city. The surfaced portion of the road is only 12 feet wide, which will probably account in a great measure for the damage done by traffic. The last 1.6 miles to the center of Fort Worth is the usual large city pavement. The total log distance from Mineral Wells to 4th and Main Streets in Fort Worth is 53.5 miles.

Leaving 4th and Main Streets in Fort Worth, there is a bituminous macadam to Arlington, 21.5 miles. This has gone pretty bad in some places near Fort Worth, especially on the short heavy grades near Fort Worth, where it is almost completely destroyed. All along this portion there are small pot holes and many evidences of lack of maintenance.

1585.3

miles
(forward) 1585.3

There is a rigidly enforced 15-miles speed law from Fort Worth to Arlington.

From Arlington to the city limits of Dallas there is a well built, well maintained road of a good quality of gravel. The distance between Arlington and Dallas is 14.0 miles.

Out of Dallas there is some bituminous construction in fine condition, and from the city limits clear across the county a magnificent gravel road, which is kept in fine condition, to Richardson Station, 13.2 miles.

From Richardson to Plano Station, 5.7 miles, there is a pretty fair dirt road, which is now being surfaced with 4 inches of gravel on a base of chalky limestone. This class of construction will eventually extend to McKinney, but at present from Plano to McKinney the road is simply graded black wax, which is now in very bad condition and is almost impassable during wet weather. Thus unsurfaced section is 14.4 miles long.

FROM MCKINNEY TO CLARKSVILLE, TEXAS,
(corrected distance 114.7 miles)

In Collins County there is a road improvement district which covers some of the Southern National Highway, and they will build a gravel road through the district, but the greater part of the road through this county and in Fannin County outside of these road districts is black wax, with no provision made for its improvement. This extends to Bonham, a total distance of 47.2 miles. Not over half of this mileage comes within the two road districts in Collins and Fannin Counties.

Black wax soil extends almost to Paris, an additional 35.5 miles, although there are some short sections of lime soil very close

1715.3

(forward) miles
1715.5

to the ledge which can be made good. The entire road, however, should be surfaced from Richardson Station clear through to Clarksville, a distance of nearly 139 miles, before it will ever become passable the year round.

Aside from those mentioned, the only improved sections in the whole distance are in and out of Paris, where there are short sections of new gravel road, and one section of .5 mile of concrete.

The soil to the east of Paris for 17.2 miles is yellow clay, which is just about as bad as black wax. The last 7 miles to Clarksville, however, is very bad black wax and in bad condition during wet weather, although the last 2 miles is graded.

Leaving Paris at 3:00 P.M. we had a heavy driving rainstorm all the way to Clarksville, and the distance although only 32 miles necessitated 5 hours of travel. We only averaged 5 miles an hour over the last 10 miles. There is a project under way, however, to build a gravel macadam on a chalk lime base for the last 6 miles into Clarksville. 32.0

There are a number of places on this road where relocation should be had before permanent work is done. There are also many small wet weather streams which must be bridged. The distance will not be materially changed by relocation.

FROM CLARKSVILLE, TEXAS TO TEXARKANA,
(completed distance 64.6 miles)

The first 2 miles out of Clarksville are now under contract for gravel construction on a chalk lime base. The balance in this county, however, will have nothing done. From Clarksville to Boston, 42.6 miles, 42.6 the road is practically untouched, and no improvement is contemplated, 1789.9

(forward) miles
1789.9

The soil is a light sand clay, which would be good if simply graded and dragged systematically. It is now practically impassable except for powerful cars. Nothing is in project for this section except the first 2 miles out of Clarksville.

From Boston there is 11 miles graded of this sand clay, but 11.0 no maintenance has been done, and although the indications are that the road is good when dry, it is very sloppy now.

The last 11 miles to Texarkana is a very good natural chert 11.0 gravel road which has been kept in very good condition.

FROM TEXARKANA TO ARKADELPHIA, ARKANSAS.
(corrected distance 84.0 miles)

From Texarkana to Arkadelphia, it was thought advisable to ship the car and take the railroad, on account of the extremely bad condition of the road between these points. Red River bottom and two other stream bottoms have been subjected to 5 or 6 floods this year, and the road is in almost bottomless condition for over one-half the distance.

There is a project on foot, to improve the first 19 miles from 19.0 Texarkana to Fulton, which will include a bridge over the Red River. The conditions and classes of soil were given by the state drainage engineer, from Texarkana to Fulton, as follows: 5 miles of sand clay; 4 miles of bad buckshot; 2 miles of sand clay; 1 mile of bad buckshot; and 7 miles of red silty sand clay - a total of 19 miles. The present road is over 25 miles long, but the new location would be along the line of the railroad. There is \$400,000 available for grading, draining, and graveling this 19 miles and building a bridge over the Red River.

From Fulton to Arkadelphia is 65 miles, the last 21 miles of which 65.0

into Arkadelphia are projected to be improved with gravel, subject to the passage of a bond issue which is now before the people. Eighteen months will see the completion of this work if the bonds pass.

The 65 miles spoken of, from Fulton to Arkadelphia, is on the new location. The present location is considerably longer.

FROM ARKADELPHIA TO LITTLE ROCK, ARKANSAS,
(corrected distance 96.5 miles)

The first 32.8 miles must be practically all relocated, through virgin woods. No work has even been done on this section. The grades are all easy, although the road crosses through mountainous country, and there is plenty of good natural gravel everywhere for surfacing.

There are many small streams to be forded on the present road, or, more properly speaking, many fordings of the same stream; one stream alone being crossed 20 times. All this can be avoided by relocation and grades not to exceed 4 per cent obtained. The relocated road should not be longer than at present, and will possibly be shorter.

From this point the last 6 miles into Hot Springs has been piked, is mostly gravel, but has some short sections of blue limestone macadam. Lack of proper maintenance is shown all along the line.

Information was given in Arkadelphia that Clark County will relocate and grade their portion of the road to Hot Springs within 18 months.

From Hot Springs there is 17 miles of very good gravel road, although the surfacing material is not of the best. General repairs are now being made with chert gravel. To my mind, however, there is plenty of bank gravel in the vicinity which would be much better for this purpose.

miles
1895.9

(forward)

1951.2

The next 23 miles is an old gravel road, to and through Benton, 23.0 This, while pretty well graded and drained, needs a great deal of work to put it in good condition. The grades are very fair, nothing much over 7 per cent, and these for short stretches only. Bank gravel of excellent quality may be had practically everywhere alongside the road.

That portion of the road, about 17.7 miles, within Pulaski County is in very fair condition. This is a blue limestone macadam and some granite macadam. It has not been very well maintained lately and has some shallow ruts and small pot holes, but in general may be classed as good, considering the heavy traffic.

FROM LITTLE ROCK TO FORREST CITY, ARKANSAS,
(corrected distance 90.0 miles)

The first 24.3 miles to Lonoke has a very good macadam road at present which needs minor repairs, and this macadam continues on for 2.5 miles further. From this point, however, the roads are simply graded sand clay to and through Hazen, when we come upon 3 miles of gravel surface stone road that is in excellent condition, then graded sand clay again to Roe Ferry, 42.7 miles further on.

These stretches of sand clay road have not been maintained as they should be and some portions are rather low, there being evidence of surface water overflow in several places. If these sections of sand clay road were graded up from 1 to 2 feet higher and well maintained with the drag, they would give as fine sand clay roads as may be found in the South.

At Roe we took the ferry over the White River and ferried up the river 7 miles to Clarendon, and from Clarendon to Brinkley, 16.2 miles, this is a good sand clay road kept in very fair condition. From Brinkley

miles
1951.7

(forward)

7.0
16.2
6.0
3094.1

(forward) miles
2094.1

to Wheatley, 6 miles, is also sand clay, but has been very badly neglected.

From Wheatley to Forrest City, 20 miles, is also sand clay, 20.0
but is in much better condition than any of the other roads in this
vicinity. At least 15 miles of this section, however, should be from
1 to 2 feet higher and needs better maintenance.

A relocation is being made from Hazen to Brinkley, which will
materially shorten this distance, going by way of DeVall's Bluffs, cross-
ing the White River there, and the Cache River at Brassfield.

From Little Rock to Forrest City, the new route will practi-
cally parallel the Rock Island Railroad. The distance will be approxi-
mately 90.0 miles.

The rights-of-way have been obtained for practically all of
this road and all grading is now done except 9 miles from Cass River to
Brinkley. It will make a saving of 31.7 miles. The bridge across
White River is practically completed at present.

FROM FORREST CITY, ARKANSAS, TO MEMPHIS, TENN.
(corrected distance 50.6 miles)

The road at present follows the St. Francis River from Madison,
north, a total distance of 21.1 miles from Forrest City, and leaving it 21.1
2 miles south of the Cross County line. No attempt has been made to sur-
face this road in any place and it is full of short sharp turns. The soil
is a very good sand clay throughout.

We then strike what is known as the old Military Road, which has
recently been opened up and graded all the way to Marion, 23 miles. Six 23.0
miles of this is a very bad buckshot. The land is forested, is very low,
and badly drained.

2158.2

(forward) miles
2158.2

The character of the soil changes to sand clay after this
stretch of buckshot is passed, and continues sand clay all the way to
Marion. It should be all graded much higher than at present if this
road is to be improved. 16.0 miles of the 23.0 is through almost virgin
forest. From Marion it is 13.5 miles to the present ferry near Mound 13.5
City.

There is a new bridge building across the Mississippi River
at Memphis, which will permit the elimination of a great portion of the
buckshot, saving a distance of about 7 miles, and running directly east
from the county line of St. Francis County at its junction with Critten-
den County. This distance will be 19 miles on the new road, as against
26 miles of the old. It is understood the soil is entirely sand clay
along this route. This would make the total distance from Forrest City
to Memphis 50.6 miles.

FROM MEMPHIS TO JACKSON, TENNESSEE,
(corrected distance 99.6 miles)

From Jackson to the National Cemetery and Arlington to the
county line, about 30.5 miles, there is a very good gravel road which 30.5
is in very fair condition for the whole distance.

Information given by the Chamber of Commerce at Memphis is to
the effect that every mile of road in Shelby County is gravelled.

The gravel roads seen are built of a natural cementing gravel
which very closely approximates Tishomingo in quality, except the frag-
ments are more angular in shape and more on the order of chert.

There is but .6 mile from the end of the gravel road to the 0.6
Shelby County line which has not been surfaced. This section has six
long wooden bridges, most of which are in bad shape. This section is

2202.8

(forward) miles
2202.8

very flat country, subject to overflow, having in fact, when we passed over it, from 1 to 4 feet of water on both sides of the road for the whole distance. The causeway at present built must be widened and raised, and better structures put in before this section can be considered to be in good condition.

From Shelby county line, through Galloway, Braden, Mason, Keeling, Stanton, Kake, to Brownsville, 41.6 miles by log, the soil in general is sand clay, varying from red clay and fine sand, to a very good natural sand clay gravel or cherty material. Some sections are in very fair condition, having been well graded and drained but practically no work has been done in dragging or maintenance over the entire distance. The grades are not bad, although they could be bettered considerably.

From Brownsville to the county line of Madison County, approximately 10 miles, the same condition previously noted obtains. From Madison County line, there is 16.9 miles of highway of old macadam which has been surfaced with some bituminous material, probably a carpet coat. This section shows evidences of considerable repair work, but is very patched and very rough at present. The distance from Brownsville to Jackson is 26.9 miles.

FROM JACKSON TO NASHVILLE, TENNESSEE,
(corrected distance 153.7 miles)

From Jackson to Camden by way of Spring Creek, Cedar Grove, Leech, Huntington and Hollow Rock, is a distance of 60.4 miles. Practically the entire road should be relocated. The present road is one succession of hills and valleys, and very steep grades, with many winding detours which could be to a great extent avoided by proper location.

2551.7

(forward) miles
2331.7

The soil is of a reddish clay sand, and the indications are that every little valley is extremely bad during wet weather.

The impression formed while traveling over this section was that relocation would leave out several of the small settlements which are at present passed through, and that the road would be considerably straightened and shortened when relocated, as the present traveled way seems to have been located more for a connection of these several cross road stores, than for any other particular purpose.

Near Camden are some of the largest chert gravel beds the writer has ever seen in the United States. One of these beds is now being worked and the chert is being shipped as far west as Memphis and east as Nashville. The writer is informed that this chert can be delivered at any point along the railroad between Camden and Memphis, or east to Nashville, at less than \$3.00 per cubic yard on siding. This would seem to offer a solution to the road surfacing problem from Memphis to Nashville when relocated.

From Camden to the ferry across the Tennessee River is at present 8.5 miles, 2.5 miles of which is across the Tennessee River bottoms. This road is practically unimproved all the way, and when passed over was from 3 or 4 inches to 18 inches deep in mud. There is a very bad descent on the Camden side to get on the ferry, and the river is quite swift at this point. If this point were to be used as a bridge site, the 2.5 miles of bottom land road must necessarily be raised at least 3 feet over the greater part of the distance, as back water overflows this section nearly every year.

From the ferry to Hustburg, 2.7 miles, there is an old gravel

2.7
2342.9

(forward) miles
2342.9

read which is in very bad condition; but from Hustburg, Humphreys County is building a chert surface road in modern manner to the Dickson County line, which will be, when completed, 30.6 miles long. 4.4 miles of this is now building, 8 miles more is graded, ready for surface material, and the balance is under contract. From the Humphreys county line to Dickson, 12 miles further on, there is 8 miles now graded ready for surfacing and 4 miles of chert gravel road just building. All of this new road is on easy grades, has wide easy curves and excellent drainage structures.

A portion of the road from Hustburg to McEwen winds around the side of a cliff of most peculiar formation on the Duck River. This cliff varies in height from 50 to 500 feet from the water's edge, almost perpendicular and for the greater part is of successive strata of blue limestone and flint. Nearly 3 miles of this cliff road shows the successive stages in the formation of chert gravel beds, and is very interesting from a geological point of view.

The whole section from the Tennessee River to the Cumberland River has numerous deposits of chert gravel of apparent excellent quality for road surfacing. We were misdirected at Hustburg with regard to the detour to avoid some of the road now under construction, and after floundering around in mud and water for several hours were obliged to stop all night at Jehusville on account of darkness. In the morning, however, we found it possible to travel the road under construction, as the flood water had subsided somewhat.

The last 4.4 miles into Dickson is a magnificent chert gravel highway just completed.

From Dickson to Charlotte there is 8 miles of toll road, which

(forward) miles
2393.5

has been recently built as a macadam road. This is in very fine condition, although but 12 feet wide; then for an additional 8.3 miles out of Charlotte the county has recently built a part macadam and part gravel road 12 feet wide, but from this point on to the ferry, 9.1 miles, the road has been graded only, and although there is considerable chert in the soil, the top is very soft and must be surfaced before it can be considered good.

There is a free ferry across the Cumberland. From the ferry on the east bank to Ashland, although there is a macadam road for the entire distance running along the river bank, we found the rising of the Cumberland River had caused back water, 8 feet deep, to overflow the road for a distance nearly 2 miles.

We were obliged to make a detour by way of Cheap Hill, which made the distance 11.6 miles in place of 5.6 miles along the river bank over the ferry to Ashland. This detour is a fair road, except for several excessive grades, and must be taken any time when the Cumberland River is above the 35 foot stage, unless the road between the ferry and Ashland is relocated higher up and new bridges are built. It might be stated, however, that this year's flood on the Cumberland is the highest for nearly 15 years.

From Ashland to Nashville there is a good road, either macadam or gravel, all the way, but excessive automobile wear is apparent throughout the distance of 23.5 miles. Three miles out of Ashland towards Nashville there is one ford nearly 200 feet long, which during excessive high water on the Cumberland is almost impassable for automobiles.

It is believed the highway should be routed along the N.O. & St. L. R.R. from Dickson to Nashville, as this would cut off approximately

(forward) miles
2440.0

15 miles, and cut out two crossings of the Tennessee River.

FROM NASHVILLE TO SPARTA, TENNESSEE,
(corrected distance 96.9 miles)

From Nashville we left on the Murphysboro Pike. The first 14.4 miles to the first toll gate at Laverne is a macadam road which is in very good shape, except for the last 2 miles before reaching the gate which is very rough and shows lack of maintenance. The balance of the road to Murphysboro, 17.5 miles, and from there to Woodbury, 19.9 miles, is all under toll gate, and the entire distance is in very poor condition, considering the fact that toll is being collected for the whole distance.

Originally this was perhaps a good macadam road, but it has been very badly neglected and what repairs have been done in the last two years have been of such a poor character that they amount to little better than none at all.

The old macadam has in most instances been surfaced with loose gravel or very coarse broken stone, and no attempt has been made to obtain a bond between the old and new work even by rolling. The ditches have been allowed to fill and the side drainage is very poor, water in some cases standing on the road 12" deep for a distance of 100 yards or more.

The only reason the writer could find for this condition was that there is some talk of bonding the various counties through which this road passes, to purchase the toll roads, and throw them open to the public. The grade and alignment is good throughout the whole distance, but modern resurfacing must be done throughout to put the road in good condition.

2491.8

(forward) miles
2491.8

From Woodbury to Yager, via Edges, is a good gravel macadam up to the top of the ridge, and then on the ridge seems to be a natural chert from alongside. This extends to 5.2 miles from Woodbury.

From this point, however, it is practically all average country road, some surfaced with chert and some the natural earth, with neither grade nor good alignment, although both can be had readily on the present right-of-way, which seems to be about 70 feet wide. There is plenty of good gravel close in to the road.

This condition extends for an additional 8.8 miles, when we again strike either gravel or limestone macadam, which is pretty badly worn but on very fair grades for 3.7 miles at McMinnville.

The first 2 miles out of McMinnville towards Sparta is a good chert gravel road surfacing on clay chert base. From there an old limestone macadam with chert gravel surface for a distance of 3.6 miles, which is in fair condition, although evidently unrolled. From that point, average county road, some graded and some ungraded, of clay running to some chert, but mostly dark red clay which changes to sand-clay 3.7 miles from the last point.

From this point the alignment is good all the way to Quebec, 6.3 miles, with the exception of Caney Fork Approaches. No work has been done, and the road must be well drained, graded and surfaced the entire distance.

From Quebec to Sparta, 11.8 miles, there is a pretty good graded road which has been macadamized for a portion of the way, and gravelled the balance. Some of it is quite rough in spots, but generally it is good. This section in cut is very narrow in places, but can be easily widened.

2556.9

(forward) miles
2536.9

FROM SPARTA TO KNOXVILLE, TENNESSEE,
(corrected distance 112.8 miles)

The road is very fair for the first 2.8 miles and has been 2.8
surfaced with gravel and broken stone without rolling, but then begins a
climb of 1,000 feet in 2.3 miles to the top of the ridge. This is at pre- 2.3
sent surfaced with very coarse broken stone, which is unrolled, rough and
loose.

The next 5.5 miles to Derosssett is along the ridge, and is a very 5.5
fair quality of sand-clay. The next 2.2 miles is the same as just noted, 2.2
but leaves Ravenscroft to the left of the road one mile.

A project is now on foot to relocate the road from Sparta to
Ravenscroft by a new 7 per cent grade, which will reduce the total distance
to approximately 10 miles to Ravenscroft and come in on the present road
one mile further on. This new road will more or less follow the railroad
from Sparta to Ravenscroft.

The road then continues along the ridge and has been graded but
not kept up, and most of it should be relocated practically alongside the
present road. This extends for 9.4 miles from the last point mentioned, 9.4
and from there 1.7 miles has been graded on a 7 per cent side hill of sand- 1.7
stone and sand clay, which is in very rough and soft condition to Pemona,
where it reaches 1,920 feet elevation.

From Pemona there is a well graded and drained ridge road of
sand clay, which has not been worked very much, 7.1 miles, into Crossville. 7.1
From Crossville, 4.7 miles, to Gorton, there is a good, well kept sand 4.7
clay road, and from there a well laid out, drained, and well kept sand
clay surface, on or close to sandstone ledge, with easy grades, for 6.1 miles 6.1

2578.7

(forward) miles
2578.7

to Grab Orchard.

From Grab Orchard, to Ozone, to Daysville, 13.5 miles, is a 13.5
mountain pass, upon which little or nothing has ever been done except
to cut the trees. Several grades of 30 per cent are on this stretch,
particularly between Ozone and Daysville. The road goes up and down
over rocky ridges, without any pretense at avoidance. It can be re-
located, however, probably without increasing the distance much, if any
at all. No work is contemplated here so far as ascertained.

From Daysville there is a fine modern crushed stone macadam,
with grades not exceeding 6 per cent, well laid out and drained, with
easy curves, for 3.6 miles to the bottom of the mountain at Rockwood. 3.6

1.4 miles further on is the center of the town of Rockwood, 1.4
and from there for a distance of 33.7 miles to Lenoir City there is a 33.7
very fine macadam or chert road, in alternate sections, in fine condition,
modern in every particular.

From Rockwood to Lenoir City is a modern highway mostly chert
base with a fine chert top but long stretches of crushed stone macadam
also. Some portions show evidence of being resurfaced macadam, using
a fine chert gravel, probably from creek bed wash. It is a winding road,
well drained with maximum 6 per cent grades, and bears all the earmarks
of O.P.R. instructions.

From Lenoir east for 4.5 miles a 9-foot macadam has just been 4.5
completed, but this section has easy shoulders, making an effective 18-foot
width. This work is being done in one course, first placing a layer of
coarse stone covered with a layer of fine stone and rolled all together.
Some very nice bridges are being placed, also one grade crossing eliminated.

2635.4

In addition to this work already completed, there is about 2.7 miles under construction which will evidently be completed this year.

We then come to old macadam which continues on into Knoxville, a distance of 13.4 miles. The latter portion of this for a few miles evidently has a bituminous surface of some kind, which has gone to pieces rather badly. It was too dark to examine this, however, when we passed over it, and no information could be obtained in Knoxville as to the class of construction or when it was built.

FROM KNOXVILLE, TENNESSEE, TO HICKORY, NORTH CAROLINA,
(corrected distance 229.9 miles)

Leaving Knoxville at the Atkin Hotel, there is one mile of city streets, most of which is in very bad condition, and then 6 miles of old macadam which is in poor condition and needs resurfacing.

From there is an old gravel road, which has almost gone to pieces, for a distance of 5.4 miles. The next 5.8 miles seems to have been the same type originally, but has recently been reconstructed with crushed limestone, is well drained and built, and has good concrete bridges all the way to Straw Plains.

Much the same condition exists as noted for the last section for the next 19.1 miles to Dandridge, 9.1 miles more to Chestnut Hill, and 10.5 miles more to Newport. All this road can be classed as very good, easy grades, and well constructed.

From Newport, Tenn. to Marshall, N.C., a detour was made owing to the very bad condition of the road under construction, crossing the mountains at the state line between Tennessee and North Carolina. The detour taken was from Newport to Parrottsville, to Cedar Creek, to Cover

miles
2535.4

2.7

13.4

1.0

6.0

5.4

5.8

19.1

9.1

10.5

2708.4

creek, to Allenstand, to Walnut, to Marshall; none of which will be on the completed authorized highway. It is very rough, almost impassable in places, and abounds in high centers and immense boulders.

The new route from Newport to Marshall will be approximately 35 miles when completed, and will be a fine modern highway throughout, as most of the work is being done under state supervision.

The next 19.2 miles has been graded and drained in a modern way but is not being very well maintained. The soil is a sandy clay which could be made into a very good surface by proper dragging. There is no project on foot, so far as I could learn, to surface these sections.

The next 4.9 miles to the town of Weaverville, in Buncombe County, has an old macadam of crushed stone, which is in very good condition, good grades, and good drainage.

From here to the Asheville city limits, 7.5 miles, is a new mixed method bituminous top on resurfaced macadam base. About 2 miles of this work was supervised by the undersigned last spring. The macadam base is being reconstructed by county convict forces, and the 2-1/4 inch bituminous top being placed by contract. The portion supervised by this Office has been under heavy traffic for about 3 months, and shows to be in perfect condition.

Within the city of Asheville there is about .5 mile of very rough old macadam, which it is understood will be rebuilt at an early date, using the same class of construction as that from Weaverville to Asheville.

It is about 2 miles through the city on bituminous streets and we then come to 3.4 miles of old macadam which is pretty badly worn and

miles
2708.4

35.0

19.2

4.9

7.5

2.0

3.4

2780.4

	miles (forward) 2780.4
needs resurfacing.	
From here there is a sand clay road in very good condition for 8.6 miles, then another short stretch of macadam badly worn for 1.5 miles to Black Mountain.	8.6 1.5
The next 3 miles to the county line at the summit of Black Mountain is in very bad condition, and provision has been made for relocation to connect up with the new grade from the other side. From the Black Mountain divide we were obliged to travel the old stage road for 3.5 miles to a point where it joins the new O.P.R. Post Road new building, coming out on this Post Road at the fountain. From the fountain to the top of the Black Mountain divide will be 10.5 miles. This is now under construction. From the fountain on for a distance of 13.4 miles we traveled the Post Road, which shows the need of maintenance quite badly.	3.0 10.5 13.4
The next 6.5 miles of modern graded sand clay also shows the need of maintenance. From this point .9 mile to Greenlee there has been no grading done and the road is badly drained, but is in fair condition.	6.5 0.9
To Marion 6.8 miles is good modern, well graded, sand clay, in good condition.	6.8
From there 2 miles of old macadam, which has been partly resurfaced. This is very narrow with a dirt road alongside.	2.0
From this point on begins a sand clay road, well graded and drained, and in good condition for 8.9 miles. In general, it might be said the soil from Asheville to here is mostly a sand clay with some gravel, though not enough to be classed a natural gravel.	
The next 1.0 mile is not graded and in pretty bad condition, and	1.0 2843.4

	miles (forward) 2843.5
should be relocated, then there is 1.2 miles of old road on good grades and alignment but very badly neglected.	1.2
From this point the next 11.4 miles are good sand clay, well graded, but in poor surface condition to Morgantown.	11.4
From Morgantown to Hickory, 25.3 miles, there is a well graded sand clay road which also shows lack of dragging.	25.3
The original scheduled stopping place on this trip from Knoxville, east, was to have been Asheville, but on account of the bad condition of the detour to Marshall we were obliged to stop in Marshall all night, and so went on through Asheville to Hickory for the second night's stop, which should have been at Durham, N.C., thus losing a day.	
FROM HICKORY TO DURHAM, NORTH CAROLINA (corrected distance 179.2 miles)	
From Hickory to the toll bridge at Catawba River, 25 miles, the road is in very good condition. It has a sand clay top soil surface with considerable gravel in it, which is very well kept in places, but about 10 miles of it is in pretty bad condition and should really be relocated, if permanent improvement is to be made upon it. Then the next 7.8 miles to Statesville is a good top soil sand clay gravel, well kept.	25.0 7.8
From here the next 9.2 miles is a magnificent top soil sand clay gravel, perfectly maintained.	9.2
Then comes 4.7 miles of rather poor top soil road which has not been kept up, though perhaps the principal difficulty with it has been on account of shade keeping the soil too damp.	4.7
From there, 5.4 miles, of 9-foot macadam, with a dirt road alongside which is very fair but the surface is ravelling. Then 5.1	5.4 5.1
	2938.6

	(forward)	miles
		2938.6
miles of top soil sand clay gravel of modern construction in excellent condition. Then 2.7 miles old 9-foot macadam with a sand clay side road, all of which is in very bad condition to Salisbury city limits.	2.7	
From here, through Salisbury, for 4.1 miles there is a bituminous surface macadam in fine condition.	4.1	
From this point there is 14.4 miles of magnificent sand clay top soil to Lexington, then a 15-foot macadam in fair condition for 1.6 miles, then a very fine top soil sand clay gravel for 9.5 miles to Thomasville. There is one mile of very rough sand clay through Thomasville, then fine sand clay gravelly top soil for 5.6 miles, which is in average condition but rough; then an old macadam surface which is pretty badly ravelled for 2.6 miles through High Point.	14.4	
	1.6	
	9.5	
	1.0	
	5.6	
	2.6	
From High Point there is .3 mile of sand clay top soil gravel in good condition, then a concrete base and curb for a 16-foot roadway for one mile. This is evidently to have a bituminous surface of some kind placed at a later date. The next 3 miles is a gravel top soil, but narrow.	0.3	
	1.0	
	3.0	
From here there is a gap of 3.5 miles which must be relocated and then 3.2 miles to Guilford College, on which the average country grading has been done, without alignment or much attention to grades, though it is not bad. The distance will not be altered.	3.5	
	3.2	
From Guilford College Station there is an old macadam road, rather rough in places and pretty badly ravelled for 3.4 miles.	3.4	
The next 3.5 miles into Greensboro is a bituminous top on concrete and is in excellent condition.	3.5	
		2998.0

	(forward)	miles
		2998.0
The first 5.6 miles out of Greensboro is a narrow macadam road just in about condition to begin raveling badly. Travel is used on both sides in the dirt in preference to traveling in the center way.	5.6	
The next 8 miles is a top soil sand clay gravel, but not well kept up, then a narrow macadam road for 3.4 miles to Gibsonville. This macadam is built to one side of the road with a dirt road alongside and is in pretty rough condition.	8.0	
	3.4	
Through Gibsonville the next .6 mile is a natural sand clay road in average condition, and from there to the Elon College Corporation line, 1.4 miles, is of the same macadam just in about the same condition. The .5 mile through Elon College Corporation is in miserable condition, being as bad as any road traveled throughout the trip.	.6	
	1.4	
	.5	
As soon as we left the Corporation line of Elon College we again came upon the narrow macadam which became better as we proceeded. The total length of this stretch is 3.6 miles to Burlington.	3.6	
Through Burlington is sand clay only for a distance of 2 miles, and is in very bad condition. Then there is a narrow macadam road again for one mile to Graham, which is also in bad condition.	2.0	
	1.0	
Through Graham there is 1.1 miles of bituminous construction on concrete, then the usual narrow macadam road for the next 6.4 miles. From there there is a bad sand clay road, badly maintained for 23.5 miles to Chapel Hill. This sand clay continues for 4.1 miles further on, from which point there is 8.2 miles of macadam, about 7 years old, into the city of Durham. This macadam is in pretty fair condition considering the age and the heavy automobile traffic, though it has been swept clean of	1.1	
	6.4	
	23.5	
	4.1	
	8.2	
		5067.4

(forward) miles
3067.4

binding material.

The total distance traveled from Greensboro to Durham by the Chapel Hill route is 73 miles. Careful inquiry, however, developed the fact that the northern road from Greensboro to Durham by way of Hillsboro is but 65 miles in length, or a saving of 8 miles, and is in every particular just as good, as far as grades and alignment are concerned. In general the surfacing is in about the same condition, and this route is more historic, passing as it does through Hillsboro. The personal opinion of your engineer is that the northern route should be designated as the official route, rather than the southern.

FROM DURHAM, NORTH CAROLINA, TO FREDERICKSBURG, VA.
(corrected distance 238.5 miles)

The entire section of road from Durham, N.C., to the North Neck-lanburg line beyond South Hill is under patrol system maintenance, under the direction of the U.S. Office of Public Roads, and is a part of the Washington to Atlanta Highway. The funds furnished by the various counties, however, are not sufficient to maintain the roads in perfect condition, although they are in much better condition than ever before, according to information obtained all along the line.

Leaving Durham the first 8.5 miles is a 16-foot macadam road	8.5
with sand clay shoulders which is in average good condition, although swept	
clean of binding material; then 3.1 miles of sand clay in average good	3.1
condition, and 1.6 miles of gravel road in fine condition.	1.6

The next 9.8 miles is a sand clay road which shows lack of proper	9.8
maintenance, then 1.2 miles of gravel road in good condition, and 6.9 miles	1.2
of sand clay to Oxford City, most of which is in pretty good condition but	6.9

3098.5

(forward) miles
3098.5

is very dusty.

1.4 miles through Oxford City is in very fine condition, but	1.4
from there for 8.1 miles is sand clay, quite a part of which is very	8.1
dusty but gets better towards the end.	

There is a mile of fine gravel road from this point on and then	1.0
through the town of Stevall, and for a distance of 7.8 miles from there	7.8
is sand clay in very fair condition, but practically all of this section,	
from Oxford City, shows lack of dragging.	

From this point 1.6 mile to Sudan the soil is more gravelly	1.6
and the surface is in fine condition. From Sudan there is a limestone	
macadam for 5.2 miles which is pretty rough and shows signs of ravelling	5.2
to the city limits of Clarksville. It is then .9 mile through Clarks-	.9
ville to the end of the bridge.	

From here to the town limits of Boydton, 9.8 miles, there is a	9.8
good top soil sand clay gravel in good condition, and from there for 1.2	1.2
miles a good macadam.	

From this point for 17.9 miles to South Hill city limits is	17.9
average sand clay in average condition. From South Hill city limits	
through the town for one mile is a poor macadam.	1.0

From the last point the next 55 miles is sand clay, some good,	55.0
some poor, some excellent, but mostly all showing lack of maintenance.	
There is then a fair macadam in good condition for 2.2 miles to the	2.2
Petersburg city limits.	

Through Petersburg there is 2.5 miles of bituminous construc-	2.5
tion, then a macadam for 4.5 miles, which is very rough for the most part	4.5

3118.6

and shows heavy travel and poor maintenance.

(forward) miles
3218.6

From this point a top soil sand clay gravel for 10.8 miles is all in pretty fair condition but shows lack of maintenance, and from this point for the next 5 miles to Richmond, are stretches of top soil gravel and macadam, alternately, which are in pretty fair condition but show effects of heavy automobile traffic.

10.8
5.0

This brings us to the bridge at Richmond, from which point to the city hall, about a mile, the less said the better, as it is mostly Belgian blocks.

1.0

Leaving Richmond after dark we got off the right road and came into the bottom land about 30 miles from Fredericksburg, where we floundered around for several hours before finding the right road. If the road were sufficiently wellmarked this could hardly have happened. The distance from the City Hall at Richmond to Fredericksburg is 70.5 miles on the designated highway which runs by Ashland, Coatesville, Chilesburg and Spetsylvania. All but 3 miles of this distance is in fine condition, and provision has been made to put the 3 miles in good condition.

70.5

FROM FREDERICKSBURG, VA, TO WASHINGTON, D.C.
(corrected distance 62.4 miles)

The first 11.7 miles is a nicely constructed top soil gravel in good condition, 2 miles of which is under construction by convict labor at present.

11.7

There is then a good top soil gravel clay for the next 9.8 miles to a point about 3/4 of a mile from Chapawansie Creek.

9.8

From this point on to Dumfries we were informed the road was in

3327.4

an all but impassable condition, and it would be necessary to make a detour to get through at all. We were also informed that the farmers in this section of bottom land are taking advantage of the naturally poor condition of this section of road by keeping it in bad condition purposely, and lying in wait for unwary automobilists.

Upon personal investigation I found this report to be true, as three 2-horse teams were waiting at the first bad mud hole. Examination showed that this mud hole had been covered over carefully with about 1 inch of clean sand and smoothed up waiting for the next machine. One of the men who was waiting at this point informed me that he was employed by the county. People who live near this place, however, informed me that such is not the case. These men are not drawing money from the county for the work (?) they are doing. A movement is on foot in Fredericksburg to raise sufficient funds to improve this low section, which is only about 5.5 miles long.

5.5

From Dumfries there is a very good gravel road for the next 4 miles, and then average country gravel roads, but badly located and insufficiently drained for the next 2.8 miles.

4.0
2.8

From this point the road has been well drained and has a surfacing of top soil, running to sand for 1.7 miles, and from there is a well graded road without surfacing for 2.8 miles to Occoquan Creek.

1.7
2.8

From Occoquan Creek for 2.4 miles there is a loose crushed stone macadam in very fine shape, and from that point top soil gravel in fine condition for an additional .9 mile. From this last point, 1.5 miles of old broken stone and gravel, is pretty rough.

2.4
0.9
1.5

3349.0

(forward) miles
3349.0

The next 11.7 miles is a top soil sand clay gravel in excellent condition, ending at Hunting Creek Bridge, which is probably the best natural material road in the whole route from San Diego to Washington, D.C., with the exception of the roads for a short distance between Salisbury and Greensboro, N.C. 11.7

1.6 through Alexandria to the bridge crossing of the railroad tracks is of fine bituminous construction, but the next 4 miles to the Potomac River along the old stage road of broken stone is very rough, and in very bad condition. 1.6 4.0

An additional 2 miles, from the Potomac River on 14th Street and through Potomac Park, brings us to the U.S. Office of Public Roads building at 14th and Penna. Avenue, the terminal point of the journey. 2.0
3368.3

The total leg distance traveled after leaving the Cabrille Club, San Diego, was 3527.9 miles. This includes many short side trips, and all of the detours which were made to avoid bad places in the road, and does not include, of course, the distance from Texarkana to Arkadelphia, where the car was shipped.

The total distance for the designated routes as traveled is 3368.3; but, allowing for work now under construction or money provided for, is 3247.3 miles. This latter distance is the mileage that should be taken as the total distance along the Southern National Highway, official route, from San Diego to Washington, D.C.

In a report of this kind, based upon a hurried trip across the continent, without survey or detailed study of soil conditions and availability of road building materials, your engineer is firmly convinced that estimates of costs would be the wildest guess work and should not even be attempted.

This much, however, can be said with perfect confidence; there are no difficult engineering problems extant for any part of the route as traveled. All the relocations suggested can be made by any competent highway engineer, and most of them are obvious from even a cursory examination, and need not be long sought for.

500 miles or more of the grading for a 16-foot surfaced highway should not cost over \$500 per mile, and your engineer is of the opinion that no one individual mile would cost over \$6,000, for grading alone; and also, that there is not more than 75 miles altogether that would run over \$5,000 a mile for grading alone.

The question of surfacing cost is an open one subject to the type selected, but it is advanced that fully 500 miles would need as other surfacing material for many years than that to be found immediately alongside the road, even were this highway to receive all the transcontinental traffic.

In conclusion of this report and as to the condition of the road in general, it is the writer's opinion that this route is an open route throughout the year for automobilists and could be traversed with ease during 8 months of the year in its present condition.

When the projected work is completed, which will be about 18 months hence, the entire route could be traveled by almost any car with perfect comfort and security. Excellent stopping places within easy distance of each other are found all along the road, and while automobile supplies and fuel are high at some points along the route, in general the prices average about the same as are found in any part of the country.

Mention should be made of the fact that the only automobile trouble

we had was with tires, due more or less to an unfortunate selection in the first place. We had absolutely no breakdowns or mechanical repairs during the trip, and were only stuck once in the entire journey, and this due to carelessness more than anything else, as we attempted to cross some newly graded sand clay roads without chains. After jacking up and placing chains we came out on our own power. The total distance where chains were necessary on the trip was less than 100 miles. The last 14 miles into Alexandria was made at an average speed of 55 miles per hour with the speedometer reading 63 miles per hour several times.

Had the journey been made one month earlier, at least 2 days could easily have been gained over the running time.

Contrary to general opinion, the so-called deserts of Western Texas, to and across the Imperial Valley, California, are not deserts, but land which will some day be brought under the highest state of cultivation. Especially is this true of the Imperial Valley in California, the Gila River Basin, and the Staked Plains of Western Texas and Eastern New Mexico. Flat and waterless though this country is, it is extremely interesting throughout, very different from the general impression given the railroad tourist from the car windows. The coloring throughout Arizona and New Mexico can only be truthfully reproduced by the impressionistic school of painters.

The Superstition Mountains, Arizona, afford scenery which is only excelled by a few of the celebrated beauty spots of America.

Arkansas, Tennessee, and North Carolina, afford a beautiful scenic route, largely through virgin country, with many miles of forest untouched by man.

Through North Carolina and Virginia, is to be found beautiful

scenery on every hand, and countless places pregnant with historic associations. Particularly is this true of the section from Salisbury to Washington.

It is true that perhaps the relocation of portions of this route would reduce the total distance by several hundred miles, but it should be understood that the route as traveled by your engineer had been designated by the Southern National Highway Association as a feasible highway which could be traveled at the present time without undue hardship or difficulty.

Necessarily under these conditions, the best existing roads from one objective to another were incorporated in this general route. Where there were two roads from one point to another, the road which was in the better condition was chosen, rather than the shorter route.

It might be said that from the information gathered along the line, from practically every county through which we traveled, there is less than 200 miles of the entire distance for which money has not been either appropriated or provided for, or work actually under way, which will place the designated Southern National Highway in fine condition prior to the spring of 1917.

Your engineer would unhesitatingly state that the route, as indicated in this report, might be taken with entire comfort and safety during 1916 at any time between May and October, and possibly a month earlier and later.

An official map of the Southern National Highway is appended hereto, showing in general the route taken on this trip; also state maps showing the route taken in detail.

Respectfully submitted:

B. H. Sumrell
Senior Highway Engineer.

MERCHANTS ASSOCIATION OF SAN DIEGO

608-611 TINKEN BUILDING

SAN DIEGO, CALIFORNIA July 9th 1918.

Mr. Ed Fletcher
City.

Dear Sir:-

Your recent letter in re rights of way in the mountain district along the State Highway to the Imperial County line, was referred to our Good Roads committee and the same, in turn, appealed to the County Board of Supervisors to grant relief desired in the manner you suggested. It is now reported back to us that the Board of Supervisors promises to work in harmony with the highway commission to bring about a speedy completion of the road as may be possible.

In respect to your letter of 5th inst and a set of resolutions enclosed, endorsing the Dixie-Overland Highway, will say that the Board of Directors of this association has passed the resolutions as submitted by you, and letters have gone forward to Congressman Kettner and John S. Bleeker of Columbus Ga, at your request.

Respectfully

Merchants Association of San Diego

W. O. Felt
Secretary.

September 20th, 1919.

Mr. Leland J. Henderson,
Secretary D. O. H. Association,
Columbus, Georgia.

Dear Mr. Henderson:-

Enclosed find clipping, which is self-explanatory,
and may be of interest.

Yours very truly,

EF/LC
Enclosure.

February 27th, 1929.

State Highway Commission of Texas
Austin, Texas.

Gentlemen:

I am anxious to have a map of Texas showing the number of miles of State highways that have been paved in one color, those under construction or soon will be in another color, and roughly the mileage that will be necessary to complete the present State highway system. Also, roughly, how many miles a year are being put into condition.

If there is any expense attached to this, I will be glad to pay.

I want to get out an article on the wonderful achievement of the State of Texas, considering the problems you have to contend with.

Any information on this subject will be greatly appreciated.

Yours very truly,

EF:CMF

E. M. Williams

GENERAL CONTRACTOR

Rooms 1-2 Williams Building

Monroe, Ga.

April 18, 1929.

PRESIDENT WALTON COUNTY FAIR ASSOCIATION
PRESIDENT FARMERS MUTUAL FIRE INSURANCE ASS'N.
PRESIDENT MONROE HOTEL COMPANY

PRESIDENT STONE MOUNTAIN ROUTE HIGHWAY ASS'N.
SECRETARY AND TREASURER WALTON COUNTY N. F. L. A.
SENATOR ELECT 27 DISTRICT

Mr. Ed. Fletcher,
San Diego, Calif.

My Dear Sir:-

I am writing you in the interest of one of our leaders on road matters in Georgia, Hon. Orrin Roberts, Monroe, Georgia, asking that you support him as President of the National Bankhead Highway Association, which meets in Memphis on April 30th.

A Delegation from here will join the Motorcade as it passes this way, and we will try to see you in person about this matter, but we would like to have you write us a letter advising that you will support Hon. Roberts as the Hon. W. C. Adamson, of Carrollton, Georgia, died before his term was out, and it seems to us that we should have another Georgian serving in this capacity.

Hope to see you in Memphis.

Respectfully,

E. M. Williams
E. M. Williams,

EMW/ELL

Handwritten notes:
Orrin Roberts
April 30th
Memphis

April 23rd, 1929.

Mr. E. M. Williams
Rooms 1-2 Williams Building
Monroe, Ga.

Dear Mr. Williams:

I wish to acknowledge your letter of April 18th and
to tell you that I will do everything I can for you
in the interests of good roads.

Yours very truly,

EF:CMF

August Second,
1930

Chamber of Commerce,
Meridian,
Miss.

Attention Mr. H. S. Howard, Secy. Mer.

My dear Mr. Howard:

I am glad to hear from you under date of July twenty-
eighth.

I am going to the bat to stimulate an interest in
the completion of our paved highway from ocean to
ocean. We all have our problems but we are over-
coming them gradually.

Every foot of the road from here to the Mississippi
River over U. S. No. 80 or "D O H" is graded or
paved, all bridges in and within two years and
a half every foot of it is going to be paved.

Please give me the following information.

How many miles of No. 80 is in Mississippi?
How many miles are paved, how many unpaved and
that which is not paved, is it graded and/or
is it financed for paving?

I am getting out a bulletin stating the condition
of U. S. No. 80 all the way across the continent
and would like any additional data that you can furnish.

I would also like a couple of pictures that I can
use for reproduction purposes. Any information you
can give me will be appreciated.

With kind personal regards,

Sincerely yours,

EF:ASK

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J. A. LACOUR



CHAMBER OF COMMERCE

GROUND FLOOR MIAZZA-WOODS BUILDING

MERIDIAN, MISS.

Aug. 6th, 1930

Col. Ed Fletcher,
1020 Ninth Street,
San Diego, California.

Dear Col. Fletcher:

Your letter, addressed to Mr. Howard, has just been received. Since he is out of the city I will try to give you the information wanted, for you may be wanting it right away.

Have found out there are 160 miles of No. 80 in Mississippi, all of which is graveled, except a few miles between Newton and Forest, Mississippi, which is under construction at present. The bridge at Eppes has been completed, which saves ferrying, as of old.

Have been unable to secure any pictures, as the highway department has none.

Any time this office can serve you, it is only a pleasure.

Yours very truly,

M. L. Brahan

M. L. BRAHAN,
Asst. Secretary-Manager

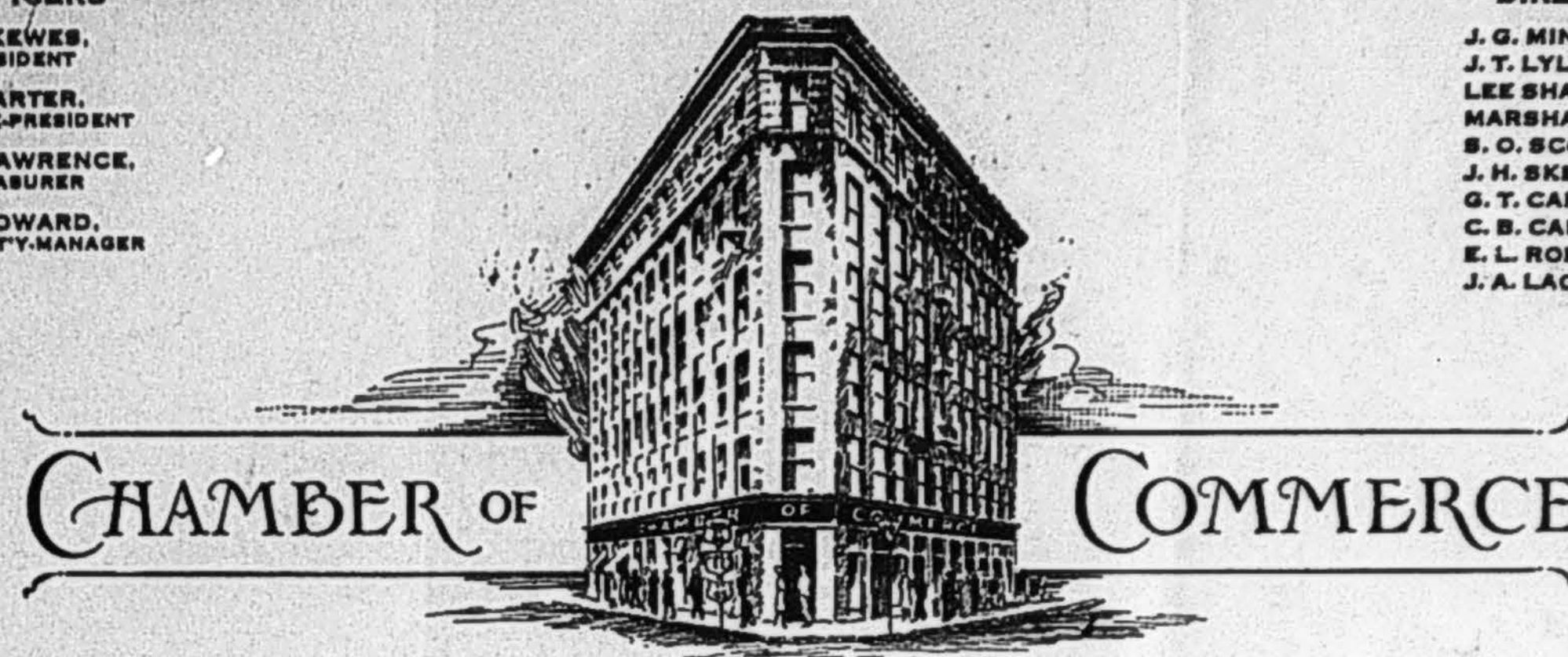
HSH:B.

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CHAMBER OF COMMERCE

GROUND FLOOR MIAZZA-WOODS BUILDING

MERIDIAN, MISS.

July 28th, 1930

Colonel Ed Fletcher,
1020 Ninth Street,
San Diego, California.

Dear Colonel Fletcher:

Your letter, addressed to Mr. J. Henry Harris, Secretary Mississippi Travelers Association, has been referred to the writer, who happens to be the chairman of the Good Roads Committee, for a reply.

That part of United States Highway No. 80 through Newton and part of Scott county is the only part of this highway now in Mississippi that is not paved.

I note what you have to say with reference to a letter from the Demopolis Chamber of Commerce about No. 80. I recently attended a meeting of highway enthusiasts at Selma, Alabama, who formulated plans to immediately bring all pressure to bear on the Alabama Highway Department for an early construction of this road.

With cordial good wishes, and, assuring you that it is a pleasure to be of any assistance possible to "B O H", I am,

Sincerely yours,

V. P. D O X
Secretary-Manager

HSH:B.

2-49-30
H. S. Howard



LOUISIANA HIGHWAY COMMISSION
BATON ROUGE

August 8, 1930

IN REPLY PLEASE REFER TO
FILE NO.

Col. Ed. Fletcher,
1020 Ninth Street,
San Diego, Cal.

Dear Colonel Fletcher:

In reply to your letter of August 2, I am giving you the mileage on U. S. 80 in Louisiana. It is approximately 188 miles from the Texas State Line to the Mississippi State Line. All of this is paved, excepting about 16 miles, and out of this 16 miles, 9 miles are under contract. The greater part, in fact nearly the entire length is paved with concrete.

Between Shreveport and Texas Line, there are several types of black top which was laid a number of years ago and ~~is~~ still good.

Under separate cover, I am sending you a few snap shots showing the latest construction that we have done on this route.

Yours very truly,

LOUISIANA HIGHWAY COMMISSION

R. L. Menuet
R. L. MENUET,
STATISTICIAN

RLM:mdw

HARVEY GRANGER
PRESIDENT
HARVEY GRANGER, JR.
VICE-PRESIDENT

CHATHAM LAND & HOTEL CO.

REALTORS
SAVANNAH, GEORGIA
TELEPHONE 3-2384
August 26, 1930

DEVELOPERS
OF
CHATHAM CRESCENT

Colonel Ed. Fletcher,
1020 Ninth Street,
San Diego, California.

Dear Colonel Fletcher:-

Yours of the 2nd instance, to the Savannah Motor Club asking for information in connection with the United States line 80 through Georgia has been referred to me, as Chairman of the Executive Committee.

We are now at work actually laying a hard surface on about thirty miles of 80 between Savannah and Macon, and quiet a stretch between Columbus and Macon. The Highway is already graded and ready for paving from Columbus through Macon, Dublin, Swainsboro, Statesboro to Savannah, and we are assured by the Highway Department that this line will be completely hard surfaced during 1931. We have every assurance of the Southern line branch of #80-S from Columbus to Savannah, to be known as 80-S more direct than the present 80 through Cusseta, Richland, Americus, Cordele, Lyons to Savannah, giving the traveling public an option upon arriving at Columbus from the West, two lines from the Coast. For your information I might state that the United States 80 has been extended from Savannah to Tybee Island on the Ocean, eighteen miles from Savannah over what is known as Victory Drive, fourteen miles of Palm Avenue bordered with Olanders and is a beautiful sight to behold all the way from Savannah to the Sea. This section of the Highway has already been paved on a hard surface basis, and is now in splendid condition. I feel very sure in advising you that by the latter part of 1931 or early in 1932 the United States 80S will be completed across the State of Georgia, the entire distance and that the Southern Branch will be completed in 1932-1933.

Kind personal regards, I am

Yours truly,

Harvey Granger
Harvey Granger,
President,

Bullitt
HG:SR/EH

THE CHAMBER OF COMMERCE

OF THE

"Twin Cities of The Ouachita"

MONROE AND WEST MONROE

MONROE, LOUISIANA

October 6th, 1930.

Mr. Ed Fletcher,
1020 - 9th Street
San Diego, California.

Dear Mr. Fletcher:

We are sending you under separate cover to-day a copy of the Monroe Morning Post of October 5th. This is a re-write from the mimeograph information you sent us several days ago.

Please be advised that U. S. Highway 80 from Jackson, Mississippi to Vicksburg, to Monroe, to Shreveport, is now completely paved. With the exception of about five miles you can go across the State of Louisiana from east to west on an excellent eighteen foot concrete slab.

Your second paragraph is in a measure true, but in ninety percent of the highway filling stations, both ladies and gents toilets are provided.

We shall be glad to have a letter from you whenever there is anything interesting regarding U. S. Highway 80.

With kindest regards, I am,

Yours very truly,

Secretary

SHM/s

Booklet to you under separate cover also

DALLAS CHAMBER OF COMMERCE

DIRECTORS

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	R. W. VAN VALKENBURGH		



R. A. THOMPSON
CONSULTING HIGHWAY ENGINEER

DALLAS, TEXAS

October 6, 1930

Mr. Ed Fletcher
1020 Ninth Street
San Diego, California

Dear Mr. Fletcher:

We beg to acknowledge receipt of your letter of September 25th enclosing copy of publication issued by the U. S. Department of Agriculture, describing U. S. Highways 80 and 90, their history and the very interesting country through which they pass.

This is indeed a very interesting publication and particularly to Texans whose state contains a very considerable mileage of each highway.

In a few weeks at most U. S. Highway No. 80 will be completely paved with hard surface concrete or asphalt across Texas from the Louisiana border to the Rio Grande crossing north of El Paso.

While all of No. 90 is not yet paved, the greater part of it is now hard-surfaced and plans are under way for early completion of the remainder.

Perhaps you may not so recall, but I had the pleasure of meeting you upon several occasions in San Diego and San Francisco in 1911-13, while I was Chief Engineer of the California Railroad Commission, and you were deeply involved in promoting the growth and development of your beautiful city. I have been pleased to note from time to time that you have continued to be employed in this great work and that much success has crowned your efforts.

With best regards, and thanking you for your kindness,

Very truly yours,

R. A. Thompson

Consulting Highway Engineer



Shreveport Motor Club

608 SLATTERY BUILDING

SHREVEPORT, LOUISIANA

November 26, 1930

PHONE 6119



THE STATE OF TEXAS STATE HIGHWAY DEPARTMENT

AUSTIN

Sept. 16, 1930

STATE HIGHWAY COMMISSION
R. S. STERLING
CHAIRMAN
CONE JOHNSON
W. R. ELY
COMMISSIONERS
GIBB GILCHRIST
STATE HIGHWAY ENGINEER

IN YOUR REPLY PLEASE

REFER TO FILE NO. D-3

DESK NO. _____

Mr. Ed Fletcher
1020 Ninth Street
San Diego, California

Dear Mr. Fletcher:

This is in answer to your letter of November 17, regarding US-80 across Louisiana. US-80 from the Texas line to the Mississippi River is all concrete with the exception of eight miles of good gravel near Rayville, Louisiana. This stretch of gravel will be concrete within two or three months.

We have written to the Vicksburg Bridge and Terminal Company, requesting them to send you a picture of the Vicksburg bridge. Under separate cover, we are mailing you several pictures of Shreveport, for you to select the ones you can use. Please return these pictures to us as soon as they have served your purpose.

We will appreciate receiving a copy of this feature story when published.

Very truly yours,

SHREVEPORT MOTOR CLUB

Marjorie Tucker
Manager

Maintenance

Highway Log

Mr. H. H. Gardner,
703 North 11th St.,
Waco, Texas.

Dear Sir:-

In response to your letter of recent date, I am enclosing herewith a copy of our log of U.S. Highway No. 80 from the Louisiana-Texas State Line to El Paso.

Yours very truly,

Gibb Gilchrist,
State Highway Engineer.

By: *J. B. Early*

J. B. Early,
Maintenance Engineer.

ZJ/FS
Encl. ✓

LOG OF HIGHWAY NUMBER FIFTEEN

FROM	TO	TYPE	DISTANCE
Texas-La State Line	City limits of Marshall	Double Surface Treat.	20.59
City of Marshall	-----	-----	3.06
End city limits Marshall	Harrison-Gregg Co. Line	Single Surface Treat.	19.30
Gregg-Harrison Co. Line	End of State Maintenance	Double Surface Treat.	1.60
City of Longview	-----	-----	1.55
City of Longview	Gregg-Upshur Co. Line	Double Surface Treat.	13.75
Upshur-Gregg Co. Line	Upshur-Wood County Line	Iron Ore Gravel	14.90
Upshur-Wood Co. Line	Beg. of 2 course asphalt	Iron Ore Gravel	17.00
Beg. of Two Course Asphalt	End State Maint.- Mineola	Double Surface Treat.	4.95
City of Mineola	-----	-----	.10
End of City Pavement-Mineola	Ends at City Limits	Double Surface Treatment	.85
Beg. at end of city limits	Wood-Smith Co. Line	Single Surface Treat.	4.43
Smith-Wood County Line	Smith-Van Zandt Co. Line	Unimproved	1.58
Van Zandt-Smith Co. Line	Beg. of concrete in Grand Saline	Sand Clay	7.80
Beg. concrete in Grand Saline	End of 18' concrete	Concrete pavement-reinforced	.40
End 18' concrete	End 8' concrete-beg. sand clay	Double Surface Treat.	5.50
End 9' concrete	In city of Wills Point	Sand Clay	12.60
In City of Wills Point	Van Zandt-Kaufman Co. Line	Gravel	4.00
Kaufman-Van Zandt Co. Line	East City Limits of Terrell	Concrete pavement	11.55

145.51

FROM	TO	TYPE	DISTANCE
City Limits of Terrell	-----	-----	1.70
W. City Limits of Terrell	Kaufman-Forney Road Junction	Concrete Pavement	9.65
Kaufman-Forney Road Junction	Kaufman-Dallas Co. Line	Unimproved	5.10
Dallas-Kaufman County Line	E. overflow line-Mesquite Creek	Concrete pavement	2.90
E. Overflow line-Mesquite Creek	W. overflow line-Mesquite Creek	Gravel	0.45
W. overflow line-Mesquite Creek	W. limits of Mesquite	Concrete Pavement	2.15
W. limits of Mesquite	E city limits of Dallas	Double Surface Treat.	9.60

HIGHWAY NUMBER ONE

City Limits of Dallas	-----	-----	9.80
East City Limits-Dallas	Dallas-Tarrant Co. Line	Concrete Pavement	11.65
Dallas-Tarrant Co. Line	End of Concrete	Concrete Pavement	3.85
End 60' R.W. East City Limits of Arlington	End of 34' R.W.	Concrete Pavement	1.10
End of 34' R.W.	End Concrete	Concrete Pavement	1.20
End of Concrete	E. City Limits- Ft. Worth	Asphalt Macadam	7.21
City Limits of Fort Worth	-----	-----	11.05
East City Limits-Ft. Worth	#10 & #1 Jet. Boaz	Single Surface Treat.	1.52
Jet. 10 & 1 Boaz Cor.	Parker-Tarrant Co. Line	Rock Asphalt	7.28
Parker-Tarrant Co. Line	End Hot Mix Asphalt	Rock Asphalt	6.05
End Hot Mix Asphalt	Beginning H.Mix Asphalt	Asphaltic Concrete	.33

145.51

92.79

238.30

***	FROM	TO	TYPE	DISTANCE
	Hot Mix Rock Asphalt	E. City Limits Weatherford	Rock Asphalt	9.54
	City Limits Weatherford	-----	-----	1.71
	West City limits Weatherford	Parker- Palo Pinto Co. Line	Double Surface Treatment	17.68
	Parker-Palo Pinto Co. Line	East City Limits-Mineral Wells	Brick on Macadam	4.25
	City Limits Mineral Wells	-----	-----	1.84
	West City Limits-Mineral Wells	West End Palo Pinto Creek Bridge	Asphaltic Concrete	32.68
	West end Palo Pinto Creek Bridge	East end business district-Strawn	Brick on Macadam	0.57
	East end business dist-Strawn	T.P.Crossing	Brick on Macadam	0.15
	T.P.Crossing	Palo Pinto-Eastland Co. Line	Brick on Macadam	2.80
	Palo Pinto-Eastland Co. Line	W.F.R. & F.W.Ry. in Ranger	Asphaltic Concrete	11.80
	City limits of Ranger	-----	-----	0.50
	West end of City pavement-Ranger	East end city pavement- Eastland	Brick on Macadam	10.30
	City limits of Eastland	-----	-----	0.50
	West end City pavement-Eastland	East end city pavement at M.K.& T. Cisco	Brick on Macadam	9.70
	City limits of Cisco	-----	-----	1.25
	West end city pavement, M.K.& T. Cisco	Eastland-Callahan Co. Line	Asphaltic Concrete	7.80
	Eastland-Callahan Co. Line	Beg. of Cono. pavement at Baird Court House	Asphalt Macadam	17.44
	Beg. Cono. pavement Baird C. H.	Beg. Asph.pav. 1 blk S. Baird	Concrete pavement	0.08
	Beg. Asphalt pavement 1 blk. S Baird	Callahan-Taylor Co. Line	Asphalt Macadam	14.71
	Callahan-Taylor Co. Line	End of Cono. city limits-Abilene	Concrete pavement	5.74

238.50
151.04
389.54

FROM	TO	TYPE	DISTANCE
City Limits of Abilene	-----	-----	2.52
West city limits-Abilene	Start of Brick pavement-Merkel	Concrete Pavement	17.23
Start of Brick pavement- Merkel	End of brick pavement-Merkel	Brick	.23
End of brick pavement-Merkel	Taylor-Nolan Co. Line	Concrete Pavement	8.66
Taylor-Nolan Co. Line	End Conc. pavement-Sweetwater	Concrete Pavement	15.51
City limits-Sweetwater	-----	-----	1.10
End city pavement-Sweetwater	Start of brick pavement-Roscoe	Asphalt Macadam	7.35
City Limits of Roscoe	-----	-----	.22
End of brick pavement-Roscoe	Nolan-Mitchell County line	Asphalt Macadam	7.87
Nolan-Mitchell Co. Line	Asph. Pav. at Lone Wolf Creek	Gravel	13.34
Asph. Pav. at Lone Wolf Creek	Start of 70' city pavement E. of Colorado City	Asphaltic Concrete	.10
City limits of Colorado City	-----	-----	.10
End of 80' City pavement N of Colorado City	E. end of Bridge over Colorado River	Asphaltic Concrete	.10
E. end of bridge over Colorado R.	0.3 mi W of Westbrook	Gravel	11.53
0.3 mi W of Westbrook	Mitchell-Howard Co. Line	Gravel	9.573
Mitchell-Howard Co. Line	Start of Conc. pavement Big Springs	Single Surface Treatment	20.66
City limits Big Springs	-----	-----	.64
End of Conc. pav. Big Springs	Howard-Martin Co. Line	Single Surface Treatment	14.60
Howard-Martin Co. Line-	Martin-Midland Co. Line	Single Surface Treatment	13.20
Martin-Midland Co. Line	E. city limits of Midland	Single Surface Treatment	10.80
City limits of Midland	-----	-----	2.30

389.54
157.43
546.97

FROM	TO	TYPE	DISTANCE
1.30 mi W of Court H.-Midland	Midland-Ector Co. Line	Single Surface Treat.	13.81
Midland-Ector Co. Line	E. City Limits Odessa	Single Surface Treatment	5.30
E city limits Odessa	W. city limits Odessa	Single Surface Treatment	1.70
W city limits Odessa	Ector-Crane Co. Line	Single Surface Treat.	25.99
Ector-Crane Co. Line	Crane-Ward Co. Line	Single Surface Treatment	1.46
Crane-Ward Co. Line	5 mi West Pyote	Single Surface Treatment	27.16
5 mi West Pyote	Barstow	Single Surface Treatment	21.13
Barstow	Ward-Reeves Co. Line	Double Surface Treatment	4.62
Ward-Reeves Co. Line	Approx. 4 mi west of Hermosa	Double Surface Treatment	13.19
Approx. 4 mi W Hermosa	Reeves-Jeff Davis Co. Line	Double Surface Treatment	31.25
Reeves-Jeff Davis Co. Line	Jeff Davis-Culberson Co. Line	Double Surface Treatment	7.22
Jefferson-Culberson Co. Line	Culberson-Hudspeth Co. Line	Gravel	45.50
Culberson-Hudspeth Co. Line	3.30 mi W of Allamore	Gravel	9.03
3.30 mi W of Allamore	4.60 mi W of Sierra Blanca	Single Surface Treatment	23.30
4.60 mi W of Sierra Blanca	2.10 mi W of Small Water Tank-	Gravel	11.20
2.10 mi W of Small Water Tank	Finlay	Single Surface Treatment	3.40
Finlay	1.2 mi W of R.R. Crossing	Gravel	1.60
1.2 mi W of R.R. Crossing	6.3 mi W of R.R. Crossing	Single Surface Treatment	5.10
6.3 mi W of R.R. Crossing-Finlay	McNary Bridge	Gravel	3.976
McNary Bridge	Hudspeth-El Paso Co. Line	Concrete pavement	15.764
Hudspeth-El Paso Co. Line	Fabens	Concrete pavement	12.61

546.973
274.310
821.283

FROM	TO	TYPE	DISTANCE
Fabens	1 mi E of Ysleta	Asphaltic Concrete	15.29
1 mi E of Ysleta	Franklin Canal	Asphalt Concrete	0.65
Franklin	West side of Ysleta	Asphaltic Concrete	1.32
West Ysleta	E city limits El Paso	Asphaltic Concrete	7.80
City Limits El Paso	-----	-----	5.33
W. city limits- El Paso	Intersection of old No. 1	Asphaltic Concrete	7.35
Intersection of old No. 1	New Mexico-Texas State Line	Concrete Pavement	11.10

821.283
48.84

8701.23

VICKSBURG BRIDGE AND TERMINAL COMPANY

BOX 338

VICKSBURG, MISSISSIPPI

Aug. 26th. 1930.

Col. Ed Fletcher,
Highway U. S. #80,
1020 Ninth Street,
San Diego, Cal.

Dear Sir:

While in Shreveport, La., a few days ago the writer was advised by Miss Tucker, who has charge of the routing bureau in the Shreveport C of C., that you wanted a photograph of the Vicksburg Bridge. We took the liberty of mailing you a nice photograph of this bridge a few days ago and hope that it reaches you in good condition.

We understand that you have taken a great interest in Highway U. S. 80 as an all year all weather route from coast to coast and in this connection if we can be of any assistance to you we shall be very glad to do so.

As you probably know the Vicksburg Bridge opened for highway traffic on last April 28th., and for railway traffic on May 1st. For your information the traffic across this bridge has made a steady increase each month since that date. We are this month handling across the Miss. River here in both directions an average of 420 automobiles per day and each of these automobiles handles an average of five passengers other than the driver.

The road conditions have improved very materially both on Louisiana and Mississippi during the past three months. At the present time there are only three short detours on highway No. 80 between Vicksburg and Shreveport, La., viz: 7 miles between the bridge and Mounds, La., where the last lap of concrete is being poured; 24 miles between Rayville, La., and Monroe, La., where a large bridge is being constructed. This 24 miles is all over an old gravel road and good any kind of weather. 17 miles between Gibbsland and Minden, La. which is not good during wet weather. However during wet weather this can be made a little longer and over gravel roads.

The balance of this road between Vicksburg and Shreveport is all concrete and an excellent road.

If at any time we can be of service to you kindly call upon us.

Very truly yours,

Sam P. Price
Superintendent.

PAVED HIGHWAYS
SAFETY WORK
FAIR LAWS
BEAUTIFICATION
AIR MARKING HIGHWAYS
EMERGENCY SERVICE
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GEORGIA STATE AUTOMOBILE ASSOCIATION

AFFILIATED WITH THE AMERICAN AUTOMOBILE ASSOCIATION

502 CHAMBER OF COMMERCE BLDG.

ATLANTA, GEORGIA

Oct. 7, 1930

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PHONE JACKSON 3789

Mr. Ed. Fletcher,
San Diego, Calif.

Dear Mr. Fletcher:

I have been waiting on Alabama for the information you requested regarding the Dixie Overland Highway in that State but so far it has not come.

The situation in Georgia is this. U. S. 80 is about 290 miles long, of this 90 miles is paved, 90 miles is top soil and 50 miles is graded, leaving 50 miles of county made roads. The paving is thirteen miles beginning at Savannah; 9.76 miles Graymont to Swainsboro; 13.3 miles beginning at Dublin and running east; 6.2 miles beginning at Macon and running East and 12.8 miles beginning at Macon and running West; 17.71 miles beginning at Columbus and running East.

From Dudley, a small town 10.8 miles West of Dublin to Savannah the Dixie Overland Highway follows U. S. No. 80; from Dudley it follows State route 26 through Hawkinsville, Montezuma to Columbus. Of this stretch there is 1.97 miles paved between Montezuma and Oglethorpe and 17.55 miles paved between Cusseta and Columbus.

By route 26 the distance from Columbus to Savannah is about 280 miles and of it 72 miles is paved. There is nine miles of grading beginning at Ellaville running West and about 10 miles of top soil road beginning at the county line between Laurens and Bleckley and running west toward Cochran.

The remainder of this stretch - State Route 26 - between Dudley and Columbus is county road. I recently attended a hearing before the State Highway Commission which provided for the permanent survey and location of State route 26 between Dudley and Columbus with a view of grading and later paving.

This last is the road you went over from Columbus to Savannah. Just as soon as I hear from the Alabama Highway Department will send you similar information with regard to that part of the

PLATFORM

The Georgia State Automobile Association is affiliated with the American Automobile Association, and is a civic organization performing special services for A. A. A. members in its territory.

It's Civic Platform provides for:

SAFETY. The creation of a Federal Commission to study highway accidents and formulate policy for the solution of the safety problem; extension of safety education in the schools and of the school boy patrol; the adoption of the safety responsibility law in Georgia.

HIGHWAYS. The increase of Federal Aid from \$75,000,000 to \$125,000,000 annually; construction and maintenance of highways through and across unappropriated lands and Indian reservations; the building of approach roads to the National Parks; the building of roads for the protection of the National forests from fires; highway beautification; express motor ways; highway widening and planning; the support of a plan to complete the paving of Georgia State highways within the shortest period consistent with sound engineering principles.

MOTOR VEHICLE TAXATION. The development of a formula for equitable motor vehicle taxation; cooperation with the Real Estate Boards of the State and the Tax Equalization Committee in tax matters affecting the motor owners; the adoption of the Sealtag license plate by Georgia as a means of increasing the revenue of the state and reducing automobile theft; support of the policy that all gas and automobile taxes levied should be used for construction, improvement and maintenance of the State highways, because—in the period 1921-1930, motor vehicle levies in the U. S. from gas taxes and license fees have increased 509.6 percent as compared with an increase of 150 percent in motor vehicle registration, and 150.3 percent in expenditures for highways; under sixteen different forms, the taxes of the car owners are being pyramided from year to year; the average levy upon automobiles in all the States is \$39.37 each, while in Georgia the average is \$48.12 per year; the revenue of the state is \$33,000,000, of that \$17,270,508 is collected in automobile property, license,

and gasoline taxes; Georgia automobile owners pay \$28.49 per year per car in gas taxes amounting to \$10,225,303.45, of that one-sixth goes to the counties and another one-sixth goes to the schools. (The Directors of the Association adopted a resolution August 15th, 1930, opposing any further diversion of the automobile taxes, opposing—as more costly—any change in the present plan of handling the automobile license tags, and calling the above facts to the earnest attention of the automobile owners of Georgia.)

TRAVEL. Creation of an International Park and Forest in Canada and the United States; maintenance of National Park standards, and the development of parking facilities in National and State Parks; the promotion of motor travel to and in Georgia; the marking of the highways for air plane travel, and the establishment of air plane landing fields in Georgia.

ORGANIZATION. Formation of Aeronautic, Beautification, Emergency Road, Historical Markings, Legislative, Membership, Publicity, Safety Education, Touring, and Waterway Committees in each of the 140 odd counties of its territory; cooperation of the directors, branches, service stations and members in securing extension of the membership, service and civic activities of the Georgia State Automobile Association.

Successful civic leaders, as Directors and Officers, serve without pay, because the G. S. A. A. is a co-operative, non-political organization incorporated without capital stock, owned by its membership, devoting its revenue to improvement of motoring conditions and to the service of A. A. A. members in Georgia.

Its personal member service includes:

PERSONAL SERVICE: Emergency road service, all inclusive touring information, A. A. A. car emblem, card bond, stolen car reward, legal service, telegraphic charge service, reduction in magazine subscription, the right to accident insurance group and earnings on car insurance, service of 1,000 affiliated clubs, and membership in the American Automobile Association. Responsible white automobile owners are eligible to membership upon payment of \$2.50 joining fee and \$10.00 dues for one year.

Mr. Fletcher - #2

road which is U. S. 80 in Alabama.

I thank you for the clipping, for your letter and the information regarding the Dixie Overland Highway - San Diego to Alabama line.

With all good wishes, I am

Cordially yours,

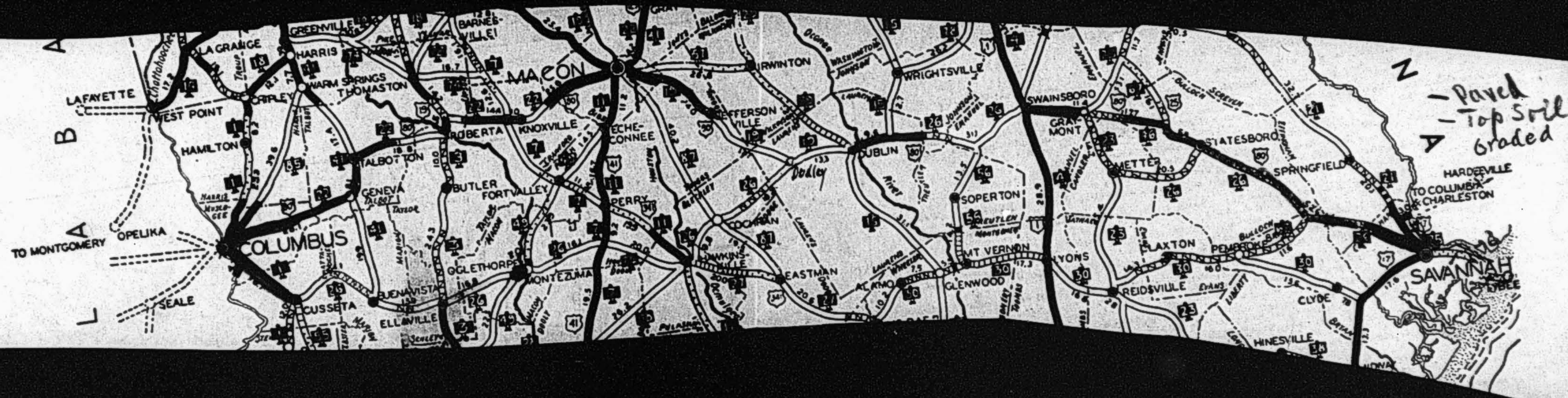
GEORGIA STATE AUTOMOBILE ASSOCIATION

Leland Henderson
Secretary.

LJH/VJ

P.S. Under another cover I am sending you a copy of our magazine.

L.J.H.



Chamber of Commerce

and Associates in Savannah and the Southeast

SAVANNAH, GEORGIA

Feb. 25, 1931.

Colonel Ed. Fletcher,
San Diego, Cal.

My dear Colonel:

I am in receipt of your wire in connection with forwarding you pictures of the Dixie Overland Highway, now U. S. 80, from San Diego to Savannah, which has been extended to Savannah Beach, sixteen miles from Savannah to the Atlantic.

I am enclosing you two scenes on U. S. 80, now designated locally as Victory Drive, one scene showing the beautiful avenue of palms the entire distance of sixteen miles on U.S. 80 from Savannah to the Atlantic, which is the terminus of this highway. Also one of the beautiful oak groves that this highway passes through. I am also enclosing you a photograph of Forsyth Park, one of the most beautiful parks in the United States, another showing the entrance into Savannah of U. S. 17, known as Coastal Highway from the East to Savannah into Florida. This viaduct is approximately 3700 feet long being the longest in the Southern States, making a magnificent entrance into Savannah from the East.

These last two could be featured in your magazine issue along with the Dixie Overland Highway photographs covering U. S. 80.

We are getting these off to-night by airmail as requested.

With kind personal regards, I am

Yours very truly,

Harvey Granger
Chairman, Good Roads Committee,
Chamber of Commerce of Savannah.

hg/b

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"WE BELIEVE IN SELMA AND CENTRAL ALABAMA"
WHERE THE SUNSHINE SPENDS THE WINTER

SELMA, ALA.

August 12th, 1930.

Col. Ed Fletcher, President,
Dixie Overland Highway Ass'n.,
San Diego, California.

Dear Col. Fletcher:

At the request of Mr. Percy Coleman of Demopolis, President of the Ala. Division of the Dixie Overland Highway Association, I am giving you the following report on U. S. Road #80 through Alabama.

1. Miles of paved highway completed on U. S. No. 80.- 52.42
2. Miles graded. 26.14 graded; 116.66 Gravel; 12.62 Sand Clay.
3. Miles not graded. 20 miles
4. Miles yet to be paved. 170.42 miles.
5. Amount of it financed. None.

I feel sure that with the efforts that Mr. Coleman is making personally and through this organization, we are going to get this road paved in the very near future. It will be passable all the year around from now on.

Very sincerely yours,

Hunt Frasier
Hunt Frasier, Secretary,
ALA. DIV., DIXIE OVERLAND
PAVED HIGHWAY ASSOCIATION

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Chamber of Commerce

DEMOPOLIS, ALABAMA
August 5, 1930.

Colonel Ed. Fletcher, President,
Dixie Overland Highway Ass'n.,
San Diego, California.

Dear Colonel Fletcher:

I am indeed very grateful for your hearty and effective cooperation in the sending of so many telegrams to the Governor of Alabama on Monday, August 4th. I have a copy of your splendid message to the Governor and would like to have a copy, if possible, of the telegrams sent by each Governor, - as I believe I can use them very effectively in perfecting our organization right in Alabama. It was my privilege yesterday to head a large delegation, of the Association of which I am President, with many of my vice-presidents. We soon saw the Governor and the Highway Commission, who sat jointly in this meeting, were not only committed but sold on completing the Bee Line Highway - which comes from Chicago thru Alabama to Florida, from north to south. As is the case, politics played quite a part in this as the road passes thru the thickly populated Tennessee River Valley of Alabama, thru the southeastern Wiregrass Section of Alabama, - the two points that elected Governor Graves to the position he now holds.

I presented in my appeal to the Governor and the Commission, first, the Resolution, copy of which was sent you, as passed unanimously by the Alabama Department of the American Legion, - showing him that the Veterans of Alabama from the Tennessee Valley on the north to the Gulf on the south saw the necessity of such preparedness thru a military highway located such as U. S. #80 is; and not a dissenting vote was heard when this resolution was presented by a Colonel of the World War, who resides on the Old Spanish Trail.

I submitted to the Governor that so interested were my people of West Alabama in the completion of this great highway, that you have fathered and given so much of your time and funds, that we donated to the State and Federal Government the amount of \$41,000.00 for the Memorial Bridge across the Tombigbee River on this highway at Moscow Ferry, Alabama, and gave \$10,000.00 of Demopolis funds by donation to 2 miles of concrete leading east on #80 out of Demopolis. The Bridge at Moscow, as you know, was dedicated by the Highway Department of Alabama to the soldiers of the World War serving from Marengo County and from Sumter County, Alabama, on either bank of this River. The idea came to me, and I submit it to you and want your criticism and your idea, - I presented to the Governor and his Commission yesterday that he join with us and make this road a permanent, concrete, lasting monument and memorial to the World War Veterans and dedicate it to them as such, - and I will say by way of parenthesis that he is the first legionnaire governor that I know of to have been elected a governor of any State in the United States, and he served with distinction in the Spanish American War and the World War. We thought it appropriate for him to lead out on this project and assist us in getting Governors of each State and Legion Departments of each State to endorse the plan to have the Federal Government appropriate

Page #2 -

funds to build this - your - highway, - of concrete, - from ocean to ocean, - at the very earliest time possible. And when it is completed dedicate it to those great heroes of the World War to be a monument that will serve the people in a commercial way in time of peace and as a means of rapid transportation for soldiers from ocean to ocean in the event of War. Located as it is, I see no reason why it should not meet with the ready approval, and I want to say that Governor Bibb Graves seemed very much affected by the proposal, as anything pertaining to the soldiers of the World War meets an immediate response at all times from him. As a matter of fact, after the hearing, he said to me in the rotunda of the Capitol that he had been thinking of this proposition that I had suggested and believed that it would go over big.

Paved

Do you not think that we should organize in each State a Dixie Overland Highway Association, such as we have here, with you as President to get behind the Legionnaires thru the several States thru which this road passes, and we to support the Legion to the limit of our ability and they to give the movement all the force at their command since a proposed military highway of this kind is in such full accord with their national preparedness program? My idea of making this suggestion is that the idea of the military highway featured by the American Legion eliminates any political or local prejudice of any kind.

In Alabama, it so happens that two of our live representatives to Congress were officers in the World War, and the Dixie Overland Highway passes thru their Districts. The Junior Senator from Alabama is a veteran of the World War and a Legionnaire. I dare say that the same condition exists along the entire route to some extent.

I do not want to do anything that would not meet with your hearty approval, but wish to assure you that I will cooperate and take your opinion on any matters pertaining to the completion of this highway. Please let me know your ideas and wishes.

In answer to your request for information on how many miles are paved, etc. on #80, will say that I am requesting the Secretary of the Alabama Division of the Paved Dixie Overland Highway, Mr. H. H. Frasier, of Selma, Alabama, to write the different Highway Departments of the States of Georgia, Alabama, Mississippi and Georgia to give not only this information but the names of the officials. We had assurance from Louisiana on that their Governors would wire Governor Graves previous to the Monday meeting. As soon as the road information is received, it will be passed on to you.

Again thanking you for your wonderful cooperation, I am

Sincerely yours,


P. G. Coleman, President,
Ala. Div. of the Paved Dixie Overland Highway Ass'n.

C.D

MISS CAROL DUFEU,
SECRETARY-TREASURER

VICE PRESIDENTS

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Chamber of Commerce

DEMOPOLIS, ALABAMA

September 1, 1930.

Colonel Ed. Fletcher,
San Diego, Calif.

Dear Colonel Fletcher:

This is to acknowledge receipt of your letter of August 26th, enclosing copy of letter from your friend Mr. Thomas H. McDonald, Chief of Bureau of Public Roads, Washington.

Mr. Coleman was very glad indeed to receive this letter as he was just on the verge of leaving for Livingston, Alabama, to appear before the Board of Revenue of Sumter County, Alabama, in an effort to induce them to appropriate funds with which to match State and Federal Funds with which to pave that portion of the Dixie Overland Highway that lies in Sumter County, - from the Memorial Bridge over the Tombigbee River which divides Sumter and Marengo Counties, Alabama. Mr. Coleman expects to appear before the Boards of Revenue of several other counties immediately, and will report to you very shortly what the prospects are.

You will find enclosed copies of reports sent us by Mr. H. H. Frasier, giving you the condition of the Dixie Overland Highway in Mississippi and Louisiana, and states that he has requested this same information from Georgia and will forward the same to us as soon as it is received, - and we will in turn forward to you.

We are working from every angle on this proposition in an effort to get something started at once, and I hope we shall be successful, - and with your continued wonderful work on all sides we are most hopeful of results.

Very sincerely yours,
CHAMBER OF COMMERCE OF DEMOPOLIS, ALABAMA.

BY

BY Carol M. DuFau
(Miss) Carol S. DuFau, Secretary.

D.

COPY

CHAMBER OF COMMERCE

SELMA. ALABAMA.

August 21st, 1930.

State Highway Department,
Jackson, Miss.

Gentlemen:

I would greatly appreciate your answering the following questions for me in regard to U. S. Highway No. 80. If you would just put the answers opposite the questions and return this letter, it would certainly help me a lot.

1. How many miles of paved highway is completed on U. S.
No. 80 through Mississippi? 60
2. How much is graded? _____
3. How much is not graded? (Under construction) 41
4. How many miles yet to be paved? _____
5. How much of it is financed? None other than 41 miles grading
6. How much of it is not financed?
Miles of gravel - 42.

Thanking you in advance for your trouble, and assuring you of my willingness and desire to reciprocate if I can be of service to you at any time, I am

Very sincerely yours,

H. H. Frasier,
Secretary.

C O P Y

CHAMBER OF COMMERCE

SELMA, ALABAMA.

August 21st, 1930.

State Highway Department,
Baton Rouge, La.

Gentlemen:

I would greatly appreciate your answering the following questions for me in regard to U. S. Highway No. 80. If you would just put the answers opposite the questions and return this letter, it would certainly help me a lot.

1. How many miles of paved highway is completed on U. S. No. 80 through Louisiana? 173 miles
2. How much is graded?
3. How much is not graded? 6
4. How many miles yet to be paved? 15
5. How much of it is financed? All
6. How much of it is not financed?

Thanking you in advance for your trouble, and assuring you of my willingness and desire to reciprocate if I can be of service to you at any time, I am

Very sincerely yours,

H. H. Frazier,
Secretary.

CHAMBER OF COMMERCE
Demopolis, Alabama.

September 3, 1930

Colonel Ed. Fletcher,
San Diego, Calif.

Dear Colonel Fletcher:

I read with a great deal of interest the valuable letter from Mr. Thomas H. McDonald, Chief of Bureau, U. S. Dept. of Agriculture, Bureau of Public Roads.

We have taken the liberty of making many copies of your letter to Grover C. Hall, and are circulating them over the State.

I am mailing you a little clipping from the Selma Times-Journal, relative to our efforts in having a special session of the Legislature called.

Beginning in the Western part of Alabama, I began Monday addressing the County Boards of Revenue, - asking that they arrange to appropriate certain necessary funds along with the State to match \$6,200,000.00 now available for Federal Funds after this special session of the Legislature that we hope to call has passed a resolution assuring the Counties that this money will be refunded as soon as a bond issue has been passed. The Boards of Revenue seem very much interested and agreeable to the proposition that our Association is now suggesting.

Thanking you for your alert cooperation, I am

Yours sincerely,

(Signed) P. G. Coleman
P. G. Coleman, President
ALA. DIV. PAVED DIXIE OVERLAND HIGHWAY ASS'N.

C.D.

W. F. HERBERT,
PRESIDENT

MISS CAROL DUFEU,
SECRETARY-TREASURER

VICE PRESIDENTS

C. A. MERRYMAN, L. S. METZER, C. L. SIMMONS, J. L. STANFORD, E. E. TALLICHET

Chamber of Commerce

DEMOPOLIS, ALABAMA

September 11th, 1930.

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N. C. FLOYD

DIRECTORS

M. LONG
D. F. JACOB
J. M. LEVY
J. I. LEE
E. H. C. BAILEY

C

Colonel Ed. Fletcher,
San Diego, Calif.


My dear Colonel Fletcher:

You will find herewith enclosed a copy of resolution unanimously adopted at our monthly meeting of the Chamber of Commerce on Tuesday Night.

Pursuant to your request, we are mailing copy of this resolution to Mr. T. H. McDonald, Dr. L. I. Hewes and the California Highway Commission at Sacramento; we are also sending one to the Chamber of Commerce of San Diego; and one each to Hon. Bibb Graves, Governor of Alabama and to our State Highway Commission.

Please rest assured that we are glad at any time to cooperate in any way with you that we can.

I am appearing before the Boards of Revenue of the various counties, as I wrote you, and the first two that have met have passed resolutions calling on the Governor of Alabama urging a special session of the Legislature to provide funds to match the \$5,200,000.00 now available for highway construction in Alabama.

Very truly yours,

P. G. Coleman, President,
Ala. Div. Paved D. O. H. Association.

B.D

RESOLUTION

WHEREAS, U. S. Highway No. 80, the Dixie Overland Highway from San Diego, California, to Savannah, Georgia, is more than 200 miles shorter than any ocean to ocean route east to west and it is geographically located as to make it a most feasible route at all seasons of the year;

And, WHEREAS, we believe this highway should be extended from tidewater to tidewater, - from Pacific to Atlantic Ocean;

THEREFORE, We, the Chamber of Commerce of Demopolis, Alabama, in session this the 9th of September, 1930, request that the Highway Commission of the State of California make every effort to extend U. S. No. 80 from the Pismo, where it now ends, to Point Loma, - the Old Spanish Lighthouse, - leaving the exact location to the State Engineers.

We believe this extension will be of great benefit to not only the citizens of the State of California but will give to the tourists of the United States a view of the ocean, the City, mesa, mountains, and of Mexico not surpassed in beauty anywhere in the United States.

Certified to be a copy of resolution adopted at a regular meeting of the Chamber of Commerce of Demopolis, Alabama, - which meeting was largely attended.

W. F. Herbert, President.

ATTEST:

Carol B. Dufeu, Secretary-Treasurer.

PRESIDENT—FRANK O. SMITH
1ST VICE PRESIDENT—ARTHUR E. PRICE

2ND VICE PRESIDENT—W. A. SULLIVAN
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ARTHUR E. PRICE, CHANDLER
HARRY BONSALL, GLENDALE
P. A. ISLEY, MESA

Arizona Automobile Association

INCORPORATED
AFFILIATED WITH AMERICAN AUTOMOBILE ASSOCIATION



21 EAST VAN BUREN STREET
PHONE 4-1618
PHOENIX, ARIZONA

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FOR RELEASE Sunday,
Oct. 5th, 1930

In Replying
Please Refer to File _____

AT a meeting of the Board of Directors of the Arizona Automobile Association on September 30th, a resolution was passed urging the State Highway Department to make a special effort to complete the Gila Bend-Yuma road at the earliest possible moment. This action was taken by the Association because it keenly realized that the business interests and people of Arizona are sustaining a great financial loss by the lack of a complete, hard surfaced, dustless highway leading to California. At the present time on the 120 mile stretch between Gila Bend and Yuma, there are 53.66 miles of completed hard surfacing, including paved and oil surfaced sections; 48.50 miles under construction, and the balance not as yet under contract. It is hoped that a way may be found whereby the short remaining stretch may be hard surfaced at an early date.

SAN DIEGO'S NATIONAL HIGHWAY DREAM COME TRUE

BY

ED FLETCHER, PRES. DIXIE OVERLAND HIGH-
WAY ASSOCIATION - U.S.NO. 80.

The Arizona Highway Commission officially announced a few days ago that the last stretch of paving between Phoenix and Yuma would be completed by December first, 1930.

That simple announcement means the success of 25 years of effort on the part of San Diego and Imperial County to get a direct outlet east connecting up with the three great transcontinental highways from St. Augustine, Florida to El Paso, U. S. Highway No. 90 known as the Old Spanish Trail, U. S. No. 80 from San Diego to El Paso and Savannah Georgia, the Dixie Overland Highway and the Broadway of America, El Paso to Memphis and New York.

As Los Angeles has a paved highway the entire distance to Yuma via Holtville at the present time and with San Diego's paving almost complete from Yuma to San Diego it means in a short time a hard surfaced road to Phoenix and the east for all of Southern California.

There has been a fight for a national highway along the Mexican border for the last 75 years.

The Old Spanish Fathers travelled across the continent establishing the mission at Tucson, the San Xavier Del Bac, the Conception de la Purisima at San Antonio and the San Diego de Alcalá in San Diego the same route that we are travelling today.

Soon after California became a part of the U. S. The thru travel came by ox team and covered wagon. Now the auto and airplane take their place.

In 1870 the San Diego Chamber of Commerce was organized and one of its first acts was a resolution promoting the construction of a turnpike or highway from Tucson and Yuma to San Diego.

A request was made to the State Legislature at that time to authorize the San Diego Board of Supervisors to levy a special tax for highway purposes, San Diego to Yuma.

Later on Colonel Douglas Gunn, President of the Chamber of Commerce and then Mayor in preparing the preface of a

constitution for the San Diego Chamber of Commerce memorialized the Chamber of Commerce efforts for the Yuma road as follows.

It will largely promote the construction of the first important highway from the coast to Arizona, the Fort Yuma wagon road and this road when completed for many years was the only avenue for freight and passenger traffic between California and Southern Arizona.

The first telegraph line built in Southern California extended from Tucson Arizona thru Yuma to San Diego. It was known as the old military highway. General Kearny, in his march to California during the Mexican war, travelled this route.

It took nearly a week of hard driving for the stage to make the trip, San Diego to Yuma in early days. Today we make it comfortably in five hours by machine.

We lost Imperial Valley when it became a county all its own in 1907. With the building of the Imperial Valley water system and proof to the world of its marvelous fertility again the San Diego Chamber of Commerce took action to be connected by the shortest and best route not alone connecting up with Imperial Valley but the east as well.

In 1908 Governor Hunt and the writer called a highway convention at Yuma. Ninety-two delegates from San Diego, Imperial Valley and Yuma attended and by unanimous vote of all delegates present the San Diego-Arizona Highway Association was formed with the one object of building a highway from San Diego thru Yuma to Phoenix. The delegates from San Diego were, U. S. Grant, Jr., Fred Jackson, Wm. B. Gross and the writer. The writer was elected its first President.

We had secured estimates in advance from a prominent engineer as to the cost of a highway bridge across the Colorado River, the estimate being \$73,800. Our first action was to promote the construction of this bridge which we accomplished. The first highway bridge built for over 1500 miles up the Colorado River.

As the bridge on the California side was to be located within the Yuma Indian Reservation the plan was successfully

carried out within five months from the date of our first meeting whereby the State of Arizona appropriated \$25,00, Congress \$25,00 and the State of California \$25,000 to pay the cost of its construction. However, Governor Johnson of California vetoed the bill. The bridge had to be built so the business men of San Diego raised \$15,000 of the \$25,000 necessary to fulfill California's obligation on time.

The reason Governor Johnson vetoed the bill was because the state engineer said it would cost \$150,000 and was money thrown away.

We built the bridge for \$72,000 and at the last session of the legislature the writer put in a bill against the State of California for the sum of \$25,000 for a bridge which unanimously passed and the \$25,000 was refunded to the donors or to new national highways, as desired by the giver.

With the marvelous developments of Imperial Valley San Diego citizens saw the immediate necessity of building a road to Imperial Valley. Backed by the Chamber of Commerce, Messrs. Scripps, Spaulding and Spreckels took the lead as highway commissioners, bonds were voted and a splendid dirt and graded road was built to the Imperial County line about 1912.

Imperial County was still too poor to finance the construction of a highway down the Mountain Springs Grade and across the desert to El Centro.

The Chamber of Commerce appointed Fred Jackson and the writer to solicit funds for the construction of the Mountain Springs grade through the mountains to the desert.

We employed F. A. Rhoades, engineer, to locate the route.

The Chamber of Commerce sent Fred Jackson, James Morse and the writer out to determine the feasibility of the route and if possible its cost.

As the route was thru a new canyon, impossible even for a man on horse back to get thru, being a distance of seven or eight miles, it was up to us to walk same in the middle of a hot July day. Jackson drove around thru Devil's Canyon and met us on the edge of the canyon.

Fred Rhoades said it would cost \$100,000 for a sixteen foot road.

James A. Morse, a contractor and an associate of the writer, estimated the cost at \$75,000. The amount was so great that we all felt it was foolish to attempt to raise this amount.

The writer suggested we cut the highway down to twelve feet in width with turn-outs and before we reached Fred Jackson we decided on \$50,000 to \$60,000 as the maximum figure. The money was raised by private subscription and the road built for \$47,800.

That survey was accepted later on by the state of California and the state highway is built today thru one of the most remarkable ranges of rocky mountains that California can produce. Harold Bell Wright in "The Winning of Barbara Worth" refers to it as the "hollow of God's hand".

Jackson and the writer during the construction of this grade went out there forty seven times. Once we were stuck in a bad snow storm and Jackson caught a severe cold, which, in the writer's opinion, eventually caused his death.

Jackson gave his life to the cause, a most remarkable man, an inspiration to us all and the writer's one regret is that he is not with us today to celebrate the completion of San Diego's dream come true.

With the completion of a dirt road to El Centro we secured state and national highway recognition.

In 1911 or 1921, San Diego to El Centro became a state highway and funds were voted to pave this route.

A fight was still on to determine the route from El Centro to Yuma. Los Angeles urged that the road be built by way of

Niland and Mammoth Wash following the Southern Pacific Railroad to Yuma. This would have made the highway forty-five miles further around as compared to the direct route thru the sand hills to Yuma.

The writer well remembers a meeting before the highway legislative committee in Sacramento when the noted engineer, J. B. Lippencott of Los Angeles said that no road could be built and maintained thru the sand hills, that it was a most asinine thing that he had ever heard of. Yet, we secured delay, laid a plank road over the most direct route to Yuma via Holtville thru the sand hills and demonstrated the feasibility of the project.

The business men of San Diego furnished thirty-six carloads of lumber to plank the sand hills and made Imperial County a present of it.

The route that we chose to lay our plank road is now a paved highway the entire distance- El Centro to Yuma - and it has been demonstrated that sand is just as good a foundation as rock on which to build a highway.

In 1916, Yuma County voted several hundred thousand dollars to commence the construction of its highway thru Yuma county east toward Phoenix. Under the State law of Arizona the bonds had to be sold at par. The highest price offered was approximately 90. The difference had to be raised by private subscription. Again San Diego and Imperial County, thru its business men, subscribed and donated to Yuma county over \$15,000 as its share to help along the good work.

Who ever heard of private citizens in one county putting up real money and lending a hand of fellowship to friends in another county in another state? Certainly the spirit of achievement in conquering the mountain and the desert inspired us all, made many life long friends and demonstrated the true spirit of the west by our achievements now about to be successfully realized after a twenty-five year struggle.

The writer had the pleasure of taking Austin B. Fletcher county engineer, later state engineer of California and Dr. L. I. Hewes U. S. Government engineer from San Diego to Phoenix by auto in 1912.

We returned via Blythe and Mecca. We owe a great debt of gratitude to Dr. Hewes for having recommended at that time as a federal aid project the entire route, San Diego to Yuma and Phoenix. The U. S. Government has paid 50% of the total cost of the highway from San Diego to Yuma and approximately 70% from Yuma to Phoenix. One realizes immediately the tremendous value of that assistance which has made it possible to give us a paved highway from San Diego to Phoenix five or ten years earlier than otherwise. Conditions have warranted the construction of this national highway but hard work brought results.

The Imperial Valley has developed into the richest section from an agricultural standpoint, acre for acre, in the United States. Cotton is one of its great industries. The date is being successfully grown, a valuable industry for the future.

Some idea of the vastness of the Valley may be understood when the records show that 18,000 car loads of canteloupes alone were shipped out of the Valley last year and 11,000 or 12,000 cars of lettuce to say nothing of our dairy products, etc.

From Yuma to Phoenix the state and national highway travel thru the famous Gila and Salt River Valleys, a million acres or more, is susceptible of the highest state of cultivation whether it be cotton, grapefruit, dates or other products similar to the Imperial Valley.

With cheap power from Boulder Dam water can be developed in unlimited amounts from the underground reservoirs of several thousand square miles of water shed of the Gila and Salt Rivers.

In ten or twenty years time the writer predicts practically every acre of tillable soil for the 386 miles from Phoenix to San Diego will be under cultivation and in itself warranting the construction of this national highway we have been so long waiting for.

Our highway traverses the southwest along the Mexican border, the only route open every day of the year for travel, and free from snow. It touches Tucson, Lordsburg and El Paso, the

shortest route across the continent, just so this national highway in a never ending stream will become the greatest of all east and west arteries in serving the citizens of the United States.

Ten years ago hardly five machines a day came west thru Yuma into California. Last year 98,030 machines bringing 294,090 people, government inspected, at Yuma, came into California and each year the army is increasing 10% or 15% westward bound. The travel east is almost as great.

The tourist travel is a golden stream, in the writer's opinion, second to none as a source of revenue for California.

Let us all along the Southern route join together in properly educating the travel over U. S. No. 90, the Old Spanish Trail east of El Paso to Florida, over U. S. No. 80 from Savannah to El Paso and from New York over the Broadway of America thru Memphis and Dallas, that whether they are headed for Los Angeles or not, the ideal route is over the mountains from Holtville and El Centro to San Diego thru the best grade, a paved mountain highway thru the mountains that California has ever built, and then if they are on their way north follow our coast route in sight of the ocean for 80 or 100 miles thru a semi-tropical climate whose natural beauty of ocean, mesa, valley and mountain is unsurpassed in the state.

These three national highways that the writer has mentioned are all completely graded, are all federal aid projects and state highways across the continent. Over half of these routes are already paved and within the next three or four years will be completely paved or hard surfaced.

These highways show the way for the airplane by day and at night their beacon lights along the highway will tell their location from the air.

Many cities have already dedicated airports along our route and I predict that this national highway we have developed running as it does across the continent over the shortest route with no large mountain ranges to cross, in a country of little or no snow, both by air and by paved highway, in time, will be the most densely travelled route from the Atlantic to the Pacific.

BY ED FLETCHER

San Diego has won its twenty year fight for a paved road to Phoenix.

I have just received word that the Arizona Highway Commission have made a definite pledge to have all but thirty-five miles of U. S. Highway No. 80, between Yuma and Phoenix, completed by July first and that the balance will be completed on or before November first of this year. This means a hard surfaced road the entire distance to Phoenix as soon as the highway between El Centro and San Diego is completely paved, thirty or forty miles of which is still a dirt road.

The unpaved portion of the road from Phoenix to Yuma will be surfaced with crushed rock and oil macadam, a processed road water tight and good for eight or ten years with proper maintenance.

With this road completed, San Diego's destiny is assured as a mecca for transcontinental tourist travel. Yuma will be the gate-way for all of the travel from Lordsburg, New Mexico thru Douglas, Bisbee and Tucson.

We have won our fight for a state highway via Tucson to Gila Bend cutting off 88 miles across the continent as compared to the present route thru Phoenix. This road will undoubtedly be processed or paved in the near future.

We will also be in a position to get part of the thru travel thru Globe and Miami into Phoenix as well as the Socorro-Springerville travel to Phoenix.

Personally, I will recommend the construction of a highway from Phoenix to Blythe and Yuma so that we may go one way and come back the other. Our only fight has been to complete the paving of the road from Yuma to Phoenix, the first Federal Aid road to Phoenix.

Southern Arizona has made a marvelous fight and won a notable victory.

With a paved highway from Phoenix to San Diego we should make a strong fight for the diversion of tourist travel both at Phoenix and Holtville and if we don't get it it is our own fault.

Another important road that should be completed is the building of the highway from Blythe to Niland and the Brawley-Cain Springs road to Julian.

Few people realize the fact that it is shorter to San Diego from Blythe than to Los Angeles. We can and should divert travel from the so-called central route.

Let us cooperate with Brawley in getting this Niland-Brawley route at as early a date as possible as well as complete the San Felipe-Cain Springs road from Julian. With the completion of the San Felipe-Cain Springs road we will have literally thousands of people from the northern end of Imperial Valley populate the Julian district. It is well named the "fire escape" and will only be two or three hours ride from the valley into the cool, delightful climate among the pines in our back country.

When I look back at our twenty year fight for an outlet to Phoenix and the east I am thankful that I have the privilege of seeing the end. Fred Jackson was my inspiration in national highway work in the early days and my one regret is that he is not with us today to rejoice with us in seeing a dream come true.

San Diego has made a marvelous struggle against great odds and won.

We spent a million dollars to blast our highway thru the mountains to the Imperial Valley county line. The business men of San Diego raised \$60,000 to build the mountain springs grade in Imperial county - a gift to its neighboring county. We furnished thirty-six car-loads of lumber to plank the sand hills to Yuma direct, cutting off 45 miles. They said it could not be done, that no road could ever be built thru those sand

hills but it is there today and we find that sand is just as good a foundation as rock for a highway when properly constructed.

When the Colorado River bridge was to be built San Diego and Imperial Counties, with the exception of \$6000 that came from Los Angeles, raised the \$25,000 necessary and the highway bridge for 2000 miles across the Colorado river was completed.

When Yuma could not sell its highway bonds at par on its road to Phoenix again San Diego county and Imperial County raised \$15,000, Los Angeles \$6,000, and this money was used to take up the slack which put in to the hands of the Board of Supervisors of Yuma County a million and a quarter dollars in 1918 to commence the first real construction of the highway, Yuma to Phoenix.

When Pinal and Pima counties asked for help San Diego and Imperial Counties gave liberally toward the construction of a dirt road to Gila Bend, Tucson, via Casa Grande.

Fifty-six miles of highway was built in Maricopa and Pinal Counties thru desert waste by private subscription between Gila Bend and Maricopa, probably the greatest individual effort without county or state aid ever accomplished in the west by private initiative.

With El Paso as the hub, and U. S. No. 90 all graded and over half of it paved from El Paso to St. Augustine, Florida over the Old Spanish Trail with U. S. No. 80 stretching from the Pacific to the Atlantic, from San Diego to Savannah Georgia via El Paso, Dallas, Shreveport, Vicksburg Montgomery, Alabama and Columbus, Georgia to Savannah all graded and nearly half of paved with a five million dollar bridge under construction over the Mississippi River and with our dear Broadway of America from San Diego to New York thru El Paso, Fort Worth, Dallas, Memphis and the east all graded and over two-thirds of it paved with all of these highways

paved within the next three years certainly San Diego should cooperate with all the southern towns of Arizona, Imperial and San Diego Counties in working together thru the proper publicity to educate the tourist travel before they reach El Paso over those three routes to come into California via Yuma and San Diego. This will be the largest golden stream San Diego can ever expect to get. It will help us build up our city and county much more rapidly and put San Diego on the map as never before.

I urge the Chamber of Commerce to spend less money for advertising in Los Angeles newspapers and more in educating transcontinental tourists that the route to Los Angeles from the east is thru the city we love the most - SAN DIEGO.

The San Diego County

Vol. VII—No. 12

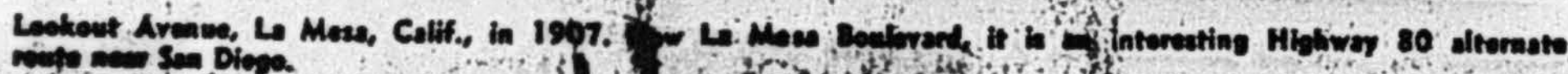
March 12, 1941

Price 5 Cents

Complete Coverage of All County Offices and Departments. News From All San Diego and Imperial County Municipalities and Communities.
An Independent Newspaper Dedicated to the Principles of Democratic Government.

By John Hettich

Who has travelled it many a year



If W. F. Holt had not inter-
ed Ed E. Boyd in the incipient
townsite of Holtville, back in 1901
or 1902, San Diego might never
have been connected with the
east by the magnificent trans-
continental route known as U.
S. Highway 80.

Boyd, now retired, resides in

mission - stating that only a cross-the-valley route could be constructed at that time. It was up to the Imperial county supervisor's to make the decision as to which route they wanted.

According to Boyd, the spokesman for the Los Angeles delegation got the floor first. He

that pulled out his checkbook, scribbled a check payable to Imperial county, leaving the amount blank. This he tossed upon the table.

"I am instructed to say that we will build an extension of our county road from Jacumba.

the laying of some Jewish across the hands of east of Motville towards Yuma to establish a "county wad" in that area.

The "Odfexico" supervisor was instructed to "go the limit" in this matter, but after spending a

PAGE FOUR

History of U.S. Highway 80

Continued from Page 1)

at approximately the same time other cars were starting on their way from Los Angeles. The route travelled by the San Diego drivers was via Dulzura, Potrero and Campo, now state secondary highway route 94, or the "old Campo road."

Sixteen hours and 59 minutes after it left San Diego, Dave Campbell's big Steven-Duryea rolled into Phoenix, completing 140 miles of hazardous driving. Two hours and six minutes later came a Stutz from San Diego, and 11 minutes after that the Kissel car sponsored by the San Diego fire department arrived on the scene. Hours passed before Ham-

Lookout Avenue, La Mesa, Calif., in 1907. Now La Mesa Boulevard, it is an interesting Highway 80 alternate route near San Diego.

If W. F. Holt had not interested Ed E. Boyd in the incipient townsite of Holtville, back in 1901 or 1902, San Diego might never have been connected with the east by the magnificent transcontinental route known as U. S. Highway 80.

Boyd, now retired, resides in Jacumba, which is also the home of one of California's five state highway commissioners—B. L. Vaughn.

Boyd sold his ranch at Hemet and moved to the Imperial valley in 1903 when the first canals carrying Colorado river water were being pushed out into the desert. He became active in Holtville affairs, and when that city was incorporated Boyd became its first mayor.

During the period Imperial valley was part of San Diego county. There was no direct transportation connection with San Diego, those early settlers who had business to transact at the county seat must either make a four-day trip by horse and buggy or by mule team and buckboard via a tortuous trail winding up Devil's canyon, or take the Southern Pacific to Los Angeles and thence down to San Diego via the Santa Fe.

In 1903 there were automobiles, of course, but even in San Diego county roads were still in the horse and buggy stage. That year supervisor Jasper and Bryon Naylor, an early day San Diego good roads enthusiasts, made a pioneering trip to Jacumba from San Diego. Nine hours was required.

By 1908 Devil's Canyon had been widened to the extent an automobile could be driven down it, but the run from San Diego to Imperial required 15 hours.

Imperial County Formed

In the meantime Imperial valley had become, in 1906, a full fledged county in its own right. For some reason the Holtville group took a dislike to their supervisor, P. N. Ferguson, and at the expiration of his term Boyd was backed for the post, and elected.

He was seated in January, 1911, just when a fight flared up between Los Angeles and San Diego over the routing of state road planned to traverse the valley from Yuma. San Diego wanted the Yuma tie-in, but so did Los Angeles, the state highway com-

mission stating that only the cross-the-valley route could be constructed at that time. It was up to the Imperial county supervisor to make the decision as to which route they wanted.

According to Boyd, the spokesman for the Los Angeles delegation got the floor first. He argued that his city, with big markets wide open for agricultural products was only 225 miles away, and that the building of the road to Los Angeles would also open up Banning as a splendid summer resort for valley residents. He seems to have antagonized the valley supervisors to some extent by assuming a patronizing big brother attitude.

Ed Fletcher spoke next on behalf of San Diego.

Turning on the charm, Fletcher reminded the supervisors that Imperial valley had once been a part of San Diego county and the two counties had much in common. He recounted how San Diego had aided the valley in setting up its own government, and how consistent efforts had been made to create a connecting thoroughfare through the mountainous region.

The speaker pictured an all-year-round, coast-to-coast highway, and pointed out that San Diego was 100 miles closer to El Centro than Los Angeles.

"We have your best interest at heart, boys. More so than these slick fellows from the big city, with their smooth flow of words," he concluded.

The leader of the Los Angeles delegation gave vent to a sneer.

"Besides the few nickels you have spent around Jacumba, is your group financially able to enter into a road competition with us?" he asked.

Fletcher Waves Checkbook

With a dramatic flourish Flet-

cher pulled out his checkbook, scribbled a check payable to Imperial county, leaving the amount blank. This he tossed upon the table.

"I am instructed to say that we will build an extension of our county road from Jacumba, down a new alignment the mountains, through a portion of Imperial county, to the floor of the desert. This check is our guarantee that we will do it. Our requirements is that you build a road out from El Centro to meet ours."

At this point the Los Angeles delegation rose angrily and departed, leaving Fletcher alone with the supervisors.

"Now boys, before you vote on this matter, I want to make one final statement," he said. "I want to show you how to get two roads instead of one."

"I you indorse the Los Angeles route, through the north of the valley from Yuma, it will be but one road and you'll never get another. But you turn them down, and indorse the San Diego route you'll get a second road."

"Up in Los Angeles, they have Colonel Otis, money and influence, and they'll never stop until they get a route through to open up commercial relations with the valley, and to provide a southern connection with the east," he concluded.

The Brawley supervisor and one other held out against San Diego, but that night Boyd and two of his colleagues held a secret conference with an attorney from San Diego and the county treasurer, and decided upon a course of action which eventually was successful, and greatly to the advantage of San Diego, but which nearly won Boyd a grand jury indictment.

They discussed "one other little matter" that Fletcher had

wanted. That was the laying of some brush across the sandhills east of Holtville towards Yuma to establish a "county wad" in that area.

The "Calexico" supervisor was instructed to "go the limit" in this matter, but after spending a week out in the desert this gentleman reported back that he had grown to elderly to see the job through. Boyd, a younger man, was given the assignment.

Boyd tackled the project with vim and vigor and eventually an automobile was able to make the trip to Yuma under its own power. Meanwhile, in 1911, Los Angeles had organized and successfully carried out an automobile road race from that city, via the mammoth wash and Yuma, to El Centro, to prove the practicability of their route, and running time between San Diego and El Centro, via Devil's Canyon, had been cut down to seven hours and 50 minutes.

Principal San Diego backers of Fletcher in his continued road building negotiations with Imperial county were Fred W. Jackson, Rufus Choate, John F. Forward, jr., Matt Heller, and Percy Goodwin. While Boyd was completing his brush-laying job in September, 1912, this group were busy planning a competitive road race to the one to be staged by Los Angeles in October.

On October 26 Boyd had finished his job with days to spare and stood out on the sand near Holtville awaiting Fletcher and his road race pathfinder. He recalls that Fletcher and his party made a record breaking run from San Diego to El Centro in four hours and 44 minutes, barely paused there, and came pounding across the brush covered lane a couple of hours later.

"Ride 'em Cowboy"

Harry Taylor was driving the pathfinder, a brand new aircooled Franklin, and Fletcher was astride the hood cowboy fashion in an effort to hold the front wheels down. Somewhere along the route Fletcher had lost his hat, and a pants leg and shirtsleeve were missing.

In passing, he raided an imaginary cowboy yip and howl.

Meanwhile back in San Diego-Phoenix road race got underway

other cars were starting on their way from Los Angeles. The route travelled by the San Diego drivers was via Dulzura, Potrero and Campo, now state secondary highway route 94, or the "old Campo road."

Sixteen hours and 59 minutes after it left San Diego, Dave Campbell's big Steven-Duryea rolled into Phoenix, completing 140 miles of hazardous driving. Two hours and six minutes later came a Stutz from San Diego, and 11 minutes after that the Kissel car sponsored by the San Diego fire department arrived on the scene. Hours passed before Hamlin, the leading Los Angeles driver, arrived.

Thus it was successfully demonstrated that San Diego and El Centro had a traversible route tying in with Yuma.

Boyd had raised \$3000, mostly by popular subscription, to lay his brush trail across the 5½ mile sand and hill stretch. The San Diego highway enthusiasts, organized as the San Diego-Arizona Highway association, raised \$60,000 by subscription, and formed a construction company to build the agreed-upon stretch of road.

Rhodes was Engineer

Fred Rhodes, young engineer, now director of public works for the city of San Diego, located a new route down Meyer's creek canyon to replace the Devil's Canyon road. This route was completed and dedicated in March, 1913.

The Meyer's canyon route became popularly known as the Mountain Springs grade, and is still best known by the title, although now officially designated "In Ko Pah gorge."

During 1913, through finances advanced by San Diego, a fragile plank road replaced the brush on Boyd's sand hill stretch. This was by more substantial planking in 1915, when the state took over the entire stretch from Yuma to San Diego at that time. Owing to Fletcher's influence at Washington and Sacramento, the Campo road was abandoned in favor of a more northerly route via Descanso and Pine Valley.

In 1926, Fletcher, who had meanwhile acquired the honorary title of "Colonel," with two of his sons as passenger, made a record breaking dash from San Diego to Savannah, Ga. The chief of the bureau of public roads, after reading press dispatches of this feat, wired from Washington, D. C., for a full account of the trip.

Three weeks after this was mailed by Fletcher the route over which he had travelled was designated "U. S. Highway 80." It remains the only southern transcontinental route under one number.



(Continued on Page 4)

The San Diego Union

AND DAILY REP—THE PIONEER NEWSPAPER OF SOUTHERN CALIFORNIA.
SAN DIEGO, CALIFORNIA, FRIDAY, MORNING, MAY 16, 1919

Dixie Highway Association Names Fletcher President; San Diego Made Terminus

Col. Ed Fletcher, who received word yesterday that he had been made president of the Dixie Overland Highway association, which will make San Diego its Pacific terminus.



Announcement of the Action of the Executive Committee
From Columbus, Ga.; Pacific Coast End of Paved Road
Taken From Los Angeles; Route Through Imperial

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Curtain Marquise Formerly 45c, 50c and at 35c

Sharp price reductions on favorite curtains offered in our Fourth Floor Department. We together several odd numbers of Curtain about 600 yards in all, mostly white; width merely 45c, 50c and 55c a yard, all specially clearance at 35c a yard.

Filet Nets—Special at

Fancy Filet Nets in small figured designs; white, ivory and ecru; some styles quantity only; widths 42 to 44 inches; all one price—75c a yard.

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Announcement of the Action of the Executive Committee From Columbus, Ga.; Pacific Coast End of Paved Road Taken From Los Angeles; Route Through Imperial

San Diego has the honor of having as one of its citizens the president of a transcontinental highway. Word has been received by wire from Columbus, Ga., that the executive committee of the Dixie Overland Highway association has elected Col. Ed Fletcher president of their organization. The additional good news is received that San Diego has been definitely decided upon as the Pacific terminus of the Dixie Overland highway. Los Angeles has heretofore been the Pacific coast terminus.

Last August, at the annual convention of the Dixie Highway association at Shreveport, La., the convention unanimously recommended to the executive committee of the association that San Diego be the Pacific coast terminus. The action just taken by the executive committee finally decides the question.

Statement by Fletcher
Colonel Fletcher today made the following statement:

"I certainly appreciate the honor of having been elected president of the Dixie Overland Highway association and will give the best that there is in me to continue the good work. I let it be known to the executive committee when the offer was tendered that I could not give all my time to it and that I would not consider taking up the work unless San Diego was made the Pacific terminus. San Diego is entitled to a transcontinental highway, geographically and from a military standpoint as well. When completed it will be the shortest route and the only route open the year around and free from snow across the continent.

The object of the Dixie Overland Highway association is to promote good roads and specifically the construction and use of the Dixie Overland highway, and thereby the development of the country traversed by it. It has been its policy not to advertise the use of the highway until it has been constructed. Its essential claims have been that the Dixie Overland is the shortest, the lowest in elevation and the only all-weather transcontinental highway.

States Approve Plan
The highway commissioners of the eight states through which it traverses have officially included it in the state systems of highways. This action puts our highway in line to secure federal aid and approximately \$3,000,000 has already been apportioned to it. We are affiliated with the National Highway association, which proposes good roads everywhere, but specifically federal construction of highways purporting to connect every county seat in the Union.

Definite plans with the United States government are now being made whereby our association will furnish landing places along the route for aerial use to the government, and we have every reason to believe that in time there will be an air mail route across the continent following the Dixie Overland highway.

On Jan. 14 last the Dixie Overland entered the merger of highways formed at Kansas City into the Associated Highways of America. The Dixie Overland is the only southern

highway in this merger, the object of which is to present to congress the association of the interests behind the 37 specific highways asking for federal construction.

New Roads Provided

"Speaking of local conditions, for years there has been a tremendous effort on the part of Los Angeles and a certain part of Arizona to have the transcontinental highway routed from Phoenix via Parker or Needles through to Los Angeles. This would eliminate San Diego and the Imperial valley from a transcontinental highway.

"We have every reason to rejoice that the legislature has at last passed the act and the voters of the state on July 1 will undoubtedly approve the act of legislature which appropriates \$40,000.00 for the construction of paved highways in this state. The \$40,000.00 bond issue will undoubtedly be voted by the people and includes a paved highway the entire distance from San Diego to Yuma, while it does not include any paving of the Barstow-Needles route—a distance of 180 miles.

"In other words, we will be the first paved highway to the Arizona line and the California highway commission has thus recognized the Dixie Overland highway from San Diego to Yuma and El Paso as the logical transcontinental route along the Mexican border, and undoubtedly one of the first to be built.

Log Book Planned

"It is planned to issue an annual log book of the Dixie Overland highway for each state, the purpose being to guide the tourist, not only on the highway, but also give him information regarding hotels, garages, etc. Possibly a magazine will also be published monthly, devoted first to the development of the Dixie Overland Highway and its use, and then to the development of the territory traversed by it.

"We have every reason to believe that the Bankhead Highway association will also select San Diego as their Pacific coast terminus. If Phoenix does not give our highway the proper support there is every reason to believe that a national highway can and will be built from Yuma direct to Maricopa or Tucson, eliminating Phoenix and thereby saving more than 100 miles of concrete road and make our national highway that much shorter. I know the feeling of all southern Arizona and sincerely trust that the state authorities and Phoenix will co-operate in the early completion of a safe highway from Yuma to Phoenix.

"It is highly important that San Diego, Imperial valley and Yuma form strong local organizations and in a small measure show our appreciation for the privilege of having the moral backing and influence of the highway enthusiasts of eight southern states.

LOBSTER CARGO IN PORT

After a cruise along the lower coast, the smack Normandy brought into port yesterday 600 crates of fresh lobsters. This is the first large lobster catch to arrive in port for some time and is to be placed on the local market.

ordered from Fourth Floor Department. W together several odd numbers of Curtain about 600 yards in all; mostly white; width narily 45c, 50c and 55c a yard; all specially clearance at 35c a yard.

Filet Nets--Special at

Fancy Filet Nets in small figured designs; white, ivory and ecru; some styles quantity only; widths 42 to 44 inches; all one price—75c a yard.

Good Remnants at Low

Friday is Remnant Day in our Draperies. We offer a good collection of all sorts of drapery useful for many different purposes about the prices.

Some Reduced Prices TRUNKS

Various styles and sizes of Dress Trunks on sale at the following reductions:

—Regular \$19.00	\$16.15	—Regular \$26.00
Trunk, now		Trunk, now
—Regular \$20.00	\$17.00	—Regular \$28.00
Trunk, now		Trunk, now

Hartmann Wardrobe Trunks in the steamer complete, yet compact; new trunks in exceptional values at \$45.00 and \$53.00.

Hartmann Dress Trunks, high grade in splendid values at \$32.50 and \$34.00.

Special Display New Midsummer Millinery

All should see the fine showing of entirely new fashions in Millinery for summer street, dress and sports wear. Novelties in white and dainty colors.

Very Rich English Bone China

Something really magnificent in dinnerware is our showing of English Bone China. There are three new open-stock patterns of Minton and Crescent makes, in floral enameled designs.

Special—One complete set for 12 people; regular value \$300.00, offered at \$125.00.

Aluminum Cleaner and Polisher at 25c

"Brillo" is a wonderful cleanser and polisher of aluminum, makes old utensils look like new; removes all discoloration; in the Housewares Department (downstairs) at 25c.

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From the papers of Ed Fletcher, The following letters have been removed to the alphabetized correspondence files:

"HIGHWAY 80"

COTTRELL, Jos. F. to Fletcher, 12/23/31 ✓
FOSTER, L. J. to Fletcher, 9/20/46 ✓
Fletcher to MACDONALD, Tom, 8/22/46 ✓
Fletcher to OLDENDORF, J. B., 10/17/46 ✓

Ed Fletcher Papers

1870-1955

MSS.81

Box: 70 Folder: 9

**Business Records - Other Fletcher Activities -
Highways - U.S. Highway 80 (Dixie-Overland
Highway) Fletcher (president of association) speeches**



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