

Congressman Denney, the Pan American Highway Association, made up of members in six states asks your support on the extension of this much-needed north and south freeway. It can mean a lot to the midwest—but it must be built for the traveler, not just a business builder for the cities. The business will follow, but the routing is of first importance.

There is no doubt that in the Nebraska area of US 81 most are showing their preference that the new 4-lane freeway would not be an Interstate, but a limited access freeway which would attract more industry. The Pan American Highway Association can understand this and the importance of developing industry.

I would like to point out to you that the US 81 route splits I-80 at York—just between Grand Island and Hastings and Lincoln and Omaha. This makes Nebraska have an "ideal" crossroads and distribution point of this interstate traffic. Any other routing to the west or the east would be catering to an indirect route.

If this North and South Route is to be effective it must stretch across the continent into all countries—Canada, the U.S.A., Central, South America and Mexico.

If you will be kind enough to look over some of the enclosed material you will see we feel that the Pan American Highway Project is a very important highway need and your support continued will be appreciated.

Yours very truly,

MERLE M. MILLER, *President.*

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HIGHWAY FUTURE?

We have become thoroughly convinced that the need for a North and South Highway across the United States is probably one of the country's greatest highway needs.

We feel that after two years of serious study of the question of inter-continental highways that this is a carefully measured statement, and that the need is real and should receive the full support of the federal government and the five states—Texas, Oklahoma, Kansas, Nebraska, South and North Dakota through which the Pan American Highway—this north and south route should go.

Anyone examining a map of the United States interstate highway system will find that everyone of the states named above has at least one east to west interstate crossing its boundaries. On the other hand one will find that there are virtually no direct (straight) north and south interstate routes across the United States.

The closest one can come in the midwest to finding such a north and south route is I35W from Laredo through San Antonio, Austin, Dallas, Oklahoma City to Salina, Kansas. At this point 35W returns to the federal designation US81—the identification most of this highway held before becoming part of the Interstate System.

We firmly believe that this highway needs to be completed on directly north through Concordia and Belleville, Kan., York and Columbus, Neb., to Yankton and then to Watertown, S.D., connecting with the already built 129 which it would follow into Canada and Winnipeg.

In the past few years a number of diagonal interstate, free-way or toll road routes have been proposed. We think that some of these would be beneficial but the direct routes, both north and south and east and west should receive the priority and first attention.

CENTER, TEX., *May 22, 1968.*

Hon. JOHN KLUCZYNSKI,
Washington, D.C.:

Toledo Bend Lake in the Sabine National Forest covering 186,000 surface acres is now full. Lack of roads greatly hampering access to this fine lake. Speaking for the members of this club, we ask your support in providing more funds for forest road development.

K. KEMPER LATHAM,
President, Shelby County Sportman Club.